

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 9, No. 4

Marietta, Ohio

December, 1972



One of the multitude of surprises at the last S&D meeting was the arrival of the new pleasure sternwheeler ROBIN D. She is pictured here at the Marietta wharf in the Ohio River lighted up for the occasion. The photographer was Paul L. Pryor, 10 Lonsdale Avenue, Dayton, Ohio 45419 whose hobby for many years has been going around the world discovering and picturing small boats. For some years he was associated with National Geographic Magazine, and presently is with the Air Force Avionics Laboratory (AFSC) at the Wright-Patterson Air Force Base, Ohio. He and his wife Dorothy are

planning a cruise down the Mississippi in 1973 in a craft of their own design, the principal purpose being to meet and talk with all S&D members in the towns enroute.

We picked this picture for our color cover with the idea that it conveys a distinctive Christmasy flavor with its red and green lights and all. We salute the ambition of Pete Denny to bring the ROBIN D to Marietta for S&D, and also his notable volunteer crew---Ross Rogers, Jr., Nelson Jones, Herschel Burford and others.

Merry Christmas and a Happy New Year to all.



Every so often the name of Capt. Milton (Milt) Harry of Augusta, Ark. pops up in a news story. His wife was the former Miss Josephine Hamblett of that place, and they were married on board the packet PETROLIA NO. 2 on October 2, 1870, at Augusta. "Josie" Harry is today a place name on the Mississippi River thanks to Josie Harry Towhead, Josie Harry Bar Light and Josie Harry Towhead Upper Light, all a few miles below Memphis.

The steamboat JOSIE HARRY sank at the above location in 1883 and her legal owner, as Customs records testify, was Mrs. Josephine Hamblett Harry.

Another chapter in the Milt Harry story was revealed lately by feature writer Paul R. Coppock of the Memphis "Commercial Appeal," issue of July 16, 1972.

There were two daughters in this Harry family who made a lot of waves in and around Memphis, named Mary and Georgia. Mary married Tim Treadwell, whose father A. B. Treadwell was a well-to-do cotton factor there at Memphis. Tim died in young manhood and left Mary with two sons to raise. Georgia, several years younger than Mary, also married but the union is described as "a brief one."

Hence by the time these two girls were 30-32, and sans husbands, they set up an insurance

partnership, Treadwell & Harry (Georgia resumed her maiden name), this in 1910.

The girls "were very feminine and very much ladies" but they went after insurance.

J. T. Harahan, retired president of the IC Railroad, was president of the company formed for building the second Memphis bridge. He was socially acquainted with Mary and Georgia but when they wanted the insurance covering the contractors of the bridge job he told them in all truth that the decision rested in New York, and figured that would end the matter.

"Miss Georgia" was on the next train to New York and came back with the insurance.

They landed other whopping accounts (one from a contractor doing a job on Holston River carried a premium of \$250,000) and by 1926 Mary's two sons, Timmons, Jr. and George, entered the firm each with a one-fourth interest.

These sons, and grandsons and great-grandsons, after now having expanded the firm with astonishing success, merged it in 1971 with Cook Industries, Inc.

Tim Treadwell III on his desk today has a hunk of cast iron with a number punched into it. Long, long ago, his grandmother was filling in an automobile policy for a customer. She sent the

chauffeur downstairs, telling him to bring back to her the motor number from the car.

He came back after a lengthy absence. Yes, you have guessed it. He had broken off from the motor casting, with hammer and chisel, the motor number. That's what he had in his hand.

We are indebted to Walter R. Roe, 121 Hermine, San Antonio, Tex. 78212 for sending in this story.

Capt. Jesse P. Hughes' story of the GREENDALE in the September issue elicits some amplification from Horace P. Lyle, of Daytona Beach, Fla. "Lyle" was associated with the Greene Line at various times from 1918 through 1957, and at one time was assistant general manager and held stock.

After the Big Ice, winter of 1917-1918, Lyle quit the University of Cincinnati to go second clerk on Greene Line's CHILO which then was in the Cincinnati-Huntington-Charleston trade. This was his first steamboat job, and he started work on April Fool's Day, 1918.

The crew of the CHILO as Lyle remembers:- Capt. Elmer Fancher, master-pilot; John Douglass, purser; H. P. Lyle, clerk; William F. Brookhart, pilot; Henry Dammert and Billy Cuppy, engineers; Ora McElfresh, mate, and Orin Milligan as steward.

Later in the spring of 1918 the GREENDALE was shifted to take the place of the CHILO in this "long" trade. The CHILO's office crew, John Douglass and H. P. Lyle, were transferred then to the GREENDALE, whose master was Capt. Charles Arthur (of South Point, Ohio.) Her pilots were George Bales and Peter Holloway. John Lowe was mate, and Bob and Charles Salmons were the engineers.

Before the year ended, H. P. Lyle was made second clerk on the GREENWOOD, with Mathew Miller as purser. "Mat" Miller was brother to Capt. Wilsie Miller. The master was Capt. Ben I. Pattison and her pilots were Pete Holloway and Drew Edgington. Ballard Lamb was the steward.

Then Capt. Jesse P. Hughes left the TACOMA as master (he had acquired ownership of the LEROY). Thereupon Capt. Wilbur Chapman became master of the TACOMA, with John Douglass, purser; H. P. Lyle, clerk; Ike Argo and Lee Willis, pilots; Walter Lanham, mate, and Jim Gross, steward.

An opening appeared in the office of the Greene Line's Cincinnati whariboat, and H. P. Lyle accepted the position, working under James Wirthlin.

"I believe Capt. Chick Lucas became my replacement on the TACOMA at that time," says Lyle. "But he clerked only a short time before Ben Pattison and Wilbur Chapman took him under their wings and made a pilot out of him. From there he went on up."



Side-wheel towboats, particularly those operated by diesel, are a rare breed. The HARBOR POINT shown above was built at Nashville Bridge in 1929, with a 160 hp. Winton operating a Westinghouse electric drive, and she then was named SUNCO A-4 inasmuch as her original owner was the Standard Unit Navigation Co. This towing firm was going to deliver small pointed barges (109 x 21) into creeks and rivulets, and 49 of these little monsters actually were built. Carl J. Baer, a native of Gallipolis, O. was the instigator and president of SUNCO which soon merged with Mississippi Valley Barge Line. The SUNCO A-4 was sold to Mid-Continent Barge Line, renamed HARBOR POINT, and again sold to Ashland Oil who operate her today in the Catlettsburg-Kenova area. She is no longer side-wheel and hasn't been for years. She is now prop propelled (three props) with G-M engines, total 395 hp. Our thanks both to Jerry Sutphin and William E. Reed for the above picture taken by Ben Gilbert of Huntington.



George Schotten sends us this lively scene taken at a riverside landing. Note the sign held by a bearded gentleman on the boiler deck (right), SALUTE SONS & DAUGHTERS OF PIONEER RIVERMEN. The steamboat is the PIONEER and you'll be seeing and reading more of her as you pursue the pages of this issue.

Herschel W. Burford brings to our attention an article which appeared in the Beckley, W. Va. Post-Herald about five years ago. Dr. J. P. Hale was noticed as one of the largest individual salt producers in the Kanawha valley.

"Also," says the story, "it was because of the get-up-and-go of J. P. Hale that a steam packet was navigating the upper Kanawha River from Charleston in the early 1860s and a swift packet line was operating between Charleston and Cincinnati. A few years later the first steam yachts ever seen on the Kanawha were built and launched by Hale.

"They were named the WILD GOOSE and LAME DUCK. Both were small craft, but swift and powerful. They were built for service on the upper Kanawha.

"In those days the Ward Boiler Works, near the present C&O depot at South Charleston, was in operation. The WILD GOOSE was powered with the first boiler Ward ever built. Charleston's first steam ferry over the Kanawha River was the gift of Dr. Hale."

The building date of the WILD GOOSE was in 1878, and if the account quoted above holds water 1878 also is the date when Charles Ward started building boilers.

This is substantiated in another account of unidentified source sent to us by Herschel Burford. It states:- "The Ward Engineering Works was first located at the corner of Kanawha and Goshorn streets where the first boiler was made, this being for the steamer WILD GOOSE, for Dr. J. P. Hale. ...For a time operations were confined to the construction of boilers. The second boiler made was for the steamer KATYDID, which ran between Charleston and Gallipolis. This steamer brought the Cincinnati daily papers to the city of Charleston on the day of issue."

The Waterways Journal did some researching in its April 28, 1956 issue about the WILD GOOSE. She had her annual inspections of 1880 and 1881 at Charleston. In 1882 she was inspected at Wheeling, and in 1883 at Gallipolis.

On November 16, 1880, downbound

on the Kanawha 16 miles above Charleston the WILD GOOSE broke a steam drum leg by which two of the crew lost their lives. An investigation by the U.S. Inspectors disclosed that the connection was mechanically defective. Damage to the boat was minor, set at \$50. The List of Merchant Vessels for 1884 does not list her.

All of which adds a good slice of history to the small steamboat pictured in our Sept. '72 issue, page 15. Our thanks to Herschel Burford. Also thanks to Charles T. Jones who originally brought the Post-Herald story from Beckley to the attention of the river clan.

The CRICKET-GREENDALE story in our last issue appeared in full in the West Virginia Hillbilly's Oct. 21 issue with credit to Capt. Jesse P. Hughes as the author, and to S&D REFLECTOR as the source.

Capt. Jesse P. Hughes is in residence at Harmar House, Marietta, Ohio 45750.

S&D REFLECTOR

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of Pioneer Rivermen



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MARIETTA, OHIO

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

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

Membership cards may be used for free access 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



Apropos to the W. H. Brown coal story featured in this issue, we were south of New Orleans last October 4th in St. Bernard Parish. The old steam towboat CLAIRTON was there in the dead-end Violet Canal with her bunkers still loaded with choice "Pittsburgh lump" bituminous coal. Mr. Dow, her new owner, was anxious to dispose of it, so he asked R. J. Bergeron, Jr., who owns the boat yard where she is moored, how best to go about it. Mr. Bergeron said, "Golly, nobody around here uses any coal." That's how times have changed--at the turn of the century the Brown fortune had been made by supplying Pittsburgh coal to insatiable domestic and industrial Louisiana markets. Nowadays you can hardly give it away. Finally Mr. Bergeron did locate a coal dealer in St. Bernard Parish who said he might take it---for nothing---but he'd like to first see a sample of it.

It's easy to fall into the mistaken notion that our preoccupation with old boats and old time ways of doing has absolutely no bearing--no practical bearing--on the now and tomorrow. You bring Pittsburgh lump to St. Bernard Parish and nobody wants it. Well, let us tell you something. Within the past three months most of our waking hours have been spent in conference with top-notch modern owners, operators, architects, engineers, surveyors, bankers, and at least one attorney. They are interested in future projects aggregating a sum total of somewhere around \$20 million for new boats and marine facilities.

It's sort of a new ballgame. You can hardly believe it. Not long ago we had a phone call from New York asking us to make photographs--all we had available--of an old packet built 1886 and to hop on a plane and have them in New Orleans within 24 hours. Ours is no isolated example, either. Other S&D members who for years have savored steamboats of yore, and who have troubled to learn the fascinating know-how of the art of building them, have been getting l.d. telephone calls about their services and knowledge.

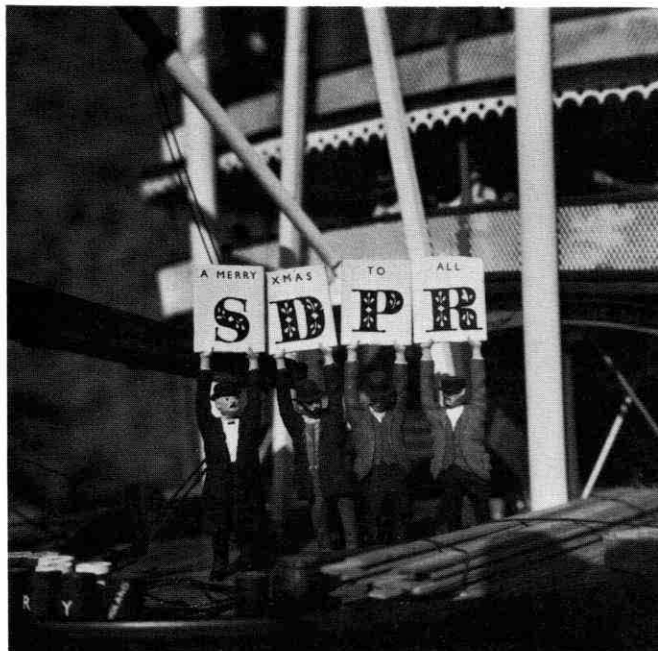
So if ever you are bothered with the idea that S&D is an arm-chair, hot-stove asylum for oldsters who look back because there is nothing to look forward to, forget it. Of course we took the non-stop flight to New Orleans, pictures in hand.

AVAILABLE BACK ISSUES

We have in stock new copies of the following back issues of S&D REFLECTOR @ \$1.75 each while they last, postpaid.

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Vol. 2	#1		#3	#4	Also copies of
Vol. 3	#1	#2	#3	#4	12-page story
Vol. 4	#1	#2			"Incredible
Vol. 5	#1	#2		#4	Journey"
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Vol. 7		#2		#4	included free
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Vol. 9	#1	#2	#3	#4	three or more
					back issues.

Direct your orders to
Capt. Frederick Way, Jr., 121 River Ave.,
Sewickley, Pa. 15143.



A Merry Christmas to S&D from the officers of the steamer WHIPOORWILL, a model packet which lives in England, built by our British member S. Coventry.

NOT AVAILABLE All bound volumes of the first 20 issues of S&D REFLECTOR have been sold.

AVAILABLE

While they last, Volumes 6-8 of S&D REFLECTOR, 12 issues plus one 12-page story "Incredible Journey," 600 pages of pictures and stories. These are professionally bound into a cloth cover book and the price per copy is \$40, postpaid.

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

STEAMBOATS ON THE MUSKINGUM, clothbound book with many photographic illustrations, by J. Mack Gamble. \$8.50 postpaid.

Full size offset reproduction of the James Rees & Sons Co. catalogue originally issued in 1913, 60 pages of steamboat history, many drawings of boats and machinery and a wealth of photographs. Text appears both in English and Spanish. \$3 the copy, postpaid.

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

Sons, Daughters of Pioneer Rivermen Steam into town for get-together



George Schotten's 20-foot PIONEER
He paddled her down the Muskingum River seated on top of a spark plug.

S&D OUTDID ITSELF. The 33rd anniversary celebration at Marietta on the weekend of September 16 will be long remembered. At least 300 delegates were there, maybe more. Elizabeth Gould came from Niagara-On-The-Lake, Canada. Ralph Hitchcock came from Seattle, Wash. Cap'n Jesse P. Hughes and the Praters came from Colorado. And after it was over the Stolls took off for Europe.

It was a three-ring circus with 14 four-star (***) main acts, any one of which would have headlined a usual S&D wing-ding. Pity the poor convention chairman who tries to equal this in the future.

Some of the acts were planned; two--for the evening program--had dry runs beforehand. The afternoon feature, that of running two model boats up the Muskingum River, both of them touch-me-not jewels of incredible delicacy, was transferred in-

stead to the new reflection pool at the recently completed Ohio River Museum. The river was roughed up a bit--not enough to notice, usually--but hazardous for miniature navigation.

But let's start at the beginning. Lady Grace and your editor drove from Sewickley to Marietta on Thursday (Sept. 14th) to help get the show ready. Tailing us most of the way and ahead part of the time were board member H. C. Putnam and his wife Margaret riding in a Chevy bus driven by its owner H. Chase Putnam, Jr., S&D's treasurer. They had come from home, Warren, Pa., Mile 192 on the Allegheny River.

While the girls were stowing baggage at the Lafayette we wandered sort of naturally to Campus Martius Museum. Catherine Remley showed us a picture she had just received of a 20-foot packet model loaded on a two-wheel trailer. Ye godfrey, who ever heard of a steamboat model 20 feet long!

George W. Schotten up at Hubbard, O., near Youngstown, had built the thing. Well, we knew George and his good wife back to LADY GRACE days so Catherine called them up (216-534-5057) to find out if they were bringing the model to S&D. George was at work but his wife answered. She said they didn't even know there was a meeting going on, but she would get hold of her husband right away. So that's how we left it.

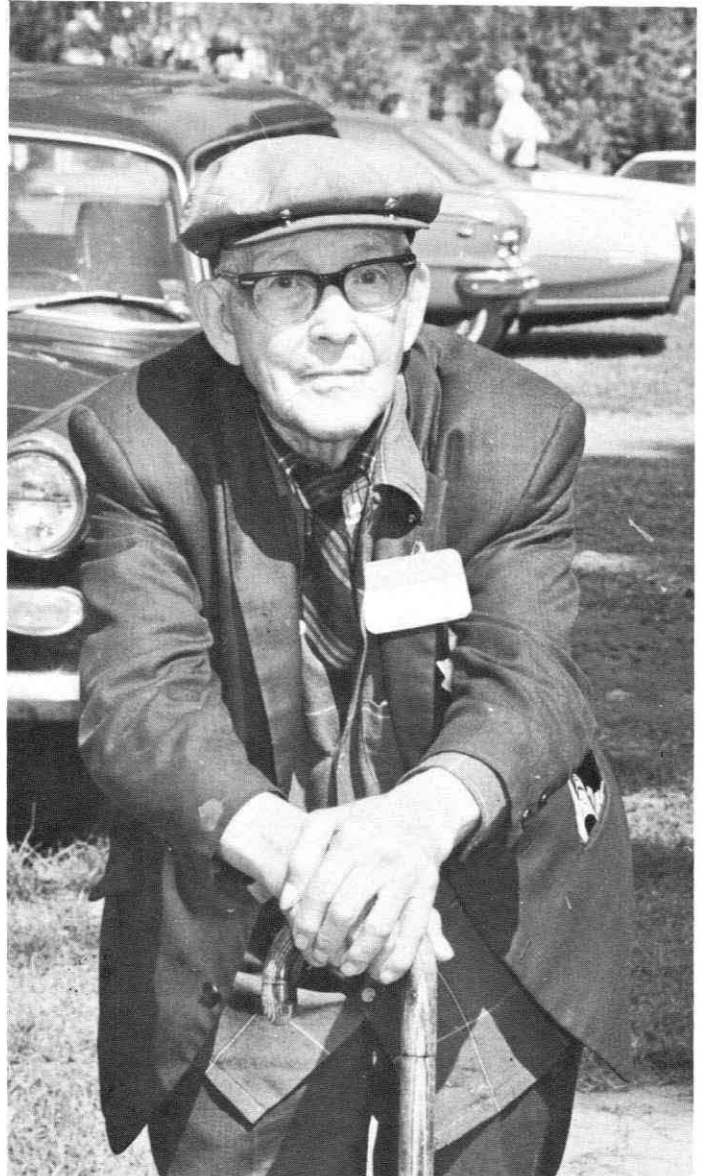
After supper while we were checking the reservation list at the hotel to get some idea about who was coming to S&D, Muriel Schotten phoned to say that her husband George had decided to bring the model but there was no trailer hitch on the car and the trailer needed work but they were coming. Hoorah. Well we talked with Bob Barr in Charleston, W. Va. and found out that the new super-duper sternwheeler ROBIN D was headed for Marietta and that Nelson Jones was head deckhand and that Ross Rogers, Jr. was climbing aboard at Pt. Pleasant to steer a watch. Things were picking up.

Bright and early Friday morning with a sheaf of notes in hand we, by long standing custom, sat ourself down in the news room of the Marietta "Times" to write for them the story of the upcoming S&D meeting. The "Times" is in a new modern building on the outskirts of town--everything swanky and beautiful--except the typewriters. The old-line reporters have This Thing about new typewriters, a newspaper superstition. The machine they gave us was overdue at the Smithsonian but in due course we persuaded it to creak out seven or eight pages of copy. It's a rather harrowing experience, doing this, for everything is in a hurry and an editor swooped by every whipstitch to grab each page and rush it to the typesetters. You can never believe how fast a newspaper is put together until you have been a part of this uproar. Well, editor A. Y. Elliott and his helper T. C. Bauer were hot for a picture of some sort. No time to go take one. I plunked down the 8x10 glossy of George Schotten's 20-foot model. "Fine, fine, three-column front page top." And exactly four and a half hours later that two-section 28-page newspaper was being delivered to homes in Marietta and was on the newsstands. The S&D story was on the front page with a carry line to page 14, the picture well reproduced and captioned, and no typo errors in the whole thing worth mentioning. All the names spelled right. If the rivers ever dry up I think I'll try newspaper work, or else run a hardware store.

I think the first S&D person I ran into was Capt Henry Campbell who's now retired and living at 1707 Warren St., Pittsburgh. He was raised at Powhatan Point and he's been piloting until lately and was down to Mount Vernon, Ind. on the STEEL EXPLORER not so long ago. Henry told me he took the all-steel Greene Line wharfboat in 1936 from Dravo's to Cincinnati with the diesel sternwheeler COAL CITY. "Had to back into some of the locks and the wind blew me ashore and I quit every day, but finally Jesse Hughes met me at Lock 31 with the EVERGREENE and helped---is Jesse Hughes coming to this meeting?" I said I was sure of that.

Bruce Edgington had arrived Friday at 5 a.m. by bus, sick part of the way, and slept at the bus station until a reasonable hour and then got a taxi to the Lafayette. He said he'd been laid up recently in the Maysville, Ky. hospital for 15 days getting a leg fixed up. Somebody asked him right plain out how old he was, and Brucie smiled and wagged his head. Eighty? Eighty five? No answer. "Say," Bruce bellowed, "did you know that Harry Lowden was born in Rabbit Hash, Kentucky?" He handed us a brand new 1973 DELTA QUEEN folder.

Joe Gould surely keeps his years well. He drove down from Williamsville, N.Y. with his daughter Elizabeth Gould. They had a new car and it ran through itself in the Cleveland vicinity, so they picked up a rent-a-car and came on. Their new car was in a bad way, engine wrecked, piston rods and oil all over the road. We sat down and Joe talked



Bruce Edgington
Eighty? Eighty five? No answer.

just like nothing had happened--we explored the people we used to know, and Joe updated me on the Burnside families. Joe is a fascinating person.

A man stopped by while we were eating lunch (a Lafayette special club sandwich) and said his name was Kendall, an Ohio highway engineer, no connection with S&D, but the R. B. KENDALL was named for one of his kin. This was back in the 1890's before his time, or mine, when the KENDALL ran on the Muskingum--but there you are, he was proud of it. Later on we talked with Dr. Delmer Cottle who lives at 404 Bellevue St., Marietta, a Ph.D. who is first cousin of Jessie Hoyt and there again, he had river background through the Chevalier family, and remembered talk about steamboats named DANUBE and WINCHESTER, this before the Civil War.

There was a big problem looming. We knew that a new scale model of the J. M. WHITE was enroute, rolling over the highways bound for Marietta. Well suppose, just suppose, the Muskingum River got roughed up with wind waves. What a disappointment THAT would be for everybody. This model was liberally advertised to scamper around on water and do its stuff. Sooo, a huddle with Chuck Remley and Chase Putnam. The reflection pool at the new Ohio River Museum would be an excellent second choice, except that it was drained dry and



Sons and daughters, grandsons and granddaughters

Top row from the left: Steamboat Bill Barr, Anne Brown, Anne Sheep, David Neigler, Sara Beckett (dark glasses), Tom Ostendorf, Roddy Hammett, Rosi Miller.

Middle row starting from the blonde at the left: Becky Uhl, Paula Brown, Joyce Sanders, Mary Sexton, Tom Way, Cornelia Reade, Roxie Ostendorf.

Front row starting with the young lady in dark skirt: Laura Sprague, Lisa Sprague, Debbie Heck, Kris Pettit, Pat Pettit and Christine Heck.

Any mix-ups in the above, please contact Bill Barr who obligingly took the names.

in somewhat of a mess with mud and gravel and junk in it donated by neighborhood kids. Can we get it cleaned out and filled? Chuck and Chase said yes. So they pitched in with good help, and that's a long story---the drain clogged up---had to get an eel--which handle turns what? What valves do what and etc. But they did it. They filled it. All clean and pretty and sparkling. And while they were at it they hosed off the whole surrounding concrete flooring and stairs. The place commenced to look like somebody owned it. A long haired young man cut the grass with a power mower and a hunk of gravel from it hit me in the shin at thirty yards. The lawn looked better than the young man did.

And so to supper with Joe Cook and Tom Cook and Pat Evans and Bill Barr. After a bit Bob Barr and his good wife Louise joined us--they a little late due to a traffic hold up at Charleston. The Gun Room was well stocked with S&D groups by now, and Debbie playing river music sometimes on the organ

and sometimes on an air calliope which was brought in for the occasion. Tom Cook and I went table-hopping--the clan was gathering. When Steve Hoag enlarged the Gun Room several years ago to double the capacity I admit to disappointment. He seemed to be swapping the coziness of the H. K. BEDFORD for the doubtful swank of a GREAT REPUBLIC. But he has made no mistake, and it still is the BEDFORD with the red-white checkered table cloths and all--just lengthened out a bit. Tonight the original room would not have contained the multitude.

Claire and Gene Fitch were holding open house on their sternwheeler CLAIRE E at the city landing down from the hotel, so what is more natural than to take a stroll to the river--especially at Marietta with the stars all out, the moon bright, the reflections of bridge lights on the water, the dim shape of Marietta Island upriver. Ah, those of you who missed S&D! We were thinking all the while of the regrets we had received. Bob Neimeyer had wired from St. Paul:- ST. PAUL IN BODY--

MARIETTA IN SPIRIT--BEST WISHES FOR A SUCCESSFUL MEETING. Hotel reservations had been cancelled by Mrs. Leon Ash, Jim Poindexter, Mr. and Mrs. Ober A. Smith of Cedar Falls, Iowa, and by Dr. Charles F. Leich of Evansville---all couldn't come for reasons well, and we hope, good.

In the CLAIRE E's pilothouse the radio was busy with news good and bad. Two tows had sideswiped upriver near St. Marys, a barge or two sunk, and an oil spill---althougy luckily nobody hurt. The ROBIN D was reporting position--she'd be "coming 'round the bend" within fifteen minutes. What a real joy to sit there in that pilothouse and be in the middle of the swim for a few moments. And by and by the ROBIN D came alongside and there was her owner Pete Denny, and Nelson Jones with a manila line coiled in his hands real easy, and Ross Rogers, Jr. They dropped and placed the stage and everybody was going aboard and shaking hands and exploring the magnificence of parlor, bedrooms and bath. If anybody ever rubbed Aladdin's lamp with a magic ring it is Pete Denny.

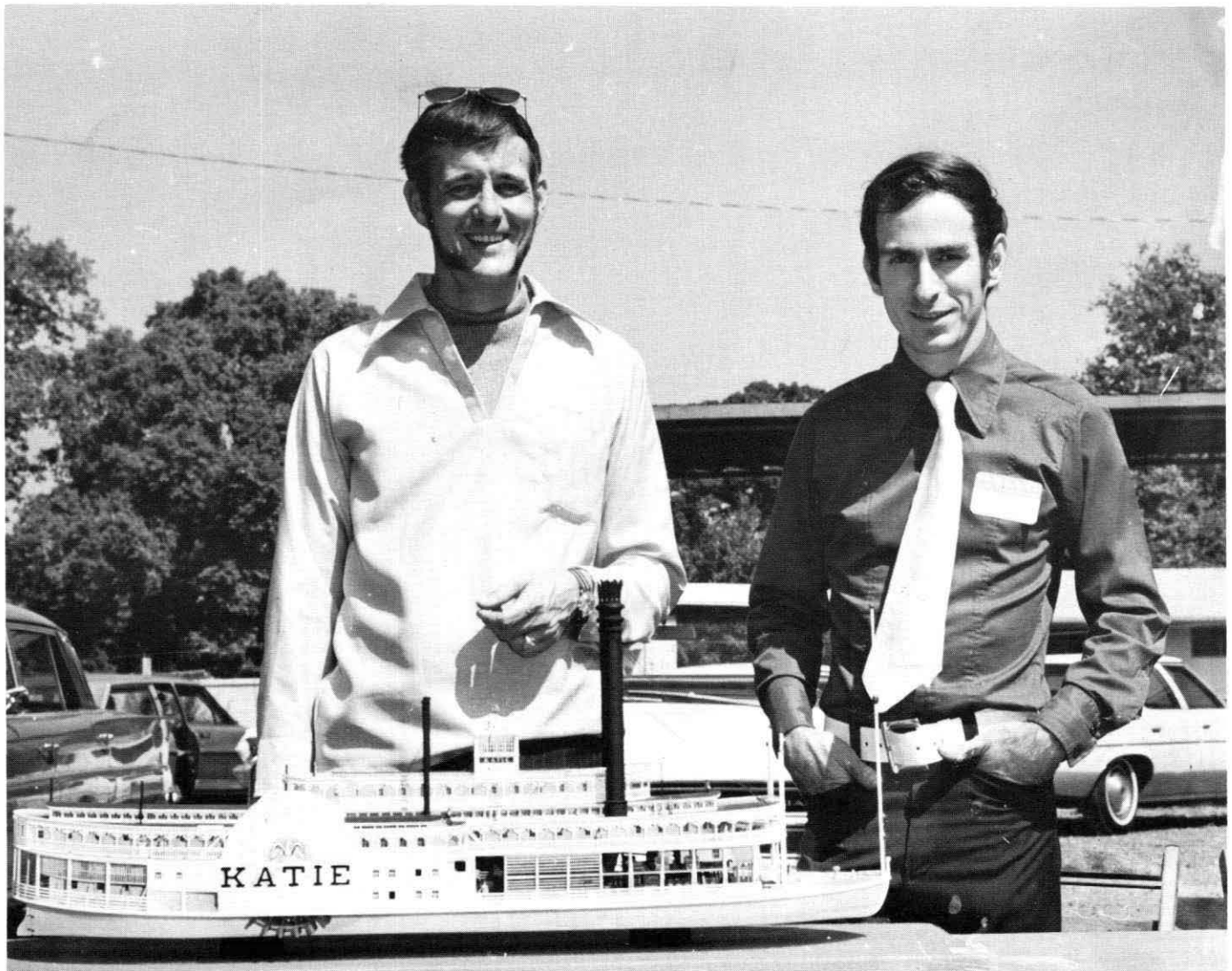
After a bit we were back up the hill at the much advertised fabulous crossroads fernix the Ohio River, corner of Front and Greene, looking toward Boiler Corner, when here comes a car with a big river packet tagging behind it. George and

Muriel Schotten had arrived with the 20-foot model named PIONEER. Well, it's too stupendous to be a model. It's the real thing only little. Looks for all the world like the ALABAMA when she was first built at Pt. Pleasant in 1912, no Texas. George said he built a Texas on it first, but he decided to take it off. Now he's hankering to put it back on again. So the immediate question:-Where do you park a 20-foot steamboat in Marietta for the night?

The hotel lot entered off of Front seemed best, but the overhead bar was too low--would catch the smokestacks. So we decided to make a wrong-way entry via Post Street which meant getting another overhead bar removed and a STOP gate opened, which takes a key and some doing, but we did. There in the floodlights was the PIONEER not much worse for her trip down through Ohio from Hubbard. The wind had blown off the top of the pilothouse but George made a screeching road stop and saved it---but the whistle and top ornament had suffered.

Lady Grace and I were in Room 327 facing out on this parking lot so that night, every fifteen minutes, Lady G raised up and looked out to see if the PIONEER was resting easy. She spent the night watch-dogging that thing. Not a soul bothered it.

The sun came up bright and clear for S&D Day,



Two Louisvillains and a pretty model. Capt. Charles Y. Duncan, Jr., left, is a pilot with Ohio Barge Line and author of the recent river best-seller "You're Looking at MY RIVER." Gregory Goldstein, right, is the creator of the KATIE in the foreground---just completed. The real steamboat KATIE was pictured and described in our June '72 issue.



Renewing acquaintances are from the left: Capt. Henry Gay and his wife Martha, and Capt. Thomas E. Kenny and wife Kay. Tom and Kay drove over from St. Louis for the occasion, bringing with them drawings of the two new triple-prop diesel towboats, each 8,400 hp., being built at Nashville Bridge for Wisconsin Barge Line, of which Tom is marine superintendent.

Saturday, September 16. Steve Hoag said that wasn't any wonder for the Farmer's Almanac had said it would be so. The Board of Governors met at 9:30 downstairs in the Ohio Valley Room. First order of business was to appoint a permanent chairman for that group and Woody Rutter was the unanimous selection. S&D president Way named Bill Barr to the Board. Most of the nine members were on hand. Missing was Bill McNally who had been detained at home due to the death of his brother Frank who died Tuesday, September 12, 1972, aged 56, a tragic affair, leaving his wife and nine children, the kids ranging from 4 to 19.

H. Chase Putnam, Jr. was reintroduced as S&D's treasurer, having served 15 years and most of them in absentia. Chase presented a detailed report of S&D's financial standing, \$4,095.51 on deposit and no indebtedness. Receipts for the fiscal year had included one bequest of \$100 in the will of the late Virgil E. Bennett and also two \$100 cash gifts from S. Durward Hoag and Joseph B. Smith. The Board then voted unanimously to pay \$100 per month for office rental to the editor of S&D REFLECTOR who preferred no salary. Bee Rutter, secretary, read the minutes of the prior meeting and announced that 886 copies of S&D REFLECTOR had been mailed to members (since upped to 892) for the September issue. Her guesstimate of the total

enrollment of S&D was "about 2,000 members."

Yeatman Anderson III reported the status of the Inland Rivers Library, Cincinnati, saying that a fund of over \$200 was on hand for a Walter W. McCoy memorial not yet selected. He also brought tidings of Mrs. Dorothy Powers, former curator of the river library, who recently underwent surgery and now is fully recovered. James R. Hunt, he reported, has been named head librarian of the Public Library of Cincinnati and Hamilton County.

Business was suspended during the Board meeting to extend a special welcome to S&D's honorary president Mrs. Loretta Howard and to introduce her son and wife, Mr. and Mrs. Edmonds J. Howard.

Daniel Porter, director of the Ohio Historical Society, sent a request that S&D appoint a liaison committee to work with the Society for arranging the exhibits in the new Ohio River Museum complex at Marietta. President Way pointed out that J. W. Rutter, chairman of the Museum Committee, could take the necessary steps without further action of the Board. The removal of the TELL CITY pilot-house to Marietta, under consideration for some time past, seemed closer to reality. Jerry Sutphin had measured it (about 14 ft. square) and was of the opinion that it could be moved intact from its present location at Little Hocking, Ohio.

Permission has been granted by the U.S. Engineers, Huntington District, to renovate it in their Repair Depot at Marietta. The Ohio Historical Society has agreed to pay for repairs and removal, and S. Durward Hoag will provide a room for Bob Thomas while the work is in progress.

We got to the Marietta Boat Club for the premiere showing of the J. M. WHITE model, with everybody hovering in unadulterated admiration and awe. The creators were too occupied at the moment for amenities, John H. Leslie of Winnetka, Ill. and his co-partner Ralph Hitchcock of Seattle. We have never seen the Taj Mahal and now it makes no matter if we never do see it. This J. M. WHITE model is the ultimate tribute to consummate skills of hundreds of craftsmen who combined art with utility from lumber and iron. Oh mercy! even the thought of exposing such a masterpiece to the caprices of the Muskingum was unthinkable.

Ned Parlin, commodore of the Marietta Boat Club, agreed.

Where oh where was the 20-foot PIONEER? George Schotten had already launched her at the new ramp up the Muskingum above the Fair Grounds. George was understandably concerned about waves from the

passing motorboats. Larry Semon volunteered to police the river and went to the scene. Meanwhile box lunches were being passed out, prepared by the Lafayette Hotel, and let me tell you what each box included:- Bread and butter sandwich in a wax paper envelope, two pieces of fried chicken in a glassine envelope, dill pickle, two stuffed olives, celery and carrot pieces in another glassine envelope, fresh potato salad with fork, one hardboiled egg (shell removed) in a sack, one Ho Ho in foil, a banana, salt, pepper, tomato ketchup and mustard---complete with napkins. Also available were 400 paper cups (hot and cold), plastic spoons, sugar and sugar substitute, and a gross of Broughton's coffee cream packets. It takes a lot of doing to stage a picnic lunch for 200, plus \$44.68 worth of beer.

So here came George paddling down the Muskingum astride the forecandle of the PIONEER, and everybody rubbing eyes to believe what they were looking at. He made a graceful turn down by the W. P. SNYDER, JR. and came up inside the docks for a three-point landing. If only Dud Chamberlain could have lived to report this event in his column in the Columbus Citizen. Wow.

So Steve Hoag grabbed us by the arm with his



A happy family reunion. The top three from the left are Col. B. E. (Bernie) Prater, and Dick and Barbara Prater. The towheaded young man is Rich Prater and over at the right is young Miss Sandy Prater. Mrs. Bernie (Helen) Prater is holding young Mark Prater. Ginny Prater was indisposed and hence not present for the picture. Seated in the foreground is Helen's father, the one and only Capt. Jesse P. Hughes, in his 97th year.



John L. Fryant of Alexandria, Va. is pictured here with his superb scale model of the IDLEWILD. Yes, it floats, runs, and steers by remote control. John had just completed a set of drawings of the sternwheeler WILD GOOSE and had them with him at Marietta---and we're talking about the steel hull 100 x 27 F-M job built by Ward at Charleston, W. Va. in 1927. She was a cute trick.

camera loaded for bear. We went the rounds and the pictures in this issue attest the excellent results. Woody nailed us. "Say Pappy, instead of a formal afternoon meeting what say to having a token meeting, a shortie, right here on the grass where everybody is?" Fine. So it happened that way, the river family reunion of the year. And maybe the best one in S&D's career. Things just seemed to happen. Spencer Creel presented an old pilotwheel from the USS GUAM and a hefty mallet, Karl Smith showed a passel of beautiful steamboat blow-ups from his negatives and Joyce Sanders made a pitch for her enlarged color prints of the BELLE OF LOUISVILLE featured on our cover of December, 1971. Johnny Zenn superintended the microphone with admonitions "get your mouth closer to the hose."

The entire convention then transported itself by shank's mare and car to the premises of the new Ohio River Museum. The labors yesterday of Chuck Remley, Chase Putnam and others, that of cleaning and filling the reflection pool, now bore fruit. Not only was the J. M. WHITE paddling around in there, but this white swan had a cygnet accompanying her, John L. Fryant's model of the IDLEWILD. Both are built to the same scale (1" on the model equals 4 ft. on the real boat) so the huge proportions of the WHITE were effectively dramatized.

The architecture of the new Museum layout was particularly pleasing to S&D member Bob Schmertz who not only is a pro but also for years conducted classes in architecture at Carnegie Tech, Pittsburgh. Bob was overjoyed at what he observed. "Whoever designed this thing is a genius and you'd better believe it," he enthused.

All this time and since Friday night we'd been riding the QUEEN CITY's whistle around in the back of our Ford wagon. So now with the help of Nelson Jones and Tom Way (who really did the hefting) it was deposited in the River Museum. Tom Cook owns the whistle and it's been in the Cook family at Charleston ever since Capt. H. Rex Melton and Capt. R. C. (Chick) Lucas did a swap, 1949, below Ravenswood. Chick had it on the E. D. KENNA and gave it over to the JOE COOK which Capt. Melton was commanding. The old JOE COOK whistle, earlier on the packet KENTUCKY, went on the KENNA. So the JOE COOK was the last to blow it, and kept it until dismantled in 1952. To be entirely accurate it was briefly on Pfaff & Smith's Dredge #6 after that.

To pursue the story of the QC whistle a moment longer, Tom Cook had it at the Ravenswood whistle blow this summer--so that's when it last was blown

although rather feebly from what we gather, due to inadequate boiler capacity. Capt. Chick Lucas, involved in all of this recitation, was present at S&D's Sept. 16 meeting, and it is his first. We were discussing the origin of this QC whistle, and Capt. Jesse P. Hughes perked up. "It came off the HUDSON," he said without any hesitation.

Which goes to show that Cap'n Jesse, reaching for 97, is a pretty sharp cookie. He made that pronouncement like there was no doubt about it. For blankety-blank years we have conjectured that very point--did it come off the HUDSON? Such origin dates it back to 1886. One moment ago we had another gulp of astonishment looking at a photograph of the HUDSON's predecessor, also named HUDSON, built at Wheeling in 1875 and SHE is wearing what looks suspiciously like that same whistle. It just might be as old as Jesse Hughes.

The dinner menu was pretty special:
 Melon ball cocktail in hobnail glasses
 Assorted relish trays
 Broiled prime Chicago tenderloin steak with sauted mushrooms. Steaks cooked medium and garnished with spiced apple ring
 Baked Idaho potatoes with ramekins containing sour cream and chive dressing
 Home grown string beans in ramekins

Lafayette tossed vegetable salad with plenty of Washington County tomatoes, French dressing
 Individual cherry crunch tarts
 Coffee
 Baskets of hard rolls, bread sticks, Melba toast, Uprates crackers
 Preserves and jellies in hobnail dishes

One hundred places were set in the Riverview Room, fifty in the Rufus Putnam Room. Those in the latter had a slight edge, perhaps, with Rosemary Basco special green cloths and napkins. The overflow had menu choices in the Gun Room.

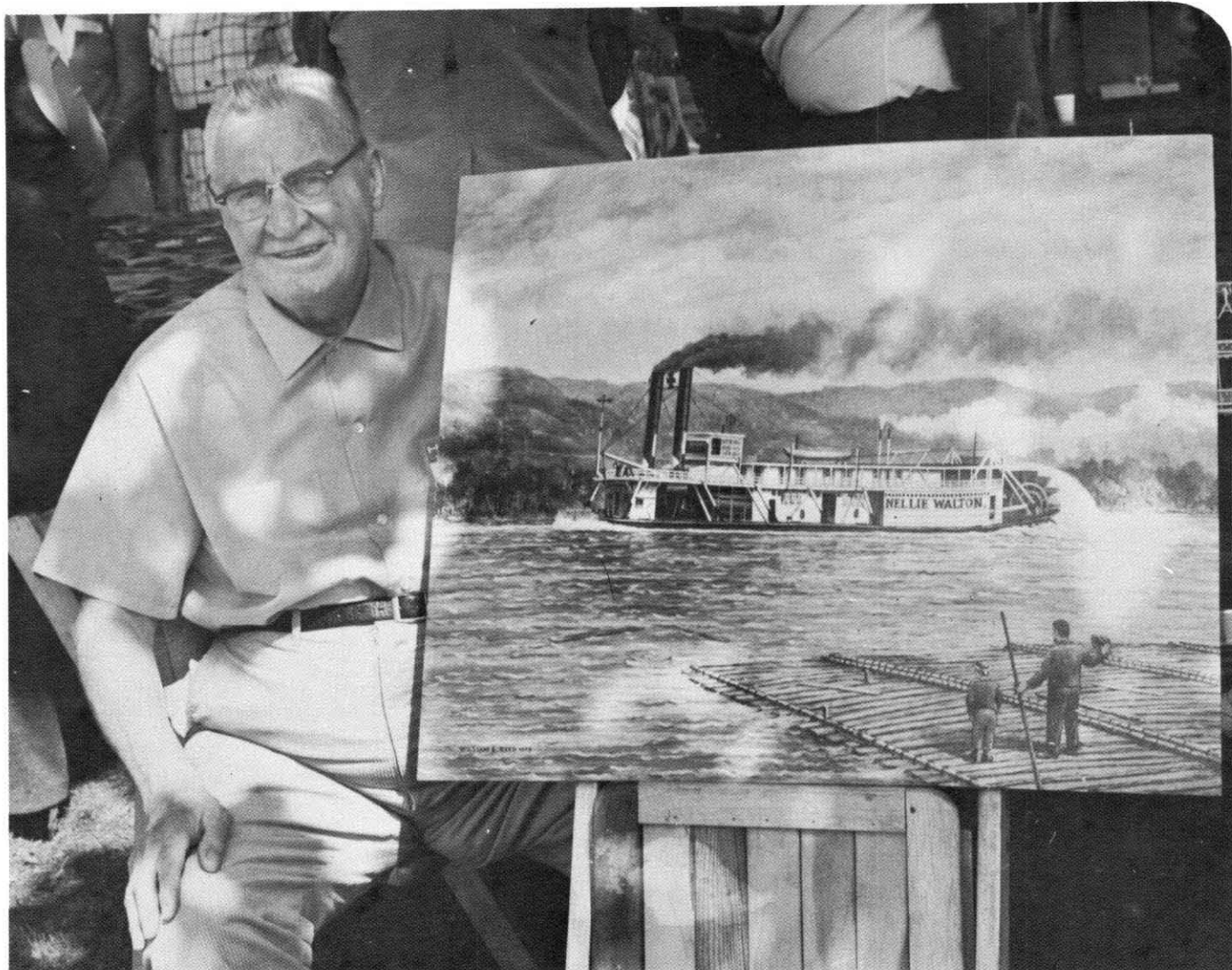
Yes, S&D has had Marietta mayors at prior meetings, Pop Farley for one, but seems to us this is the first occasion where the incumbent mayor gave an address of welcome. The odd part is that the Hon. and Mrs. James F. Schweikert were invited by Jim Swift--they were his guests. The mayor was roped into doing his stuff, and he did it very nicely. Seems like Jim Schweikert knows about all the river people in Memphis and Greenville. What we didn't tell His Honor was that we had invited ex-mayor Hon. and Mrs. John A. Burnworth for the same purpose, who declined due to running Band-O-Rama--thirty-three bands in Marietta all that day.



Ruth Ferris and artist William E. Reed. Bill Reed brought to the meeting a new oil portrait of the racer ROBT. E. LEE, depicted at New Albany, Ind. in 1869. He says he plans to keep it on a wall in his own home at Pittsburgh.



Alan L. Bates, the Louisville architect and author of two river books, the "Steamboat Cyclopaedum" and "Str. BELLE OF LOUISVILLE." Also he has made available model-maker plans of various steamboats. On the right is Bert Fenn, S&D's board member from Tell City, Ind. whose historical findings often enliven the pages of this magazine.



John W. (Sandbar) Zenn displays his new oil painting of the towboat NELLIE WALTON recently created by artist Bill Reed. Standing on the raft in the foreground of the picture, pole in hand, is his father Phillip Zenn, waving to the pilot on the steamboat, and at his left is Sandbar as a youngster. The scene is on the Monongahela River at Riverton, Pa. where the elder Zenn for years owned and operated a boat and barge yard. After the painting is framed Sandbar plans to present it to S&D as a permanent part of the exhibits.

The headline event of the evening was Karl W. Smith of Cincinnati and his slides. Karl has been under wraps for a long, long time--too long. We became acquainted years ago, but he and Mrs. Smith had not attended S&D. He dropped in at 121 River, Sewickley, on June 3rd last, in the area for a school reunion, and spilled out the news that he was doing river slide shows. That's when we nailed him for the evening program. Karl was born at Glenville on the Little Kanawha but his family removed to the Pittsburgh area before he was old enough to drink out of a tin cup. Just the same he often returned to Glenville later on, visiting grandpa who ran sort of a grocery and general store across the bridge there, and he remembers straw hats hanging in that store dating back perhaps to 1900 which in the 1930's hadn't been bought yet. He never rode any of the sternwheel gasboats we have been picturing and talking about in prior issues of this magazine. He got to Glenville by taking the B&O to Weston and then a hack over dirt roads, a two-day adventure. Going up the hills the menfolk got out and helped shove from behind. Seems that Karl got into selling firebrick for a company with operations both in Cincinnati and across from Portsmouth on the Ken-

tucky side (the address for old Lock 31 was Firebrick, Ky.) and to dissipate the monotony of his frequent car rides back and forth he commenced taking pictures of steamboats. The more he kept at it the more fascinating the game became.

Perhaps the most dramatic of Karl's show was a series of slides, in color, detailing the destruction of the last ISLAND QUEEN at Pittsburgh on September 9, 1947, a quarter-century ago, almost to the day. Karl did NOT take these, as he was careful to explain. What he had were duplicate slides made from originals taken by an unnamed man who not only was johnny-on-the-spot but who had a camera there loaded and ready, almost as though the catastrophe had been anticipated. The incredible part, to us, is that these scenes--which commence before the fire department arrived --with crew members bobbing around in the Monongahela--have been under wraps these 25 years. Karl said he was committed not to reproduce them. They are the best pictures taken of the explosion and fire, bar none. And the color is still vivid.

The annual election of officers for the ensuing year is always an interesting thing. C. W. Stoll

conducted it, he having mastered Robert's Rules of Order (revised edition, 1915). The nominating committee elected Tom Ostendorf as spokesman, and Tom found for the committee a recommendation for a reelection of the slate. It was done.

Within the past few minutes while writing this piece we have received a note from Stuart Talbot, Box 1818, Chicago 60690. "Thanks for the grand meeting," says he, adding, "Wouldn't mind seeing that film again next year." What he refers to was the latter half of the evening program, an old-time movie put together years ago by the late Andrew J. Lodder, Cincinnati. Andy's son, Robert A. Lodder, loaned it for the occasion, and Bob McCann flew it up to Marietta. Woody ran the projector and Bob narrated it. The BETSY ANN raced the CHRIS GREENE (1928) and then raced the TOM GREENE (1929 and again in 1930). Roddy Hammett about did a flip seeing people he knew and worked with as they looked 40 years ago. Ah me.

Naming all the people who attended is impossible for no register was kept. Once during the afternoon we saw Charles T. Jones in the distance but then he disappeared. One unexpected pleasure was

greeting Capt. and Mrs. Tom Kenny who drove over from St. Louis. J. W. (Boone) Weaver, Jr., the celebrated skiff builder of Racine, O., was at the afternoon events. Capt. and Mrs. Clare Carpenter were up from Belpre, and Capt. and Mrs. Henry Gay came from New Matamoras. Mr. and Mrs. C. H. Fuchs of Mansfield, O. haven't missed a meeting in a long while. Somehow in the excitement we didn't see near enough of R. Dale Flick from Cincinnati. Mr. and Mrs. John Byrd were there from South Point (Ohio) and we talked a bit about Bay Line steamboats. Regrets were conveyed from Virginia Hatfield and Louise Hatfield Stickney who ALMOST came by river but couldn't make it. And another one who didn't arrive was Irwin Urling, but he telephoned during the evening from Florida and talked with many of his friends. Mabel Reed, wife of artist William E. Reed, was absent due to having had an accident and injuries aboard a river steamboat, about the most singular reason in this day and age.

So much went on. The Brown family of Cincinnati who own and operate the real-sure-enough paddle-wheel steamboat LORENA came in force. Also the
-Continued page 16-



Artist Lloyd Ostendorf (left foreground) is sketching Gene Fitch, skipper of the comfortable sternwheeler CLAIRE E, during the afternoon festivities at the Marietta Boat Club. In the background is Mrs. (Claire E. herself!) Fitch in consultation with Charlie Arnold, Vienna, W. Va. The van behind them brought the model of the J. M. WHITE.



We asked Roddy Hammett and Mary Sexton to stand together for this picture. Here you see the pilot and mate of the BELLE OF LOUISVILLE hobnobbing with the office clerk of the DELTA QUEEN. Everybody happy? Roddy took time out during his Marietta trip to visit his mother at Willow Grove over in West Va. Mary started her steamboating career on the JULIA BELLE SWAIN, summer of 1971.

Catherine Remley, curator of Campus Martius Museum (left) is having a chit-chat with S&D's honorary president, Loretta M. Howard. Mrs. Howard was bound and determined to come to S&D although a bit handicapped after her several spills. She is noted for her spunk, an attribute which has carried her successfully over some fairly rough times.



the Terrell Becketts, from Cincinnati. Usually we manage a good visit with Earl Olson, Norris, Tenn. but this time it was touch-and-go. That's one of the irritating aspects of S&D, that of not having real visits, and after 33 years of it, we still get bugged about it. Jim and Alice Wilson from Staten Island, N.Y. represented the Steamship Historical Society. Tom Addison of the Inland Rivers Library was on deck. Mr. and Mrs. Jim Paisley were there from Wheeling. Gallipolis was well represented with Mr. and Mrs. Doug Wetherholt, Mr. and Mrs. Nelson Gardner and Capt. Charles Young. Mr. and Mrs. Richard Russell, who live along the river below Portsmouth, were there with their lively crew, Randy, Mike and Joe.

We renewed acquaintances with N. G. Carder of Murraysville, W. Va. Mr. and Mrs. Jack Garden came from Pittsburgh. Our Sewickley neighbors Mr. and Mrs. Bob Smith were there. The Ways staged a reunion with Fred III and Nell Way from Cleveland Heights, Jim and Terry Way and son Tom from Ashton, Ill. and Dr. and Mrs. Stewart Way from Pittsburgh. Woody and Bee Rutter were much on deck.

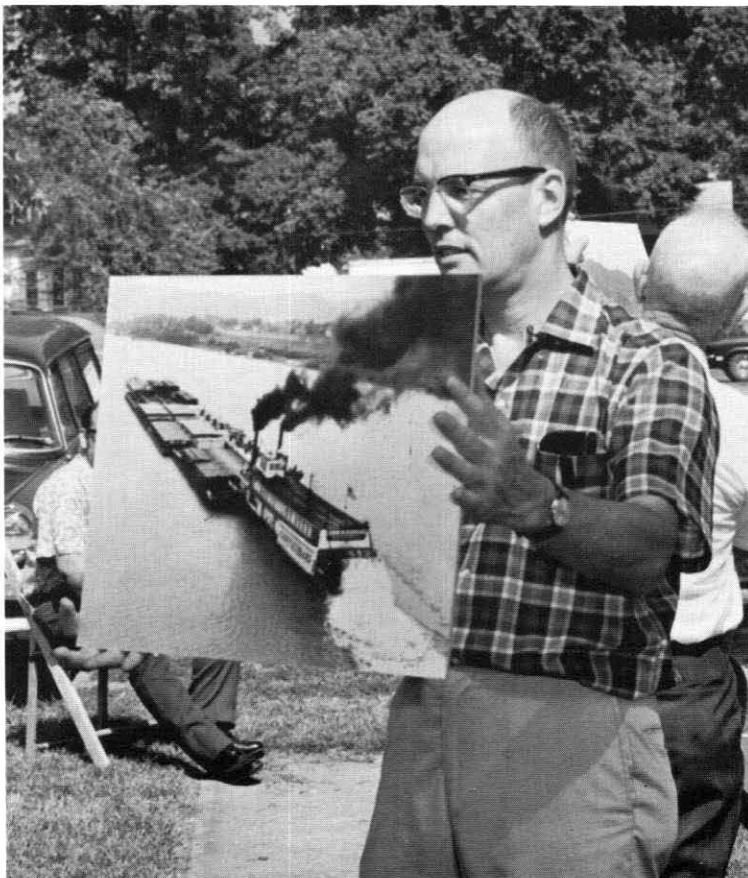
Some of the others we haven't mentioned show up in the pictures in this issue. Paul and Midge Bennett were surprise arrivals, son and daughter-in-law of our much missed Virgil E. Bennett. Mr. and Mrs. Joe Digby came from Pittsburgh. Yes, we talked with Bob Booth from Bethel Park, son of the late Capt. Walter C. Booth. And John C. Rogers, Jr. of Louisville. Lucy Stoll was accompanied by her daughter Susan, this young lady's debut at S&D.

There was a liberal visiting at Campus Martius

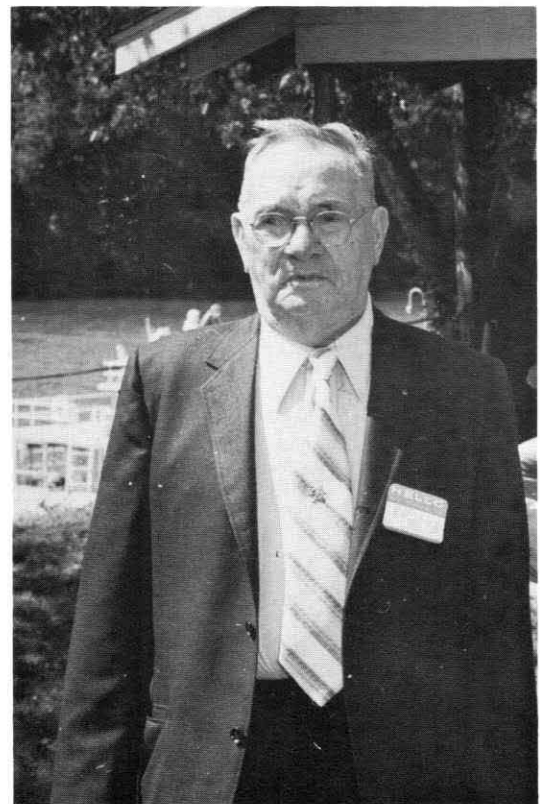
Museum on Saturday, and again on Sunday. Catherine Remley (who now knows about everybody in S&D and counts many of them good friends) was on the receiving line. The river exhibits were sparkling, the rooms bright. It seemed like Catherine and Juanita Etter were six places at once. During the Boat Club luncheon they were assisting there. We noticed with pleasure one item brought in by the U.S. Coast Guard, Huntington, an official U.S. Inspector's steam gauge formerly used in the Pt. Pleasant District. It registers up to 350#.

The Andy Lodder film concluded the evening program. After that time things got sort of spread around. There were many visitors in the Port Hole Room downstairs, with doings in an adjoining room, and upstairs slides and movies were shown--so we hear. George Schotten was having his own problems with the 20-foot PIONEER moored at the Marietta Boat Club. It sprung a slight leak and so George sat up with it and nursed it. Sunday morning he got it loaded back on its trailer and returned it to the Lafayette parking lot. When he went to depart the automatic gate (like a railroad crossing gate) went up properly for his car but forgot about the PIONEER tagging behind. It came down clunk--on the roof of that beautiful model. The damage to the model was minor. The gate snapped in twain. We've lately had a note from the Schotzens. "Immeasurable gratitude for the ultimate of place, setting and opportunity in the initial launch and first trip of the steamboat model PIONEER before a very prize gathering. --Muriel and George Schotten."

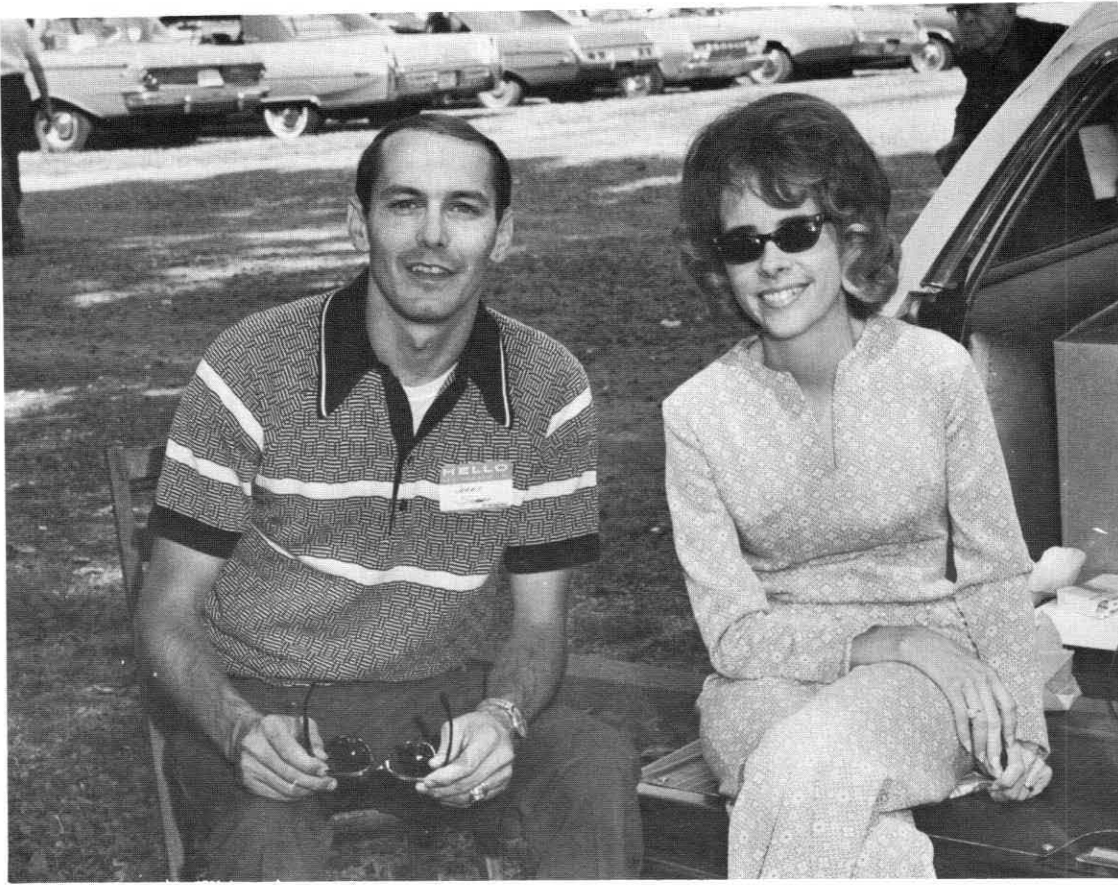
George says it well. It was a very prize gathering.



At the afternoon meeting enlarged photographs were exhibited, the originals taken by Karl Smith of Cincinnati. This one Woody is holding shows the towboat JOHN W. HUBBARD and tow, taken from the Portsmouth, O. highway bridge, downbound.

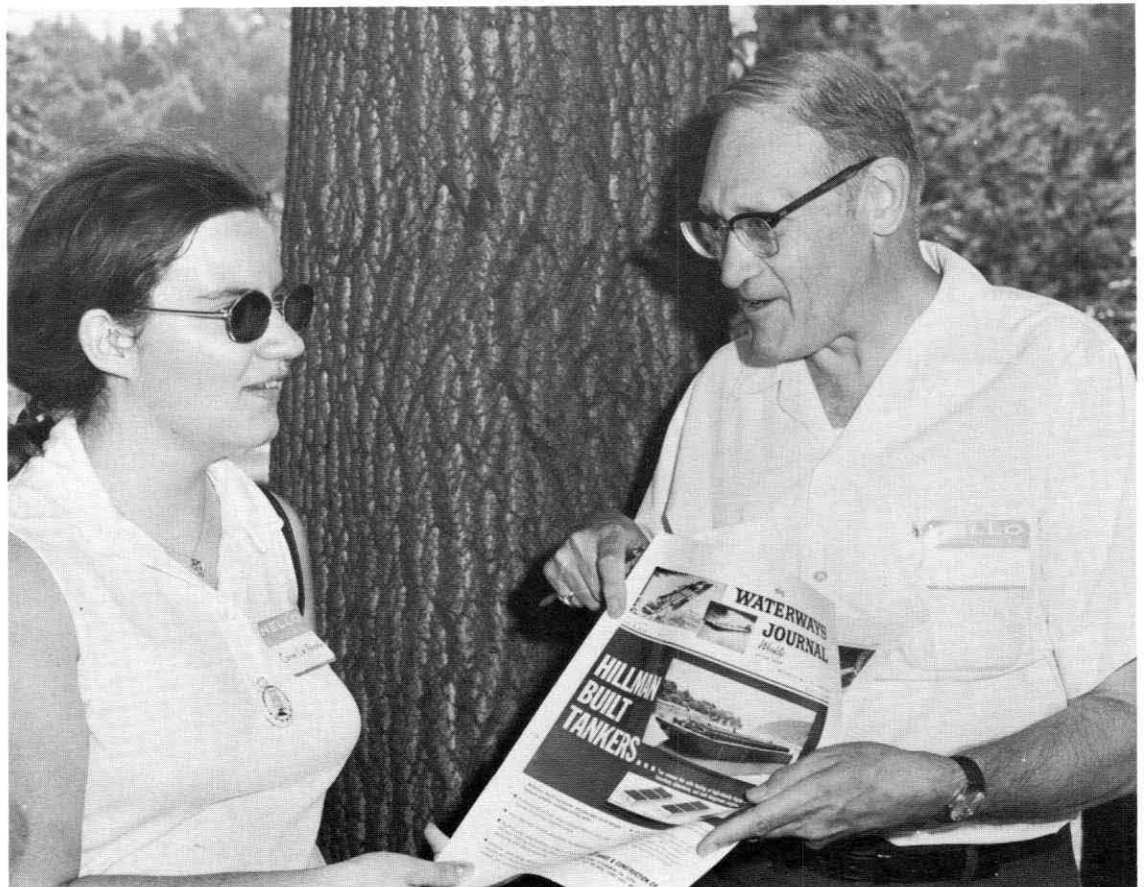


Capt. Charles M. Young of Gallipolis was the mate on the "GENE DANA" told about in chapter six of "Pilotin' Comes Natural," and the things he did happened in the late fall of 1919. The book when published in 1943 won a fair acceptance and a quarter-million paperback copies were distributed during World War II by the armed services. So Charlie got around in print. He is pictured at the afternoon S&D meeting last Sept. 16th.



And here by golly are G. W. (Jerry) Sutphin and his attractive wife Lenore (Lee to some). Jerry was the king-pin in the recent project of reproducing the James Rees & Sons catalogue of 1913, and he and his wife both are with the U. S. Engineers, Huntington, West Va. Jerry also is a member of S&D's Board of Governors.

Cornelia Reade looks as though she just might consider subscribing to The Waterways Journal. James V. Swift, the advertising and business manager of that weekly, is hopeful. Cornelia is the daughter of the late Capt. and Mrs. Lewis B. Reade. She makes her home in Marietta.





A box-lunch brigade at the noon picnic, S&D, Sept. 16th last. From the left (away down in the corner):- Annie Putnam Mallinson and her mother Mrs. Harold C. (Margaret) Putnam, Mrs. S. Durward (Della) Hoag, Jean McClure, Frederick Way III, Lady Grace Way, Harold C. Putnam and Mrs. Frederick (Nell) Way III.



Hon. Spencer K. Creel, Parkersburg (left) presents to S&D the after steering wheel from the USS GUAM, and S&D president Way accepts. Spencer and Way date their friendship back to BETSY ANN days when the Parkersburg Welding Company, headed by Creel, shipped and received much freight by packet. Spencer Creel, born 1896, is about five years older than S&D's president, served in World War I, became a licensed aviator, and for a time taught in the Parkersburg High School. He was elected to House of Delegates from Wood County, West Va. in 1938 and continuously reelected forevermore thereafter.

ALL OF THE PHOTOGRAPHS shown of the S&D meeting, pages 5-18, were taken by our board member S. DURWARD HOAG, to whom our thanks.

THE EIGHT HECKMANN BROTHERS



Of the fourteen Heckmanns, eight boys and six girls, four are still alive. Capt. Ed Heckmann, now 88, lives in Hermann, Mo. His brother George lives in Winona, Minn., Norman has a farm near Pershing, Mo. on the Gasconade River, and Mary is a widow in Cortez, Colorado.

The above picture, taken in 1916 was run in The Waterways Journal (issue of April 19, 1919) and the caption read:

1--William, Steamboat Bill, the eldest. In the annals of steamboat history on the American rivers he has seldom been equalled, never excelled.

2--Samuel (Greely) master and pilot on the Missouri, Gasconade and Osage rivers ever since he was tall enough to look over a wheel from the top of a chair. At present he is building the lightest draught sternwheel freight boat ever constructed of wood. He is president and manager of the newly organized Gasconade River Farmers Packet Co. of Hermann, Mo., is an expert hunter and fisherman and cooker of game and fish.

3--Julius Fred, named for an uncle, the late Julius F. Silber, an engineer who died on Red River many years ago. Most all of his life he has been engineer, pilot or master of boats on the Mississippi and tributary rivers and now is master of the MONATOR for the Kansas City Bridge Co.

4--Robert, who left the river just when he was about to graduate as a steamboat cook. He took more to the rah-rah life, studied Latin and higher mathematics until he nearly reached astronomy and became an A-1 school teacher. He pedagoed around Gasconade some six years, then landed in Kansas City, Kansas where he is now holding down a job with the Santa Fe Railroad Co. and his brothers are all hoping that the Lord may forgive him.

5--Edward, who followed in the footsteps of Robert a short distance. At the age of 18 he was licensed to teach in the public schools and was given a nice little school in a wild turkey country with 22 pupils ranging in age from 4 to 17 years (the 17-year-old was a girl) but the school

house was too near the river and Edward did not finish the term. About the fourth day while he was patiently guiding the little ones to the path of knowledge the old HENRY WOHLT blew a landing blast at Gasconade. Edward's heart thrilled, his eyes glowed, he forgot the upturned, wondering faces before him and snatching his hat from a peg on the wall he swiftly made his way to the river. Since then he has steamboted from Fort Yukon to Plaquemine, La. He has been "around some" and says he has never yet seen a railroad do anything that couldn't be done better on water. At present he is helping to get something started in the Big Muddy, has faith in the river business, a job, and lots of patience.

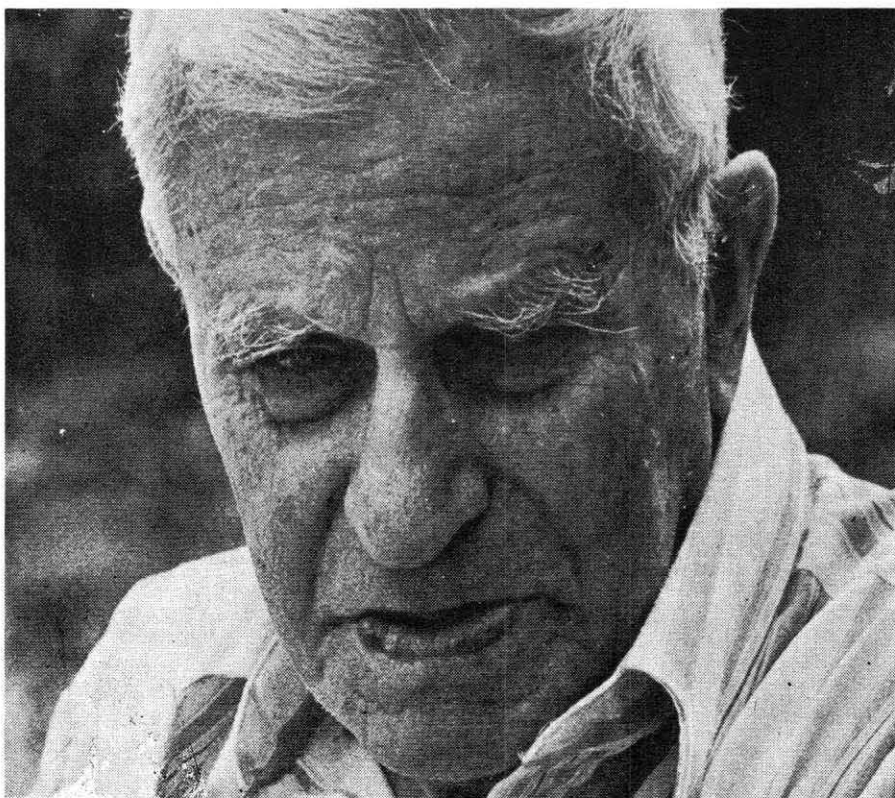
6--Norman, marine engineer and baseball pitcher, the baby of a

family of fourteen children, six feet three inches in his socks. He has been with the 57th Engineers (now T.C.) almost a year and at present is steamboting on the Seine River near Paris.

7--George. He is an engineer with the Toledo Scale Co. at Akron, O. His most eventful cruise was on a runaway barge from Hermann, Mo. to St. Louis in an ice breakup some 15 years ago.

8--John, master and pilot, owned the towboat FAIRMONT, crossed the bar and serenely cast anchor in that Port toward which we are all sailing, on January 16, 1918. Those who knew him best loved him most.

The steamboat being built, mentioned in the biography of Fred Heckmann, was the JOHN HECKMANN. Her pilotwheel is owned today by

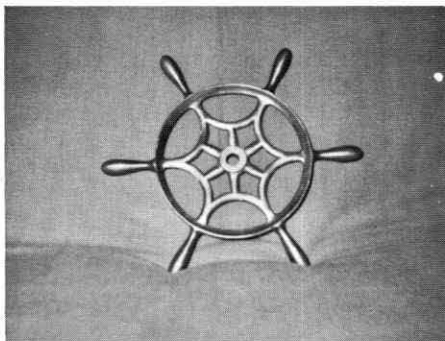


Capt. Ed Heckmann, now 88.

Ed Heckmann, one of his prized possessions. Ed did indeed steamboat on the Yukon. He got a railroad ticket from St. Louis to Seattle (\$30) in the spring of 1905 and stayed until 1908, returning home to Heckmann to spend the winters.

There is a River Museum at Hermann, Mo. It is housed in an old school house built in 1871, on the second floor. In it is a replica of the PIN OAK's pilothouse, and scale models of the FAWN, ROYAL and the JOHN HECKMANN--all of the above mentioned boats Heckmann owned. Ed Heckmann built all of the models and also the pilot-house. This museum was started in 1960 when the late Capt. D. W. Ruediger provided the funds.

Most famed of the Heckmann tribe was the late "Steamboat Bill," who wrote many stories for The Waterways Journal. The eldest, he was named William Lewis Heckmann for his father. Grandfather Ed Heckmann came to the Missouri River from Philadelphia in 1836. He and his wife were members of the German Settlement Society. Thirteen families came to Hermann to settle at that time.



From Whence Came I?
(read letter below)

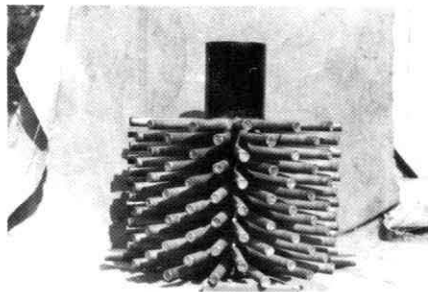
Sirs: About twenty years ago my Dad, Charles Wert, was walking along the shore of the Allegheny River at Parker, Pa. He found a pilotwheel (picture above) made of brass, 14½" over all diameter, and 8½" rim. The center hole is 3/4" and is drilled a bit off center.

Do you have any theory of where it may have come from, or on what type of boat it was used? Many people here have expressed curiosity about it.

Mrs. Evelyn Kahl,
R.D. 2,
Parker, Pa. 16049

=Probably the cherished wheel from a motorboat carried off by ice or other calamity. Has anyone seen such a wheel as this? -Ed.

Dale K. Williams retired from a lengthy tenure with the U.S. Engineers, Pittsburgh, last June 30. His "at home" address is Box 486B2 RD 2, Washington, Pa. 15301. Dale and Mrs. Williams recently visited at Marietta, saw the Museum and prowled the W. P. SNYDER, JR.



PORCUPINE BOILER
(see letter shown below)

Sirs: In regard to William L. Talbot's inquiry on porcupine boilers (Sept. issue, page 46) I am enclosing a picture (shown above) of one built a few years ago by my friend Len Williams, then of Cordova, Ill. Both he and his father before him built a number of these with considerable success.

The upper extension of the central drum becomes the steam dome, and the whole shebang is put inside of an insulated steel jacket, the lower part of which forms the firebox. The boiler is usually fired with wood or oil. I would think it not so suitable for coal firing, with no water leg, unless the furnace were brick lined.

A variation of this type boiler was made by the Shipman Engineering Co. of Boston. Instead of the round center drum, they used a flat stayed waterback set on edge, with "quill" tubes screwed into one or both sides. These were designed for oil firing only, with from two to six steam atomizing kerosene burners, depending on the boiler size.

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

We have had a letter from Walter Tisher, son of the late Oscar A. Tisher, Hannibal, Ohio. Walter lives at 6767 Alexander Drive, Piqua, Ohio 45356. He has sent to us a passenger folder issued for the packets OUACHITA and LIBERTY, both operating out of Pittsburgh in 1934. His father formerly was the postmaster at Hannibal, a river fan, who died in 1950.

Sirs: From an old issue of the S&D REFLECTOR (borrowed from our mutual friend Tom Tappan) I learned you have 12x25" reproductions in color of Dean Cornwell's painting of the LEE-NATCHEZ race. I want one! Check enclosed, \$2.

Gibson Turley,
Chairman of the Board,
Bank of Marvell,
Marvell, Ark. 72366

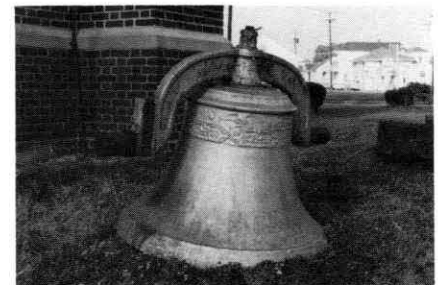
=Gibson Turley rode the DQ with us this past February to Little Rock. -Ed.



BOOK PLATE
The river provided the paper.
(see letter below)

Sirs: We now have an official book plate for our river library aboard the DELTA QUEEN. It was made by Harlan Hubbard during the last week of August, 1972. He used a block of wild cherry, a piece left over when he and his wife Anna were building their home at Payne Hollow, Ky. Our book plates are printed from a roll of paper Harlan found washed ashore on the bank of the Ohio River, so tightly rolled that only the outer layers were water damaged. The first printing from the block was made on Sept. 1 last by Ed Duemler and Harlan and myself.

Harvey Simmonds,
Str. DELTA QUEEN,
Public Landing,
Cincinnati, O. 45202



WHO AM I?

This bell pictured above was recently taken down from the Holy Name of Mary Church steeple in Algiers, La. It was donated to the church about 1926 by the Southern Pacific Railroad. So the story goes, it was from a paddlewheel steamer probably dismantled in the New Orleans area about that time. Richard R. Dixon, associated with the church, is anxious to know if anybody in S&D can shed light as to the facts. Replies may be sent to this magazine or direct to Leonard V. Huber, 4841 Canal St., New Orleans, La. 70119.



DEP'T. OF FULLER EXPLANATION
(Recommended reading)

Sirs: Yes, I was along with Capt. Birch McBride when he brought the SARAH EDENBORN from Torras, La. to Louisville in 1941 (Sept. issue, page 2). This, I think, qualifies me as a pioneer riverman as opposed to a Son of same.

I made the trip because, or as the result, of playing a trumpet in a dance band. The trombonist in the next chair was G. W. McBride and he let the word drop that his father, Captain Birch, had bought the WILLIAM EDENBORN, the SARAH EDENBORN, and their auxilliary fleet, and that he intended to bring them to Harrods Creek, Ky. I begged a job as deckhand.

We left Louisville late in June, 1941, with Joe Cook, carpenter; Cal Cook, his brother; G. W. and myself all in a Chevrolet coupe. In June 1941 the state of Mississippi was like Mississippi in any June with the temperature in the low hundreds and the humidity in the high hundreds. This is burned into my memory because the back seat of that coupe had no windows. Our destination was New Orleans, where we were to pick up Capt. Birch McBride and take him to the boats at the mouth of Red River.

This was not that simple. First Capt. Birch had to show his son G. W. and me the town. We visited the Cabildo. Walked straight in, looking neither to the right nor left, until we reached the pilot-wheel of the JAVA, a ship sunk by Old Ironsides. It's a beauty, made of ebony and inlaid with silver and mother-of-pearl. We studied that wheel for twenty minutes, turned around, and walked directly out of the Cabildo.

That night we went out on the town and fetched up at a Canal Street dive called The French Casino. This was a narrow store front opening into a long, long bar. The first table was occupied by two house-men playing black-jack as they awaited their first suckers of the evening. Fifty or so steps later we were in the back room where three shows a night were performed by a stable of strippers. G. W. and I 'sat in' the band as a girl came out of the dressing room in a cellophane dress and carrying a cellophane parasol and while we blew sour notes in the key of Ab she stripped. Ah, me! They also had the 'Kate Smith of the South,' an enormous and very lardy woman who did a strip, too, and sang an off-color song about pork chops. We got back to the Jung at about 3 a.m.

Next morning we drove up to Morganza Bend where we took the St. Francisville ferry to the west side of the river, then up to Simmesport, La. and finally to Torras, where the boats were tied off. They were just below the mouth of Red River and had a drift rack heaped up five or six feet high in front of the fleet. We were met there by Clarence Emmick, a deaf engineer who had driven non-stop from Los Angeles to catch the boat. In addition to the two steamboats the fleet consisted of two transfer barges with high 'bridge-truss' framing, a derrick boat with pile driver, a floating drydock (really an L-shaped wooden box that could be submerged alongside a boat hull then pumped out to permit work under the hull without docking the boat) and a 'corking' flat. The pile driver hammer was on a flat car at the top of the levee where the incline used to be.

The first thing we did was to explore the boats. The SARAH was much finer than the WILLIAM since she had a lot of turned mahogany brightwork railings in her forward cabin. She looked just like

the picture in the September issue except that her porch on the roof had been enclosed to make a short texas. I remember swinging around the after corner of the cabin, hitting a hog chain with my head so hard that my ears rang. These boats were fairly fast, as towboats go, and had large wheels, 24' in diameter, I think. SARAH had straight high pressure engines and WILLIAM had compound condensing machinery. Both burned bunker C oil. The derrick boat burned coal. The boats were dusty, but otherwise clean. I found a box of weevilly cereal in the pantry and took it to the boat's bow and threw it in the river. G. W. saw me do this and he cautioned me, "Don't let my old man catch you throwing anything over the bow--it's supposed to be bad luck for a boat to run over her own garbage--besides, that's the worst place to ever fall in the river."

That night we went up the hill to see the bright spots of Torras, La. Torras consisted of five buildings; all of them homes, three of them saloons, one of them a post office. Long-horn cattle lounged around the dusty street and jug-fishermen loafed on the porches. But there was a beautiful girl in town named Bessie May Miglicco. We went from saloon to saloon and drank Jax in one and Regal's in the next. The alligators coughed and hacked outside at the mosquitos and the mosquitos took out their spite on the new Ohio River blood that was in town.

Next morning we fired up the derrickboat and hauled the hammer off of the flat car. It came bounding down the levee end over and just a-shaking the earth and it stopped with a splash at the water's edge. We picked it up and set it in its guides and jobbed a crosstie under it to prevent it from dropping out during the long haul to Harrods Creek. We used the derrick boat to warm the bunker C so that the WILLIAM could be fired up, and we also 'drifted' the fleet by cordelling the derrick boat up the river, a piece to drag the drift pile loose. It didn't work too well. Joe Cook, the carpenter, got careless and stepped into the bight of the cordelling line and was thrown overboard. He grabbed the cable as he hit the water and somebody yelled to G. W., who was operating the derrick, "Slack off."

He did and Joe went under. Someone else yelled, "Take up the slack!" and Joe came back up right under his hat, which had gone afloat. Exciting times, those. We got him back aboard and he sat on the capstan to get his breath saying that he was o.k. A few minutes later the gravity of his accident hit home and Joe went pale.

Well, in a couple of days the crew was all together and we left Torras. The pilots were Captain Burdick and Captain Porterwood, a couple of retired U.S. Engineer men. I never did learn who was second engineer, but it may have been G. W. This is a little doubtful. The mate's name was 'Brownie' and he was a bartender from Louisville's Brown Hotel. And we had a tall, skinny old man named Tawn (Tom) who was a deckhand and a Negro fireman named Slim who kept her hot.

Slim had a depression in his forehead that would just exactly accept a silver dollar. It was about a half-inch deep. I asked him how he got it. He said, "Well, I was up to Torras one night to a dance and a mean guy had it in for me. He came up behind me with a machinist's hammer and swung at my temple and jus then somebody yelled, 'look out' and I turned my head. He caught me dead center."

"Whoo-eee," I said. "Did they take you to the hospital?"

"Naw. When I come to, d'you know that sumbitch had done run away. It didn't hurt near as much as the time my wife hit me with the bluin' bottle."

Slim's wife was chambermaid and her sister or cousin or somesuch was cook. They had to blow passing signals before they entered hallways and other narrow chutes for they were built like blocks.

And so up the river we went. All went smoothly until we got just above the Greenville bridge. Capt. Birch McBride had told me, "Batesy, don't never run on my boat--when somebody runs I think he's in trouble." Right there above that notorious bridge the WILLIAM stuck a drift log through the wheel, cast it up against the stern bulkhead, wiped out about six buckets and raised hell generally. I was still in my 'watch-the-wheel-turn' days and I saw it happen. The chambermaid and cook, who were just inside the stern bulkhead doing the laundry, went flying up through the boat, this time without signals. I was cool. I walked up to the pilothouse and asked, "Does it make any difference if the paddlewheel just fell apart?"

The effect was electric. Bells rang and the engines stopped. (Funny thing, Clarence Emmick never missed a bell nor an invitation for another piece of pie, but he could surely be deaf otherwise). The pilot, Captain Burdick, I think, backed the boat down through the bridge and we tied up to the Arkansas bank. The paddlewheel of the WILLIAM was a genuine brush-pile. We were prepared, however, for we had loaded enough green oak to build two paddlewheels a couple of days before at Vicksburg.

(Now, that was something, too. We ran out of coal for the derrick at Vicksburg and we borrowed a couple of barrows full from the TENNESSEE BELLE. Yes, the TENNESSEE BELLE. She was a dirty, hump-backed old packetboat running from Vicksburg to New Orleans and we went up to the cabin to see Captain Dicharry about the coal. This was the only time in my life I ever set foot in a packet cabin while the boat was in business. I hardly looked around. The general effect was 'Mississippi poor' but very, very genteel. The coal was a mixture of topsoil and brakeshoes and wouldn't warm a weiner, much less make steam. Within the year the TENNESSEE BELLE caught fire somewhere down there and was a complete loss. That stupid Bates boy had a camera over there on the WILLIAM and didn't use it).

So we started work on the paddlewheel. All hands turned to except Captains Porterwood and Burdick. Capt. Birch stripped to the waist and hurled green oak around in the Mississippi heat with the rest of us. He was a super-man in his way, one of the last of the true non-conformists. Fifty-six hours later we tightened the last bolt, hammered home the last key and turned the boat loose. We left there with one pilot, one engineer and one fireman on watch. Everybody else went to bed.

And at Memphis we filled the bunkers. Good thing the ecologists hadn't yet reared their heads. The pipeline connected a tank in Jackson, Tenn. with the fuel dock. The valve was 'way up there in the boondocks somewhere and when it was shut off the oil just kept coming. It was spilled all over the head of the boat and the deck of the transfer barge. The dockman said don't worry we got some distillate up the hill that'll clean that right offa there help me drag that other hose over here and I'll show you. They shot about a tank-car load of distillate down on the deck and reduced the Bunker C to axle grease. We finally shovelled a half-ton of sand on the deck and then heaved the whole mess into the river after we left town.

At Cairo we fired up the SARAH and towed the WILLIAM the rest of the way. This was the easy way to wash boilers, you see. First stop was Paducah. Cap'n Birch called home from the Sinnott Hotel using a pay phone and I was kept running after quarters in ten dollar rolls. Here is where Captain McBride hired two Ohio River pilots, one an unknown and the other Captain Billy Smith, or 'Uncle Billy.' He was a slender, clean and very old man who had worked in a show somewhere and he could do marvelous sleight-of-hand tricks. He was in his late seventies or early eighties and Cap-

tain McBride was a little afraid that the old man might die on watch. We were instructed to never leave him alone in the pilothouse.

The young, unknown pilot got the first watch for we left Paducah at midnight. At about two-thirty he blew a short toot on the whistle so I left the WILLIAM and walked back to the SARAH and climbed the three stories to the pilothouse.

"Yessir, Cap, what do you want?"

"Go wake the other pilot. It's getting close to watch time."

"O.K."

I went to the other boat and knocked on Uncle Billy's door. Captain McBride heard this and called out, "Who's there?"

I told him.

"What do you want?"

I told him.

"Go back there and tell that pilot we're standing straight watches and he gets off at six."

So I went back and told him. The young pilot drank in this bulletin from the captain. Then he said, "You go down there and tell Captain McBride that there ain't no damned captain on this river going to tell me about when I go off watch."

Captain McBride was 'galded,' as he put it, and had a monstrous case of heat rash. He had just finished slapping a handful of rubbing alcohol on his thighs and was reared back in a chair with an electric fan in each hand extinguishing the fire. I conveyed to him an accurate rendition of what the young pilot had said.

Captain Birch donned a pair of pants. "Come on" he said, and I trailed him to the SARAH's pilothouse.

"Batesy here says that you said that they ain't no captain on the river gonna tell you what to do."

"That's right!"

Captain Birch bumped the young pilot with his belly and nearly knocked him out of the side window. We were looking at Stewart's Island, and Captain Birch grabbed the pilotwheel and shoved us into the foot of it. Soon as we made contact that pilot, satchel in hand, made a flying leap and landed on the island in the weeds. A bit later we rounded him up and yawled him ashore over to Birdsville.

We got to Harrods Creek late in July and commenced rebuilding the boats. The idea was to get the cabin cut back from over the head and build towing knees. Engineerroom and paddlewheel repairs were planned. Standard Oil Company, in 'partners' with Captain McBride, thought the work was going too slow so they dissolved the partnership and took the boats over to Howards for finishing. This was a mistake, for they got there just as the Howard yard dissolved and there were more delays.

In 1964 the city of Louisville bought the RENOWN nee SARAH EDENBORN for use as a wharfboat for the BELLE OF LOUISVILLE. I went aboard to explore. As I swung around the after corner of the cabin that same hog chain hit me another lick, just as hard as the one twenty-three years earlier. Served me right. I should have remembered.

Alan L. Bates,
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SUNDAY, SEPTEMBER 3 started out dismally at Charleston, West Va. Just as we (Lady Grace and your editor) crossed Kanawha Boulevard a downpour descended. At the same moment all of the boats participating in the Second Annual Sternwheel Race, and others, cast loose and started downstream.

We got very wet and missed the boat.

Hence we reviewed the events from the vantagepoint of a 9th floor window, Room 902 in the Holiday Inn.

With us, sharing the excitement, were R. L. (Dick) Kernahan, recently retired river manager of Dravo's Keystone Division, his wife Frances and their daughter Ruth, and Robert L. (Bob) Stone, president of Mode-Art Pictures, Inc., Pittsburgh.

A parade commenced coming up the Kanawha. In the lead, and not on the program, was the 4300 hp. LIZ BRENT with her unit tow, one section partly loaded, the others empty.

We will tabulate the others, and add a few comments:

ROBIN D This 110-foot sternwheel pleasure craft led the parade, and a pleasing sight she is from every angle. Her owner Pete Denny had changed the paddlewheel, and now it has 26 buckets, similar in appearance to that on the DELTA QUEEN. The latest INLAND RIVER RECORD does not identify her engine, and we learn she has a Cat D-342TA diesel. Her twin stacks painted black with gold feathers have a gold "D" in the spreader. The green-roofed decks surely set her off.

WINNIE MAE Capt. Harry White had obviously dolled her up for this event, glistening white with a very red roof. A banner on her railing read JERRY LEWIS TELETHON. She was packed with a population including nine of Capt. Harry's eleven grandchildren. "Say anything you want about me, but don't say anything mean about my grandchildren."

WINIFRED Capt. Jim Todd brought this sternwheeler from Wheeling by hitch-hiking. The COL. DAVENPORT was downbound with three new Amherst barges and others, and picked up the WINIFRED enroute. She is white with black trim.

SEWICKLEY This sternwheeler was also hitch-hiked; she came from Cincinnati hooked into an Amherst tow. William F. Judd, her owner, has her painted white with blue stack and trim. She was named SEWICKLEY when first built in 1930 by Dravo's, honoring the home town of the original Dravo incorporators, Ralph and Frank Dravo.

ABRAHAM LINCOLN This simulated side-wheeler attracted a great deal of favorable comment. She was brought from Cincinnati by

Lloyd Ostendorf with able assistance of his wife Rita, daughter Roxy and son Tom.

On the way up the Kanawha to Charleston the ABRAHAM LINCOLN's crew sighted the forlorn wreck of the WEBER W. SEBALD at St. Albans. Rita Ostendorf told about it later. "We just had to explore that wreck, so we pulled in alongside and went aboard," she related. "It was leaning over at an angle, and when we stood in the cabin we got

this funny feeling that it was straight and we were leaning over crooked--made us dizzy---wow--what a queer sensation!"

LAURA J The almost winner of last year's Charleston event looked ready for all comers. This is the first time we have viewed her from a 9th floor window, and she has a dark red forecastle and guards. Even from our distant vantagepoint we recognized Charles T. Jones on watch at the wheel and



The gentle rains descended---some minded, some didn't---as the WINNIE MAE cast off to win for the second time the Annual Paddlewheel Race at Charleston. -Both pictures on this page by William E. Brandt.



Taken just before leaving Charleston for the parade and race. The ROBIN D looms large with MOMMA JEANNE alongside and the SHELLEY P at the left.

saw Tandy and Nelson Jones on deck among the lucky passengers.

VIRGINIA Harry F. Snyder towed two new Amherst barges from Wheeling with this boat. She is painted white with very orange-red trim. One of the older boats of the occasion (built in 1923) she shows no visible signs of age.

SHELLEY P This pleasure boat with sternwheel is built on a hull constructed by Jack Yates. Her owner Jim Poindexter had her painted white with blue roof and trim.

BELLE OF RICHMOND This boat, like the **ABRAHAM LINCOLN**, is a simulated side-wheeler, quite attractive with her dark blue roof and trim. On board we noted her owners, Mr. and Mrs. William G. Patterson.

MOMMA JEANNE Lawson Hamilton's sternwheeler is painted white with red deck and forecastle. Originally she was named **MAJOR**, and later became the first **LAURA J**.

IRON DUKE Although not one of the contestants, this twin prop towboat built in 1964 was doing her stint by towing ahead a Pfaff & Smith empty barge provided with folding chairs. Due to the sudden downpour at departure time not very many spectators had taken advantage of this opportunity for a boat ride.

COL. DAVENPORT Moored at the city landing during the show, this towboat was of special interest to Dick Kernahan who formerly managed her operations when she was the **BUCKEYE** in the Keystone Division of Dravo. Of the boats enumerated in this listing four were Dravo-built; **COL. DAVENPORT**, **WINIFRED**, **SEWICKLEY** and **VIRGINIA**. The hull of the **WINNIE MAE** also came from the Dravo yard at Neville Island, Pa.

Gazing from the 9th floor window of the Holiday Inn we had a very fine vantagepoint. The finish line for the races was the South Side bridge, fully in view at our left. This is the bridge, by the way, much in the national limelight a few years ago when Jay Rockefeller, then West Virginia's secretary of state, vowed he would jump off it if his uncle Nelson and father-in-law senator Charles Percy of Illinois became the GOP standard bearers. Jay (John D. IV) as all the world knows is a Democrat. He never jumped off the bridge, of course. But this South Side bridge did enter into events when the **BELLE OF RICHMOND** and the **ABRAHAM LINCOLN** sped down in what turned out to be the first racing event of this day. A rock thrown from the bridge landed on the front deck of the **BELLE OF RICHMOND**, bounced into the pilothouse through the open front window, and wedged in the pilotwheel hub. Bill Patterson couldn't move his wheel either direction. He had to remove the rock first. The **A. LINCOLN** was the winner of this first, unscheduled and unexpected event, and it was mighty close.

The **VIRGINIA** and **MOMMA JEANNE** came under the bridge about neck and neck. From our viewing point

it looked like the **VIRGINIA** might have been a couple of feet in the lead, but maybe not.

Then the **WINIFRED**, **LAURA J** and **SEWICKLEY** tried one another on for size, with the **WINIFRED** under the bridge nose to nose with the **LAURA J**. The decision went to the **WINIFRED** which was working under a bit of handicap what with a hot wheel bearing. If there is to be another race in '73 we'd say that the **WINIFRED** is a good bet to watch.

The two lead boats in the '71 race, **WINNIE MAE** and **ROBIN D**, were pitted for the last heat, and the **WINNIE MAE** was probably a length ahead of her adversary above the bridge and widened her lead with a great show of speed. Hence she once again was declared the winner of the day, and retained the honor she achieved in the '71 event.

At this point we deserted our 9th floor Olympus comfort and went to the landing to mingle with the river people. Tom Cook told us he had taken his **QUEEN CITY** whistle to the Ravenswood, W. Va. festival in August but that the steam pressure there was a bit weak and the results were not happy. While Tom and I were talking the **SAM B** went up towing an empty--first time we had seen her since she was the red painted **ST. PAUL SOCONY**.

Charles Krwszewski had come down from Wheeling on the **VIRGINIA** and was going back on her in tow of the **COL. DAVENPORT**; he's making the river his career.

We were delighted to meet and talk with George Crounse, Jr. and his wife Rachel, now making their home at Maysville, Ky. With them was their son George Crounse III who will be five in December.

In passing the time of day with the Ostendorf family aboard their **ABRAHAM LINCOLN** we met their crew, Mr. and Mrs. Ed Sullivan of Oaklyn, N.J. and also shook hands with Jim Poindexter who owns the **SHELLEY P**. Jim is the proud possessor of an original edition of the **LOG OF THE BETSY ANN** with the signature of Donald T. Wright in the front. Tom Ostendorf introduced his friend Bob Pohl from Cincinnati.

Bill Barr hove in, and then his dad, Bob Barr. The Barrs have a new houseboat-type cruiser named **LAURALOU II** acquired this spring, and already they've put a heap of miles on her---just back from Kentucky River.

Charles T. Jones was busy hosting on the **LAURA J**, and we talked of course with Tandy and Nelson, and Lawson Hamilton of the **MOMMA JEANNE**. Mrs. Pete Denny introduced us to Alfred Toney and his wife down from the London Lock. Mr. Toney is lockmaster there, and was earlier lockmaster at Ohio River Lock 22, and earlier still the assistant lockmaster at No. 23.

This tid-bit we picked up may be unadulterated scuttlebutt but the way we heard it one prominent skipper, leaving no stone unturned to win his race, was giving his engine shots of ether. Not far from the finish line the ether ran

out--bottle was empty. So a fifth of Old Granddad was sacrificed to the cause, and to good effect. The engine developed surprising interest with this 100-proof in its cylinders. But this alcoholic boat staggered in in second place anyhow.

William E. (Slim) Brandt was taking pictures and his wife Ethel was along--there from Steubenville rain or no rain. Come to think of it, the very first person we talked with was Cornelia Reade from Marietta, daughter of the late Capt. and Mrs. Lewis B. Reade. Her address now is 711 Chamberlain.

Well, then there was Jay Trowbridge and his daughter Betty from St. Albans, W. Va. And Tom Cook's mother, Mrs. H. L. Cook, who is in the executive department at the mayor's office in Charleston.

Ross Rogers, Jr. rode the **LAURA J** and, for some reason or other--probably taking pictures--he was on top of that boat's pilothouse roof when she finished her race with the **WINIFRED**.

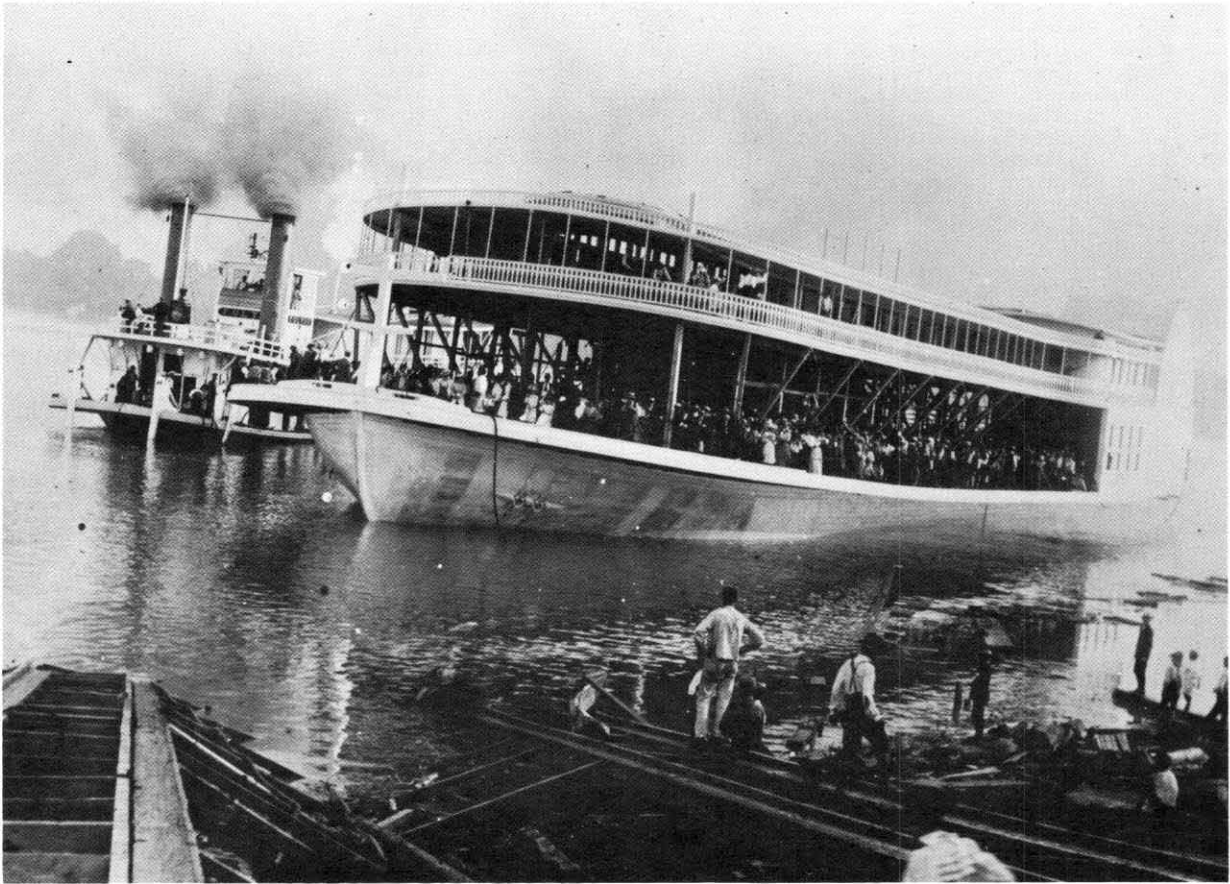
One of the more remarkable features of this almost incredible assemblage of attractive boats was the chairman of the event. Nelson Jones, a quiet young man blessed with persistence, was almost inconspicuous. He wore no uniform, no officer's cap, no insignia. His attention seemed to focus on routine jobs at hand, tying lines, doing deckhand jobs, being useful. A stranger would least suspect that this soft-spoken youth had by gentle persuasion, a bit of arm-twisting, and a lot of telephone calls and letters, put all of these boats, crews and spectators together. Nelson has a natural knack for leadership, all the more effective because of his total indifference to self-glory.

Talking with the people after the race was a lot of fun, and it was real fun to meet people like Harry Snyder who we'd heard a lot about. In fact this business of meeting people got contagious. On the way home we stopped at the Lafayette in Marietta for lunch and met Mr. and Mrs. Horace Meldahl from--of all places--Charleston, West Virginia. Horace is son of the late Frank Meldahl who was brother to Capt. Tony Meldahl and so on.

Then when the water pump blew up at New Matamoros and we clanked and steamed into the Texaco garage there, on Labor Day, with chances for a replacement or a mechanic about zero minus, the young man peered into the goozle-pipes of our Ford wagon and said, "My name is Merkel, and my dad works for M&O Dredging." Well, can wonders never cease. He got us back on the road in a matter of an hour and a half.

It sure is nice to know river people.





ROBERT E. LEE launch
Sweeping white gowns and floppy hats.

One of the more dramatic and interesting scenes photographed by James E. Howard was the launching of the side-wheel ROBERT E. LEE at Jeffersonville, Ind., in the summer of 1897. Over 200 invited guests were on board when she slid down the ways, some of the ladies donned in long sweeping white gowns and floppy hats. Incredible as it may seem these days, this 245-foot packet was entered in the up-river trade from Memphis to Osceola, Ark. and Ashport, Tenn., a mere 60 miles on today's river charts (more in 1897). A substantial part of her income was derived from a U. S. Mail contract. At the left is the towboat FULTON standing by to nudge the new boat back to shore. She was not named for Gen. R. E. Lee as were two former boats of the name; she honored Capt. Robert E. Lee, young son of Capt. James Lee (Jr.) and Rowena Bayless Lee of Memphis. Almost soon as she was launched, the Howard Yard started building the side-wheel JAMES LEE, a duplicate in many respects although 15 feet shorter. These were the last two side-wheelers built by and for the Lee Line of Memphis.

Latest on the steamboat photograph rialto is a new service offering pictures of steamboats, and of river people and places. They say a catalogue is in preparation. the principals are Capt's. Roy L. Barkhau, Clarke C. Hawley and C.W. Stoll. Address: Rock Hill Steamboats, Box 4414, Louisville, Ky. 40204.

COMET WITH A SHORT ORBIT

LOG BOOK, Str. COMET, year 1821: June 25, left Louisville bound for Maysville with 48 passengers and freight. At 5 minutes past 8 went aground on Locust Bar four miles below mouth of the Kentucky River. Couldn't work off. Found she had ridden up on a snag about 10 or 12 inches diameter and three feet under water. Snag broke a hole in the starboard bow. At 30 minutes past 8 commenced unloading, which was effectively done without harm to cargo.

On 26th water falling uncommonly

fast. At 9 p.m. VELOCIPEDE came along and took off passengers and freight.

July 1, attached a large pump to the engine and pumped her out.

July 2, at 8 in the morning the water still falling. At 2 p.m. we commenced repairing, the water having fallen below the break in the hull. At 3 discovered the river rising fast.

July 3, at 5 this morning all afloat. Took in wood. The PIKE passed upbound. Got under way at half past eight for Louisville. At 10 one of our sailors, Walter Kelly, fell overboard while heaving the lead and he passed under the water wheel. Stopt the engine and mann'd the yawl immediately. Saw him rise twice but before we could reach him with the yawl he sunk and we could see him no more. At half past 10 arrived at Louisville.

For the foregoing account we are indebted to Leland R. Johnson. NB:

the COMET upbound (presumably for Maysville) on July 6 found the body of sailorman Kelly.

Sirs: I have just returned from another of my annual sojourns in New Zealand where I spend the summers and where I make periodic stabs at constructing a 53-foot diesel-hydraulic sternwheeler, now nearing completion. People named WAY are scattered throughout the English speaking world. I counted 24 in the Auckland telephone book. I soak up every word of each new issue of the S&D REFLECTOR, although I feel something of an impostor. My associations with the rivers--THE rivers--were so brief and consisted of trips out of Cincinnati on steamboats in the early 1920's. Best wishes to all.

V. L. Birkbeck,
16301 Hawthorne Blvd.,
Lawndale, Calif. 90260

In our March '70 issue Jim Cree was telling us about the Altwater family of Newport, O. who made for themselves a considerable reputation as photographers.

Capt. Bill Pollock brought to our attention a story in the Roto section of the Pittsburgh "Press" issue of June 4th, 1972, authored by historian George Swetnam, telling more about this Newport family.



F. Ross Altwater

F. Ross Altwater came to Pittsburgh about 1906, then a young man of 20, and for the next half century recorded that city on film. He made photographic murals; he exhibited in salons on three continents; won a slew of awards.

When he died 13 years ago he was a fellow of the Photographic Society of America and of the Royal Photographic Society of Great Britain. When he died, his work was carried on by his brother, Gordon, and sister, Myrtle Altwater, until the studio burned.

Recently, reports George Swetnam, the last member of the family Mrs. Nora Olivier left Pittsburgh. She left with the Carnegie Library two albums of Altwater's photographs, some dating back to 1910. They were all that had escaped the fire. Among them are some jim dandy steamboat and river scenes.

As to the one-time pleasure boat ELLEN pictured and described in the March '72 issue, she is still afloat. We have had a letter from Mickey Frye who is associated with Columbia Marine Service at their Ludlow, Ky. landing. "There is an old hull here with a crane on it, obviously a towboat hull, and she had twin props. I was some surprised also to find on deck the remains of cylinder beams, indicating she once was a steam stern-wheeler. Finally, after a bit of snooping, I found on the stern, covered over with black paint, the words ELLEN, PORT OF MEMPHIS," says Mickey.

Yes, she was steam from when she was built, 1907, until converted to props at Memphis in 1944. At one time in her steam career she was air-conditioned and an elevator was installed from the main deck up into the cabin. Plans were afoot to bring aboard U.S. president Franklin D. Roosevelt for a trip on the upper Mississippi but he never came.

Remember in 1951 when a group of young men came to S&D from Nashville, Tenn. and enlivened the day by running radio-controlled model boats on the Muskingum? One of these models was the HELEN E. and another was the CLERMONT of 1807. Well we've had a letter from one of these gentlemen, Tom J. Doyle,

4934 Stillwell Drive, Nashville 37220. "I want you to know that my day in Marietta was a high spot in my life---I enjoyed more than you'll ever know the festivities and the chance to talk with all of you."

Tom is building a 1/8 scale model of the VIRGINIA of West Va. cornfield fame. It will be radio controlled. He says he was "bit" by the river bug about the age of six, then living at Hickman, Ky. Lately he's been forced to take a disability retirement (heart) but "maybe now I can get time to build some ship and boat models!"

Query: The story of Zachary Taylor's steamboat ride to the presidency causes wonder as to which U.S. president was first to his inauguration by river? We have been handed a brochure prepared by the management of the BELLE CAROL at Nashville which states, among other interesting things, that Gen. Andrew Jackson left Nashville on board the steamer FAIRY on Jan. 18, 1829 bound via the Cumberland River to the White House, and that he was the first to use a Western steamboat for an inaugural voyage.

Were there steamboats other than the S. S. BROWN with the S. S. prefix? Yes:-

- S. S. MERRILL
- S. S. PRENTISS (1st)
- S. S. PRENTISS (2nd)
- S. S. THORPE

The S. S. MERRILL was a large side-wheeler built in the fall and winter of 1870 at Cincinnati, owned by the Northwestern Packet Co. She was named for the general manager of the Milwaukee & St. Paul Railroad. She was brought to Pittsburgh, new, towing two model barges of iron ore, in command of Capt. A. M. Hutchinson, and with James and Joe Witten, pilots. She was advertised from Pittsburgh direct for St. Paul in early April, 1871. In Sept. 1872 she came up from St. Louis to Keokuk on a regular trip, then dropped down and across the river to Warsaw, Ill. to load wheat. No sooner was she moored when fire was detected in the after end of the Texas. She burned to the water's edge and the warehouse also was consumed. The wreck lay there at Warsaw until early spring of 1873 when it was carried off by ice.

The first S. S. PRENTISS was a side-wheeler built at Jeffersonville, Ind., 1853, 272 tons. Her first home port was Vicksburg. She was registered at Mobile in 1854, and burned at Algiers, La., Feb. 20, 1858.

The second S. S. PRENTISS was an iron hull tug built at Pittsburgh in 1878 for the coal firm, O'Neil & Co., originally named J. B. O'BRIEN, serving at Natchez and Memphis. In Combine days she was renamed S. S. PRENTISS, and later was run by the Greenville Sand & Gravel Co. renamed W. N. FRY, and as such Capt. Carl Cutting was her skipper in 1930.

The S. S. THORPE, a sternwheel towboat built 1927, needs very little amplification here. She is the GEORGE M. VERITY, presently on display at Keokuk, Iowa.

Mrs. Roy B. Morningstar of Bowling Green, Ky. is one of our most prolific contributors of news items. She sends us now an original freight bill from the old-time side-wheel LEXINGTON built at Jeffersonville, Ind. in 1850 for the Louisville-New Orleans trade, Captain James Mather, master. The bill is made out to H. H. Jackson of Bayou Sara, La. for 552 sacks of corn sent down to him from the Wabash River. The LEXINGTON exploded her boilers June 30, 1855 at Rome, Ind. (across from Stephensonport, Ky.) with loss of 30 persons. Sixteen years later a group of spiritualists got "the word" that if they would dig out the ship's safe from the ruins they would find in it \$75,000 in gold. "The word" erred. Capt. Josh V. Throop and Ben F. Egan of Evansville, part owners in the boat, knew the safe contained but \$75 in assorted cash.

IS THERE A DR. IN THE HOUSE?

There was this lady passenger on Trip 35 aboard the DELTA QUEEN, Cincinnati to Kentucky Lake. She was from Wisconsin and this was her first cruise. About an hour out of Cincinnati the QUEEN made a fuel stop. It was here the woman in stepping from her stateroom took a bad tumble. She suffered from what looked like a broken arm.

A quick check in the office disclosed that there were on board three gentlemen with "Dr." prefixes. One of them was requested via the loud speaker to report to the captain on the double, please sir. He did. Upon hearing what was expected of him he looked abashed and admitted to being a Ph. D.

The second and then the third "Dr.'s were called. Both also were Ph. D's. Nothing much they could do for the lady outside of making philosophical comments.

But ah ha. Another passenger, a lady, was a registered nurse--she specialized in maternity cases. Further diligence revealed that the head of a rescue squad of the Hamilton, O. fire department was on board. These two did the best they could and saw the lady into an ambulance headed for a Cincinnati hospital.

When the DQ landed at Evansville there on the wharf, along with a crowd of sight-seers, was this lady with her arm in a sling. She had flown down from Cincinnati determined to continue her boat trip. The passengers gave her a big hand as she boarded over the stageplank.

The above story appeared in substance in the Evansville "Press," authored by Bish Thompson, issue of August 3, 1972. It was sent to us by C. Leonard Schlamp, 2911 Rugby Ave., Evansville 47711.

The Brown Coal Operations Pittsburgh to New Orleans

OUR STORY in the June '72 issue about the packet S. S. BROWN has resulted in curiosity on the part of our readers to know a bit more about Capt. Samuel S. Brown. We called him "the multi-millionaire coal operator and racehorse fancier of Pittsburgh."

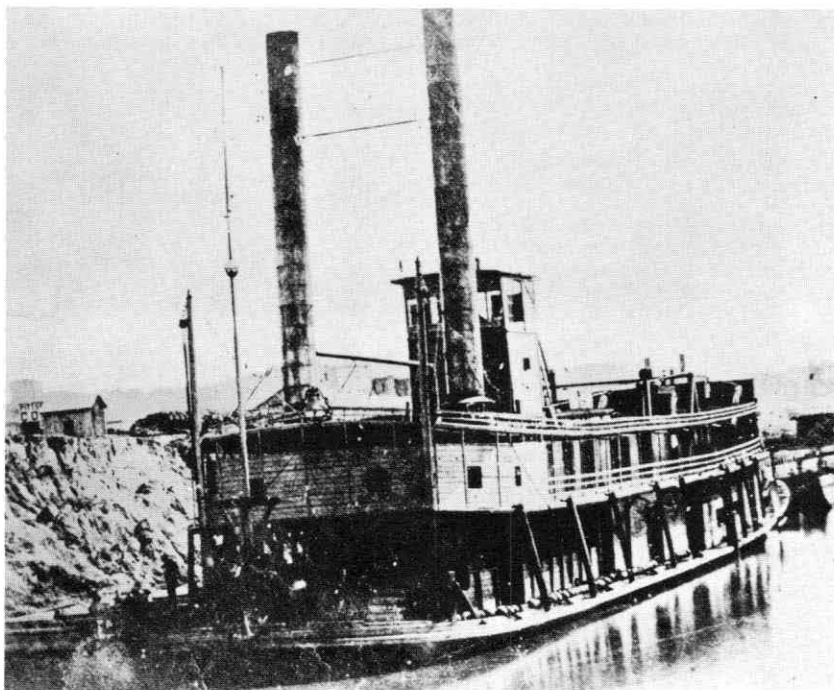
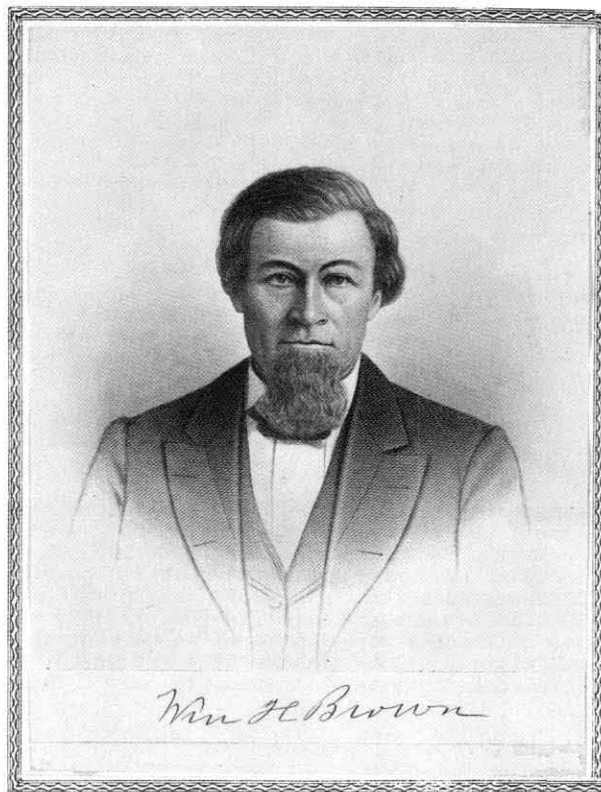
He was all of that, and more.

The Brown family operated and owned in over 40 towboats, 1858-1919. A lot of the story is ancient history. Some of the latter part isn't quite so ancient. Your editor and other "old timers" who read and contribute to these columns will have no trouble recollecting at least 14 of the Brown towboats and also the private yacht TROUBADOUR built and owned by Capt. S. S. Brown and described and pictured in our March '72 issue.

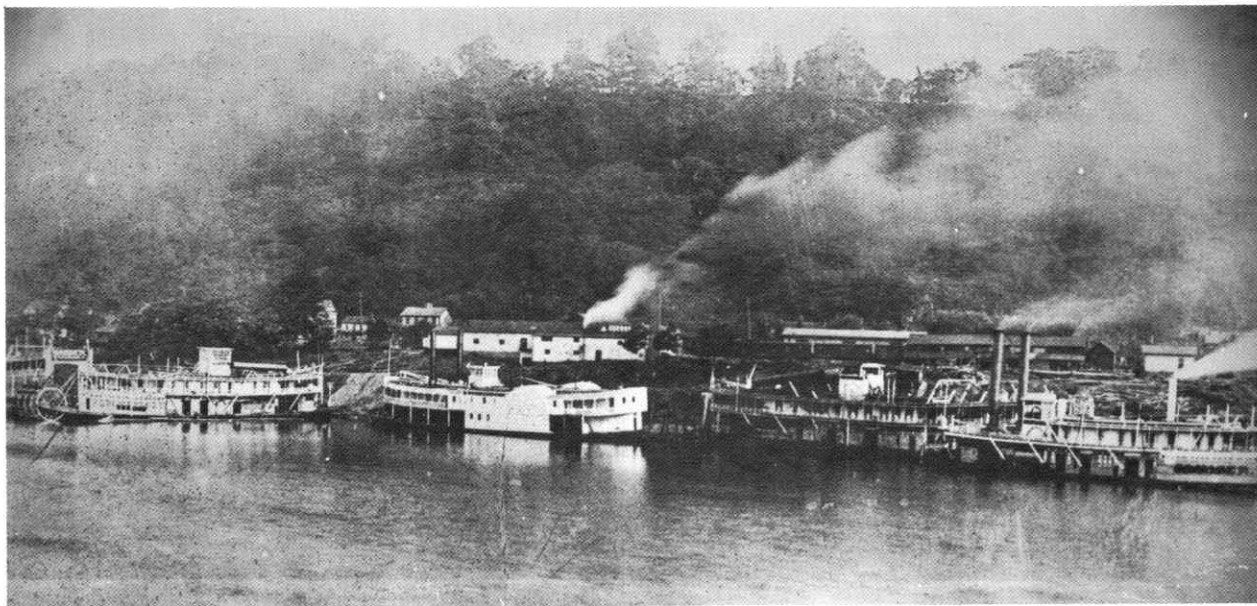
The best way to start is at the beginning. William H. Brown was born on January 15, 1815 in Westmoreland County, Pa. and at an early age was working on the old Pennsylvania Canal. He started digging coal on a farm now within the corporate limits of Pittsburgh and delivered it by wagon to iron furnaces. The roads were deplorable in winter, so he bought a flat on tick and started floating his coal to the mills.

The Brown coal property was near the mouth of Nine Mile Run, right bank of the Monon opposite Homestead. The profits were meager due to local competition. Coal was bringing better prices down the Ohio at Cincinnati and Louisville although the risks of navigation were ominous. Many coalboats, navigated by sweeps and oars, became hopelessly stranded on island bars or were swamped by waves during sudden squalls. W. H. Brown quickly discovered that a major share of the "bad luck" was confined to would-be pilots long on excuses and short on savvy. The safest plan was to provide coal on credit to a reputable boatman who had bought and paid for his own coalboat, and who hence exercised caution. Brown also bought, built and loaded his own coalboats and sent them south paired up in charge of navigators who had financial interest in the safeness of the voyage. This type of "pocketbook" approach paid off. W. H. Brown's coal usually got to destination.

He married a daughter of Samuel Smith, at Pittsburgh, and four sons and two daughters were born to them. The sons were Sam, Jim, Harry and Charles---all of whose names later graced Brown towboats.



WILLIAM H. BROWN
The first towboat built by Wm. H. Brown, 1860--
pictured during the Civil War--and this
is the oldest known photograph of a
Mississippi-Ohio towboat.



This picture, taken about 1892, shows activity at the Andrew Axton yard on the Monongahela River at West Brownsville, Pa. Many of the Brown towboats are in for overhaul and repairs. The MARINER is at extreme left, her stern just visible. Next is the PERCY KELSEY head-on at shore, her stacks lowered. The packet ADAM JACOBS graces the center of the view headed upstream. Below her is the SAM BROWN and at extreme right is the CRUISER. We are indebted to Frank P. Siliman of Hillman Barge & Construction Co. for the view. The Hillman barge yard at Brownsville is on the location of the W. Harry Brown marine ways built in 1916. There is little or no evidence left today of the yard depicted above.

Sam was born Sept. 15, 1842 and when 16 he had charge of the first major venture, that of taking 12 coalboats loaded with 230,000 bu. of coal from Louisville to New Orleans. The towboats GRAMPUS and GEN'L. LARIMER guided the tow, lashed on either side of it. The experiment came off safely. Several flats of molasses and sugar were brought back on the return.

W. H. Brown was recognized as the largest coal operator in the Pittsburgh area by this time, and he was adamant that his children should get all of the schooling that could be crammed into their heads. Son Sam was sent to Western University, then to Cannonsburg, Pa., and when the Civil War commenced he got into the river end of it and was in the thick of the Battle of Memphis.

There is no doubt that W. H. Brown supplied a lion's share of the coal used by the Union gunboats and transports. His detractors often made much of that fact, saying that his fortune was based on fleecing the government in its hours of peril. There may be some justification here, but also it is true that W. H. Brown accepted a few risks. He delivered a fleet of coal at Vicksburg for General Grant and while making his way back north was apprehended by a Union force, condemned as a Confederate spy, and well might have been executed on the spot by men of his own government. A timely dispatch from General Buell, then in command at Louisville, saved him. The best and most powerful towboat he owned at the war's start, the WILLIAM H. BROWN, was

turned over to the Union Navy and did yeomanly service in enemy waters.

By the time W. H. Brown died on October 12, 1875 the company had its own coal yards and elevators at Cincinnati, Memphis and New Orleans and was supplying gas coal to St. Louis. Jim Brown, who was active on the river, died in July, 1882. Thereafter Harry and Sam bought out the interest of their brother Charles S. Brown and carried on the business as W. H. Brown Sons. Sam had a rather tragic married life, as both of his children, a son and a daughter, died before they were 23. The Sam Brown family lived in a 24-room brick mansion at Brown's Station, above Nine Mile Run on the Monon River. It was built in 1868. In 1903 it was in the way of oncoming B&O tracks and was lifted 160 feet and set back 600 feet to the top of the hill, a contracting feat performed by the John Eichleay, Jr. Co. In later years the Brown mansion was destroyed by fire with the loss of a fortune in art objects.

In 1899 the brothers Sam and W. Harry Brown were instrumental in the formation of a vast river coal empire based at Pittsburgh, the Monongahela River Consolidated Coal & Coke Company (see Sept. '66 and Sept. '68 issues) and commonly called "the Combine." This pooling of the Brown coal properties and river equipment ended the Brown family operations. But W. Harry Brown, with coking operations at West Brownsville, continued to dabble in steamboats and barges until his death in April,

1921. His widow, the former Margaret Boyle, became a socialite of world renown, and died in October, 1938.

What we plan to do here is a "first;" to catalogue the towboats owned and operated by the Brown family. Doubtlessly this was one of the biggest family river enterprises on the Western streams, and one of the most outstandingly successful ones. We set down the tabulation conscious of many gaps in our researchings. It is a start. Somebody will improve it someday.

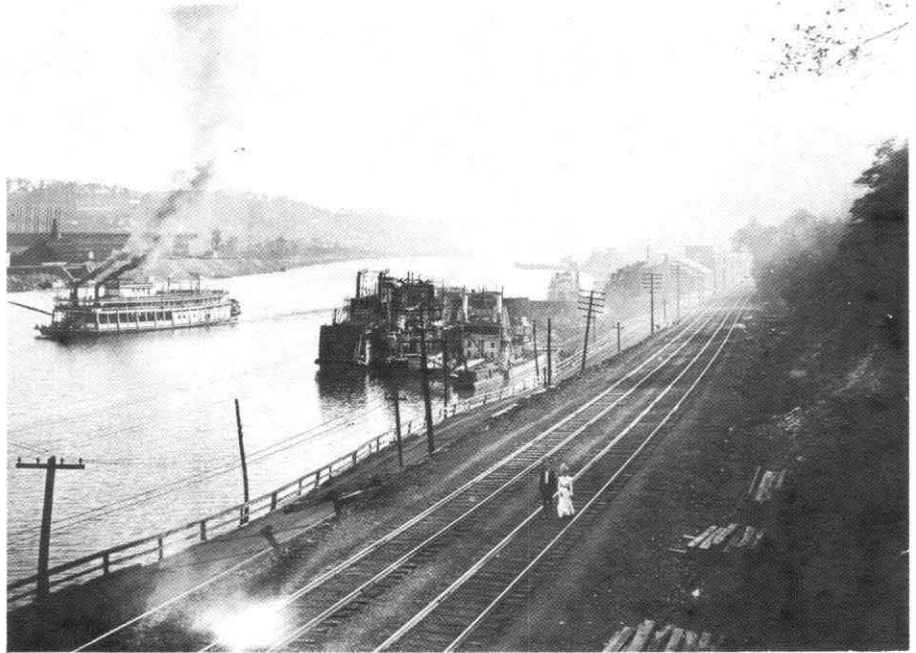
Capt. Sam Brown had personal financial interest in many river steamboats unlisted in the following columns. Just lately we have learned, kindness of Bert Fenn, that Sam Brown was an original investor in the building of the big cotton carrier J. M. WHITE of 1878. He also, according to the James Rees & Sons Co. catalogue, was co-partner with James Rees in building the side-wheel WILL S. HAYS. Without doubt he had control of the boatyard at Freedom, Pa. for some years, and was in the saddle at the West Brownsville yard. One of his more quixotic holdings was a steep hillside in Pittsburgh's West End where three springs, at differing levels, gushed forth in rainy seasons. When the top one formed a waterfall over the cliff's edge "barge water" could be expected. When the second spring gushed it foretold "light coalboat water." And when all three roared the Ohio River was on its way to "heavy coalboat" stages. These were called the "Sam Brown springs" and

were more reliable than the touted weather prophet of the day, Danny McAleer (who is mentioned as a stockholder in the SAMSON in the accompanying list of Brown boats).

Those who navigate the Monongahela River these modern days may look on Chart 2 of the U.S. Engineer maps of the stream and locate "Sam Brown Light" at Mile 8.2. This is placed approximately at the site of the 1868 mansion which later was hoisted to the hilltop, and which burned in 1913 taking with it a fortune in art objects.

The list of Brown towboats:

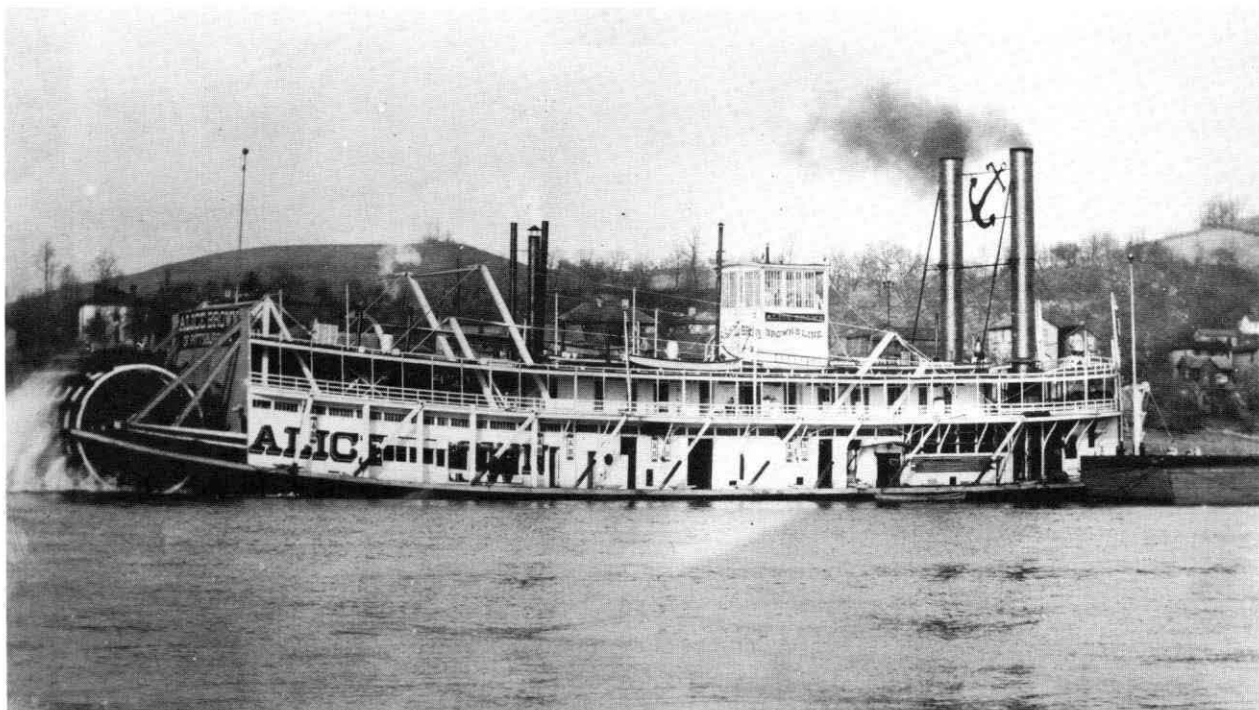
ALARM b. West Brownsville, Pa. at Axton yard 1880, for Browns. 142 x 26. Pool style. Engines 16" by 5½ ft. stroke from former KEYSTONE b. 1865. Three boilers 40" by 26 ft. Designed by Isaac Hammett, Jr. Capt. and Mrs. A. O. Ackard made their honeymoon aboard in 1893; later he was river superintendent for Carnegie Steel. Browns sold her 1894 to Interstate Transportation Co. which operated a St. Louis-New Orleans barge line in which Vance Higbee and J. P. Jackson were principals. They set the pilothouse up on the roof and ran boiler deck forward. In fall of 1901 sold to C. Coyle & Co., New



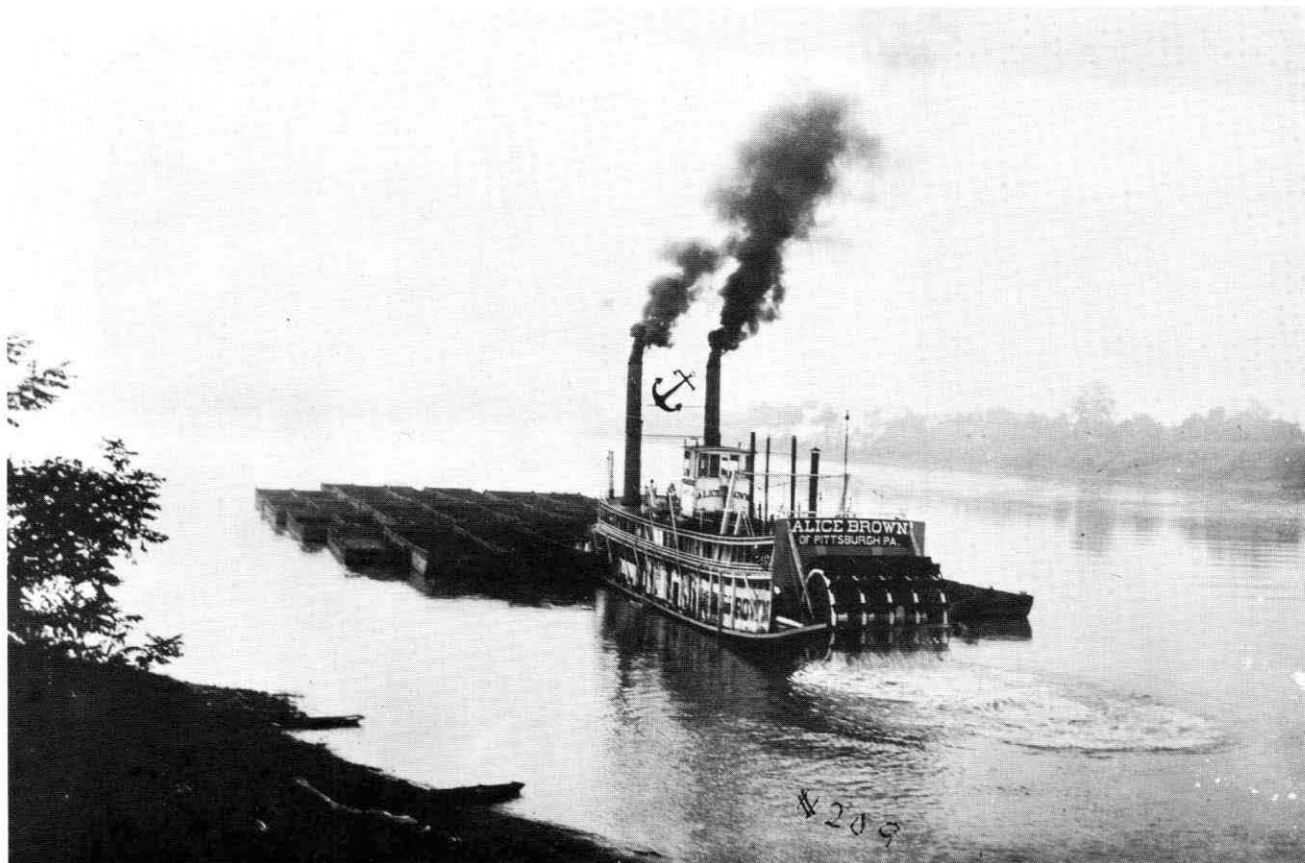
Brown's Station on the Monongahela River, photo made about 1903 after the Sam Brown mansion had been hoisted to the top of the hill at the right and the B&O had double-tracked its main line Pittsburgh--Baltimore--Washington. The excursion boat MAYFLOWER is at the left upbound. She burned at Pittsburgh at 3 a.m., Oct. 3, 1904, laid up along the B&O depot.



Coal fleets moored in the Ohio River at Pittsburgh about 1895. The photographer who took this (name unknown) was positioned on the hillside about where the "Sam Brown springs" were located, and Brown's landing is in the left foreground where the CHARLES BROWN (anchor between her stacks) is moored. Also in the foreground are the VALIANT, COAL CITY and SAMUEL CLARKE of the Walton fleet. Across the river, over the VALIANT's stacks, is the poolboat TIDE. Over the COAL CITY's stacks is the ONWARD. Three other towboats above the ONWARD are not identified. Away up near the mouth of the Allegheny, at the right, is the coal fleet of the Marmet Coal Co. with the ARK and another tied in.



The ALICE BROWN had just shoved her empties up around Sliding Hill Bend on the Ohio River and was abreast of Syracuse, O. when photographer Thornton Barrette took this picture in the 1890's. All Brown towboats had "Brown's Line" painted on the pilothouse sides and carried an anchor between the stacks. When the old ALICE BROWN was dismantled rivermen were surprised to learn her hull had steel framing and bulkheads, and she had steel outrakers on her otherwise wooden hull.

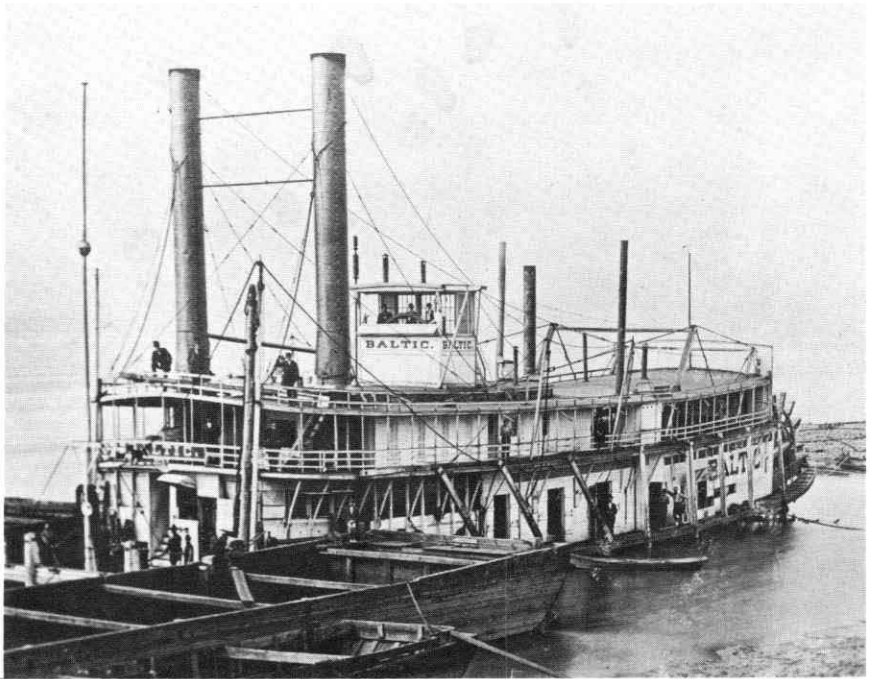


Thornton Barrette also took this scene in the 1890's on the Ohio River. Looks like the ALICE BROWN had been laid up for fog and was just starting ahead with her empties for Pittsburgh. Location not known. Most of these major towboats were hand-steered until steam rigs were added in the 1890's. The ALICE had what boatmen called a "square wheel," her paddlewheel having the same diameter and bucket length, $26\frac{1}{2}$ ft.

Orleans, rebuilt, then in Mississippi River Transportation Co. Converted into a non-propelled barge and operated in the Barker Line, 1912. Dismantled.

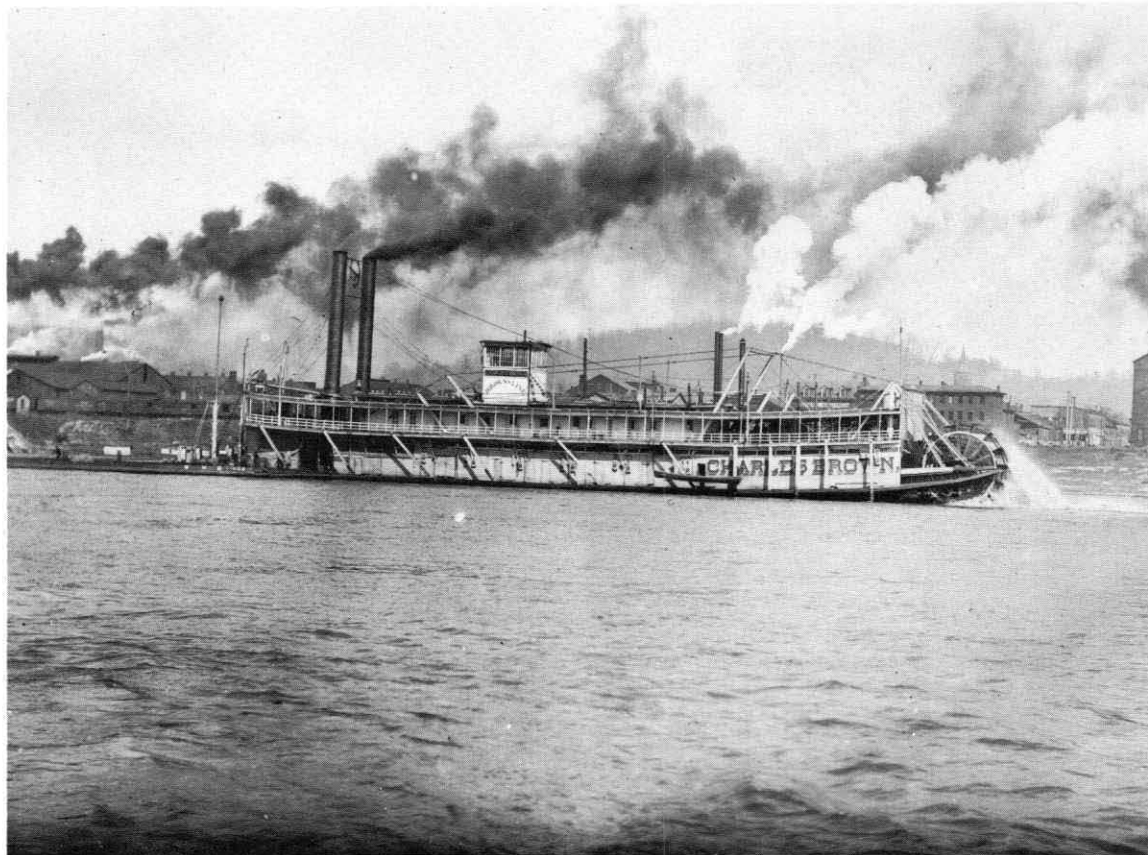
ALICE BROWN b. West Brownsville, Pa. at Axton yard 1871 for Browns. 193 x 34. Full cabin and pilot-house on the roof. Engines 26" by 9 ft. stroke built by Robinson, Rae & Co., Pittsburgh. Six boilers, 40" by 28 ft. Paddlewheel 26½ ft. dia. and bucket. First master was Capt. John A. Leitz. Capt. John H. Dippold was master in early days. Capt. Calvin L. Blazier stood his first pilot's watch on her. Designed by Isaac Hammett, Jr. Collided with towboat IRON DUKE at Brewer's Point, Miss. River, May 1, 1894 resulting in loss of the DUKE. In fall of 1894 stranded near Caseyville, Ky. and remained 2½ months. Sold to Combine 1899 who retired her 1915. Capt. Peter Boli was master the last 8 years she ran and made the last trip on her. Capt. William B. Dravo, Allegheny City, Pa. was acting master, March 22, 1891, when he was injured while moving a work flat around her paddlewheel at Pittsburgh, and died several days later. The old boat lay at Elizabeth, Pa. partially dismantled until May 1920, then sold to Liberty Transit Co. They sold her to Al Willis, Martins Ferry, O. who used her as a wharfboat at the city landing there.

ALICIA b. Jeffersonville, Ind. by Howard 1901 for Peoples Coal Co. and first named G. W. THOMAS. Pool style. 152 by 27. Engines 17" by



A very old and a very good view of the BALTIC built in 1866. This shows to some advantage the pioneer scheme for lowering smokestacks. Chains around the upper parts were hooked into cables leading to the apex of a forward A-frame on the roof. The frame came up as the stacks tipped back--the CHARLES BROWN on this page is also rigged this way. The oldest towboat this scribe ever was aboard was the W. K. FIELD built 1869 as the IRONSIDES. Notice the "wildcat" whistle.

The CHARLES BROWN down-bound on the Ohio River at Ironton, O. with loads as seen by photographer Barrette in the 1890's. A distinguishing feature of many Brown towboats was that the 'scape pipes came up through the roof side by side close to the longitudinal center line--you may notice it here, but much plainer on the views of the CRUISER, VOYAGER and VOLUNTEER. Or better yet, look again at the ALICE BROWN. All Brown barges and coalboats were white-stencilled W. H. B. Note also in this view that these high smokestacks were hinged at the roof and were lowered with an old-style A-frame, an operation attended with many hazards.



6 ft. stroke. Three boilers, 42" by 30 ft. The THOMAS was sold in Oct. 1913 to W. Harry Brown Coke Co. and renamed ALICIA for the coke works at South Brownsville, Pa. W. Harry Brown in 1916 built a marine ways and barge yard at South Brownsville superintended by J. M. Hammett who some years earlier had been repair superintendent at Brown's Station yard of the Browns. The ALICIA burned while pulled out on the South Brownsville ways for repairs in March, 1923. She was owned then by Pittsburgh Steel Co. who had bought her in Feb. 1919.

BALTIC b. Pittsburgh, Pa. 1866. 156 x 28. Pilothouse on the roof. Engines 18" by 7 ft. stroke. Three boilers. Owned by the Browns in 1870 according to a published list in a contemporary newspaper. Later sold to Gray's Iron Line who sold her 1881 to Capt. Joseph McDonald and others. Dismantled in 1886 and equipment went to building the BEAVER that year.

BEE b. California, Pa., 1864 for Browns. 166 x 29.8. Engine and boiler data lacking. U.S. Customs records disclose that first owner was William H. Brown, Allegheny County, Pa. Pilothouse on roof and superstructure ornamented like a packet. Brown sold her Feb. 1866 to Mississippi Valley Transportation Co. along with 10 model barges. Lost by sinking above Cape Girardeau on Dec. 9, 1877, no life loss.

BLUE LODGE b. Pittsburgh, Pa. in 1866. 155 x 25. Engines 17" by 5 ft. stroke. Three boilers. Pool style. Records show James Matthews as original owner. Browns owned her in 1870 according to a published list in a contemporary newspaper. She made one trip up the Allegheny River towing oil and proved too big. Later owned by the Grand Lake Coal Co. and is reported to have made at least one trip to the Brazos River in Texas. Registered at La Crosse, Wis. in 1886. Removed from documentation in 1888.

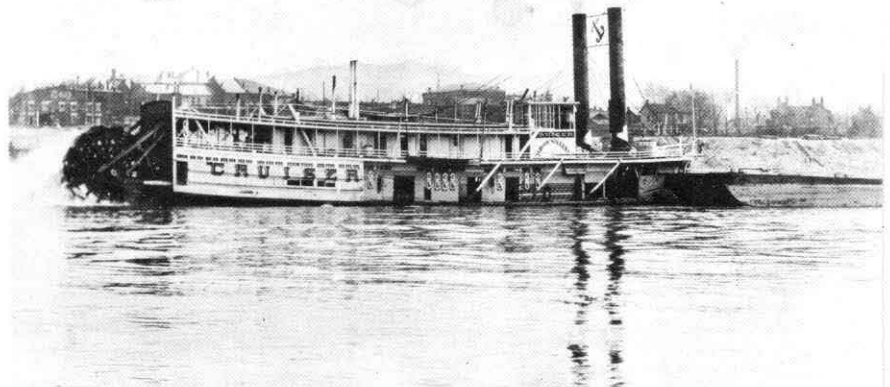
CHARLES BROWN b. Pittsburgh, Pa. 1872 for Browns. 200 x 33. Pilothouse on the roof. Engines 22" by 9 ft. stroke. Five boilers 40" by 28 ft. Paddlewheel 25' dia. by 24' buckets. Rivermen called her the "Long Charlie." Capt. Luster Parker Chester, first master. She was hand steered but along in her career (probably 1890s) a primitive steam rig was installed with a 30" pilotwheel just aft of the main pilotwheel which controlled a steam winch under the pilothouse floor. Veteran rivermen recalled that it made a great racket. Sold to the Combine 1899. Partially burned at Brown's Elevator, Cincinnati, July 1901. Burned off much of the upper works at Lysle's Landing, Allegheny, Pa., March 16, 1906. In 1917 chartered to Island Creek Coal Co., Huntington, W.Va., and was crushed in ice at Cincinnati in Jan. 1918.

CHARLIE CLARKE b. Pittsburgh, Pa.

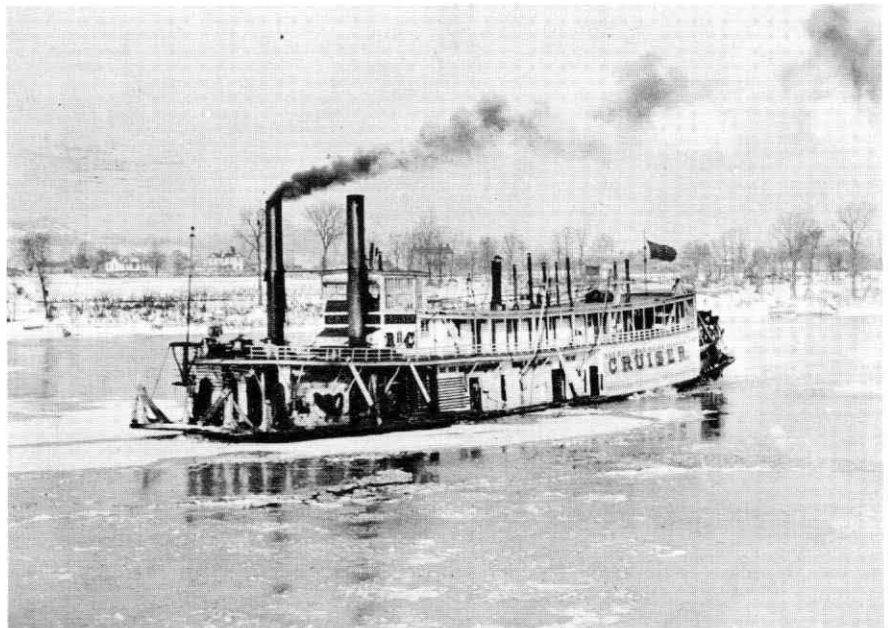
1882 for Browns. 131 x 23.6. Engines 16" by 5 ft. stroke. Three boilers. Pool style. Built as a replacement for TIGER (see). Later owned by C. Jutte & Co. and was sold to the Combine when they failed. Sold to Crucible Steel Co., Jan. 1917 who renamed her ATHA, and in 1937 they rebuilt her and renamed her REZISTAL, retiring her 1948. Hull and cabin served

as a yacht harbor facility at Ten Mile, Monongahela River, operated by William Engle.

COLLIER b. West Brownsville, Pa. 1859. Purchased when new by W. H. Brown. Hull size undetermined. Engines 18" x 7 ft. stroke. Three boilers 39" dia. by 28 ft. long. Machinery is said to have come from prior towboat BLACK DIAMOND. Brown sold her to Joseph G. Pol-



The metal hull CRUISER upbound with empties at Ironton, O. in the 1890's, photo by Barrette. This is the way she looked when Brown's built her, with cabin skylights (later removed, see picture below). Her centered 'scape pipes are painted white. She had the same hull length as J&L's ALIQUIPPA built in 1914. The CRUISER was the first pool-style metal hull towboat, and, strangely, we don't know where she was built--anyhow, in 1890.



Here is the same towboat pictured above in more modern guise, photo made at Pt. Pleasant, W. Va. in 1918, two years before she was sold to Mexico. The pilothouse has been enlarged and the skylights are gone. Pittsburgh Coal Co. owned her at this time, and the R.C. on the pilothouse side is their emblem, meaning "River Coal." Why is smoke coming only from one stack? That's something for our youthful readers to ponder.

lock, Charles Matthews and M. P. Fish, April 1870. Capt. James Shedden became master. They ran her Pittsburgh-St. Louis in a barge service and lost her by sinking at Henderson, Ky. in early 1873.

COLLIER b. Dravosburg, Pa. by McCune Docks for W. Harry Brown in 1914 and named for the early boat listed above. 159 x 27. Built pool style. Engines 10" by 17½" by 5½ ft. stroke from packet EDGAR CHERRY, compounds built by Marietta Mfg. Co. Three boilers. Was sold to Pittsburgh Steel Co. and in Nov. 1936 to Hillmans who renamed her WM. C. SUTHERLAND, and in 1939 again renamed JOE CARTER. Sold to Charles Zubik, April 1942. Hillman bought her back Feb. 1944 and dismantled her at Dravosburg in 1946.

CRUISER b. Pittsburgh, Pa. 1890 for Browns. 152 x 30, steel hull. Engines 18½" by 7 ft. stroke. Four boilers 40" by 26 ft. Pool style. Designed by J. M. Hammett. The "iron hull CRUISER" was a notable advance in towboat construction and Rees imitated her lines building the ALIQUIPPA in 1914. Capt. Lew Blair was her first master. Sold to the Combine in 1899. Sank at Lock 3, Ohio River, March 14, 1907 and raised a month later. Broke her wheel shaft at Mingo Junction, O. downbound with tow, May 8, 1914. Tow hit the Wabash RR. bridge losing three loads. The Combine sold her to Panuco River in Mexico and she departed Pittsburgh on April 1, 1920. Made a safe Gulf crossing and burned on the Panuco in 1922.

D. T. LANE b. Pittsburgh, Pa. in 1871 by David Torondo Lane of Franklin, Pa. 129.6 x 24.1. Engines 16" x 5½ ft. stroke from side-wheel packet INGOMAR which had inherited them from the Civil War gunboat GENERAL THOMAS. Three boilers. Mr. Lane got in debt and Samuel S. Brown took the boat off his hands, selling it to the Campbell's Creek Coal Co. S. S. Brown acted as agent in this deal, so the LANE actually was not one of the Brown towboats save for the brief period of transfer. Rather an odd circumstance that this boat and her successor of the same name (b. 1908) became identified with the Kanawha River perpetuating for 66 years the name of a man who had no associations with that stream. D. T. Lane died, 89, at Franklin, Pa. on Nov. 6, 1915.

DELTA b. Sewickley, Pa. and completed at Pittsburgh by James Rees & Sons Co., 1881, originally named BILLY EZELL. 122.5 x 22.5. Engines 13" x 5 ft. stroke. Two boilers, 42" dia. by 22 ft. long. Pool style. Renamed DELTA in the summer of 1886 at which time owned by W. H. Brown Sons. Went in the Combine 1899, rebuilt and lengthened 20 ft. in 1906. Burned in the Kanawha River, April 17, 1907, and Capt. Jim Rowley was on her at the time.

DEXTER b. West Brownsville, Pa., 1866. Hull size not known. En-

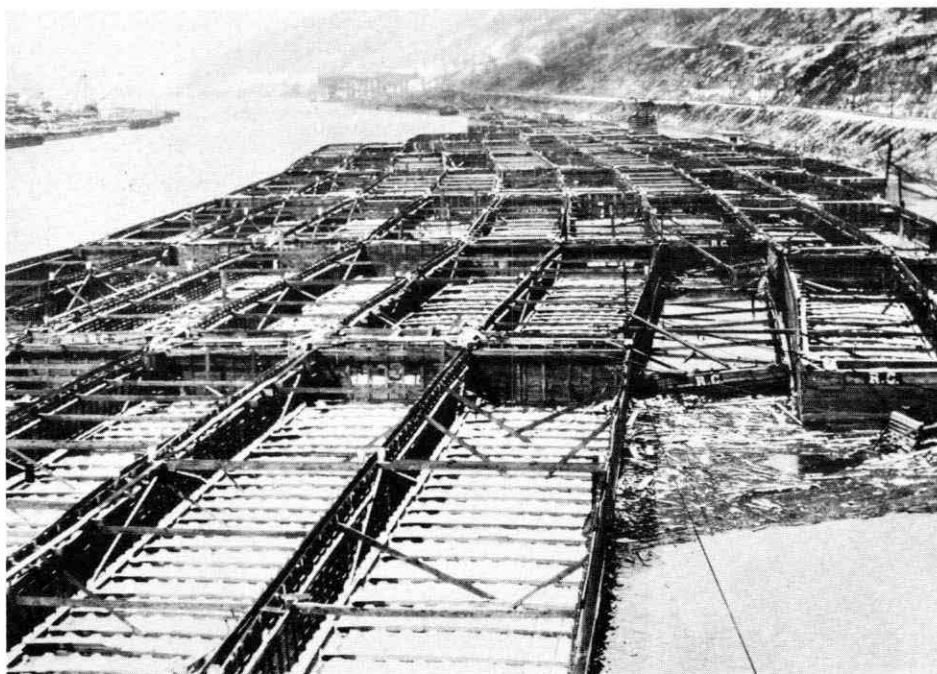
gines 16½" x 5 ft. stroke. Three boilers, 38" dia. by 24 ft. long. Pool style. Originally owned by John Eaton and others. Was owned by Browns in 1870 and thereafter. Struck an ice pier at Pine Run on Monon River, Nov. 6, 1877 but was raised. Dismantled at Brownsville in summer of 1885 and machinery went to the VOYAGER (see).

GEN'L. LARIMER b. Elizabeth, Pa., 1854. Hull size not known. Engines 15" x 4 ft. stroke. Three boilers, 36" dia. by 20 ft. long. First owners were Capt. David H. Rhodes of Allegheny City, Pa. (her master) and Wesley Greer of Pittsburgh. This was the first towboat bought and owned by William H. Brown and with her he towed coal in flats to New Orleans prior to the Civil War. In 1861 the boat had been sold to Capt. William Abrams, Rimerton, Pa., who towed oil down the Allegheny. In 1867 was owned by Robert Coulter, and in 1870 by James Jackson, Sr. Dismantled at Pittsburgh, 1872.

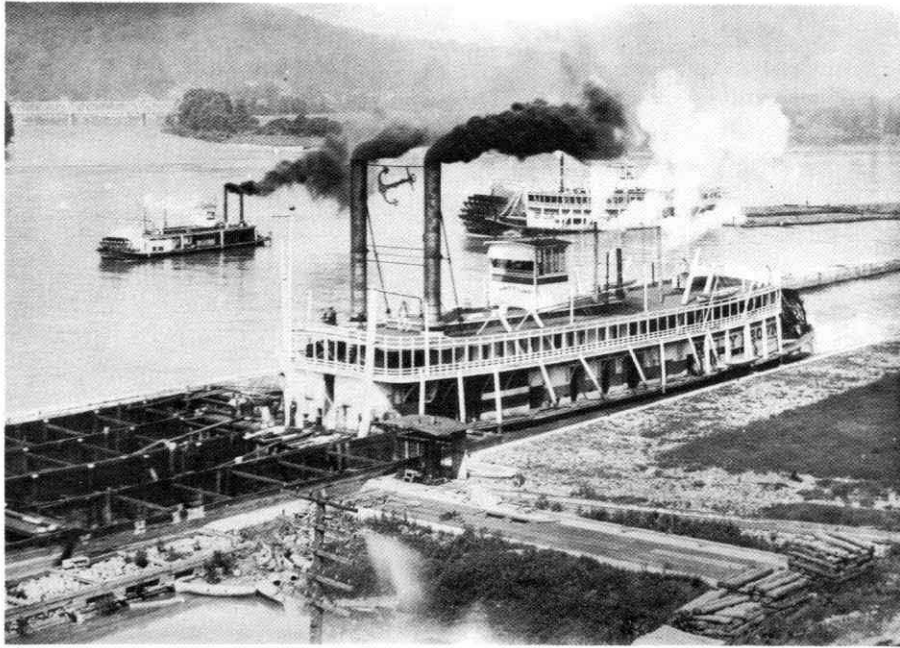
GRAMPUS b. Freedom, Pa., 1850. Hull and engine information not at hand. Whether W. H. Brown owned in her is debatable, but he used her teamed up with GEN'L. LARIMER

taking 12 loaded coalboats to New Orleans in 1858, his son Samuel S. Brown in charge. Capt. Chester was a part owner. At the start of the Civil War she fell into Rebel hands. A letter published in the St. Louis "Republican" during April, 1862 says this: "We saw at the banks of Island 10 the Rebel gunboat GRAMPUS so long notorious for reconnoitring purposes last winter at Columbus. On its stern end stood Capt. Chester of Pittsburgh from whom the vessel had been stolen when the war broke out. It was painted dark brown and mounted with two guns. The boat will be raised immediately." Apparently it was not raised; the machinery was salvaged and in 1863 went to the MITTIE STEPHENS built at Madison, Ind.

GREYHOUND b. Pittsburgh, Pa. 1866 for William H. Brown, William Bailey and Robert Bailey. Hull size not known. Engines 17" x 6 ft. stroke. Three boilers, 40" dia. by 26 ft. long. In 1871 she took 12 loaded coalboats through "the narrow and torturous" Atchafalaya River, two at a time, for delivery to the Morgan Steamship Line, a 150 mile trip requiring 13 days. The crew captured two cub bears on the return trip which



Empty wooden coalboats moored at Monongahela, Pa. in 1913. This picture was taken in winter and there is about 2" of snow in the bottoms. A rapid count shows about 60 of them in view. It was in this type of container that Browns sent most of their Monongahela River coal to New Orleans and way points. Most of the bottoms were built up the Allegheny River and in its tributaries, floated to Pittsburgh, and then towed up the Monon to "siding yards" for completion. Many hundreds were built annually, the bottoms 170 by 26 ft. and the finished coalboats 175 by 26. When sided up with 10 ft. gunwales, as most were, they held 24,000 bushels. Later a 12 ft. gunwale was used, increasing the capacity to 30,000 bushels. Nearly all early coal statistics are computed in bushels, and one ton of bituminous coal was figured to be about 25 bushels. The size of the coalboat was firm to 175 x 26 because of Monongahela River lock size restrictions and most modern "standards" are built of steel that same size. The coalboat sides, in days of wood, were 1½" full dressed hemlock or pine--a mighty flimsy container.



This is the first HARRY BROWN that blew up her boilers on the Mississippi River. Picture was taken for the U. S. Engineers in 1895 at old Davis Island Dam, Ohio River, West Bellevue, Pa. --And pray tell what is the HARRY doing in the lock? The wickets are down, and the BOAZ has just gone over the pass downbound with a coal tow. Could be that the HARRY was double-locking her empties up through the chamber when the dam was thrown. It's summertime and a "pop" rise has materialized probably from the Monongahela. We've done a heap of looking at the little single decker towboat about to go down over the pass, and she may be the VENUS. The head of Neville Island shows beyond her, and if the HARRY wasn't making so much smoke you'd see a great expanse of farmland, for in 1895 the island contained no industry and was noted instead for its corn, asparagus and tomatoes which were eagerly sought in Pittsburgh and Allegheny markets.

were brought to Pittsburgh and presented to S. S. Brown. Capt. W. F. Bailey, one of the original owners, later became chief engineer for the Pittsburgh Steel Co. at Homestead, Pa. before the Carnegie take-over. He was the only "outsider" allowed through the picket lines during the Homestead Strike. He was burned to death when fire destroyed his home at 720 8th Ave. Munhall, Pa., April, 1915, aged 88. The GREYHOUND was sold down around Evansville, Ind. about 1875 and was removed from the records in 1882.

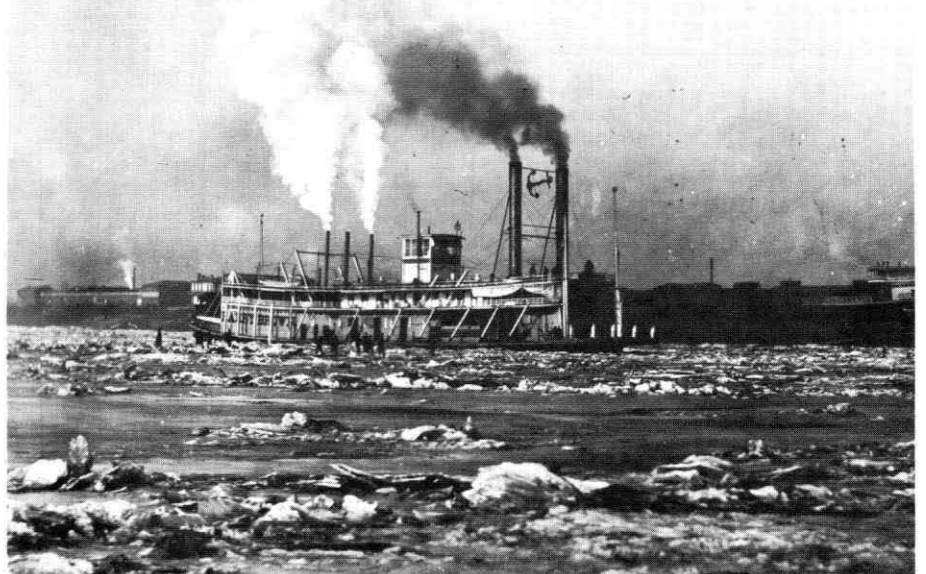
HARRY BROWN b. Pittsburgh, Pa. in 1879 for Browns. 210 x 49.6. Engines 26" x 10 ft. stroke. No record of boilers. Pilothouse on the roof. Upbound with empties 25 miles below Vicksburg on May 10, 1896 at 11:30 p.m. her boilers ex-

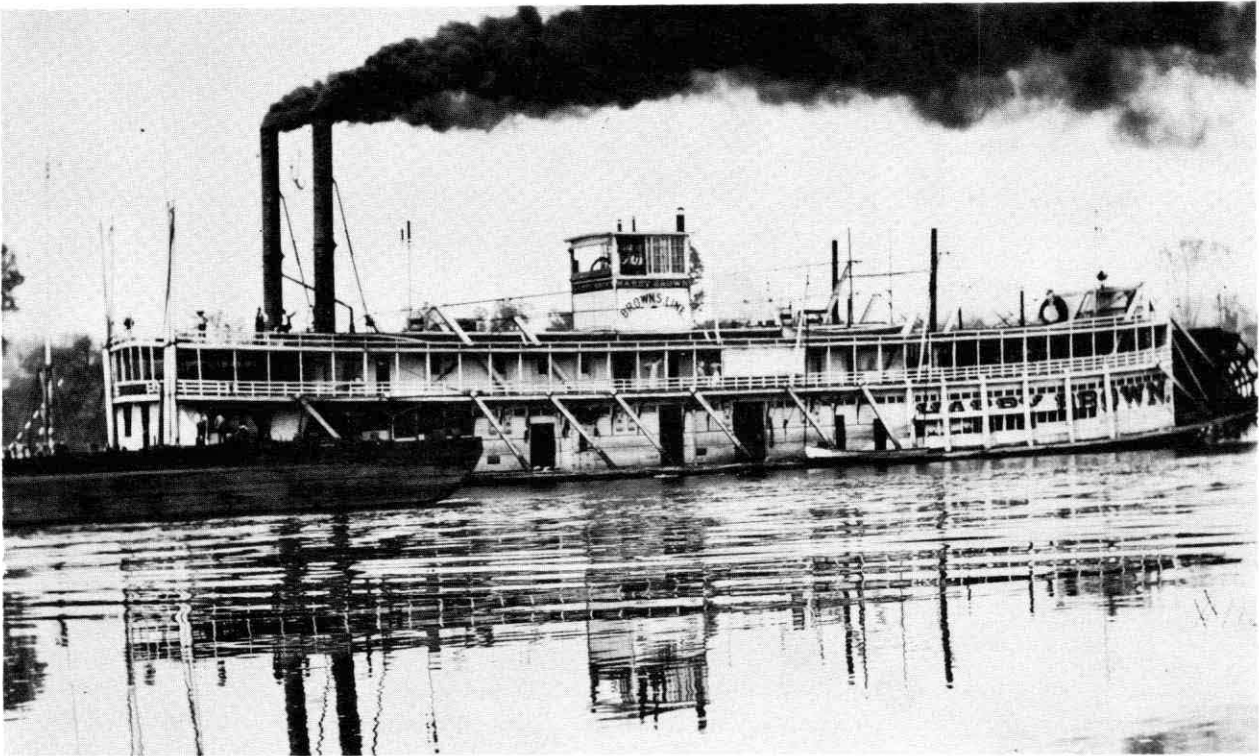
ploded. Eleven in the crew were killed, others injured. The towboat WASH HONSHHELL was in sight at the time and picked up survivors, taking them to Vicksburg, as well as three bodies. Capt. John Keim was master, and he was in the pilothouse with pilot Dan Kane at the time of the disaster. Off-watch pilot Norman X. Dravo was among those killed. News reports at the time stated she had seven boilers.

HARRY BROWN b. West Brownsville, Pa. at the Axton yard, 1898 and machinery placed at Marietta, O. 205 x 42. Marietta Mfg. Co. compound condensing engines, 19½", 38" by 9 ft. stroke. Boiler information lacking. Pilothouse on the roof. Paddlewheel 24'7" dia. by 26 ft. buckets. Owned by the Browns. They used her towing gas coal to St. Louis and in June 1899

she shoved 9 loaded coalboats, total 6,000 tons, Cairo to St. Louis the record to that date. Sold to the Combine 1899 and for several years they continued her in the St. Louis run, Capt. Floyd Burris. Enroute to Pittsburgh with empties she sank on a rock at Lock 2, Ohio River, July 17, 1905 and was quickly raised. In December 1905 she lost 27 loaded coalboats out of a tow of 31 in a windstorm between Cannelton and Hawesville on the Ohio River. Rivermen called her the "Handsome Harry." At one time her pilot partners were Henry Nye and Guy Mallory, both from the upper Ohio. Nye was native of Pomeroy, O. and Guy of Racine, O. In later years Guy Mallory became a noted ship pilot below New Orleans for Standard Oil of Louisiana. Her first chief engineer was William Van Horn. Upbound with empties on

Here again is the first HARRY BROWN pictured at Jeffersonville, Ind. at the lower end of the Howard Ship Yard. She was attempting to break ice that zero morning and got frozen in mid-river. If you look sharp you can see people walking on the ice---and one of these explorers was Capt. Jim Howard himself, camera in hand. This picture turned out to be one of his more dramatic ones. Perhaps you can notice here that, for a time at least, the main deck bulkheads of the Brown boats were painted light brown.





ABOVE Both of these pictures are of the second HARRY BROWN built in 1897. Her machinery was placed at the Marietta Mfg. Co. then located on the yon side of the Muskingum River above the Putnam Street bridge, which means she was locked through No. 1 on the Muskingum to get there and again locked to get back to the Ohio River. Those of our readers who recall the old lock chamber can do some wondering.

BELOW Here she is at Pittsburgh in the Monongahela River above the old Point Bridge readying to depart with loads for the south. The top picture was taken by Thornton Barrette c. 1897, and the lower one by a Pittsburgh city fireman, a shutter-bug whose name we know not, about 1915. Your scribe stood on Sewickley bridge and saw her pass down one warm afternoon that fall--her last visit to the upper Ohio.



Nov. 15, 1915 at Island 30, Miss. River, near Osceola, Ark., she buckled her hull and sank a total loss within two minutes.

JENNIE BROWN Listed in an 1870 newspaper account as one of the W. H. Brown fleet. No details at hand--probably a tug.

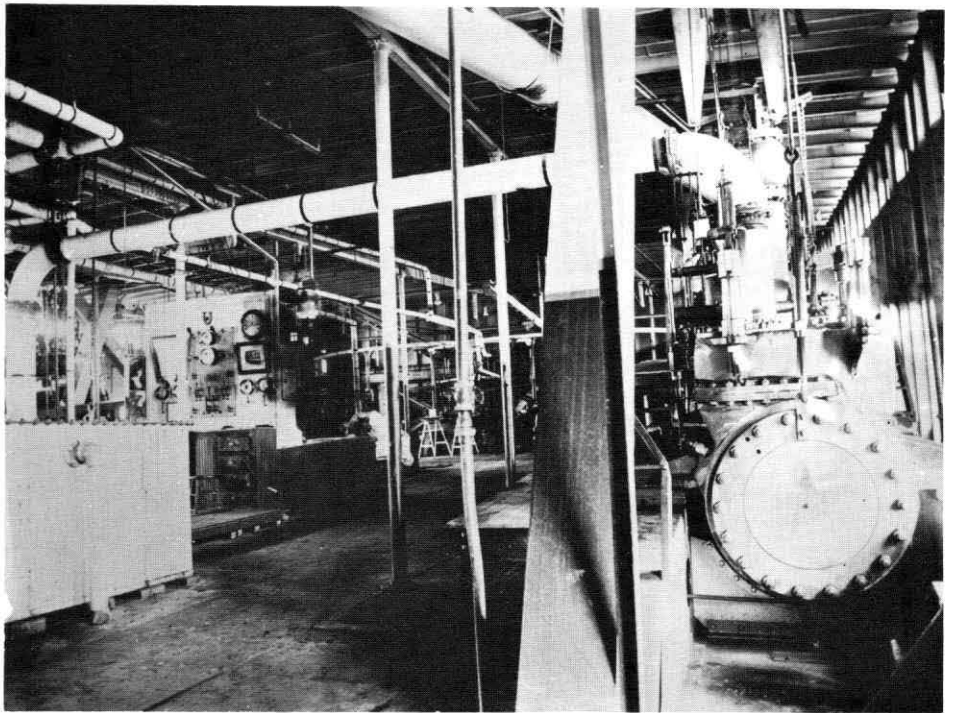
JIM BROWN b. Brownsville, Pa. in 1866 for Browns. Hull size not known. Engines 16 3/8" x 6 ft. stroke. Three boilers, 38" dia. by 26 ft. long. Capt. James H. Brown was master. Sank in ice in the winter of 1876, rebuilt. Cut down again by ice at Brown's Station, first pool, Monon River, on Jan. 7, 1881, total loss.

JIM BROWN b. Brownsville, Pa. by Axton yard for Browns, 1881. 135 x 24. Engines 16" x 6 ft. stroke. Three boilers, 40" dia. by 26 ft. long. Pool style. Sold to the Combine 1899. Sank at the Upper Glenwood landing, Monon River, 5 a.m., Feb. 21, 1904, Capt. Sam Blair master at the time. Only two men were aboard. Raised. She was dismantled at West Elizabeth, Pa., June, 1929. Had been inactive for some time. Her whistle, inherited from the first JIM BROWN was sold to Carnegie Steel in Jan. 1925 and was placed on the W. H. CLINGERMAN. Her pilotwheel was sold to Willis Shook, Sewickley, Pa. and placed in a second-floor sunroom. (Still there 1972).

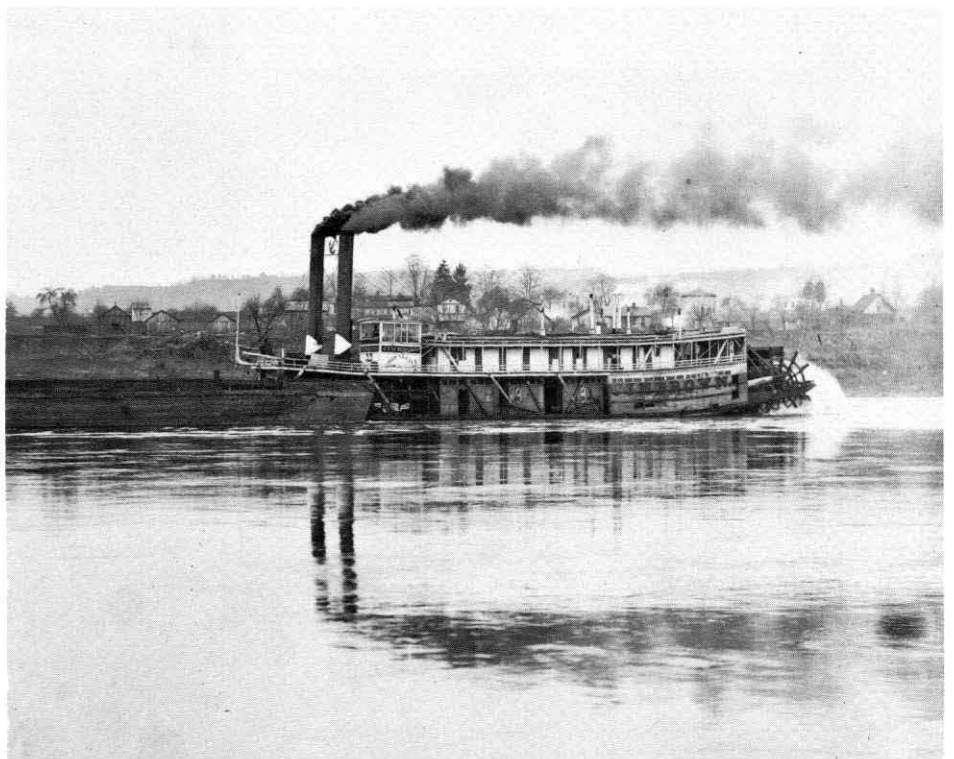
JOHN A. WOOD The complete story of this towboat is presented in our issue of March 1969. Browns never operated her, but she was bought outright on July 17, 1918 by W. Harry Brown. His intention was to rebuild her but he died. She was transferred to Pittsburgh Steel Co. who sold her Sept. 1, 1919 to Standard Oil of Louisiana. So for the record, the Browns had a finger in the pie briefly.

JOHN BIGLEY b. Pittsburgh, Pa. in 1870. This was the first iron hull steam propeller tug built at Pittsburgh. Place of build was at the foot of Liberty Street in the Monon River. 75 x 16. One engine 20" by 20". One boiler 60" dia. by 16 ft. long. Built for N. J. Bigley & Bros. She was launched Nov. 18, 1870, 1:30 p.m. and the iron hull tug BATON ROUGE BELLE was launched same place soon afterward. She was taken to Vicksburg for harbor work there. She had a wooden cabin which burned off some two months after delivery, and was rebuilt. Her trial trip at Pittsburgh was on Monday, Jan. 16, 1871. Later was bought by W. H. Brown who sold her July 1880 to Mississippi Valley Transportation Co. Soon was renamed JOE SEAY but continued service at Vicksburg. The Combine bought her 1900. Capt. Dan Quinn was master, 1901. She turned turtle and went down in deep water off Vicksburg on Nov. 22, 1904 and drowned the chief engineer Walter Bobbs.

JOHN F. DRAVO b. Pittsburgh, Pa., 1867. Hull size not known. Engines 16 1/2" x 4 1/2 ft. stroke. Pool style. Originally owned by L. P.



Engine room of the last HARRY BROWN, port side, looking aft. We hope the boat was tied up at the time, for the photographer was standing right in front of the forward port cylinder-head and that's no safe place to be fooling around when a boat's working. Somebody painted a star on that cylinder-head and then somebody else came along and painted it out; maybe you can see it and maybe not. It shows on the original picture which Bert Fenn found and sent to us.



The JIM BROWN was upbound with empties and looks like New Haven, W. Va. in the background. This is another of Thornton Barrette's pictures taken in the 1890's. She had skylights and a mighty low pilothouse. Later on the skylights were removed and the pilothouse raised. The white shields in front of the smokestacks are to keep smoke from enveloping the pilot when the stacks are tipped back for dodging low bridges.

and F. Chester. Partial ownership acquired 1870 by W. H. Brown. She did not prove much of a success and was laid up in 1874 and removed from records in Aug. 1876, dismantled at Pittsburgh.

JOHN PENNY b. Pittsburgh, Pa. in 1871. 148 x 27. Engines 18" x 7 ft. stroke. Four boilers. Pool style. Originally owned by John Penny, Capt. John McIntyre, master. This was regarded as about

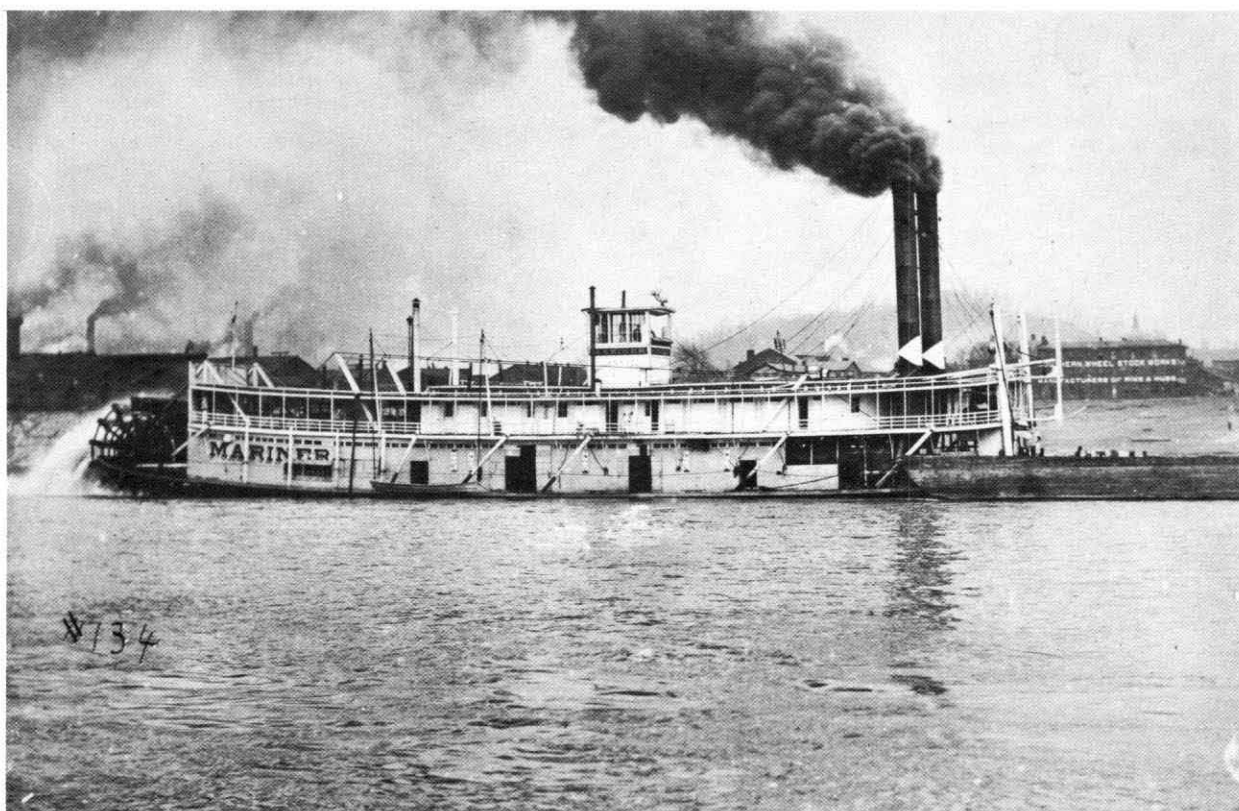
the largest of Monon River pool towboats of her era, the only one with four boilers. We have no firm evidence that W. H. Brown was an owner, but the indications are he was. When the boat was dismantled her engines, etc. went in Brown's CRUISER (see).



The tug M. DOUGHERTY moored at Pittsburgh in the Monongahela River above the old Point Bridge as pictured by Capt. William S. Pollock about 1921. The towboat showing at the right is the J. C. RISHER. Bill Pollock still has the post card size Eastman Kodak he took this picture with, and just recently had to lay it up when Eastman discontinued the manufacture of post card size roll film.

LIONESS NO. 2 b. Pittsburgh, Pa. 1869. 175 x 33. Engines 22" x 7 ft. stroke. Five boilers 40" dia. by 30 ft. Pilothouse on the roof. Built for Capt. James A. Blackmore, J. S. McDonald and others. At a U.S. Marshal sale in Pittsburgh, May 12, 1873, sold to W. H. Brown. Sometime later Brown sold her to Capt. Florence Marmet and was used by Marmet Coal Co. for Pittsburgh to New Orleans coal towing. Dismantled 1893 and her engines went to the new PACIFIC NO. 2 then being built by the Goulds at Brownsville, Pa. Her whistle went to the towboat MOUNT CLARE on Kanawha River.

M. DOUGHERTY b. Pittsburgh, Pa., 1893. 71 x 17.2. A wood hull tug with one engine, one boiler. Owned by Browns and named for Capt. Michael Dougherty, Irish-born long time Brown employee. A prior tug, MIKE DOUGHERTY, also honored him (see). He went to work for W. H. Brown in 1856. The subject boat was sold to the Combine and was used in the Pittsburgh area. In later years sold to Nugent Sand



And here is the MARINER upbound with empties with Ironton, O. in the background. The sign on the building at the right reads SOUTHERN WHEEL STOCK WORKS and the lower line says MANUFACTURER OF RIMS & HUBS. No photograph is known to exist of the iron hull ALEX SWIFT from which the MARINER was built (see text), a sad blank spot in the pictorial story of western steamboats. Anybody finding one will be awarded a red barn or a speckled spaniel, the choice is yours. This picture by Thornton Barrette and notice the #134 scratched at bottom left--most of Barrette's glass plates were so numbered, and he issued a printed list.

Co., Louisville who renamed her TERRA in 1930. She sank at their landing that September and was dismantled on shore the next year.

MARINER b. Newport, Ky. by Swift Iron Works, 1873. Originally named ALEX SWIFT with iron hull 151.3 x 28.2. Engines 23" dia. x 7 ft. stroke. Boiler information lacking. The ALEX SWIFT was the first metal hull towboat on inland rivers, largely owned and operated by Capt. George Vandergrift. She had an iron paddlewheel as well, considered enough of a success to be imitated on several packets, among them the KATIE STOCKDALE. While running light on the Monongahela River near the Glenwood bridge she ran herself under, Oct. 28, 1890 at about 9 o'clock that morning. She went down within four feet of the hurricane roof and was in such precarious shape that little hope was entertained for her recovery. Capt. Sam S. Brown bought her as she lay, raised her, docked her, and added about 25 feet length to the iron hull, making her 178 feet long. He changed her name to MARINER. She punctured her hull in the Louisville-Portland Canal in March, 1892, a hole no bigger than a man's fist, but nonetheless sank. After raising she was towed by the CHARLIE CLARKE to Madison, Ind. for docking. When the Monon River locks were freed of tolls in 1897, the MARINER was the first towboat locked with no toll charge. She was transferred to the Combine in 1899, was considered an expensive luxury due to abnormal consumption of coal for fuel. Hence she was laid up at Elizabeth, Pa. about 1902 and in 1906 was still laid up there. Later she was returned to service and burned at Cairo, Ill. on April 7, 1912 at 3:15 in the morning, then commanded by Capt. Tom Ledger. The wreck was brought to Pittsburgh and consigned to the notorious "Combine boneyard." In March, 1916, she was sold to Capt. William McNally, operator and owner of the excursion side-wheeler SUNSHINE at Pittsburgh. He made a wharfboat of the hull with the idea of renting space in it for the parking of automobiles. In 1920 he sold it, and the packet JOHN L. LOWRY came to Pittsburgh and towed it away. Federal Barge Lines used it as a wharfboat at Cairo, Ill. several years, then took it to Mobile, Ala. for the same purpose. Finally it was sold to the Baker Towboat Co. of Mobile who sold it to the Bissos in New Orleans. On April 15, 1928 the tug MAMIE COYLE returned it to Mobile where it had been bought by a Capt. Joseph Pose. Last we know is that it was still afloat in the Mobile area about 1934.

MARY ALICE b. Pittsburgh, Pa. in 1867. Hull size not known. Engines 22" by 8 ft. stroke. Five boilers, 38" dia. by 28 ft. long. Pilothouse on the roof. Built for the Browns. They sold her 1870 to Mississippi Valley Transportation Co. She was sunk during an ice run-out at St. Louis in March, 1875, and lost.

MIKE DOUGHERTY b. Pittsburgh, Pa. 1881. 71 x 17. Single prop steam tug, one boiler. Owned by Browns. Exploded her boiler at McKeesport, Pa. on Jan. 11, 1885. One of the deckhands was Thomas A. McQuaide who became superintendent of police in Pittsburgh. Repaired and ran until about 1893 when replaced by the M. DOUGHERTY (see).

N. M. JONES b. Pittsburgh, Pa. in 1871. 83 x 17, an iron hull tug. Twin props, engines 18" x 18". One boiler originally; later two. She was built by Browns and they used her as a harbor boat at Memphis and Cairo. Sold to the Combine in



N. M. JONES

1899. Later renamed NORMAN R. when bought by Norman R. Halliday who operated H. H. Halliday Sand Co., Cairo, Ill. She became, by 1940, the oldest towing vessel on the Mississippi System, still run

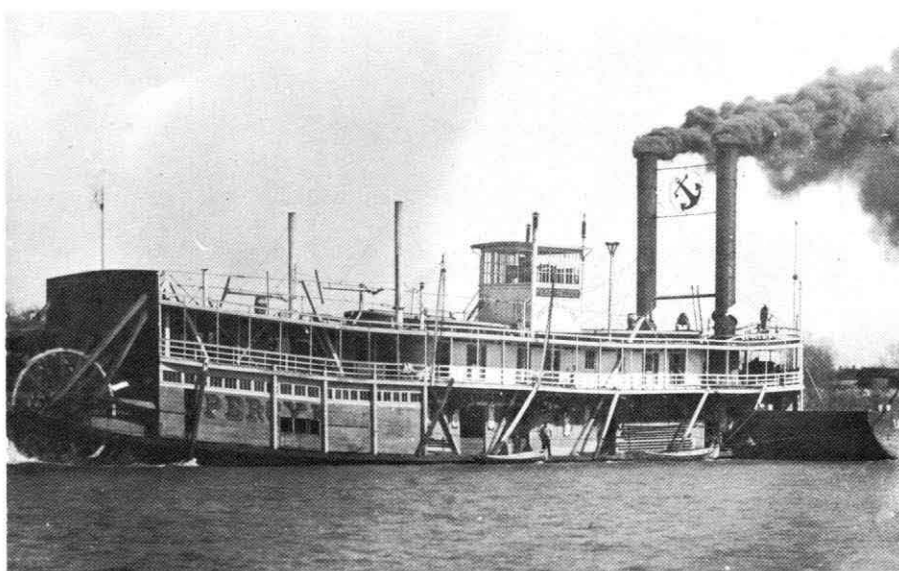
by steam. Dismantled in 1942.

PERCY KELSEY b. Pittsburgh, Pa., 1882. 148 x 31. Engines 18" x 6½ ft. stroke. Boiler data not known but probably four. Capt. Ulysses Grant Jones was master when she exploded at White's Riffle, Haysville, Pa. on Ohio River, Jan. 4, 1898. She was upbound with empty coalboats at the time. The engines were recovered and later put on the VOLUNTEER (see).

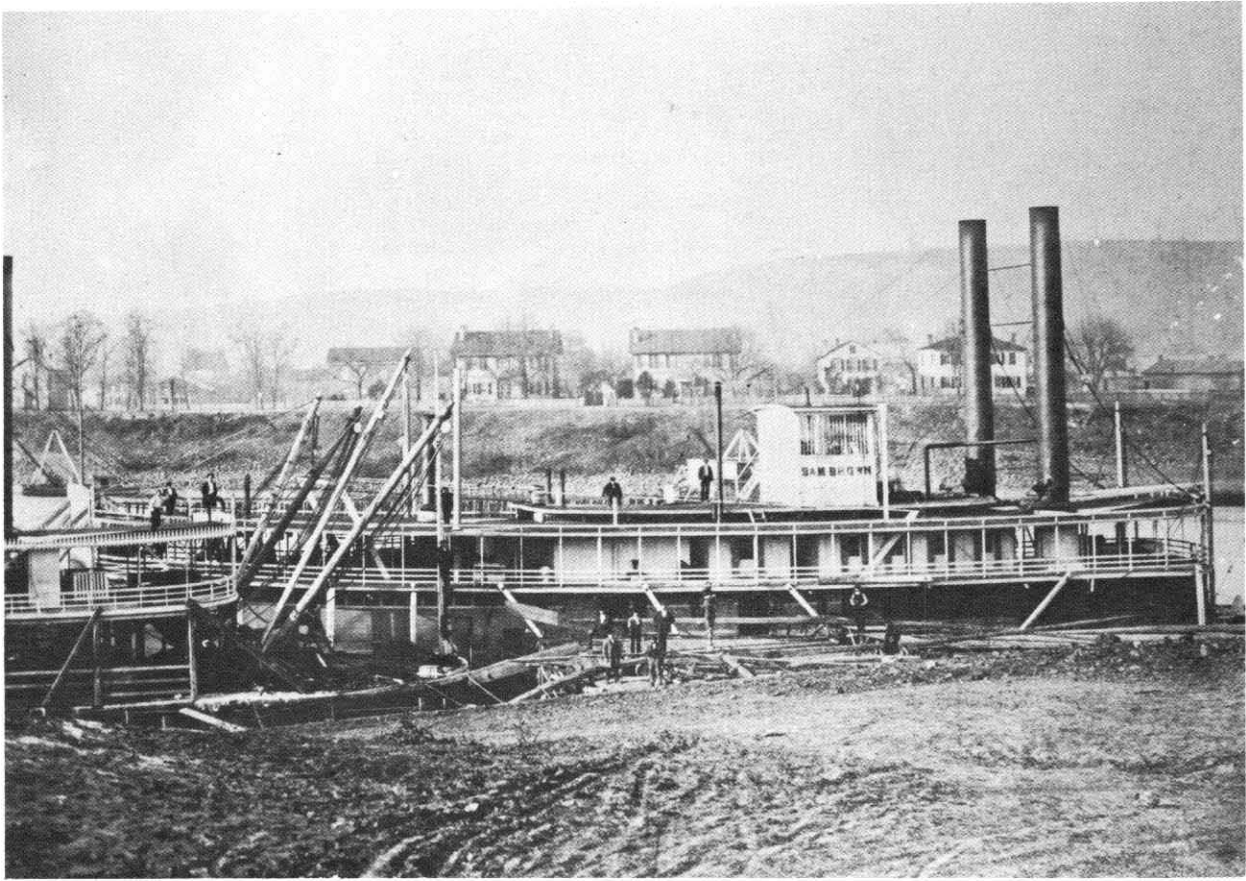
RESOLUTE b. Belle Vernon, Pa. in 1866. Hull size not known. Engines 18" x 6 ft. stroke. Three boilers, 40" dia. by 28 ft. long. Built for Capt. T. W. Fowler and bought by Browns in 1870. Sank at Cairo, Ill. in Aug. 1880 and lost.

SAM BROWN b. McKeesport, Pa. in 1866. Hull size not known. Engines 20" x 8 ft. stroke. Four boilers, 40" dia. by 28 ft. long. Pilothouse on the roof. Owned by Browns. Downbound on maiden trip she was sunk at Sunfish (Clarington, O.) and five barges of iron also were sunk. This happened on Feb. 4, 1867. Was raised and towed to Wheeling where "she looks like she had been severely handled with chimneys knocked off, the pilothouse demolished, the fore part of the hurricane roof torn away and many of her stanchions broken off." Capt. John Gordon was master for the first several years, a veteran Pittsburgh-Beaver packet operator. She towed coal to St. Louis, and in 1876 was taking loaded coalboats to Nashville. Capt. McDonald, formerly of the HERCULES, was master in 1876 when she brought 4 loaded coalboats and 18 loaded barges of coal to Cairo, said to be the largest single tow to that time. In May 1878 she was reported running from Cincinnati to Pittsburgh in 44½ hours, fastest since the BUCKEYE STATE came up. Dismantled in 1881.

SAM BROWN b. Freedom, Pa., 1881. 177 x 39. Engines from the prior boat of this name (see). Five



PERCY KELSEY



Nine years ago S. Durward Hoag was snooping the photograph collection in the Marietta College library and happened upon this picture taken in the mouth of the Muskingum River, 1871. Here, big as life, is the first SAM BROWN, only picture known of her. She was five years old in 1871. Across the Muskingum in Har-mar are various homes, two of which look familiar, still standing these 101 years later. Off to the left is the Missouri River "mountain" sternwheel packet ESPERANZA just new from the boatyard at Brownsville, Pa. The Pittsburgh "Gazette" of March 21 said this: "The new ESPERANZA is completed and now is at the main landing. She is commanded by Capt. Dunlevy, and the office is in charge of Capt. John B. Coombs. She is announced for St. Louis and the Missouri River." Well, it's hard to believe, but also in the Marietta College library is a full view of the ESPERANZA taken at this same time--we'll feature it one of these days.

boilers 40" by 24 ft. long. Pilothouse on the roof. Paddlewheel 22½ ft. dia. and bucket. She burned off her upper works while moored near the foot of Market St. at Portland, Ky., 1 a.m., March 27, 1896. Was cleaning boilers at the time, moored to empty coalboats. Capt. W. F. Oakes was her master.

SAM BROWN Inasmuch as the hull of the 1881 boat had been replaced in 1891, and was not damaged in the Portland fire, she was rebuilt with same engines and boiler power and came out fall 1896 with Capt. Lew Blair, master. Browns sold her 1899 to the Combine. She had a noteworthy "spill" when her tow hit the bank at Captina Island, Ohio River, night of Dec. 17, 1897 and sank 9 coalboats and one barge of coal. When daylight came she was at Buckhill Bottom, O. with the remainder, 3 coalboats, one barge, and one flat. She sank at Grassy Flats, Ohio River, April 11, 1913, and was raised. Exploded her boilers at Huntington, W. Va. about 11 a.m., Feb. 2, 1916 killing ten and injuring four of

the crew, a blast of such violence that many windows in that city were broken. Among the lost were Capt. Lew C. Blair, master; Perry A. Wilson, chief engineer; Sam Boyer, 2nd engineer; William Hyser steward. Capt. Blair's body was not recovered until June 9, 1916.

SAMSON b. California, Pa., 1860. 169 x 29'9". Engines 22" x 7½ ft. stroke. Four boilers, 40" dia. by 26 ft. long. Original owners were James Wilson and William Whigham of McKeesport, Pa., and George B. Jones and Madison Bailey, Pittsburgh. She was sold to the U.S.Q.M.C. on July 14, 1862, transferred to the Navy July 30, 1862 and became an Ellet ram. After the Civil War sold to Capt. Jos. Nixon, Daniel McAleer and Joseph W. Clark, all of Pittsburgh. Later W. H. Brown took ½ interest and Jos. Nixon the other half. Her enrollment was surrendered Oct. 20, 1869 with the notation "dismantled and machinery put on SAMSON NO. 2."

SAMSON NO. 2 b. Pittsburgh, Pa., 1869. Hull size not known. En-

gines from prior boat of the name (see). Five boilers, 40" dia. by 24 ft. long. Owned by W. H. Brown and Capt. Jos. Nixon. On an early trip, 1869, got in trouble trying to land at New Cumberland, W. Va. with 16 loads. Sank three or four in Browns Island, hit the Panhandle bridge and broke a wheel cam, hit the bank and lost one more load. Packet FOREST CITY came to aid, but lost three more loads near Wellsburg and six more between there and Warrenton. When finally landed she had two loads and one fuel flat left. Sold to Capt. Fred Wilson on March 12, 1873 for \$31,000. Ultimately dismantled at Madison, Ind. Her engines went to the ED ROBERTS built in 1884 and thence in 1914 to the packet PEORIA.

SHARK b. West Brownsville, Pa., 1862. 168 x 32.6. Owned by the Browns. Engine and boiler information not known. W. H. Brown sold her to the Mississippi Valley Transportation Co., Sept. 30, 1866 and thereafter operated St. Louis to New Orleans, Capt. John P. Ar-

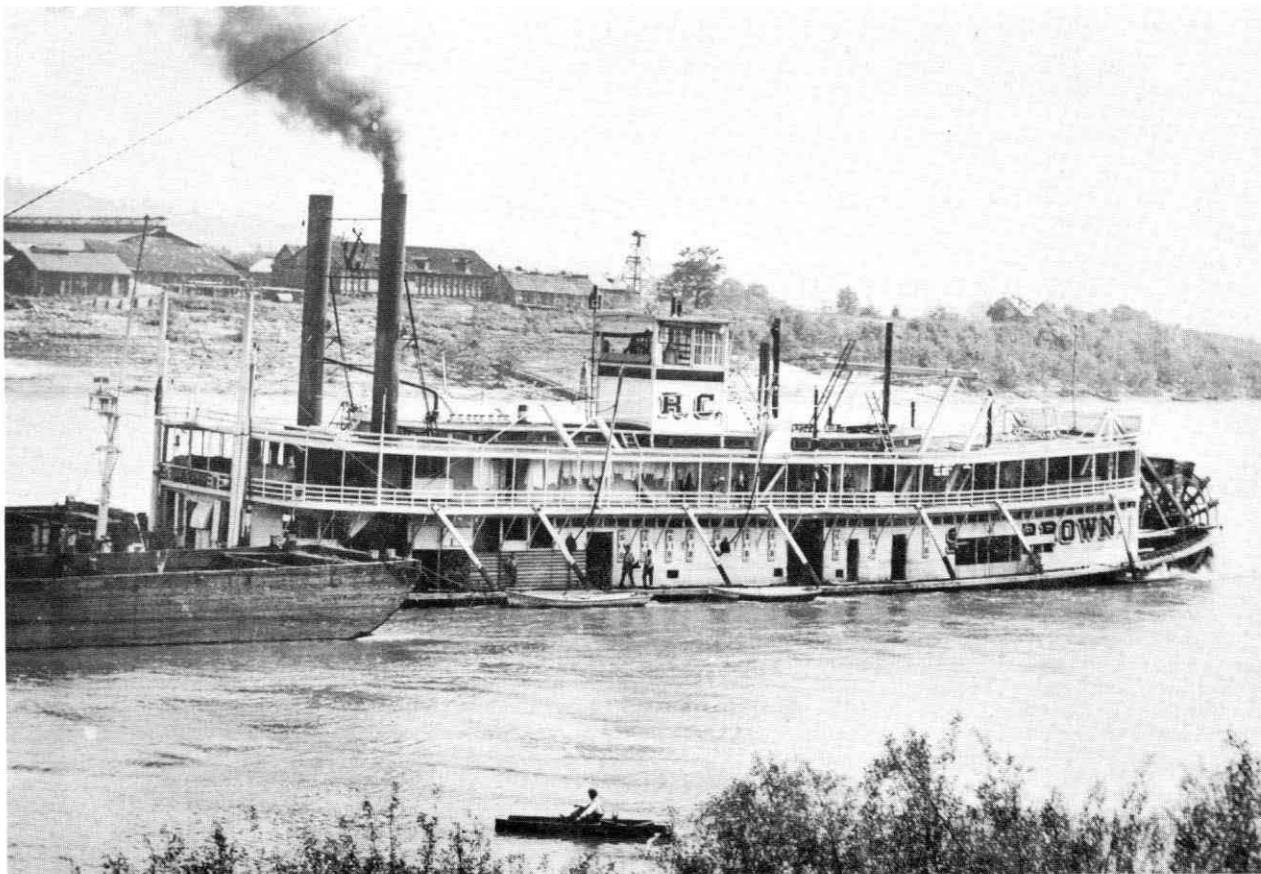
nold. Became stranded at Liberty Island, between Cairo and St. Louis on January 13, 1871. The sand washed out from under the hull causing her to buckle and sink. Dismantled where she lay, and engines, shaft, doctor, etc. were auctioned off on the St. Louis levee on Feb. 1, 1871 by the insurance people. Capt. Rea of M.V.T. bid them in for \$2,400. No record of where engines were used later.

TIGER b. Belle Vernon, Pa., 1862. 124 x 21. Engines 14" x 4½ ft. stroke. Two boilers. Pool style. Built for J. B. Archer. No firm evidence at hand to prove she was owned by W. H. Brown--fact is this toothless TIGER has eluded our researchings. Liberally in the news 1868 when TIGER collided with the side-wheel J. N. McCULLOUGH above Madison causing loss of the latter we still don't know who owned her at the time. In April 1876 up-

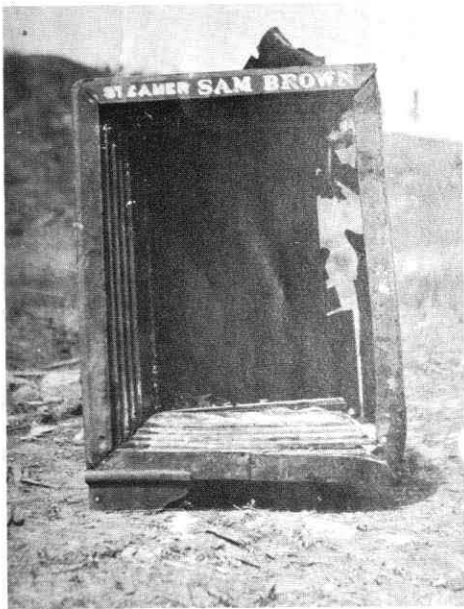
bound at Black's Island, Ohio River, she was snagged and sank in 12 feet, tipping over so precariously that her boilers rolled overboard. This would be cause sufficient to deactivate the claws of the wildest of tigers, and perhaps did. Her engines were recovered to go to the CHARLIE CLARKE (see).

VOLUNTEER b. West Brownsville, Pa. at Axton yard, 1891. 149 x 25. Engines 17" x 6 ft. stroke

This is the second SAM BROWN, picture taken by T. Barrette downbound with coal on a winter day with ice running along in the 1890's while operating for Browns. Not only did she have fenders (the slanted white objects along her lower deck, but also stationaries along the engineroom bulkheads (vertical objects forward of her name).

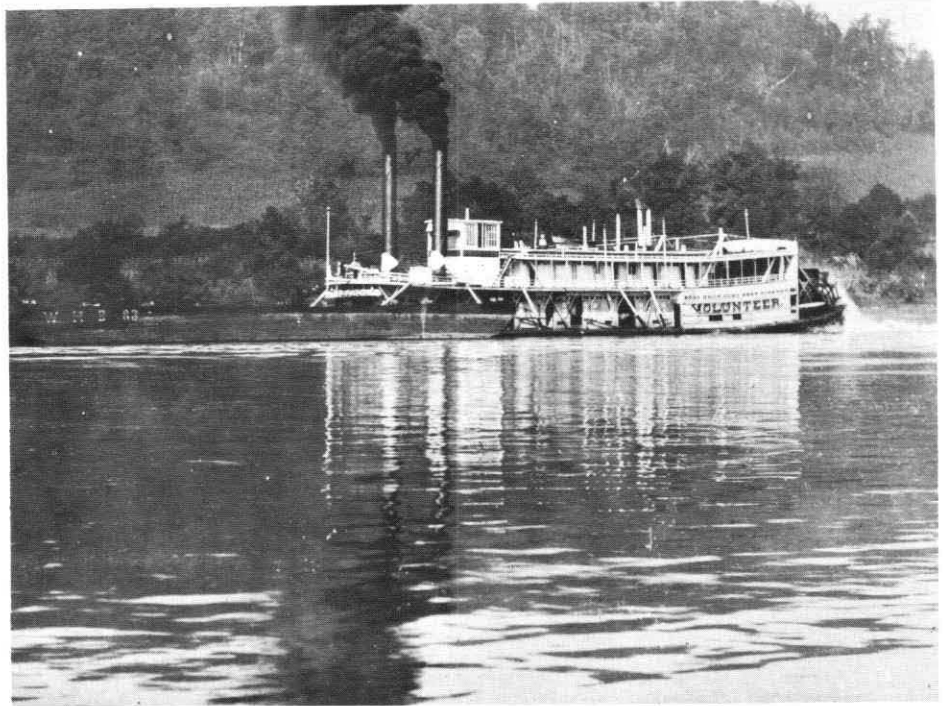


The third and last SAM BROWN is upbound at Pomeroy, O. and the picture was taken by Feiger Studios at Pomeroy. Across the river is the salt works at Mason City, W. Va. Date is about 1908. She differs slightly in details from #2; the "nigger boiler" is in the deckroom, the whistle is mounted on the pilothouse, and she has an electric headlight.

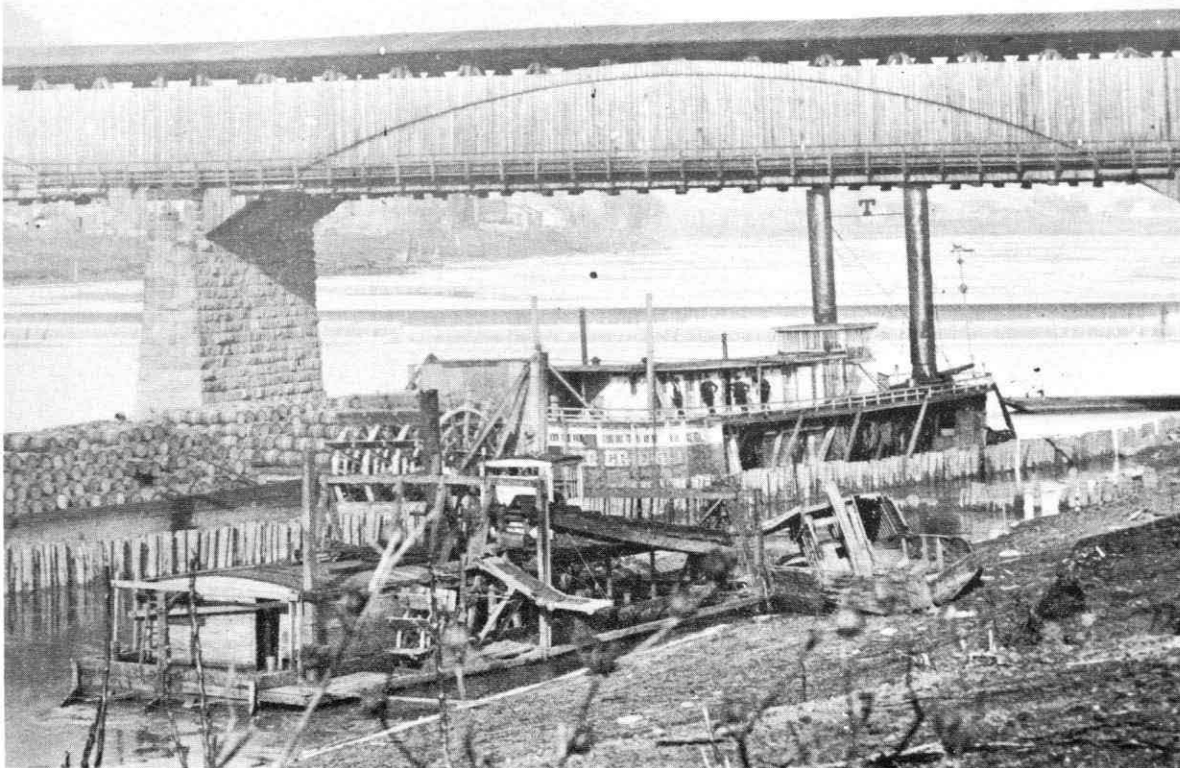


SAFE JOURNEY

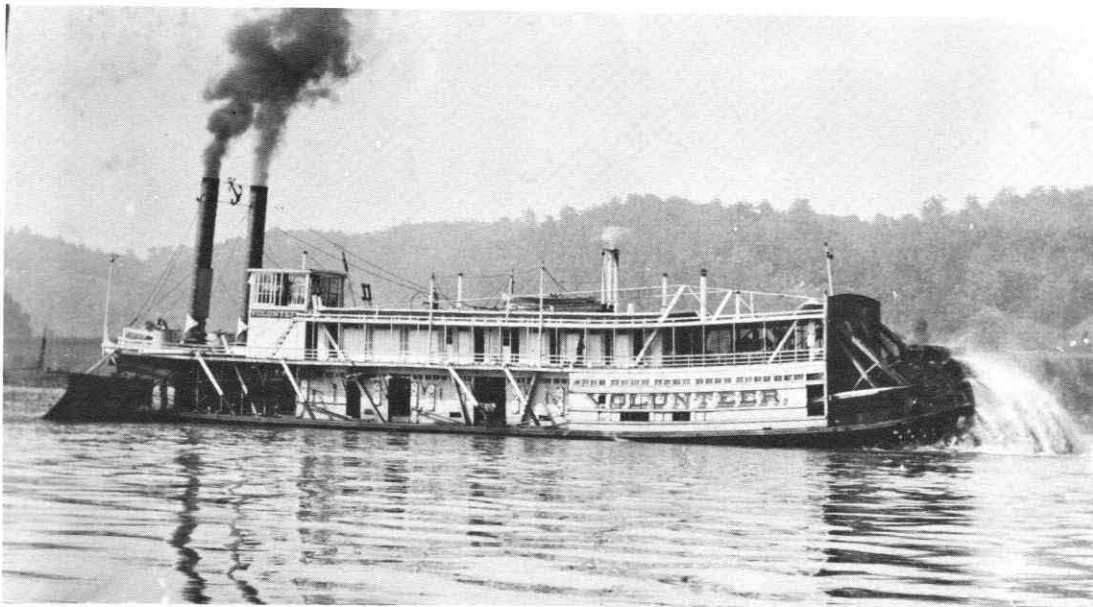
The SAM BROWN's office safe was blown sky-high when her boilers detonated at Huntington, W. Va. It landed on the Ohio shore sans door and with the rear end shattered--yes, that's scenery you see through the jagged interior. Photographers hurried to the area to snap views of the wrecked steamboat. The only thing to be seen in the river was the tip-top of one wheel brace. All else had been scattered to the four winds.



The VOLUNTEER, although built pool style (pilothouse in front of the cabin), often was sent "south" with coal tows from Pittsburgh for Cincinnati and Louisville delivery. Her performance was above par. When the Campbell's Creek Coal Co. built the more modern ROBT. P. GILLHAM in 1901 they gave her the same hull length (149.5 ft.) with a wider beam, the same cabin plan with skylights, and slightly bigger power. The GILLHAM ("Rob 'em, starve 'em, kill 'em") later renamed HENRY C. YEISER, JR. was the best of her class for years. The above picture is a Barrette portrait of the VOLUNTEER.



The TIGER in the Muskingum River at Marietta, 1872. The wooden covered bridge was at Butler Street just below Dam No. 1. Moored outside the TIGER are barges full of empty oil barrels, probably destined to oil fields along the Allegheny River. In the foreground is an unusual specimen, a small side-wheel sand digger with an endless chain of buckets raised or lowered on a frame. She's complete with pilothouse and stern wing rudders and even a whistle. On shore in the foreground is a badly mauled steam launch.



The VOLUNTEER in this Barrette picture is on her way to Pittsburgh with empties. Young men fresh with pilot's license stood their first solo watches on such upbound trips. Taking down the loads was a responsibility entrusted solely to proven and competent veterans of the art. "Headed for home with empties" was a heady elixir for pilots and engineers and most of the boiler explosions on towboats happened while the boat was "headed for the barn."

from FRANK GILMORE; replaced in 1902 by engines from PERCY KELSEY, 18" x 6½ ft. stroke. Boiler data not at hand. Pool style. Owned by Browns. Sold to the Combine in 1899. Rivermen called her "Old Soldier." Sold to Mexico and left Cincinnati on Feb. 24, 1914 towing the LENA MARMET---both destined to Panuco River. Was renamed there, VOLUNTERO, and was still running on the Panuco in May, 1926.

VOYAGER b. West Brownsville, Pa. at Axton yard, 1885. 134 x 23.8. Engines 16½" x 5 ft. stroke from the DEXTER (see). These later were taken off and she was given compound condensing engines 12" and 38" by 5 ft. stroke. Three boilers, 38" by 26 ft. long. Pool style. Owned by Browns. Capt. A. O. Ackard was her first master. Sold to the Combine in 1899. Rivermen called her "The Old Salt." The Combine and successor Pittsburgh Coal Co. ran her until April

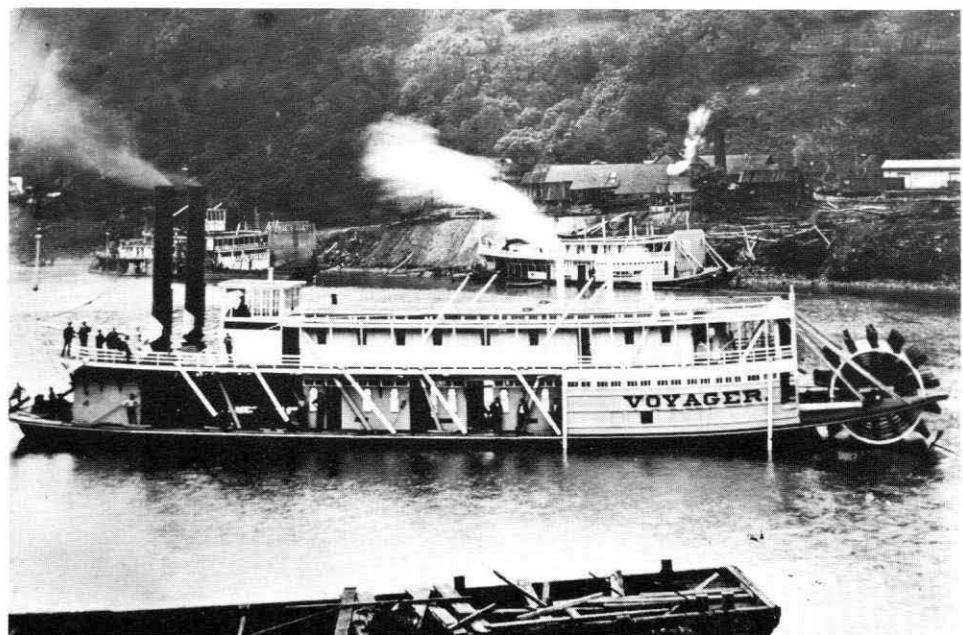
1937, sold her to Costanzo Coal Co., Warwood, W. Va. She burned and sank at their tippie below Dam 12, Ohio River, mid-December, 1937 and soon afterward towboat INLAND sank on top of the wreck.

WM. COWEN b. Brownsville, Pa. at the Pringle yard, 1870. 178 x 31. Engines 22" x 8 ft. stroke. Five boilers, 40" dia. by 28 ft. long. Pilothouse on the roof. Owned by W. H. Brown. Came out with Capt. Sam Sylvis, master. Browns used her in the gas coal trade to St. Louis. She delivered 90,000 bus. of coke to St. Louis in one upstream tow, a record tonnage. On the return she burned near Grand Tower, Ill. in early May, 1873 and was lost.

WILLIAM H. BROWN b. Monongahela City, Pa., 1860. 162 x 27. Engines 20" x 7 ft. stroke. No in-

formation about boilers. Pilothouse on the roof. She was owned originally by William H. Brown (7/8) and by Capt. Samuel Crow, her master (1/8). Sold to the U.S. Q.M.C. June 13, 1861 and thence to the Navy Sept. 30, 1862. In Navy service referred to simply as the BROWN. Old accounts refer to her occasionally as the W.H.B. She was sold at the war's conclusion to R. R. Hudson, Hiram B. Smith, S. A. M. Moore and W. A. Barringer, all of Pomeroy, O. Capt. George W. Woodward went master. She was used henceforth to tow salt down the Ohio. In Feb. 1868 took 13 model barges of salt to Nashville. She passed Cairo in March, 1871 with 12 model barges loaded with 38,000 barrels salt consigned to St. Louis. Ownership was transferred to the Pomeroy Salt Transportation Co. and in 1872 her master was Capt. Arthur J. Branch. Dismantled in 1875.

Here is the VOYAGER on her maiden trip for Brown's Line at Brownsville, Pa. on the Monon in 1885. The Axton yard where she was built is across the river. This is a posed picture, so all on board are looking shoreward toward the photographer. Who among them would have predicted that this new towboat would run for 52 years, outlive all of the Brown brothers, and outlast all of the Brown towboats listed and discussed in this article? Over the river just behind the VOYAGER's stacks is the COAL VALLEY in for repairs, and over her 'scape pipes is one with no name painted on it. And so, fellow S&D voyagers, endeth the reading of this saga.





CLAIRTON

In September she was taken from Monongahela River to New Orleans.

The Carnegie Steel Co. and its successors Carnegie-Illinois Steel and U. S. Steel from 1917 until they scrapped the DUQUESNE in 1964 had operated 28 steam sternwheel towboats. These were listed in our Sept. '66 issue, page 14. All have disappeared save one. This past September the sole survivor, CLAIRTON, found a new owner and was towed from her berth at Ten-Mile Creek on the Monongahela River to New Orleans.

The CLAIRTON's new owner is Wilbur E. Dow, Jr., a New York City admiralty lawyer with great affection for boats and who, since 1945, has been the guiding light of the successful Lake George (NY) Steamboat Co. In 1969 this company commissioned the sternwheel excursion steamer MINNE-HA-HA, run by steam, on that lake (pictured and described in Dec. '69 issue, page 23).

Wilbur Dow therefore is no arm-chair boatman. In fact he went to sea at the age of 15 and by the time he was 24 he had an unlimited master's license. Now, in 1972, he has a son Bill who has attained not only manhood but a keen interest in steamboats rivaling that of his illustrious father.

Between the two of them they decided to "try on" the Mississippi. Their objective is a steam sternwheeler suitable for excursions, built "steamboat style" like the BELLE OF LOUISVILLE and the JULIA BELLE SWAIN. Maybe better.

The priority of any such program is first find the machinery. After an intensive search which led

them from Kansas City (the K.C. U.S. Engineers still have at Gasconade a steam paddlewheel dredge) to Pittsburgh, they decided to buy the CLAIRTON.

Now the CLAIRTON was most attractive for such a program. She was actively operated by the U.S. Steel people until laid up at the Coal Valley, Pa. marine ways on May 13, 1960. U. S. Steel turned her over intact in 1964 to the Washington--Greene County (Penna.) Tourist Promotion Agency for use as a tourist attraction. With that purpose in mind she was towed to Ten Mile Creek, Monon River, on Oct. 31, 1964, and placed under the stewardship of William C. Engle who runs the Holiday Harbor.

Bill Engle looked after the old boat but as a tourist attraction she was somewhat of a bust. Then the Washington County Commissioners advertised her for sale (see June '72 issue, page 2). And sold she was, to Bill Engle. Wilbur Dow bought her from Bill.

What Mr. Dow has acquired is a steel hull towboat with equipment intact. The CLAIRTON was built on a steel hull at American Bridge, Ambridge, Pa., 1927, 147.7 x 33.4. Compound condensing engines, 15" and 30" dia. by 7 ft. stroke. Four return flue boilers. When new she was named YOUGHIOGHENY, later renamed B. F. FAIRLESS, and finally CLAIRTON.

Inasmuch as she had been inactive since 1960, she was hauled on the Hillman marine ways, Brownsville, Pa., her hull searched, and

all vents closed in the hull. She then was towed out to the Ohio River landing of the Union Barge Line at Neville Island, Pa. and put in tow of the PEACE for her journey to the southland.

She was delivered to the Bergeron Machine Shop at St. Bernard, La., below New Orleans. This shop is headed up by R. J. Bergeron, Jr. who earlier in September had visited the Dows at Lake George, in company with his wife and 12-year old son Todd. The Bergerons build and repair diesel craft and barges--one of their latest towboats is the 800 hp. LEANDER JR.

The CLAIRTON departed from the Pittsburgh area in September with not one line of notice in either of the metropolitan dailies. When she got to Cincinnati on Saturday, Sept. 23 a reporter from the Cincinnati "Post" climbed aboard for a ride down to the Markland Locks, courtesy of Capt. Joseph E. Wizba and pilot Dave Combs of the PEACE. This reporter, Polk Laffoon, did a 5-column story of the event for his sheet in the Monday, Sept. 25 issue. He told his readers that the old CLAIRTON "will be refurbished entirely, converted to oil (instead of coal) to produce the steam, and operated as an amusement craft out of New Orleans." Incidentally, Capt. Wizba is a native of Shadyside, O., aged 42, and his pilot Dave Combs is from Millwood, W. Va., aged 41.

The actual decisions as to how the proposed excursion steamer will be built are being developed as we go to press.

VISIT TO VALHALLA

Sirs: When the famous side-wheel KATIE was in her prime and in full flush of her newborn beauty she was owned, commanded and managed by Capt. J. M. White--a freshwater navigator of renown who had a singular ability to make money for others. When operating his own boats the result invariably was poverty for himself and a host of friends.

The KATIE was in the New Orleans -Greenville-Bends trade but, as a matter of record, was a failure. Upon her arrival in New Orleans one Thursday morning, she was seized by a United States Marshal and tied to the bank.

Capt. John Tobin, hearing of the plight of the KATIE, lost no time in sending for Captain White, gave him a handsome salary, and put him in command of the FRANK PARGOUD which that same evening left for Greenville, the trade in which she was destined to become so famous and popular, and in which she closed a career unparalleled in the history of successful steamboating.

Just how much money the FRANK PARGOUD realized for her owners in the Greenville trade is not known to this writer. But suffice to say it made Capt. John Tobin a king among steamboatmen--made him the owner of the J. M. WHITE, that master structure, gave him a controlling interest in the ED RICHARDSON, made him owner at one time of the THOMPSON DEAN, and rendered him independently wealthy, and a stockholder in many of the extensive enterprises in New Orleans.

It is true that the FRANK PARGOUD never made a losing trip in the Greenville trade, and it is a notorious fact that the last trip she made was her most successful one.

The J. M. WHITE came on the track in 1878 replacing the FRANK PARGOUD. Five years later, in November, 1883, I was prowling around below New Orleans, where the Ursaline Convent is opposite, and saw an old side-wheeler with wheelhouses careened, her name effaced, and her general decrepitude indicating that her days of usefulness were done, and that she had been surrendered to the fate inevitable to most, perhaps all, of human creations.

I did not know the identity of the boat and made inquiry at the Soldier's Barracks. There I was told that I was gazing at the remains of the "Dandy Frank." Upon learning it was the FRANK PARGOUD I proceeded several hundred yards above there and boarded her.

What a quiet, secluded spot! The lonesomeness of it! Once aboard and upstairs, I was shocked to see nothing of that phenomenal beauty for which it once was noted. The exquisite gilding had altogether disappeared. Piano, mirrors, rich furniture, costly upholstery, carpets, chandeliers, tableware, etc., had all, or nearly so, been removed.

Only a few scraps of things remained and most of these were pil-

ed up in the center of the cabin. Cobwebs, dust and mould on tarnished paint--paint which in many places was crumbling.

On the hurricane roof, boiler deck and ladies' recess, the decks had become decayed and impossible to walk upon in spots.

Almost immediately upon coming on board I encountered an elderly watchman, perhaps 60, named John Cline. With an exception of about two years he had been connected with the FRANK PARGOUD since the day of her launching at the Howard Ship Yards in 1868.

He was living in the barbershop; ate, slept and lived aboard, and seldom, if ever, went ashore. Occasionally he did his own cooking on the boat but, as a general thing, his meals were brought to him.

John Cline loved "the old hulk" as he called her.

I was possessed of a curiosity to know why this relic was being kept afloat, of no earthly use to anybody, an investment of some expense to maintain and surely drawing no interest, an invitation for twisted ankle or broken bones to those attracted aboard, such as I.

"Capt. John Tobin is keeping her for the good she did in her active days, that's the reason for it." Watchman Cline was emphatic.

"This boat was faithful to Capt. Tobin. She got to be an old pet of his, and you just can't kill off an old pet just because it gets feeble someday--it ain't human to do a thing like that, nor is it honorable, sir!"

"When something's kept you, and made you successful---then, it's your turn to help it someday, God willing, sir!"

The watchman's eyes blazed. He was seeing a "grand old lady" through declining years; this was his job, and his was an important job.

Capt. John Tobin was preserving this wreckage as an act of social decency which he saw no call to explain or defend. John Cline understood this, shared the sentiment and was the right man for the mission.

I think I saw something that day of a creed, unwritten, which has been too often neglected in the modern times. --Greenville.

=The foregoing appeared in an issue of the New Orleans "Picayune" in November, 1883. The identity of "Greenville" we know not. -Ed.

H. C. Putnam has a typed notebook filled with gleanings from the early newspapers of his home town, Warren, Pa. He was careful to note reference to mentions of keelboats, steamboats and rafts. We had the privilege of inspecting this document on September 10 last. The steamboat most frequently mentioned was the packet CLARA FISHER. She made trips to Warren on the Allegheny River (Mile 192) with regularity, as water permitted, from the time of her construction in early 1850 through the spring of 1857, a

AS YOU WERE

BY JIM BAKER



-Marietta Times.

total of eight years.

The steamer SAMUEL SNOWDEN was at Warren in April, 1853. She was noticed as "the largest and finest one which ever has come to this port." She was new at the time, having been operative only a month. Enroute back down the Allegheny River she stranded on a rock bar at Pithole, Pa. and in early May was noted being out "high and dry."

The last steamboat arrival mentioned at Warren was when the ANNIE LAVELLE put in her appearance on Thursday, March 22, 1866. Barely a year later she was cut down by ice near the mouth of Oil Creek.

There is record that the towboat JOHN HANNA was at Warren in the 1860's to pick up a barge loaded with new wagons. But, so far, the actual date of this trip is not known.

So the honor of being the last steamboat ascending to Warren and returning with cargo belongs to one or the other, JOHN HANNA or ANNIE LAVELLE.

Sirs: Once John Hartford drove Al Gambeck and me from the Showboat at St. Louis QUEEN to Lock 27 to see the DELTA QUEEN go through. Al was the bartender on the DQ. On my recent Rhine trip the boat's hostess played Hartford's "Gentle On my Mind;" he's really getting some wide coverage.

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

By proclamation of mayor James O. Foster, Wednesday, Sept. 20 last was declared "Betty Blake Day" at Moscow, Ohio. Betty was there, also celebrating her birthday.

Helena, Arkansas is river-conscious, past, present and future. Thomas E. Tappan (left) is president of the Phillips County Historical Society. Mrs. Marion Sue Bradford of Harrisburg, Ark. (center) recently completed the two oil paintings displayed in the picture, the one on the left showing the KATE ADAMS (last) downbound at Helena in 1922 based on a photograph taken by Capt. W. H. Tippett, now exhibited in the lobby of the Helena National Bank. The center painting shows the Anchor Line CITY OF HELENA under way, now displayed in the Phillips County Museum. On the right is Mrs. Dale Pillow Kirkman, curator of the Museum and editor of the Phillips County Historical Quarterly.

-Photo by George James of the "Twin City Tribune."



The recent trip of the Streckfus excursion side-wheeler ADMIRAL from St. Louis to New Orleans and return last September and October created quite a bit of comment. She was hauled at the Todd drydock at Algiers, La. for underwater inspection. Originally she was a side-wheel railroad transfer boat complete with tracks, named ALBATROSS. How many such railroad transfers were there?

We have compiled 39 of them as listed below. Readers are invited to furnish other inclusions and to comment. All of the boats in the following list were side-wheel and carried railroad cars on board. No towboats engaged in handling railroad car ferries have been included.

Albatross
B. F. Yoakum
Carrier
Charles Merriam
De Koven
Delta
General Pierson
George A. Madill
George H. Walker
Geo. W. Parker
Gouldsboro
Gov. John C. Brown
H. C. Nutt
H. S. McComb
Henry Marquand
Henry Sackman
Irene
J. F. Joy
John Bertram
John F. Lincoln
John Trendley
Junius S. Morgan
Kellogg
L. S. Thorne
Marian
Missouri

North Missouri
Northern Pacific No. 1
* Northern Pacific No. 2
P. F. Geisse
Pacific
Pelican
S. D. Barlow
St. Louis
Ste. Genevieve (#1)
Ste. Genevieve (#2)
Vice President
W. H. Osborn
Willard V. King
*The Northern Pacific No. 2
later was renamed to become
the Transfer No. 2.

In our March 1968 issue we ran eight sectional pictures of the Cincinnati waterfront made from a daguerreotype taken in 1848. Andy Anderson of the Cincinnati Public Library has been doing additional research on these. Two sternwheel packets appear in the first view, heretofore unidentified. A search in contemporary newspapers discloses that the AMERICAN STAR and ALLEGHENY CLIPPER were in port at the time. If you have the picture look between the HIGHLAND MARY NO. 2 and the DR. FRANKLIN NO. 2 and you can see the paddlewheels of these two sternwheelers showing. In the fourth view, shoreward of the JOHN HANCOCK, is a side-wheeler now firmly identified as the GENERAL SCOTT built at Cincinnati in 1847.

The original daguerreotypes have recently been cleaned and rephotographed. Andy Anderson reports that requests for prints of these come to the Library frequently. Sections of the pictures have been

reproduced in various books, magazines and journals.

The cover picture on our December 1971 issue, probably the most colorful we have run, showed the BELLE OF LOUISVILLE out on a moonlight excursion. Large full color prints of this, white bordered and suitable for framing, are available at \$2.50, postpaid. Write to Capt. Don Sanders, Box 962, Covington, Ky. 41012.

Helen M. White of the Parkersburg (W. Va.) News did a story on the CLAIRE E and her crew, Gene and Claire E. Fitch. This appeared in the Oct. 1 issue with two pictures. From Nov. 1, 1971 until Oct. 1972 the CLAIRE E has logged about 3,300 miles, something of a record for a sternwheel pleasure boat. During Helen White's visit, from Lowell to Beverly on the Muskingum River, the deckaneer was Charlie Arnold, Vienna, W. Va.

What size is the largest ship ever built along the Mississippi River System? According to Capt. John S. Blank, who writes a column for "Steamboat Bill," the 893 ft. LASH ships coming from the Avondale yard above the Huey P. Long bridge take the laurels. Twenty of these have been built or are under contract there. These ships load aboard LASH barges, each 61 x 31 x 13. One such barge recently was loaded with peanuts at Catoosa (port for Tulsa, Okla.) for delivery at Rotterdam, says Captain Blank.

Too late for inclusion in our last issue was word of the death of Mrs. Andrew J. Lodder of Cincinnati, Tuesday, July 18 last. Mrs. Lodder was the former Alberta M. Lohaus of that place. She is survived by a son Robert A. Lodder and also by a daughter Margaret L. Judd, and by seven grandchildren and two great grandchildren. Her husband, who preceded her in death some years past, was a rear commodore of the Queen City Boat Club, Cincinnati, and for a time was manager of the DELTA QUEEN during the regime of Richard C. Simonton. Mrs. Lodder was well known along the rivers, usually accompanying her husband on frequent steamboat cruises and aboard the family cruiser ROMAR.

Eliot R. Johnson is seeking information regarding the steamboat building industries along the Ohio River in Pennsylvania, particularly the one at Shousetown (now Glenwillard). Anybody having source material to share may address him at Box 561, Valley View Drive, R. D. 3, Coraopolis, Pa. 15108.

Sirs: It doesn't seem like eleven years since I retired from the US Coast Guard at St. Louis and almost lost touch with river associates. Currently I am piloting the excursion boat BELLE CAROL out of Nashville, owned by Dr. Hugh D. Claughton.

Can you tell me whether this boat when first built at Jeffersonville, Ind. by Howard as the KANAWHA in 1925 was a steamboat? She now has a G-M 671 diesel with 150 shaft hp. with sprocket chains to the sternwheel.

Clay Clifton,
1514 Saunders Ave.,
Madison, Tenn. 37115

=Always diesel. Used to have a Kahlenberg, replaced 1961 by the present G-M. -Ed.

Leonard V. Huber and his wife Audrey of New Orleans were abroad this past summer. In Florence, Italy, a purse-snatcher knocked Mrs. Huber down, breaking her right leg. After two weeks in an Italian hospital (where no one spoke English) she was brought home by ambulance and plane. She is now well recovered. The purse-snatcher didn't get the purse, by the way.

Leonard, who has enjoyed great success with his latest book, "New Orleans, a Pictorial History," is under contract with a New York publisher doing a pictorial history of the state of Louisiana.

All Cincinnati area public libraries were closed until one o'clock on the afternoon of Tuesday, July 18 last in memory of Ernest I. Miller. Death came following a long illness on Sunday, July 16,



James Hale, Route 6, Box 460, Bessemer, Ala. 35020 writes to say: "This is a picture of the Alabama River cotton packet JOHN QUILL that I built last winter using a couple of old photographs--hence it may lack accuracy. Anyway it's going on loan for two years to the city of Mobile, Ala." The JOHN QUILL was Howard-built at Jeffersonville, Ind., 1907 on a wooden hull 168 by 35. She spent her days on the Alabama, Tombigbee and Warrior until broken up in 1928. She had a partner NETTIE QUILL in the 1907-1915 period. We'd nominate Jim Hale's model as an excellent representation of the real McCoy.

1972.

"Ernie" Miller was librarian of the Public Library of Cincinnati and Hamilton County, 1955-1971. It was during his administration that the Inland Rivers Library was commenced in 1955 as an integral part of the main Cincinnati Library at Eighth and Vine.

Also it was Ernie Miller who approved the making of photographic prints from the James E. Howard collection, Jeffersonville, Ind., a bit of foresight which got a shocking test when the Howard Museum burned.

He was 65, graduate of Elmhurst (Ill.) College, the University of Illinois and the University of Tennessee. Prior to coming to Cincinnati in 1947 he was associated with the Tennessee Valley Authority and the Detroit Public Library. Ernest I. Miller was named Librarian of the Year by the Ohio Library Association in 1970. He was made an honorary doctor of laws by Elmhurst College and Xavier University, and he served on the board of the Historical and Philosophical Society of Ohio.

Surviving are his wife, Elinor; a son, David L. Miller of Upper Montclair, N.J. and a daughter Mrs. Margaret Schechter of Chicago.

Services were held in Spring Grove Chapel.

The steam sternwheel PORTLAND in July, 1972 made a good will trip up the Columbia River from Portland, Ore. to Pasco, Wash., some 340 miles---the first steamboat in a quarter-century. Stops were ar-

ranged several places, Hood River and The Dalles included. An estimated 2,000 visitors swarmed aboard at Hood River.

No steamboat had visited the upper Columbia since before the Bonneville Dam was built in the mid-1930's.

A camera-reporter team from the National Geographic Magazine was aboard.

Capt. Jack Taylor and Capt. Rex Pollitt shared pilothouse watches. The PORTLAND, built 1947, is owned by Port of Portland and is operated under lease by Willamette-Western. She is a one-stacker with the pilothouse forward.

Our thanks to Thomas C. Graves of Tigard, Ore. for newspaper reports of the voyage. Tom Graves wrote a note to say "I have taken the dredge SANTIAM to Columbia River Mile 348.8, above Pasco, Wash., since the return of the PORTLAND. The dredge will be used building a dock to unload reactor parts coming from the East Coast via the Panama Canal to the Hanford Atomic plant."

Jody Tomc of Chicago has in her collection three post cards made from the CITY OF ST. LOUIS photograph shown on page 34 last issue. One of them, in color, was mailed from St. Louis on Oct. 20, 1906, made by Samuel Cupples Envelope Co. Another, in black and white, was made by Leipzig, Berlin, Germany and published by the St. Louis News Co. The third, and the best, in color, was made by the V. O. Hamman Publishing Co., Chicago.

1973 Spring Sailing Schedule

This past fall Red River (of the South) all but dried up for lack of rainfall in the region. The official U.S. gauge at Alexandria, La. on Sept. 14 hit a 71-year low, 2.50 below zero, and was still falling. The all-time low since records have been kept (for 123 years) was 2.60 ft. below zero on Dec. 1, 1901.

Our correspondent of that region Lloyd Hawthorne of Pineville, La. has this interesting news: "Of course, due to the low stage of the Red, Bailey's Dam, built during the latter part of the Red River campaign of the Civil War, is well exposed. This structure, really remnants of a tree dam, filled with bricks and other debris, is slated for demolition one of these days when work on the proposed navigational project commences."

It had not occurred to us that any remnant of Bailey's Dam was still there.

Lloyd Hawthorne went to the site with a bucksaw and got himself a few souvenirs, chunks cut from the ancient timbers. "After letting the wood dry from its century-long soaking," he writes, "I put a couple of coats of varnish on it to preserve it."

There was a breach on the Pineville side of the old dam, or otherwise Lloyd could have gotten out onto the main part where many old bricks, etc. were exposed.

The modern crop of TV celebrities doing commercials for painkillers, gasoline and what-have-you have no new banana. Ed Mueller sends us a "testimonial" clipped from the River Falls (Wis.) Journal, dated August 10, 1882. Captioned "Perils Of the Deep," the rubber-suit famed Paul Boyton lauded the curative properties of ST. JACOBS OIL. "During my trip down the River Tagus, in Spain, I had to shoot 105 waterfalls, the largest being about eighty-five feet, and innumerable rapids," he writes. "I had three ribs broken in a fight with sharks; and coming down the Somane, a river in France, I received a charge of shot from an excited and very startled huntsman."

His real fear, sheathed in his patented rubber suit, paddling his way down rivers, towing behind a small supply canoe (named BABY MINE), was frigid water and ice. In February, 1879 he descended the Allegheny River from Oil City to Pittsburgh (134 miles) and nearly froze. BABY MINE at that time had aboard a bottle of brandy--and the cork froze shut. Capt. Warren Elsey was one of the Pittsburghers aboard the tug JAMES CALDWELL who pulled Boyton ashore.

Thereafter, according to Boyton, he took along ST. JACOBS OIL. "I would sooner be without food for days than be without this remedy for one hour," he subscribed.

S. Durward Hoag recently completed an order for 40 photographs in 8x10" size for the Ohio Historical Society.

CRUISE NO.	CRUISE DATES	PORTS (ORIGINATIONS & DESTINATIONS) <small>*Departs and arrives port city listed</small>		SAILING DAY & TIME	CRUISE ENDS DAY & TIME	STEAM BOAT DAYS	FARES PER PERSON — Includes: Berth, Meals, Entertainment & Steamboat Passage				
							C	B	A	AA	AAA
1.	Feb. 2-Feb. 9	Cincinnati to New Orleans	One Way	Fri., Noon	Fri., 10 AM	7	\$ 210	\$ 231	\$ 266	\$ 315	\$ 350
2.	Feb. 9-Feb. 11	New Orleans Weekend*	Round Trip	Fri., 6 PM	Sun., 2 PM	2	\$ 68	\$ 74	\$ 96	\$ 106	\$ 116
3.	Feb. 12-Feb. 17	New Orleans to Little Rock	One Way	Mon., Noon	Sat., 9 AM	5	\$ 150	\$ 165	\$ 190	\$ 225	\$ 250
4.	Feb. 17-Feb. 19	Little Rock Weekend*	Round Trip	Sat., 6 PM	Mon., 9 AM	2	\$ 78	\$ 88	\$ 112	\$ 124	\$ 136
5.	Feb. 19-Feb. 23	Little Rock to New Orleans	One Way	Mon., 6 PM	Fri., 9 AM	4	\$ 148	\$ 168	\$ 212	\$ 232	\$ 264
6.	Feb. 23-Feb. 28	New Orleans to Little Rock	One Way	Fri., 9 PM	Wed., 9 AM	5	\$ 150	\$ 165	\$ 190	\$ 225	\$ 250
7.	Feb. 28-Mar. 7	Little Rock to New Orleans	One Way	Wed., 6 PM	Wed., 9 AM	7	\$ 266	\$ 301	\$ 378	\$ 427	\$ 469
8.	Mar. 7-Mar. 13	New Orleans to Memphis	One Way	Wed., 6 PM	Tues., 9 AM	6	\$ 192	\$ 216	\$ 270	\$ 300	\$ 336
9.	Mar. 13-Mar. 17	Memphis to New Orleans	One Way	Tues., 6 PM	Sat., 9 AM	4	\$ 148	\$ 168	\$ 212	\$ 232	\$ 264
10.	Mar. 17-Mar. 18	New Orleans Overnight*	Round Trip	Sat., 6 PM	Sun., 5 PM	1	\$ 41	\$ 46	\$ 57	\$ 65	\$ 70
11.	Mar. 19-Mar. 25	New Orleans to Memphis	One Way	Mon., Noon	Sun., 9 AM	6	Chartered by National Trust for Historic Preservation				
12.	Mar. 25-Mar. 29	Memphis to New Orleans	One Way	Sun., 6 PM	Thur., 9 AM	4	\$ 176	\$ 200	\$ 248	\$ 284	\$ 312
13.	Mar. 30-Apr. 1	New Orleans Weekend*	Round Trip	Fri., 6 PM	Sun., 2 PM	2	\$ 100	\$ 108	\$ 132	\$ 150	\$ 164
14.	Apr. 2-Apr. 8	New Orleans to Memphis	One Way	Mon., Noon	Sun., 9 AM	6	Chartered by Friends of Kenmore				
15.	Apr. 8-Apr. 12	Memphis to St. Louis	One Way	Sun., 9 PM	Thur., Noon	4	\$ 128	\$ 144	\$ 180	\$ 200	\$ 224
16.	Apr. 13-Apr. 15	St. Louis Weekend*	Round Trip	Fri., 6 PM	Sun., 2 PM	2	\$ 100	\$ 108	\$ 132	\$ 150	\$ 164
17.	Apr. 15-Apr. 20	St. Louis to Nashville	One Way	Sun., 9 PM	Fri., 9 AM	5	\$ 185	\$ 210	\$ 265	\$ 290	\$ 330
18.	Apr. 20-Apr. 22	Nashville Weekend*	Round Trip	Fri., 6 PM	Sun., 2 PM	2	\$ 82	\$ 92	\$ 114	\$ 130	\$ 140
19.	Apr. 23-Apr. 27	Nashville to Louisville	One Way	Mon., Noon	Fri., 9 AM	4	\$ 148	\$ 168	\$ 212	\$ 232	\$ 264
20.	Apr. 27-Apr. 29	Louisville Weekend*	Round Trip	Fri., 6 PM	Sun., 2 PM	2	\$ 100	\$ 108	\$ 132	\$ 150	\$ 164
21.	Apr. 29-May 1	Louisville to Cincinnati	One Way	Sun., 9 PM	Tues., 9 AM	2	\$ 82	\$ 92	\$ 114	\$ 130	\$ 140
22.	May 1-May 4	Cincinnati to Louisville	One Way	Fri., 6 PM	Fri., 9 AM	3	\$ 144	\$ 159	\$ 195	\$ 219	\$ 240
23.	May 4-May 6	Cincinnati to Louisville	Round Trip	Fri., 6 PM	Sun., 2 PM	2	\$ 130	\$ 150	\$ 180	\$ 210	\$ 230
24.	May 7-May 26	Cincinnati to New Orleans	Round Trip	Mon., Noon	Sat., 9 AM	19	\$ 741	\$ 836	\$1064	\$1178	\$1292
25.	May 26-May 29	Cincinnati Weekend*	Round Trip	Sat., 6 PM	Tues., 9 AM	3	\$ 150	\$ 162	\$ 198	\$ 225	\$ 246

In the last issue, page 15, we ran a picture of an old-timer on Kanawha River named WILD GOOSE. We wondered in the caption if by chance Capt. Harry White named his WILD GOOSE (ex-GILLETTE) for this ancient packet?

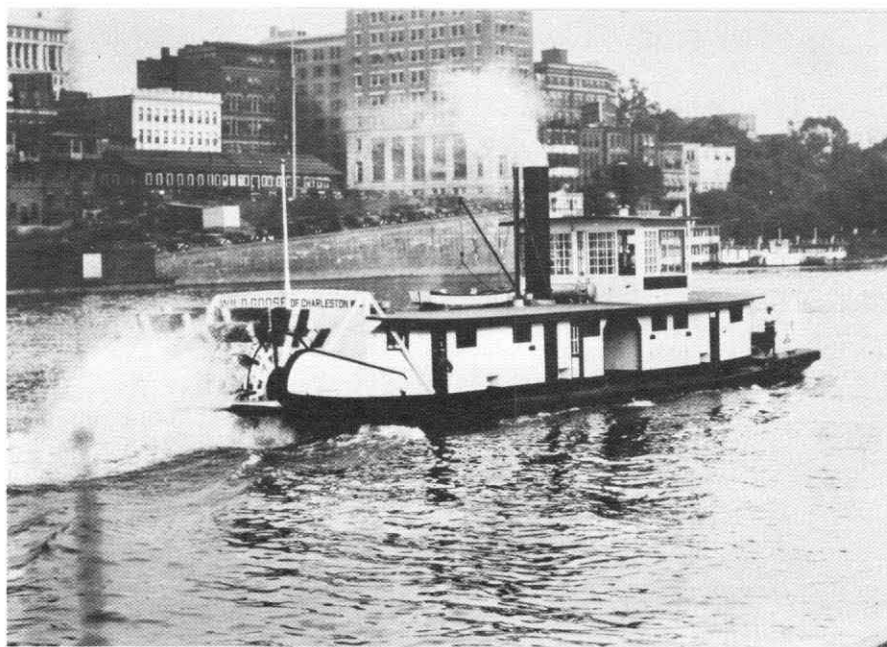
Turns out he didn't. He named her for still another WILD GOOSE. That second of the flock--the one Harry named his boat for--was a diesel sternwheeler built by the Ward Engineering Works, South Charleston, in 1926. She had an overall length of 100 ft. and was powered with an F-M 180 hp. diesel. She burned three miles below Waverly, Mo. in November, 1936, in U.S. Engineer service.

There is more GOOSE news. John L. Fryant turned up at the S&D

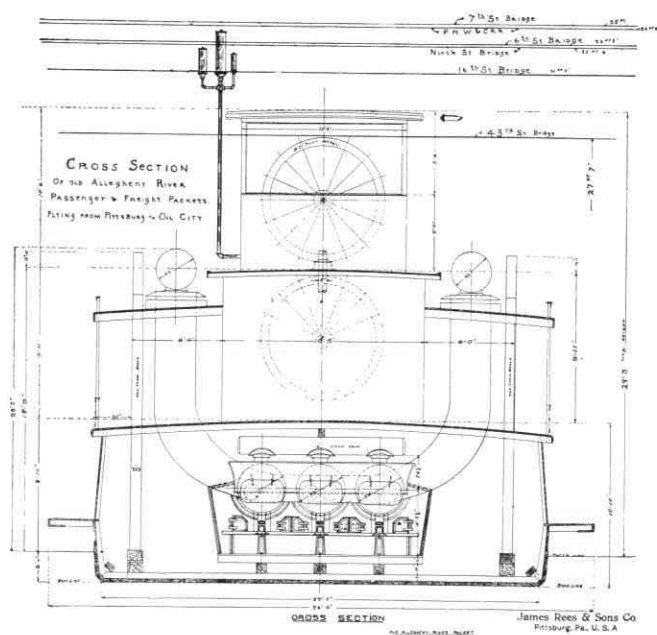
meeting, Sept. 16 last, with a set of drawings of this 1926 WILD GOOSE and also a handsome model built from these drawings.

Sets of these drawings (7 sheets in 1/4" scale) are available to model builders and--who knows!--to pleasant people who may want to build one full scale to ride on. Address John L. Fryant, 6508 Dorset Drive, Alexandria, Va. 22310 and send him \$7. Tell him we sent you.

Our last issue sort of went overboard on the Greene families of Cincinnati. The current telephone directory of Cincinnati lists 156 Greene subscribers, Greene with an "e" on the end, that is.



WILD GOOSE
Her drawings are available (see article above).



Those of our readers who have drawn plans for old-time steamboats will do a double-take at the above sketch. For here is the cross section of a packet the like of which you do not often see. First of all she's got her boilers set down in the hold. The vertical centerline height from the bottom of the hull to the boiler deck floor is 10'10". Her guard extends out 3½' from the boot-top and you can just see a man 6' tall standing on one of them looking over the top of the boiler deck nosing with no trouble at all, and cracking his cranium on it when he jumps down into the firebox. The vertical height from the boiler deck floor to the skylight roof is 9'11", very standard for small packets. She's got an 8' dia. pilotwheel and the fixed height from the waterline to the top of the pilothouse is 29'3".

You'd think a boat built that low would go under any bridge anywhere. Not so. There is a heavy horizontal black line drawn across intercepting the top of the pilotwheel. That's the height of the 43rd Street bridge, Pittsburgh, at normal navigating stage in the Allegheny River. To clear it, this boat is prepared. Her pilothouse roof lifts off, and the sides are hinged, and it's otherwise jerry-built so's it can be collapsed and the sections stowed on the roof aft of the stacks. The stacks hinge at the roof and can be flattened back, and the whistle is piped so it falls aft. Then the highest thing is the pilotwheel. But now listen to this.

The pilotwheel-support rests in a double-end socket and it can be flopped down into the main cabin, upside down, so to speak, with no alteration to the tension or lead of the tiller lines. This accomplished, the boat has a clearance from waterline to stack tops (lowered) of 20'2". The pilot can stick his head up through the cabin-top at least 1'2" without getting his hat swiped off going under the bridge.

This is not an architect's pipe dream, either; it's the way the Pittsburgh-Oil City-Warren packets of the larger class had to be put together. Just ponder on this a minute and visualize a sleet storm going on, and all the smoke and gasses wafting back into the pilot's face, and him on a trestle or high stool of some description, and he's got a long white beard. None of the Allegheny pilots of yore took pen in hand to write his experiences, not that we know about.

Yes, that's so; many of them probably could-

n't write.

What boat is this? We've been comparing the dimensions with old-time Allegheny packets but still are not satisfied that we have her tabbed. Just perhaps the URILDA, built 1863.



Capt. Howard M. Carr

"Doc" Carr died, 93, at Louisville, Ky. on August 27, 1972. He is best remembered by this generation as the wiry-built, light-of-step mate on the GORDON C. GREENE and DELTA QUEEN, the mate with the fog-horn voice.

He had a way with women passengers.

"Good morning, bright eyes."

"Mam, you look mighty pert, and the fog ain't lifted yet."

They loved it. They loved "Doc."

Once he peddled patent medicine, and once he took a patent medicine show up Wabash River.

But he liked best being a steamboat mate, and spent most of his life at it. Holiday Magazine, in the March, 1949 issue, ran his portrait in full color. The story accompanying it spread a lot of ink telling about Cave in Rock, Ill. but failed to mention that Capt. Howard M. Carr was born there.

They buried him in the Resthaven Cemetery, Louisville. He would have liked the services, and would have particularly liked it that Capt. Albert Kelley, Capt. and Mrs. Charlie Brasher, Capt. "Doc" Hawley, Capt. Roddy Hammett, Gabe Chengery and other were there to mourn him. And to wrap it all up, C. W. Stoll wrote a nice piece about him for The Waterways Journal.

BULLETIN:- The Dravo Corporation, Neville Island, Pa., since early this summer, has been making detailed structural drawings and supervising the engineering details for the proposed Greene Line cruise boat. She is to be a steam stern-wheeler somewhere near 370 feet over all length, and with an over all width of 69 feet. Hull tests were conducted in Holland and her paddlewheel will be 24 ft. dia. by 35 ft. buckets. Letting of the bids is anticipated before the end of 1972.



WILLIAM C. ENGLE

Bill Engle is holding the whistle from J&L Steel's old sternwheel SAILOR. He's in the news, this issue, having lately sold the old sternwheel towboat CLAIRTON to new owners who had her towed from the Monongahela River to New Orleans. Bill Engle runs Engle's Holiday Harbor on the Monon at Ten Mile Creek. -Photo by Bob Smith.

The July '72 issue of "Ambridge First" published by the American Bridge Division, U.S. Steel, ran a story of the packet S. S. BROWN using a photo and some text from S&D REFLECTOR.

Sirs: I have two youth groups of Senior High age that intend to build a keelboat. Would you have in hand any pictures, drawings, or other information that would help us? After the boat is built we intend to float down the Mississippi to New Orleans, stopping many places to see the sites and also to put on ecological displays. We intend also to be able to have several displays on the historical use of the river.

Ronald C. Bauer, Rector,
The River Area Parishes,
Box 933,
Hannibal, Mo. 63401

=Will some kind reader please help the good Rector? We do not have keelboat plans. -Ed.

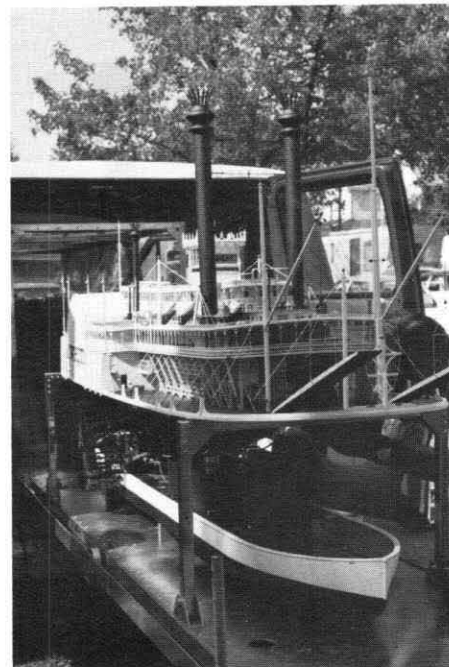
Sirs: My particular interest in the June '72 issue is that I am the young man in the foreground of the picture on page 9 these 53 years later. The article on the DWIGHT F. DAVIS in the September issue was interesting to me inasmuch as I knew her as the CHICKASAW on the Warrior River at Birmingham and also at Mobile.

Jim P. Hutchins,
Shannon, Ala. 35142

Mr. and Mrs. Clinton M. Burdette of 1753 Hampton Road, Akron, O. 44315 attended the ribbon cutting at the renovated Rufus Putnam home in Marietta last October 20th. Mrs. Burdette is a direct descendant of Rufus Putnam, and more up our alley she rode the BETSY ANN as a young girl in 1928. Her home then was in Coolville, O. Vivid in her memory is the first night aboard the BETSY, when her mother made her don a suit of long under-

wear under her nightgown so if the boat sank she'd be found floating in the river decent.

The Great Lakes tanker METEOR is the last of the whalebacks. She is moored at Superior, Wis. and will become a marine museum. The METEOR was built at Superior in 1896 and last operated under the flag of Cleveland Tankers, Inc. Whalebacks were the brainchildren of Alexander McDougall who headed the American Steel & Barge Co. at Superior. He built an odd-lot towboat in 1900 at St. Louis with the idea of revolutionizing towing on the Mississippi, named the McDOUGALL. She was adopted later into the fleet of Standard Oil of Louisiana, headquartered at Baton Rouge, and survived until 1948.



THE BOTTOM DROPPED OUT

A rather startling view of model of J. M. WHITE with the hull, paddlewheels and machinery dropped away from the "upper works." Such ingenious construction allows for maintenance and adjustment of boiler plant and engines. Photo by Bob Smith.



Taken at Marietta, O. on S&D Day, Sept. 16 last, showing the new ROBIN D at the wharf and the CLAIRE E (right) rounding to to head down the Ohio. This is a particularly good view of the 26-bucket paddlewheel on the ROBIN D built and placed this spring, in many respects like the one on the DELTA QUEEN. Photo by William E. Reed.

Well he's done it again. In our June '66 issue was a story about Capt. Gordon W. Cooper taking a bevy of Hollins College girls on a raft from Paducah to New Orleans. Which he did. This past September while S&D was meeting at Marietta Cap'n Cooper was loading a second such raft--made of oil drums and lumber--and again departed Paducah for New Orleans. This time he had aboard nine men and four women, in the 20-28 age range, most of them from New England. "I expect this will be my last one by raft," he told a reporter. Cap'n Cooper is 76. He started his boating career on the BARRETT in 1919 and did his last piloting on the CORAL SEA in 1942.

Sirs: I note in the September issue that the proposed new Greene Line boat was designed by a British firm. Quite by coincidence I recently came across some British designs for sternwheelers, all built in the early 1900's for use in "Colonies and Protectorates" in Africa. All of the steamers seem to exhibit a similar lack of sheer

The drawings and information are taken from the 1905 "Transactions of the Society of Naval Architects" (British).

The VALIANT (see accompanying drawing) was built for service on the Niger River in southern Nigeria. Machinery was T.E. surface condensing. Boilers were of the "White-Forester and water tube type." She had clutches on each wheel for maneuvering purposes.

The RAVEN was built for the Cross River. (Where's that?) She had compound surface condensing machinery and a single White-Forester boiler.

The canoes were built for the upper Niger River and its tributaries. Machinery was compound, non-condensing. Speed 6 mph.

The one I like best is the treadle boat---8 man power. The wheel was chain driven and "geared up" to turn 5 rpm for every 3 rpm of the tread mills. The book does not say how they steered it but they claim it was successful. Wonder how many men is used up per hour?

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

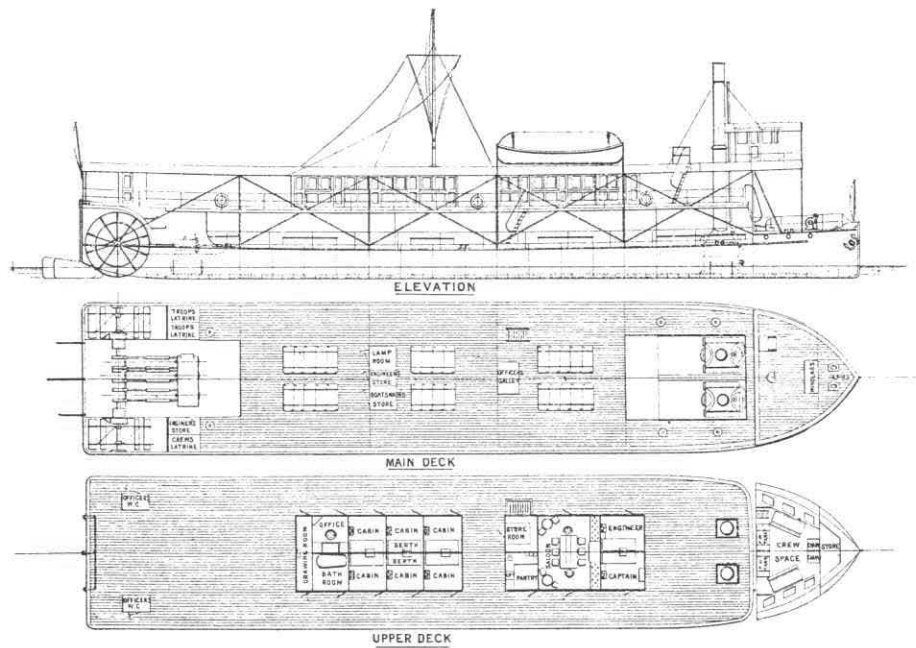
The Carleton Press announces the publication of a new book "Dancing In the Dark," a historical novel by Edith S. Reiter. The first copies are expected in latter December and will be available at Campus Martius Museum, priced \$3. Mrs. Reiter for many years was the curator of the Museum, and was instrumental in having S&D's river exhibits housed there.

District 2 Marine Engineers Beneficial Association mails out two copies of its monthly publication, "American Maritime Officer," one addressed to Chief Engineer M C LADY GRACE and the other to Assistant Chief Engineer M C LADY GRACE and both come to 121 River Ave., Sewickley, Pa. 15143. We confess to bottomless innocence as to what the appellation "M C" stands for. --And don't tell us master of ceremonies. In this case maritime casualty perhaps.

The Dubuque Boat & Boiler Company, which recently celebrated its centennial year, has closed shop and many of its effects were sold at a public sale. Of late years the firm has specialized in the construction of small excursion sternwheelers, the most ambitious one being the JULIA BELLE SWAIN. Capt. Dennis Trone, who headed the Boat Works, will continue operating her.

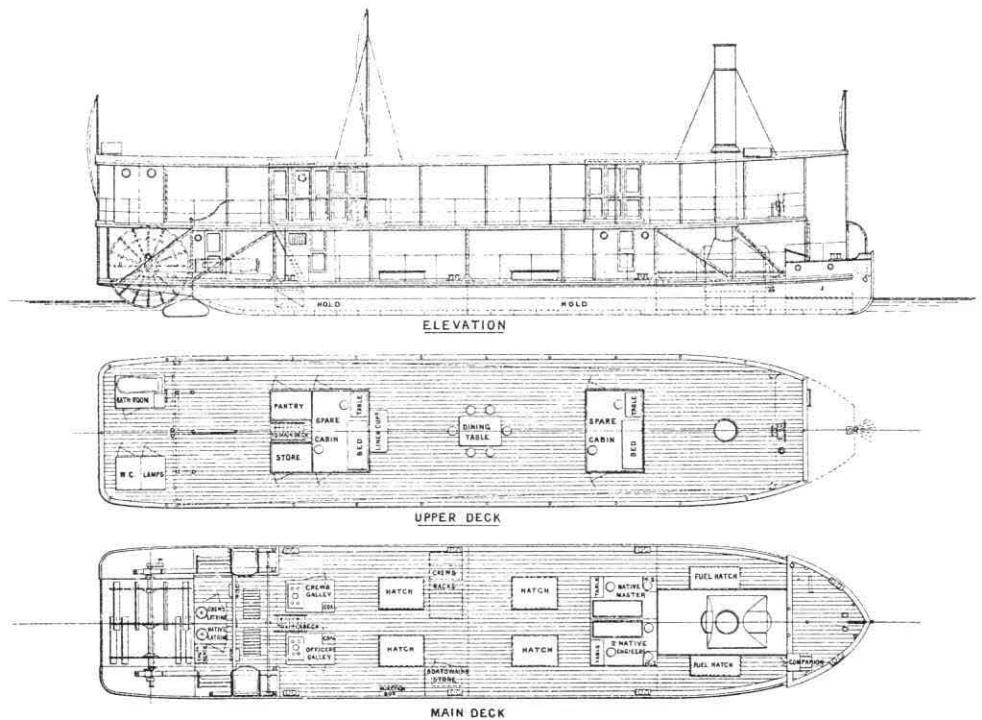
STERNWHEEL STEAMER "VALIANT"

DIMENSIONS	
LENGTH B.P.	145.0
BREADTH	27.0
DEPTH	5.6
DRAUGHT	2.0
SCALE 1/4" = ONE FOOT	



STERNWHEEL STEAMER "RAVEN"

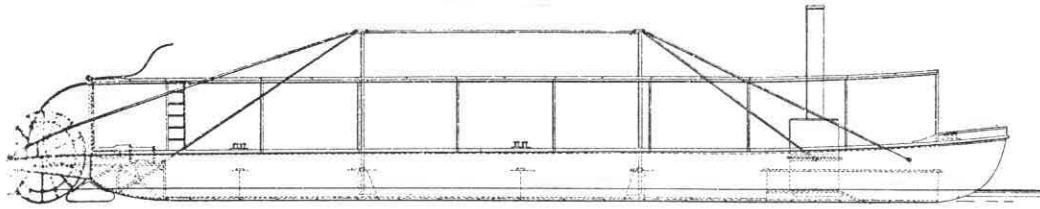
DIMENSIONS	
LENGTH O.A.	95.0
BREADTH M.O.	18.3
DEPTH M.O.	3.9
DRAUGHT	
SCALE 1/16" = ONE FOOT	



STEEL STEAM STERN WHEEL CANOE

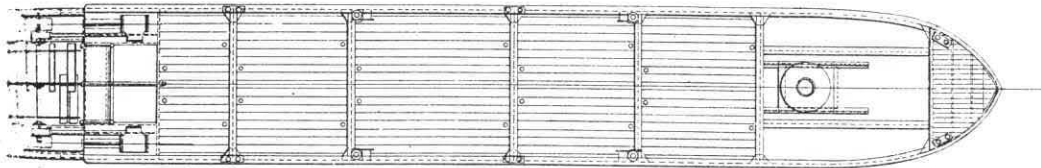
DIMENSIONS	
LENGTH OVERALL	63' - 0"
BREADTH M ^{LC}	9' - 0"
DEPTH M ^{LC}	2' - 10"
DRAUGHT (LOADED WITH 2 TONS)	9"

SCALE $\frac{1}{8}$ " = 1 FOOT



PROFILE

See letter
page 50
top left.



PLAN

Sirs: I am 16 and will be 17 soon and I want to be a towboat pilot. I get The Waterways Journal which I have had come to my house for 2 years now. I live four blocks from the Ohio River where I keep my boat. I build towboat models for a hobby and my latest one is the BEL-MON. I am trying to go on a trip on a towboat but I am getting nowhere. Different towing offices say I have to be 18. If you know any pilots or towboat owners would you ask them if they would let me take a trip with them? I have good morals and am of good character. I know you were young once and you must know how it feels to want to go on a towboat ride. How do I join the Sons and Daughters of Pioneer Rivermen because I would like to join? Please write me back or call me soon if you can; my phone number is 304-422-2469.

Hunter Samuels,
1420 Spring St.,
Parkersburg, W. Va. 26101

PS: I have wanted to be a towboat pilot for 2 years.

=Rejoice, O young man, in thy youth; and let thy heart cheer thee in the days of thy youth, and walk in the ways of thine heart.
-Ed.

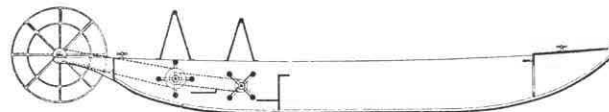
Juniata Etter and Eloise Hendricks, associated with Campus Martius Museum, both made page 1 of the Marietta "Times" with pictures and write-ups during the reopening of the Rufus Putnam house ceremonies staged Sept. 20th last.

The MIKE FINK, an old towboat converted into a swanky restaurant and operating at Covington, Ky., has quite a history. In 1936 the Campbell Transportation Co., headed by Charles T. Campbell of Pittsburgh, ordered two duplicate towboats from the Dravo yard at Neville Island, Pa. They became

STERN WHEEL CARGO BOAT

DIMENSIONS	
LENGTH	31' - 3"
BREADTH	7' - 0"
DEPTH	3' - 3"

SCALE $\frac{1}{8}$ " = 1 FOOT



ELEVATION



PLAN

the CHARLES T. CAMPBELL and the JOHN W. HUBBARD. Later on the Campbell Line was absorbed into the Mississippi Valley Barge Line, whereupon MVBL sold both to The Ohio River Co. The CAMPBELL was renamed JOHN J. ROWE and the HUBBARD became the CHARLES DORRANCE.

The DORRANCE was retired from active service in 1957 and sold to Point Towing Co. who used her for a harbor boat at their O-Kan landing, Kanauga, Ohio. In June, 1959 she was again sold, this time to Todd Marine Service, Cincinnati, who operated near Kellogg Avenue.

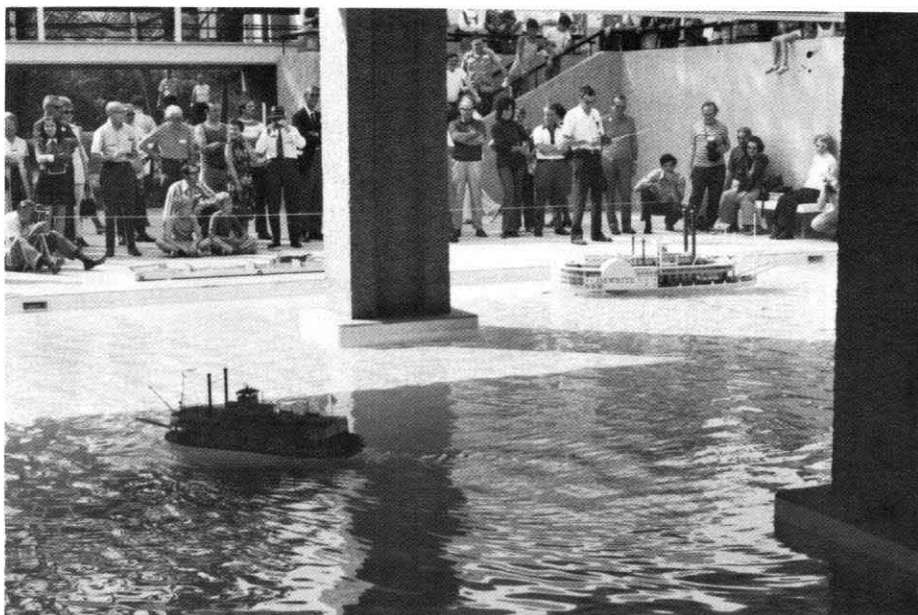
In 1968 there was another sale, and the old DORRANCE went to John Beatty, Cincinnati, who had been operating a floating restaurant at the Cincinnati landing made from the old towboat DESTREHAN (built 1922 by Ward at Charleston, W. Va.), later renamed CHARLES R. HOOK. John Beatty started his floating restaurant career with this boat on May 8, 1964, calling it the CAPTAIN HOOK. The HOOK did famously, and the DORRANCE, a good bit larger, was to replace her.

Then came the Cincinnati wharf improvement and upheaval when the stadium was built. John Beatty

was forced to vacate and hence the DORRANCE opened across the river at Covington, Ky. on May 14, 1968 redubbed MIKE FINK.

The MIKE FINK retains some semblance of the JOHN W. HUBBARD. Although gutted of boilers and machinery, her paddlewheel is still in place. The dining area on the main deck is plush, the meals excellent, the view of Cincinnati waterfront and skyline unbeatable.

We are in receipt of a set of 8 drawings of a DPC towboat showing outboard profile, hull elevation, half breadth plan, hull arrangement plan, main deck plan, boiler deck plan, roof plan, inboard profile, bow and stern elevations and sections at frames 26 and 42. The scale is $\frac{1}{8}$ "=1 ft. Accompanying these drawings is a detailed story of these 21 identical steam propeller towboats built for inland river towing during World War II, constructed for the Defense Plant Corporation. Model builders may procure this set from Alan L. Bates, 4567 Bardstown Road, Louisville, Ky. 40205. Alan did not mention to us the asking price so drop him a return post card.



The new Ohio River Museum at Marietta, O. got its first workout on S&D Day, last Sept. 16th, when models of the IDLE-WILD (left) and J. M. WHITE were paddled around under their own power in the reflection pool. -Bob Smith, photo.

Sirs: A suggestion to the Greene Line:- Why not build a new large side-wheeler on the order of the PRESIDENT? Seems to me it might be easier to hook up the mechanical rig with diesel-electric drive to side-wheels, and get away from that rear overhang. Also might be able to get more speed. Look at the ALEXANDER HAMILTON type on the Hudson River--17 to 18 rpms with feathering buckets. From a nostalgic point of view the side-wheels would be fascinating and would give more deck space.

Bill Kisinger,
515 Front St.,
Brownsville, Pa. 15417

=Reportedly Greene Line has given up the idea of gas turbine-electric-hydraulic drive as reported in our September issue. Two big strikes against such a system were soundproofing the turbines (which was to have cost \$½-million for insulating) and a frightful loss of power between turbines and the stern paddlewheel. During September an intensive search was on for specifications for compound condensing engines such as were used on the towboats JASON, ALEXANDER MACKENZIE and JACK RATHBONE, 16" and 32" by 10 ft. stroke, to be powered with Babcock & Wilcox boilers similar to those on the DELTA QUEEN. Which means, of course, that a stern paddlewheel was still on the agenda for the proposed cruise steamboat (which if this new tack is pursued actually will be a steamboat). At our press time, from what we gather, the plans have not yet been firmed for actual bidding. -Ed.

Jerry Sutphin sends us a story from the Parkersburg (W. Va.) News in which their writer Doris Amos

reports that the mate on the packet GENERAL WOOD, Capt. Mel Irwin, was thrown overboard by the deck crew. The original report of the incident appeared in the April 19, 1923 issue of the Matamoras Enterprise. Jerry wonders if this is a true story.

In part, yes. But the incident happened aboard the packet SENATOR CORDILL. Capt. Mel Erwin (which is how he spelled his name) was shoved overboard by the roustabouts while the boat was upbound between Parkersburg and Lock 18. He swam ashore and hitchhiked his way to Lock 18, arriving there before the boat did. The guilty roustabouts abandoned ship on the double, scattering into the tall timber of the hillside back of the lock premises. This, at least, is the version your editor recalls.

Jim Mullooly has been writing in the West Virginia Hillbilly about the Homer Laughlin and Taylor, Smith & Taylor Co. potteries at Newell and Chester, W. Va. respectively. Jim says that many of the pottery hands were called "hoopies," and suggests that the term came from the hoop-poles used formerly to bind earthenware tierces and casks. These hoop-poles, tied in bundles, were brought to East Liverpool, O. by river packet. The bulk of this traffic originated in the Ohio River region between Pomeroy Bend and Parkersburg, and many of the pottery workers came from this rural section, sometimes referred to as "down in hoop-pole country." It was a bundle of hoop-poles on the shoulder of a roustabout which knocked over the lantern which set fire to the baled shavings which burned the packet IRON QUEEN in 1895 at Antiquity, Ohio (Sept. '64 issue, page 5).

Capt. Clare Carpenter of Belpre, O. has retired as master-pilot for the Union Barge Line. He started in as coal passer on the LEONA in 1930, then was with ABL until 1940 and has been with UBL since. His wife Mabel since 1956 has been the Belpre correspondent for the Marietta Times. They have four children: Edward, Upper Sandusky, O.; Mrs. Neil West, Bettendorf, Iowa; Scott, Seargent Bluff, Iowa, and Lowell, who is in medical school at Case Western Reserve U., Cleveland, O.

Thomas B. Sprague, 17 years the police chief at Marietta, O., died on Monday, September 18, 1972. He was 67. Tom's grandfather Ben F. Sprague was mail clerk on the Muskingum packet LIZZIE CASSEL, and Tom inherited a great interest in river affairs. His brother Charles A. Sprague, living in Fort Lauderdale, Fla., recently contributed a story to these columns about Capt. E. E. Eisenbarth (June '72 issue, pages 45,46).

Who painted the big letter C on the pier of the Marietta-Williamstown bridge? It shows plainly on the back cover picture of our last issue. We don't know. But it was painted by college men at the time of the ill-fated shell races held at Marietta in 1950 and 1951. The Muskingum River went on rampages both times, spewing drift, making a fiasco of the famed IRA Regatta. Could have been Cornell--anyhow that big letter C has been on that pier 20 years or more. It still shows plainly.

It is with regret we notice in the columns of the Marietta Times the passing of Mrs. Homer Payton at New Matamoras, Ohio on Friday, October 13, 1972. She was 56, born at Matamoras, the daughter of Oce and Lillian Rea Baker. She is survived by her husband, Homer T. Payton; one son, Philip T., of New Matamoras; one daughter, Mrs. Mary Grose, Columbus, O.; three grandchildren, one sister, Mary Ethel Baker of New Matamoras, and one brother, John J. Baker of Gallipolis, Ohio. Burial was in the Matamoras Cemetery.

There was a mistake in the last issue of S&D REFLECTOR that nobody has written to us about, so far. The top and bottom pictures on page 13 were swapped. No fault of the printer--just a mix-up.

RIVER PILOT, an ambitious slick-stock magazine in its fifth year as a monthly, folded this summer. It was published at Little Rock, Ark. with extravagant use of color and with what seemed a copious lot of advertising (the Jan. '72 issue had 45 display ads). All is not gold that glitters in the river publishing business, especially since the recent drastic upping of postal rates. Our condolences to Marine Publishing Inc. headed by Jack Jernigan.

We are grateful to Jerry Devol, Devola, Ohio, for a well prepared biography of Capt. John McLure of Wheeling. The six-page story appears in a book published in 1890 at Wheeling titled "Prominent Men of West Virginia."

Captain McLure was 74 when the book was published, having been retired from steamboating for 20 years or more.

We were somewhat surprised to learn that the good captain was a "double-ender," licensed both as a river engineer and master-pilot. Captain McLure started his career as striker engineer on a single-engined side-wheeler, the CHIEF JUSTICE MARSHALL, built at Wheeling in 1832, owned by Knox, McKee & Clarke. The boat is described as "the finest steamer upon the Ohio River." She was 146 by 22 with an upper cabin and had a tin roof. The single engine was 24" dia. by 6 ft. stroke, powered by five single-flue boilers. Trips were made to New Orleans but to quote the account, "she proved a bad investment for her owners."

Capt. Robert Pichens Clarke owned in and commanded the CHIEF JUSTICE MARSHALL, named of course for Hon. John Marshall since 1801 the chief justice of the U.S. Supreme Court. Bob Clarke was brother of Thomas S. Clarke, celebrated operator of canalboats on the Pennsylvania Canal. Capt. Bob Clarke was active on the rivers many years, and in 1870 was a featured speaker at the St. Louis banquet following the conclusion of the LEE-NATCHEZ race, at which time he was the St. Louis harbormaster.

Captain McLure's first command was the AMAZON which had been in the Wheeling-Marietta trade commanded by Capt. James H. Louderback. Louderback had unwisely endorsed a note for the boat's clerk and had to pay--and to raise the cash he was forced to sell his boat stock to McLure. Capt. Jim Louderback was a grandfather of Capt. Jesse P. Hughes.

Later on, Captain McLure commenced building steamboats in partnership with Anthony Dunlevy and W. P. Wilson at Wheeling. One was the DR. FRANKLIN NO. 2 which shows up in the daguerreotype panorama of the Cincinnati waterfront made in 1848 and shown in our issue of March '68. Their yard also produced the THOS. SWANN and the BALTIMORE for the Wheeling Union Line in 1852, as reported in our issue of Dec. '68, page 28. Capt. McLure commanded the SWANN, and then built the side-wheel CITY OF WHEELING.

When the Civil War started Capt. McLure was running the sternwheel EUNICE in the Wheeling-Cincinnati trade. The boat was impressed into U.S. service, Capt. McLure in command, and was the flagship of a fleet of 12 steamboats sent up the Kanawha River in June, 1861 to secure Charleston, Va. There was a skirmish at Scary enroute. That September McLure was named commodore of the Kanawha River fleet. He was transferred in the summer of 1862 to the Tennessee and Cum-

berland rivers, in charge of tin-clads. He resigned in the fall of 1863 and returned home to Wheeling and thereafter kept his feet on shore.

There have been many large and elaborate steamboat parades staged at Pittsburgh, Pa. The list:-

- 1885 Opening of Davis Island Dam and Lock, first on the Ohio River.
- 1898 Freeing the Monongahela River locks of tolls.
- 1908 Pittsburgh's sesqui-centennial celebration.
- 1911 Centennial of steam navigation on the Mississippi System.
- 1913 125th birthday of Allegheny County, Pa.
- 1929 Completion of Ohio River locks and dams.

Two other events, river oriented, not involving steamboat parades:-

- 1938 River Exposition celebrating sesqui-centennial of Allegheny County.
- 1958 River Exhibition at Buhl Planetarium and towboat SPRAGUE on display, the 200th birthday of Pittsburgh.

Sirs: I am so happy to have the copy of the S&D REFLECTOR containing the story and the pictures of the HOMER SMITH (Dec. '69 issue). I do not want to be selfish but if you can part with two more copies I shall distribute them to my tribe. Check is enclosed.

I spent eighteen years at Marshall College in public relations and then decided to "retire" to the classroom. Then I taught American literature classes at Shenandoah College in Winchester, Va. and after my daughter married in 1957 came to Shepherd College here at Shepherdstown, West Virginia. You can have no idea how my tales of the river enlivened my American Lit classes at both places.

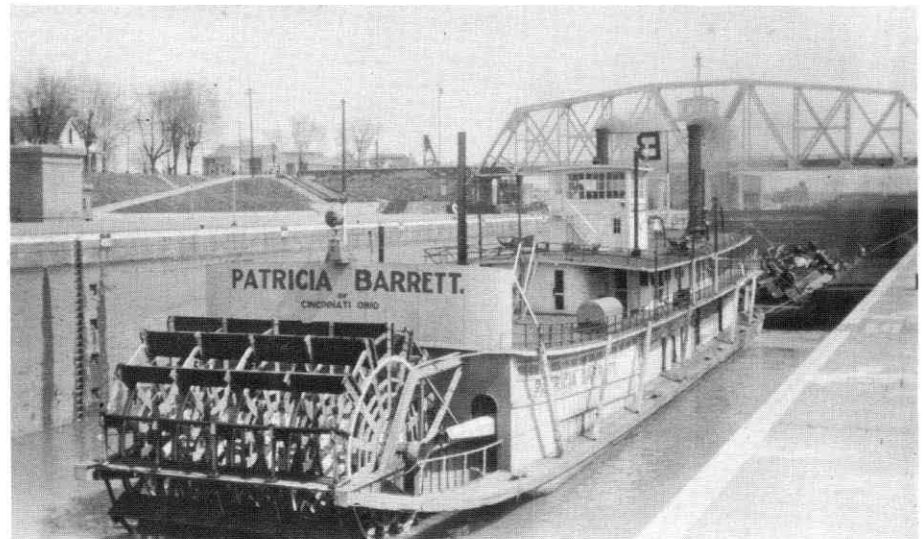
Veta Lee Smith,
(Mrs. John Griffith Smith)
136 German St.,
Shepherdstown, W. Va. 25443

=Mrs. Smith's late husband Jack was pursuer of the HOMER SMITH, and Homer Smith, Esq. was his father. -Ed.

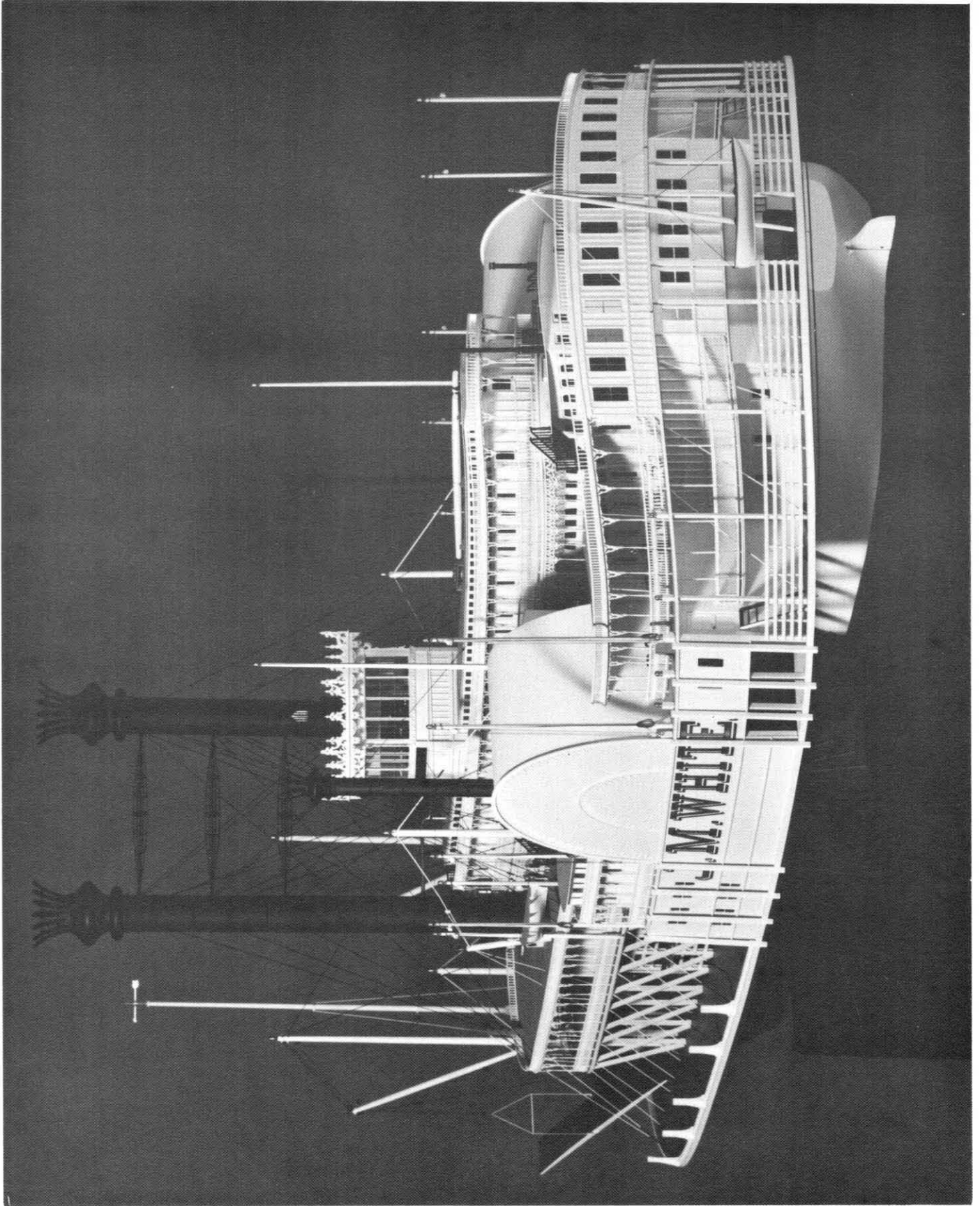
George Strother, musician and calliope player on the HOMER SMITH and other excursion boats, celebrated his 90th birthday last August in the Manley Nursing Home, Bowling Green, Ohio 43492.

The two young men who collected cash and handed out identification tags at S&D's noon buffet luncheon last Sept. 16 were David Smith and Jimmy Armstrong from Catlettsburg, Ky.

Our felicitations to Philip Bettag, 425 Heywood Ave., Louisville, Ky. 40208 who has kept us posted and has furnished many photographs of the Howard River Museum fire and rebuilding. Mr. Bettag is a professional photographer specializing in weddings, parties and groups.



The PATRICIA BARRETT is upbound in the Louisville lock (old No. 41) on the Ohio River, March 31, 1940 with a Union Barge Line tow. The crew at the time included Capt. Harry Fitzgerald, master; Cliff Pickens, chief engineer; and she had on board four pilots, Capt's. Leon Ash, Harry Martin, Hazel Litton and Bob Smith. The "PAT" was built at Howards in 1926-1927 on a steel hull larger than JASON or ALEXANDER MACKENZIE (which came out later from Marietta Mfg. Co.) but with less engine power and less boiler pressure. She ran 25 years and was named for Patricia Pogue, daughter of Mr. and Mrs. Patterson B. Pogue, Cincinnati. Mrs. Pogue was the former Miss Dorothy Barrett, sister of Capt. O. Slack Barrett, and daughter of Capt. Oscar F. Barrett.



This and photo on page 55 by Darrel Wood, Seattle, Wash.



Sirs: Our thanks to all of those who prepared and carried out the activities of the 1972 annual S&D meeting at Marietta. It was great to exchange information and pleasantries with many fellow members. We thoroughly enjoyed all the activities and the opportunity to display and steam the J. M. WHITE model. Perhaps the membership would be interested in these items of information about the model:-

Preliminary research on the J. M. WHITE and initial contact with Ruth Ferris--June-October, 1967.

Agreement to proceed with drawings and construction--November, 1967.

Further research on original vessel--November, 1967 to March, 1968.

Make principal external view drawings---April to December, 1968.

Develop, construct and buy machinery---May, 1968 to July, 1971.

Construct and assemble structure and fittings---January, 1969 to August, 1972.

Total man-hours to define, design and build the model--approximately 7,000.

Number of drawings made to construct the model--150.

Total model weight ready to steam--57 pounds.

Boiler fuel--4 small cans of Sterno.

Operating pressure--approximately 10 psi.

Engine---Stuart-Turner 2 cylinder simple, 3/4" bore by 7/8" stroke.

Radio control of rudder; also of each paddlewheel (forward-neutral-reverse), and of the boiler damper position (speed).

Operating duration one hour.

All model drawings, calculations, correspondence, construction notes and photographs are collected as a package in Winnetka, Ill. It is planned that the model and these associated papers, drawings and photographs will be transferred to an appropriate museum within 3 years.

Construction of the model would not have been possible without the help and encouragement of Ruth Ferris and Alan Bates. They provided pictures, design detail and criticism. Maybe not enough of the latter. Bert Fenn found a picture of the original boat just in time to correct details of stage mast support structure. From Howard Peabody of Natchez we obtained a wonderful set of photographs that were of invaluable help. To S&D and the REFLECTOR we are indebted for inspiration and general information about Western river steamboats.

This winter we will provide cargo for the deck and build a set of new paddlewheels of proper construction using design details in Alan Bates' Cyclopoedium.

Again many thanks for arranging such a successful annual meeting.

John H. Leslie
Ralph C. Hitchcock
909 Sheridan Road,
Winnetka, Ill. 60093



The odd part of this picture is that it was taken, not in ye olden time, but only a few months ago. The PIONEER was snapped by S. Durward Hoag paddling up the Muskingum River off Sacra Via at Marietta.

We've just had a letter from William E. (Slim) Brandt, Steubenville. "The man who built the PIONEER, George Schotten, came to visit me several times and he asked me to come up to his home at Hubbard, Ohio and see the boat he had built," says Slim. Then he continues: "I was sure in for a surprise when I saw this boat paddling on the Muskingum. I never dreamed that George could accomplish such a fabulous job of building a packet boat. I envy him."

It takes a deal of sharp inspection of the above picture to see George Schotten seated on a chair out on the forecastle. The only other give-away is a tool box on the skylight aft of the pilot-house.

There must be a definite point when a model ceases being a model and becomes the real thing. George went through some sort of a sound barrier here; his PIONEER is twenty feet long, floats, runs, steers--in fact he was worried that the Ohio State authorities might pick him up for not having a State motorboat license. Is it a motorboat or is it a model?

We asked George Schotten where he kept PIONEER; in a big garage or what? "Oh," said George quietly. "I keep her out in the weather--you said yourself that a packet ought to look a little weather-beaten, so she lives outdoors."

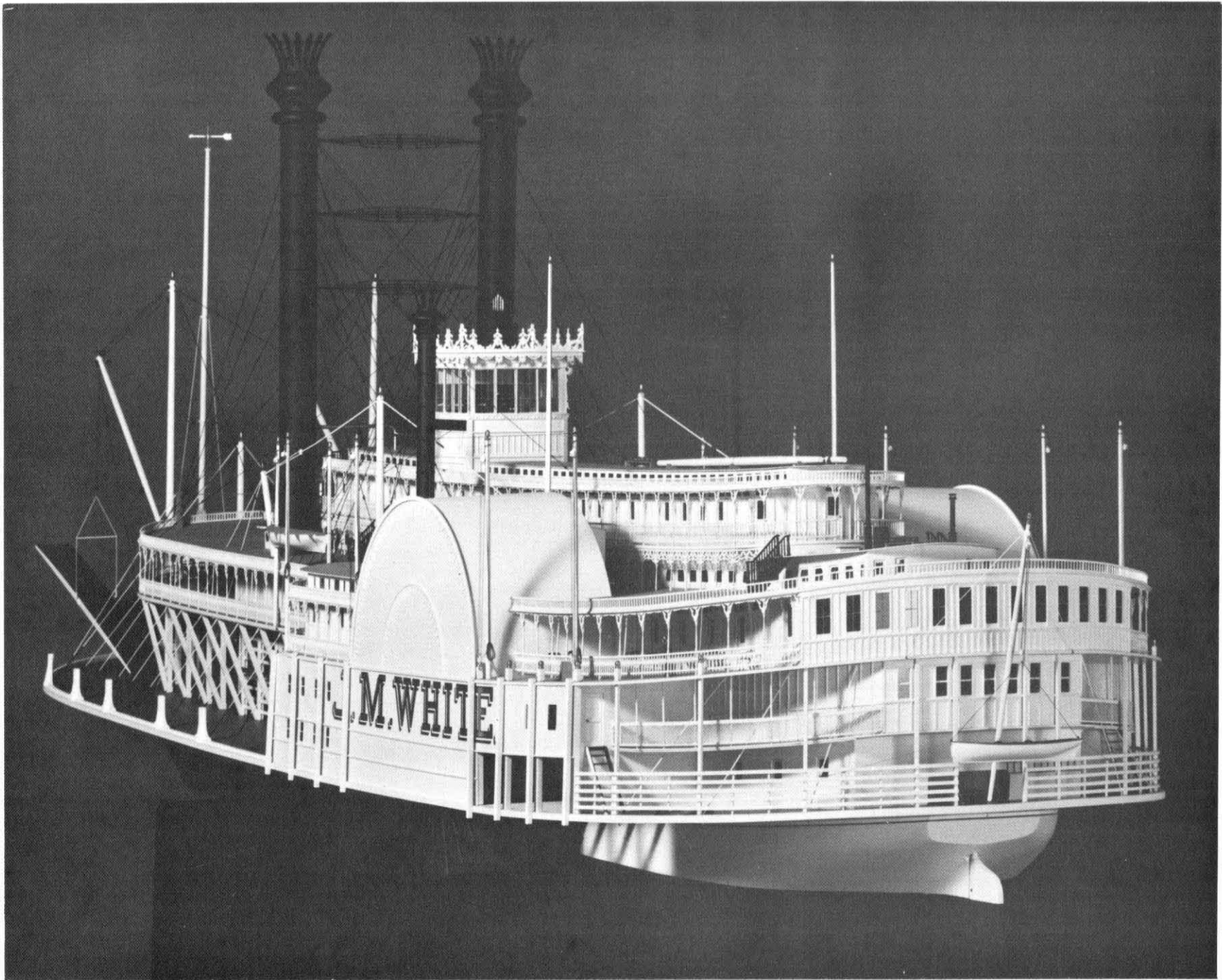
May the snow fall sparsely at Hubbard this winter. And merry Christmas to George and Muriel.

Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, OHIO 43110

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This and photo on page 55 by Darrel Wood, Seattle, Wash.