

# S&D

# REFLECTOR

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of Pioneer Rivermen



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Marietta, Ohio

March, 1973



## LOOK INSIDE... IT'S SPRING!



Daffodils, that come before the swallow dares, and take the winds of March with beauty...the precursors of spring...

Other harbingers in this issue:

Ø A new steam tourist boat is being considered for the Yukon, see page 2.

Ø Bids are being taken on a new excursion steamboat 235 feet long to operate at New Orleans, see page 10 and drawing on page 46.

Ø A new passenger side-wheeler will paddle down the Illinois, see page 16.

See page 22 about this grandam now much in the news.

Ø New steamboat is proposed for Lake Chautauqua, see page 17.

Ø Smoke signals from Jeffersonville, Ind. indicate that the mammoth cruise steamboat for Greene Line is under contract.

Ø New sternwheel excursion boat

being built at Belpre, O., see page 34.

Ø Nashville is to have a new paddlewheel excursion boat named BETSY ANN, see page 42.

Ø SPRAGUE renovated, page 42.

Michael Laurence, senior editor of Playboy Enterprises, Inc., 919 N. Michigan Ave., Chicago 60611, sends us advance stat sheets of an article "The Mississippi" appearing in the December 1972 issue of PLAYBOY. "If you care to comment on it, the Editors of PLAYBOY would be pleased to consider your letter for publication," writes Mr. Laurence.

We have just read the article by Richard Rhodes and our initial impression is that we know, now, a lot more about Richard Rhodes than before we started. His mother shot herself in 1938 when he was one year old; hence Richard was born in 1937 and if our arithmetic is right he's now 35. What Richard did was to climb aboard the DELTA QUEEN upbound from New Orleans and he rode in the pilot-house with Capt. Howard Tate. He saw a bit of Natchez and visited the Engineer's Experimental Station at Vicksburg. Then by some circuitous route he visited his mother's grave which overlooks the Missouri River. She was 30 when she took her own life, and this was the first time since Richard was 15 that he had visited this cemetery. So much for Richard.

What he says about the Mississippi River after disgorging all of this family news is a bit tame in comparison. He sees that the job of harnessing the Mississippi is a never-ending one, that many of the lakes created by control dams on tributaries will in time silt up and be useless, and the whole rat-race promises to pollute the Gulf of Mexico to a point of no return if somebody doesn't get off his rear end and do something. We don't recall that Richard offered a single constructive suggestion in his PLAYBOY story, but maybe we were distracted.

So, to answer the senior editor of PLAYBOY; no, Mr. Laurence, we don't care to comment.

Lennox Gordon, 4148 Perrysville Ave., Pittsburgh, Pa. 15214 is son of Capt. Ezekiel Gordon, Jr. who owned and operated the towboat CHARLES TURNER. The elder Gordon bought the boat in July, 1902 and after briefly operating her in the Pittsburgh area, took her to the Tennessee River and towed cross ties out to Paducah. Soon after buying the boat, the CHARLES TURNER sank in the third pool, Monongahela River, at the Iron City coal mine near Monessen. The boat was in charge of Capt. H. B. Hulings at the time. It was raised. No photograph is known of the boat although Lennox Gordon says he remembers one in the family some years ago. Lennox followed a musical career, playing banjo. The TURNER was built in the Pittsburgh area in 1892, wood hull 104 by 20.

A memorial carillon service was held on Sunday, November 12 last at Park United Presbyterian Church at Beaver, Pa. in honor of Virgil E. Bennett, who died December 21, 1971. The arrangements were made

by his son, Paul V. Bennett, and by his daughter, Mrs. Robert M. (Barbara) Blum.

Virgil Bennett was a long-time member of S&D and served on the Board of Governors, one year as chairman. He was twice married; the mother of his children was his first wife, Ethel M. Fink, who was descended from a pioneer Rochester (Pa.) family. She died in 1956, and later he married Hester Haslam who descended from the Rittenhouse family of Philadelphia. Both preceded him in death.

Not every day when the doorbell rings at 121 River does a visitor announce he is a pilot on the Yukon and Tanana rivers.

Capt. Jim Binkley, 52, called at our home on November 28th last. He "learned" part of the Yukon on the steam sternwheel KLONDIKE and others. Today he and his wife Mary operate an excursion business at Fairbanks, four hour trips on the Tanana, with two diesel sternwheelers, DISCOVERY and DISCOVERY II. The former is the smaller, 70 x 24, with capacity for 150. The latter is 90 x 24, with capacity for 335. Both have steel hulls and G-M 6-71 power.

Jim Binkley occasionally has guests of some note. About three

years ago he hosted Dick Simonton for a trip. Alan Villiers, the Australian author of maritime adventure and history, has been a guest in the Binkley home. One of Jim's good friends is Lowell Thomas, Jr. and together they have been on various plane trips into the wilderness. "My chief regret is that Dick Bissell didn't pay us a call when he was here," said Jim. "I've read everything he wrote, I think."

Jim's father migrated to the Yukon from Indiana in 1897 with the Gold Rush. His mother, from San Francisco, is buried at Eagle, Alaska, where the family resided.

The boat line of which Capt. Jim Binkley is president is called the Alaska Riverways, Inc., Drawer G, College, Alaska 99701. They let their boats freeze in during the winter and start operations soon as the tourist traffic commences in May.

On this visit he rode the PRESIDENT at New Orleans, inspected the towboat CLAIRTON at the Bergeron yard at St. Bernard, La., was on the JULIA BELLE SWAIN at Chattanooga and by good luck had a visit with Capt. Dennis Trone, and was in Memphis to see Capt. Jake Meanley. It was not all for pleasure. Jim has ambitions. He'd like some time to build a big sternwheeler for the Yukon.



William E. (Slim) Brandt, 637 N. Sixth St., Steubenville, Ohio 43952, sent us the above picture, a flock of boats and barges laid up for low water in the Ohio River. The view was snapped on or about July 4, 1909. In the left foreground is the large towboat DUQUESNE which in 1906 had been built from the H. M. HOXIE which exploded her boilers at Portland, O. (see June '70 issue, pages 34, 35). Along the West Virginia shore (left) is the towboat BOAZ, and shoreward of her against the bank is the packet QUEEN CITY. On July 3, 1909 the QC hit an upturned rock on the pass at Dam 13, McMechen, W. Va. and developed a slow leak which was not apparent until she landed at Bellaire. She was grounded across the river at Benwood, repaired and pumped out by her own crew. She proceeded on her upstream voyage to Steubenville and was forced to the bank by low water. The landing where she lies was called "Pike's Hole." The master of the DUQUESNE at this time was Capt. Tom Dunlevy who had aboard as steersman a young aspirant who made river history, not as a pilot, but as a barge line operator, Charles T. Campbell. The BOAZ was in charge of Capt. Frank Gould.

We sighed as we read it. Steve Hoag has deleted "Below the R.R. Tracks" from the caption of his Tuesday evening "Round and Round" column in the Marietta Times. The change came in January when the B&O and Penn-Central tracks crossing Front Street at Butler were torn out. Also Steve chronicled the removal of the chime clock from the old Dime Savings building opposite the Lafayette Hotel. One of the familiar sounds every quarter hour (7 a.m. until 10 p.m.) was this Westminster "ding-dong-ding-dong." Steve says it rang 40 times every hour; right. Four on the quarter hour; eight on the half, twelve on the quarter-to, and sixteen at the hour. Then the hour struck. Yes, we sigh as we read of this, and---also more sad tidings---the old Richards drug store across from the Lafayette closed its doors forevermore on December 30th last. The late A. J. Richards commenced his drug store in 1876, first on Greene Street, later at the familiar location on Front. John Rose has run it for the past 35 years or so and he's retiring to his home on Strecker Hill.

George Oakes, 86, and his wife live at Harmar House. He still owns the pretty white brick homestead at Oakes Landing, along the Ohio shore at Newberry Island on the Ohio River. George left there at an early age, graduated from Marietta High School in 1906, then got an engineering degree at Ohio State. He was with Pittsburgh Plate Glass at Kokomo, Ind., and until lately at Crystal City, Mo. He served 54 years as president and chairman of the board of a leading bank there. The Oakes homestead, built in 1848, is one of the attractive landmarks. The Meldahl farm was just opposite in West Virginia. George and his wife recently celebrated their 60th wedding anniversary. They have two daughters, Mrs. R. W. Hausser whose husband is a Marietta attorney, and Mrs. Julia Thusen of Pittsburgh. There are grandchildren and two great-grandchildren. Harmar House is at 117 Bartlett St., Marietta, O. 45750.. Capt. Jesse P. Hughes took up residency there last October.

Three years before your editor was born---to the very day---Carl Vitz went to work in a Cleveland, O. branch library, his first job. He says it is a date he will not soon forget. The evening newspaper that day headlined BATTLESHIP MAINE SUNK IN HAVANA HARBOR. This was on February 17, 1898.

There followed an interesting career of library work, taking Carl to Washington, D.C., Albany, N.Y., Cleveland, Toledo and Minneapolis. He became librarian of the Public Library of Cincinnati and Hamilton County on January 1, 1946.

It was during his tenure that the present main building at 8th and Vine was conceived and built. But long before that date, still

in the old building, we asked Carl Vitz to have an 8-section daguerreotype showing a panorama of Cincinnati rephotographed. This he promptly did, and its date was established as the fall of 1848. These eight sections were shown in S&D REFLECTOR's March '68 issue.

In 1955 the plan of having an Inland Rivers Library established in the new public Library building at Cincinnati (which was opened on February 13, 1955) intrigued Carl, and he helped with the spade work. That fall he retired aged 72.

Today his 89-year-old eyes do not focus so well. Carl reads with a magnifying glass having a built-in light. He still is the recognized librarian emeritus at Cincinnati. He lives at 323 Waverly Ave., Cincinnati, O. 45215.



The date has been set.

S&D will hold the annual meeting at Marietta, O. on the week-end of Saturday, September 15.

Early reservations at the Motor Hotel Lafayette are advised. Phone 614-373-5522.

Hopefully, the dedication and opening of the new Ohio River Museum will be part of the festivities.



Sirs: Got a big charge out of Alan Bates' story in the December issue--fine writer.

Lloyd Hawthorne,  
Box 1000,  
Pineville, La. 71360

A good likeness of the late Capt. L. A. (Mack) McMurtrey, taken at the Greene Line wharfboat, his headquarters for many years. This snap was taken by James E. Reed whose address now is 4504 Kilcullen Drive, Raleigh, N.C. 27604. Jim took this picture shortly after the wharfboat had been moved from the foot of Main St., Cincinnati, across the Ohio to a temporary mooring. Capt. Mack died on May 17, 1972 and his obituary appeared in our Sept. '72 issue, page 18.



Robert L. Markle  
Last of a showboat clan.

Bob Markle of Steubenville had a distinction but few S&D's can claim. His uncle ran a fleet of showboats on the inland rivers. ---And when Bob was a teen-ager he worked on those showboats as handy-man. "Sure," he said at the last S&D meeting, "I remember Archie Cushman, the comedian, playing in "The Toymaker's Dream." I'll never forget the way he peeled a banana--threw the fruit out into the audience and then ate the peels." Red Skelton was just a kid those days, too, gangly, red-haired, freckle-faced. Those were the days of Capt. W. R. Markle's SUNNY SOUTH, GOLDEN ROD and FLOATING PALACE.

Uncle William R. Markle gave up showboating when the 5c silent film houses arrived (showboats charged 75c to \$1.25), spent his latter years ashore at 615 North Fifth St., Steubenville, and died in 1930. On Wednesday, November first, 1972, his nephew Robert L. Markle passed on. Bob was the last of the Markle showboat clan.

The picture above was taken in 1968 in the pilothouse of the sternwheel LOUISE by Slim Brandt.





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Mrs. J. W. Rutter,  
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

George W. Henderson in September, 1962 at the age of 83 visited the River Museum in Marietta. He was particularly interested in the model of the QUEEN CITY displayed there, and in the 14'2" long pilothouse nameboard with its 12" raised block letters spelling out that boat's name. George made a remark. "Yes," he said, "the QUEEN CITY was the grandest my father built, but the family favorite was the VIRGINIA, always."

When George spoke of "the family" he referred to his father and mother, Capt. and Mrs. James A. Henderson, and to his brothers Alex and Marshall; possibly also to his sisters Harriet and Mary. Capt. James A. Henderson was president of the Pittsburgh & Cincinnati Packet Line, builder of the QUEEN CITY and VIRGINIA. The family "clan" included also G. W. C. Johnston, treasurer of the line, brother-in-law of Capt. James A. Henderson (Cora Belle, his sister, became Mrs. Henderson) and, to further cement affairs, another of the Johnston girls, Hattie, was the wife of Capt. John M. Phillips who had been skipper of the line's packet IRON QUEEN.

There always was a suspicion that the "clan" was unanimously pro-VIRGINIA although no one of the above persons came out and said so in public. Not until George said it in 1962.

This preference does not demean the QUEEN CITY which, as events turned out, became the showpiece "luxury liner" of the Ohio River, the crowning triumph of the skills and successfulness of the Henderson "clan" and of those associated with them. The point is, that the VIRGINIA, new in 1896, and the QUEEN CITY, new in 1897--both built at the same Cincinnati shipyard--similar in size, appearance and tonnage--were not alike in appeal. The QUEEN CITY had "class;" the VIRGINIA had "charm." Moreover, the VIRGINIA was the one which turned in more profit on her regular Pittsburgh-Cincinnati trips. George Henderson said in 1962 that the VIRGINIA never made a losing voyage while his father managed her, which statement if not entirely accurate does underscore the family pride in her performance.

Such analogy, although reversed, was true of the partner side-wheelers CITY OF LOUISVILLE and CITY OF CINCINNATI. The former was the "showpiece" of her owning company while the latter charmingly

turned in the better profit performance. And here again, a popularity vote would have favored the less pretentious CITY OF CINCINNATI. The owning company in this case realized they had overreached matters when they built the expensive LOUISVILLE in 1894 and exercised prudence gained from experience when building the CINCINNATI in 1899.

What we're saying here is that the less pretentious overnight passenger carrier with a homelike atmosphere often is the bread-winner. The family-style GORDON C. GREENE, bought for \$50,000, in one year (1947) turned in a clear profit of \$175,000, a cost-profit ratio the DELTA QUEEN has never been able to get within gun-shot of. Likewise, the VIRGINIA, costing \$60,000 new, with steam up and equipment aboard (this figure substantiated by the owners and private insurance records), at the end of 1896, her first year, turned in a profit of \$60,000. The purser, Robert H. Kerr, tied this first annual statement with a blue ribbon and personally presented it to Captain Henderson. The boat had paid for herself in 365 days. But the "classy" QUEEN CITY, conceived on the wave of such prosperity, and built the following year for \$65,000, had no such good fortune.

There usually is an acceptable reason why the "luxury" steamboats operated on the Western Waters have to be nurse-maided. In the case just cited the VIRGINIA started, new, in her trade to Pittsburgh on January 1, 1896. Thanks to divine providence, or Jupiter Pluvius, the Ohio River stayed navigable all summer, an event rare in the pre-slackwater days. She missed some trips, not many, and so racked up a spectacular profit. The QUEEN CITY started out in June, 1897 with the Ohio River back to normal average; she made but two trips and had to quit.

And so it goes. The water gets too low, a business depression intervenes. The all-time "luxury" steamer J. M. WHITE of 1878 ran head-on into the unprecedented yellow fever epidemic in the South; instead of eclipsing her charming homespun predecessor FRANK PARGOUD as a profit-maker, she proved a fiasco for her owners. It does seem as though steamboats built too big and elaborate incur displeasure from aloft. Noah's descendants ran into the same roadblock; the family-style Ark worked to perfection but the Tower of Babel didn't.

What got us into this peregrination was a visit from Dr. John C. Ewing, 410 Sulgrave Road, Pittsburgh, Pa. 15211. Dr. Ewing and his good wife attended S&D at Marietta last Sept. 16. He is a surgeon long associated with the Western Pennsylvania Hospital (now retired) and his grandfather on his mother's side was Capt. Thomas S. Calhoun. His mother, the late Harriet Calhoun Ewing, and his aunt, the late Mary Elise Calhoun Taylor, had prepared six enormous scrapbooks of family river people and their affairs. Dr. Ewing brought these to us, on loan. The KATIE STOCKDALE's mission of mercy in 1884 in this issue (pages 37-41) comes from one of these scrapbooks. Another book is loaded with pictures and details of the VIRGINIA which was something of a family pet inasmuch as grandpa Capt. Calhoun, by consultation, had a hand in her building, selected her name, and skipped her from the time of her maiden voyage until he retired to his home and family at Georgetown, Pa., ill with pneumonia, in early 1903.

When a person studies these documentary scrapbooks, the man stands out. You see in Captain Calhoun a man who seldom made mistakes of direction--not by instinct, but because he knew which side of the tree the moss was on. A man of few words, he ran a tight ship. Even so, the success of the VIRGINIA was not his solo performance.

What's getting a light going over here is of course a book-length subject about the skeins of destiny on the river. The title probably would be "Carry Me Back To Ol' Virginney."

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# The Candy Boat

by C. W. STOLL

**T**HE CANDY BOAT! For three decades after the turn of this century these magic words would arouse excitement and anticipation in the residents of the Louisiana bayous. Word that "the candy boat is coming" would infiltrate the most remote areas, unknown to most outsiders. For the candy boat was welcome in many places where strangers were looked upon with suspicion, if not outright hostility.

Elsewhere along the rivers, the designation of "candy boat" might evoke rumors of a legend, as it did with me; of a sumptuous yacht owned and cruised for the entertainment of some rather unusual people from St. Louis who took pleasure in going back into the bayous and dispensing candy and baseballs to the children along the shore. There were many versions of the story that I heard from time to time while a teenager, wolfing up all the river lore I could find and assimilate.

One day in the middle thirties, while still a high school student in Louisville I paid one of my periodic visits to the Louisville and Portland Canal and noticed a rather strange looking vessel tied into the fleet--long, low and narrow. Upon inquiry I was informed "there's your famous candy boat."

I was incredulous. She certainly didn't have the appearance of a luxurious yacht, at least not on a cold November afternoon.

But I kept my ears open and tried to learn what I could about this rather unusual-looking vessel named POLLY, which was soon renamed SHAWNEE by her new owners, the U.S. Engineer Department, and ultimately became known as the SURVEYOR. It took me some thirty five years to really learn anything definite about this grandiloquent legend that had so tantalized me years earlier.

How did I happen to learn the story? It's another of those remarkable sequences of coinci-

dental circumstances. One of my octogenarian friends (one of the pillars of our church), a very lovely lady, learned that I was taking my bride to St. Paul on the DELTA QUEEN and asked me to be sure and look up her friend, Mrs. Anderson Gratz, who was making the same cruise. After leaving St. Louis, we did look up Mrs. Gratz in due time and had a very pleasant conversation, followed by many more as we met from time to time on the decks.

One day Mrs. Gratz remarked to me that the Upper Mississippi looked so different when she and her husband had their boat on this river. Naturally I inquired "What boat?" and she responded, "the POLLY."

That gave me pause. I asked, almost timidly, "you mean the candy boat?"

It was her turn to give pause. Her eyes widened, "you mean you know about the candy boat--what do you know about the candy boat?"

I replied that I knew very little, but I had heard about her all my life, and I was most anxious to get the facts about the legend.

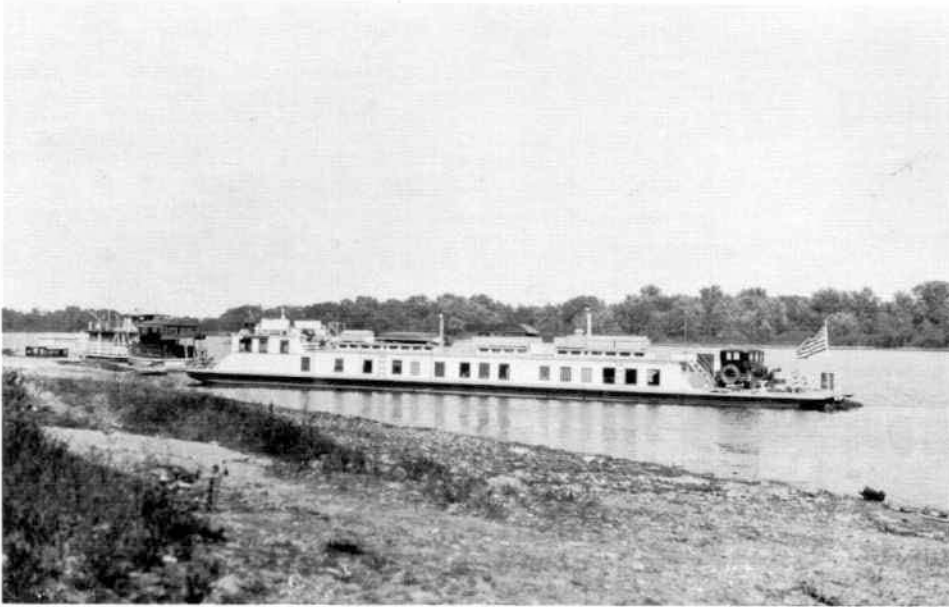
So, from personal visits and correspondence, I have learned some of the facets of this fabulous story--certainly one of the most remarkable of our inland river tradition.

The basis of the story is a man, Anderson Gratz; I suppose the only adequate way to describe him is as a tycoon, except that he had a passion for anonymity, had a great spirit of compassion for his fellow man, and a great spirit of adventure. He also had a passion for the great outdoors which extended into the woods of the Mississippi and the wilds of Canada as well as along the banks and shores of the Mississippi River system and bayous.

He came from an old Kentucky family--his ancestral home is still occupied in Lexington, Ky., opposite the Transylvania College campus, just off Gratz Park, which he gave the city of Lexington. But he was born in another Lexington--Lexington, Missouri, where, overlooking the Missouri River he first observed steamboats on that stream--for he was born in 1852. As a young man he entered the world of business, made sound and rapid progress, and became head of the American Manufacturing Company, which was concerned primarily with manufacturing and selling rope and bagging. Its headquarters were in New York, but they also had an office in St. Louis, and its activities and inter-



Anderson Gratz throwing peppermint sticks and baseballs to kids on shore. Taken aboard the private yacht POLLY in May, 1917.



The 135-foot yacht POLLY on the Upper Mississippi, photographed by Fred G. Bell. Note the car (Ford?) on the back deck. Apparently Anderson Gratz operated the boat five years or more before he added pipe framing and canvas cover over the pilot's area and over the observation deck.

ests extended to Europe and Asia, as well as over a wide area of the North American continent.

Mr. Gratz, who was known as 'Ande' to his intimate friends had a most humanitarian outlook on his employees, particularly those in the lower socio-economic strata, and it is presumed that he first came into close contact with the bayou country and other areas along the smaller rivers of the Mississippi System while visiting properties and plants involved with the activities of his company. He instituted humanitarian and educational programs now considered standard benefits when they were real innovations for working people in the lower echelons of industrial activity.

His yen for the river caused him to have built in St. Louis in 1899 a sternwheel gasoline-powered river yacht with a wooden hull 82 feet long, 12 feet wide and 6.8 feet deep. On this boat he travelled on the Mississippi and some of its tributaries, including the Meramec, and went down into the bayous. His experience with this boat caused

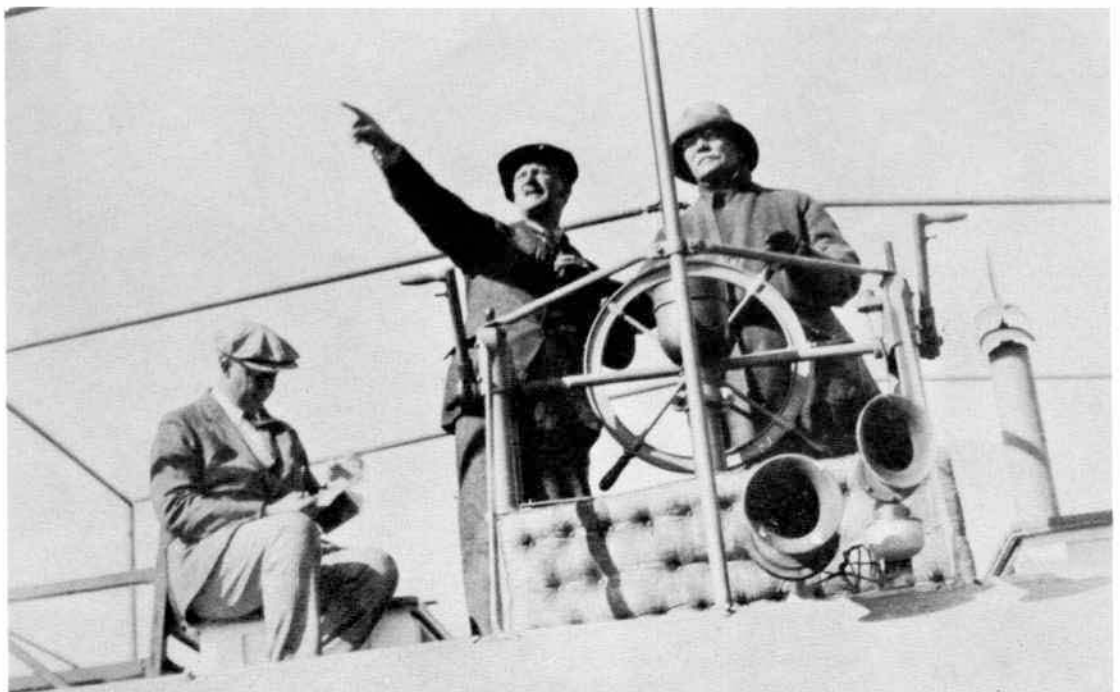
him to design his "dream boat" of much lighter draft, the steel hull propeller-driven POLLY that many of us remember.

The wooden sternwheel POLLY was last listed in the Merchant Vessels of the U.S. (at least under that name) in 1910. Her disposition is otherwise unknown at this time.

However in 1911 he went to Capt. Jim Howard in Jeffersonville and contracted for the new POLLY. Her steel hull was 135 feet long, 21 feet wide and drew only 20 inches with the boat fully loaded. Mr. Gratz had learned on his sternwheeler that there were many places he wanted to see that required a very light draft. There were five water-tight compartments and the propulsion was from gasoline engines through propellers.

The POLLY's normal five man crew lived in the Prescott-Stillwater area on the St. Croix, and this is where the boat spent her summers. Although she was well insulated for her day, the steel sup-

Anderson Gratz at the wheel of the candy boat POLLY. Beside him (arm outstretched) is Colonel Sparks of London. Third man is William Morgan of Boston who resided in Louisville during the construction of POLLY at the Howard Yard. These three friends made trips together to the Bayous year after year.



Here is POLLY with awning installed over the pilot area and observation deck. In the book "From Paddlewheels to Propellers" on page 214 the POLLY is noticed in the Howard Ship Yard records as '3gs,' their lingo for three propeller gasoline. Her construction cost is set at \$18,000.



erstructure made her a little too warm for comfort and the Gratzes usually left her when she reached these waters, although on at least one occasion she went up the St. Croix to Taylors Falls, and on another occasion up the Minnesota River.

Then in the fall she would start south for the bayous with, on successive years, excursions up the tributaries. She explored the Wisconsin River, went all the way up the Ohio and all the way up the Monongahela to Fairmont, up the Kentucky probably to Boonsborough, the Cumberland, the Tennessee and up the Arkansas as far as Pine Bluff, not to mention various creeks and smaller rivers that could handle her considerable length. The only river she ever reneged on was the Illinois when that stream was still to some degree an extension of the Chicago Sanitary Canal.

At this point you may well wonder how the chief executive officer of an international company of considerable magnitude could just go off cruising down the rivers away from his business. Actually Mr. Gratz spent about six months of the year on the POLLY. Although he maintained offices both in St. Louis and in the company headquarters in New York, Mrs. Gratz told me that his desk was really in his head, he had such a prodigious memory. He maintained regular contact with his offices by phone, and on several occasions the POLLY was hailed while passing a town, or some one would row out with a telegram or a phone message, and Mr. Gratz would get to the closest telephone and when necessary take off for St. Louis or New York, joining the boat somewhere down, or up the river. The POLLY carried a Ford on her stern and her shallow draft made it relatively easy to get it ashore at any landing or road along the river. She also carried a pack of hunting hounds and when down in the Bayous had a small stable barge or flat that stabled eight riding horses for the use of Mr. Gratz' sportsmen friends. He loved to go on hunting trips back in the country, but his nature was such that he himself could not kill any living creature.

It was the bayous, the Cajun country that struck the most responsive chord in Mr. Gratz' nature. He felt close to the people of this area and recognized the rather constricted life which, around the turn of the century, they lived in what was truly one of our last frontiers. The children had little knowledge of "fun" as such, certainly no luxuries and very simple pleasures. Recognizing this on an early trip Mr. Gratz began to take along a supply of peppermint stick candy which he bought in lots of 10 to 15 barrels. This candy came in 6" sticks which weighed a quarter of a

pound each. He also put a supply of baseballs on the boat and developed a method of tying several sticks of candy and some balls together and as they cruised along the bayous he would throw them to the children along the shores. And thus the Candy Boat made her reputation. But in addition to the goodies, the POLLY carried medicines, books and cloth and these were likewise furnished to visitors and shore-side "neighbors" when an interest or need was evidenced.

And so the POLLY had almost an annual schedule. She would come down the Mississippi from the St. Croix and she made three trips back into the bayous each winter before returning back up the big river each spring. The Gratzes made legions of friends, naturally; but nobody knew their name or who they were, they being accepted as friends simply as themselves. Their kindnesses were repaid with many heartfelt, simple, irreplaceable gifts; a bunch of posies left on the deck, a mess of fresh-caught fish and other delectables of the country. Mrs. Gratz recalls one holiday season when a group of "gentle, wistful, completely courteous children, no grownups about, gathered under a live oak quietly waiting until the boat is awake and then singing (in French) the lively Christmas songs. Then melting away in the swamps, not waiting for gifts, nor expecting them."

A friend of mine in the Louisville Engineer District told me he had worked on the SURVEYOR and could never figure out why a pleasure boat had such big capstans. After viewing Mrs. Gratz' scrapbooks it is obvious that this 135-foot boat went into places in the swamps that only a line ashore ahead and a capstan could get her in to, even with a draft of only 20 inches. One picture showed her wake in a "field" of water hyacinths through which she had just come. Mrs. Gratz told us that the crew called this "Polly Salad."

Making her first trip in Bayou Barataria, Mrs. Gratz was surprised to find all vessels in that area still under sail, no motorboats or internal combustion engines up to that point.

The various missions of mercy and first aid errands that the POLLY performed would make a book. She was pressed into flood duty in 1927 and 1929, rescuing people from inundated homes. On one occasion the Bureau of the Census enlisted the assistance of Mr. Gratz to take a listing of the residents of the areas that were completely unknown to official sources, but which they knew that he knew very well. Naturally he complied.

Life aboard the POLLY was pleasant, as was to be expected. There were many guests, local and from





This is the first POLLY, built 1899 at St. Louis with wood hull. This picture is thought to have been taken on the Meramec River which enters the Mississippi near St. Louis and has a commerce of a sort up as far as Pacific, Mo.

the metropolitan centers. They stopped every day, wherever they were at 4 p.m. for tea. But wherever they were, they were welcome. Sometimes down in the bayou country when they went through the lakes people would row out in pirogues and they would wrap the candy and balls in waterproof bags and throw them out to their callers.

On the river they had many friends among steamboatmen. Mrs. Gratz' scrapbooks mention visits alongside such boats as the DANDELION, OLEANDER, WAKEROBIN, McCOMB, KASKASKIA, WIGEON, TOLLINGER, VERNE SWAIN, BELLE OF CALHOUN, TENNESSEE BELLE, BALD EAGLE, GEO. S. MILLER, MAMIE S. BARRETT, MONONGAHELA, SPRAGUE, ALDEBARAN, PATRICIA (up the Bayou Teche), IOTA, MINNESOTA, BIRMINGHAM, MEMPHIS, NATCHEZ, CHICKASAW, and many others. Doubtless it was word of mouth narration that developed the legend that I had heard about as a 'teen-ager.

The POLLY had no real pilothouse as such. She had a wheel up over the bow, which we would call a porch, and her pilot steered her from a standing position, usually with Mr. Gratz at his side. Up the bayous they had a regular native bayou pilot who snaked them in and out of places you couldn't see and wouldn't suspect, unless you knew they were there. And Mr. Gratz stood by the wheel, enjoying his river and the bayou country he loved and greeting and waving at the people--his friends until he was past 80.

And then in 1935, at age 83 Anderson Gratz died, and the POLLY went to the bank. After Mrs. Gratz left the boat, she never went back aboard again. Her sister went to the POLLY and collected their personal effects. Mrs. Gratz left aboard a magnificent silver service, a complete set of fine china, beautiful linens, and all the trappings of a fine home. In due time an arrangement was made whereby the POLLY was, for a consideration we understand was relatively modest, transferred to the Corps of Engineers for use as an Inspection Boat. Mrs. Gratz said to us that she agreed to let their floating home be used as a gentlemen's boat, otherwise she would have preferred to have her scuttled. The memories were too precious. Her only regret is that she failed to have removed to her home in Lexington the set of charts that showed everywhere the POLLY had been.

And so one day the POLLY showed up in the Louis-

ville and Portland Canal, at the Louisville Engineer Depot. Jim Bailey, now vice-president of the Louisville Propeller Club, but then clerk at the Depot, was told to take a gang of men down and clean her up. The Colonel wanted to take out some official guests, and she had been laid up a long time. Up in the forward hull compartment he found some peppermint candy and some baseballs all tied together.

I have had two pilothouse partners who worked on her during her days when she was headquartered at Louisville for the Corps of Engineers. They averred that the fine china and silver and expensive napery was gradually replaced with some serviceable, but not-so-fine similar equipment presumably by some of the officers who had jurisdiction over her activities and who knew fine things when they saw them--and were afraid they might otherwise disappear into other hands. I asked one pilot, Capt. E. C. Nickell, who had been the master of the SHAWNEE and for whom I was steering an LST down the river one fine day during World War II what kind of a crew he carried on the SHAWNEE. He replied that he was the pilot, and he had an engineer and a deckhand and five cooks.

That was in her "inspection boat" days, when she was used a good deal for entertaining high-ranking



POLLY

officers and other notables. But her life became more and more utilitarian. She was repowered with new diesel engines, radar and depth-finding equipment were installed aboard, when such equipment was unusual on the rivers. Her superstructure had been considerably altered, with a full-width pilothouse replacing the pipe framework that formerly supported a tarpaulin over the open-air wheel, and her name was changed, appropriately to SURVEYOR. Here again she performed a unique service, she participated in the mapping of the first river radar charts published by the Engineers. With her long length and shallow draft, she could get into places many deeper vessels could not, and her length could be "lined up in the marks" to get accurate readings more easily.

But after more than fifteen years' service for the Corps of Engineers, her usefulness was deemed insufficient to support her maintenance and it was decided to dispose of her. During the winter of 1951 she was stripped of her surveying equipment, her radar was installed on the DEL COMMUNE and her depth finder on the SCOTT, and in the spring of 1952 she was advertised for sale.

She was sold to Van Clement, Jr. of Morgan City, La., for a figure in the neighborhood of \$11,000. This surprised a good many people, who thought of her as something of a misfit in her more utilitarian days. But her nearly-new diesel engines were worth at least that much alone.

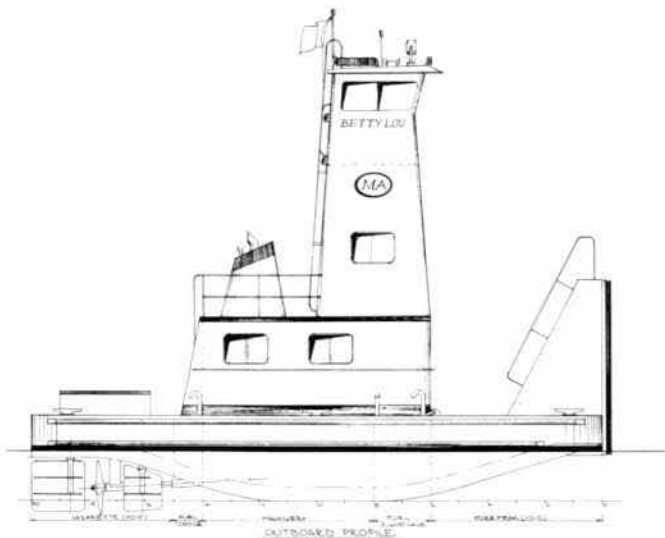
And here our story ends. Doubtless her diesels went on a towboat or workboat of some sort. But we would like to think that her staunchly built hull is serving also some useful purpose down in the bayou country, for which it was designed. This would not surprise us, for one time, about ten years after the boat was built Mr. Gratz took her back to Howards, had her hauled out on the ways,



Mrs. Anderson Gratz (left) and Mrs. C. W. Stoll pictured at the Idle Hour Country Club, Lexington, Ky. on Friday, September 1, 1972. S&D REFLECTOR is grateful to Mrs. Gratz for permission to reproduce pictures accompanying this story showing persons aboard POLLY and for the view of POLLY (first). C. W. Stoll in the course of this tale acknowledges his indebtedness to Mrs. Gratz for many of the factual details he reports.

checked the straightness of the hull with the original design, and was satisfied that she had fulfilled the rugged service for which she was designed with complete integrity. Perhaps someone in the Bayou country can fill in the last chapters of the story of this fabulous boat.

So you see, Virginia, not only was there a Santa Claus, but there really was a candy boat, lived on and operated by people who loved other people and the river---and who are not all in story books, or dead. ---And if we look hard enough around us, we might discover some other people somewhat like these, in the most unexpected places, with the same idea. Merry Christmas.



An interesting feature of some modern small-fry diesel towboats is the skyscraper pilot-house. The above profile drawing shows how the BETTY LOU, built at Pine Bluff, Ark. in 1972, appears these days along the upper Ohio and Monongahela. The pilot stands at an elevation so that his eye level is 25 feet above the waterline, a necessity when shoving empty jumbos and grain barges. This towboat is 40 x 15 feet, twin prop, and her Cummins diesels pack a total of 500 hp. The top is built of aluminum. Bub Crain and his brother Skipper climb aloft amongst the eagles and thunderbolts to do their steering. The new boat is named for Bub's wife Betty Lou Crain.



The JAMES REES & SONS CO. CATALOGUE has been accepted as a mighty useful reference. We learn that it has been extensively used by architects and designers for laying out hull lines, rudder placement, paddlewheel position, and as a general guide. The recent upswing in building paddlewheel pleasure boats has made the drawings in the book a MUST, all the way from the 326'10" long replacement for the DELTA QUEEN to skiff sizes. Get your copy today. Write Capt. Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143. Priced \$3 the copy, sent third class. Impatient customers send \$3.50 the copy for first class handling. Many hull drawings, machinery details, and a wealth of photographs. Text both in English and in Spanish. Discount prices may be arranged on orders of 25 copies or over---for such information write G. W. Sutphin, 204 Chestnut St., Huntington, West Va. 25705.



## NEW STEAMBOAT IS PROPOSED

(See architect's drawing, page 46)

Wilbur E. Dow, Jr. and his son William P. Dow, with offices at 80 Broad St., New York City, bought the old towboat CLAIRTON with the idea of converting her into a steam paddlewheel excursion boat (see Dec. '72 issue, page 43).

After getting her to New Orleans they reappraised their plans and decided, instead, to build an outright new hull and superstructure, and then transfer to it the engines, boilers, rudders, and other useful gear from the CLAIRTON.

Their objective is to operate short harbor cruises at New Orleans based at dockage space they have leased adjacent to Jackson Square, below Canal Street. This area has been earmarked for early beautification and renewal and has promise of being a tourist center.

The Dows immediately engaged the services of architect Alan L. Bates who recently has opened new offices at 1567 Bardstown Road, Louisville, Ky. 40205. Alan went to work drawing up the plans last October. On January 11 last Alan appeared at 121 River Ave., Sewickley with a sheaf of blueprints.

The new steamboat, tentatively named NATCHEZ, will be built on a steel hull 235 feet long and 40 feet wide. She will have the engines from the CLAIRTON, tandem compound condensing, 15" and 30"



Taken at the marine ways of Hillman Barge & Construction Co. on the Monongahela River at Brownsville, Pa. last September by Capt. Ross Rogers, Jr. The CLAIRTON was hauled out, hull searched, vents closed, rudders fastened on center, in preparation to towing her down the Ohio and Mississippi. The pusher PEBBLE, owned by the Hillmans, does harbor work at Brownsville.



Taken soon after the arrival of CLAIRTON at the Bergeron Machine Shop below New Orleans at St. Bernard, La. in the dead-end Violet Canal, early October, 1972. The old towboat was towed all the way, 1,915 miles. Union Barge Line's PEACE took her from Neville Island, Pa. to about 70 miles below Cairo where the NAVIGATOR took over for the delivery to New Orleans. Ross Rogers, Jr. took the picture.

diameters by 7 feet stroke, to be steamed by the CLAIRTON's four Western-style boilers, each two-flue. She will also get the paddlewheel shaft, flanges and cranks from CLAIRTON, although the wheel will be built to bigger diameter, making it about 23 ft. dia. with 14 arms and five circles. The boilers will be fired with oil.

In contour and appearance the proposed NATCHEZ bears astonishing resemblance to the old VIRGINIA which is featured in this issue. In fact she is the VIRGINIA all over again--same hull size, same engine size, same number of boilers--with modern improvements. In fact the preliminary drawings show the NATCHEZ as having the same ornamentation on her pilothouse, and the same type of smokestack adornments. Leaf through this issue and study photographs of the VIRGINIA and you may have a very good idea of what's coming. The only prominent omission will be the arch-type hogchains---these will not be needed on a rigid steel hull.

Another prominent change will be twin stageplanks, like the HUDSON had. These stages permit the construction of a forward jackstaff rising from the stem on the forecastle, and Alan assures us that the jackstaff will have on it a workable nighthawk. If we have lost you here, you'll just have to bite your fingernails and wait.

Continued next page.



AS YOU WERE

BY JIM BAKER

## THE ROAD TO THE RIVER

WELL INTO THE THIRTIES IT WAS STILL COMMON TO DRIVE ALONG A COUNTRY ROAD AND SUDDENLY FIND IT DISAPPEARING INTO A RIVER. ON THE FAR SIDE SAT THE OLD FLAT-BED FERRY (IT WAS ALWAYS ON THE OTHER SIDE!) YOU RANG THE BELL, THE FERRYMAN STARTED HIS WHEEZY 'ONE-LINGER,' AND CHUGGED SLOWLY ACROSS.



-Marietta Times.

### NEW STEAMBOAT

Continued from the last page.

At the present moment Wilbur Dow is on the prow for a suitable steam whistle and roof bell worthy of such a steamboat. We learn also that the pilothouse will have in it a workable pilotwheel, to be used as an auxiliary or stand-by steering unit, cabled to the tillers. She'll carry a calliope, of course. Being compound condensing about the only lack will be 'scape pipes. We might point out here that the VIRGINIA had 'em, so why not the NATCHEZ?

Various S&D's have had fingers in the program thus far. Capt. Ross Rogers, Jr. arranged the purchase, the docking at Hillmans, and the towage to New Orleans, for the CLAIRTON. Your editor was present when the decision was arrived at to build the 235 by 40 new hull.

Shipyard bids are being received as we go to press.

Kinzua Dam on the upper Allegheny River eliminated several small towns, drowned out by the enormous 22-mile long lake. One of these was Corydon, Pa. which, in 1956, had a hotel called The Corydon Hotel. Your editor registered there (Room #9) and enjoyed a good supper on April 19 that year while soloing LADY GRACE to Olean, N.Y. Carl F. Laubach had seen LADY GRACE pass his home a mile or so below Corydon and came to the hotel to invite me to have breakfast next morning with he and his wife Ruth.

It was a beautiful frosty morning with red-wing blackbirds cawing spring songs, and a scent of hickory smoke in the sharp air as I walked down the road to the Laubach home. Carl had more than a passing interest in boats, having lived near old Lock One, Monongahela River. He met Ruth while in college at Washington, D.C. and

after marriage they came to Corydon where her folks owned a farm. Carl was working in a hardware store and driving a school bus. In their livingroom was a Hammond organ and a Baldwin piano with a Solovox attachment. Carl played "Humoresque" on the latter with a violin effect. The breakfast was most wonderful. Carl asked the blessing--he and Ruth were Seventh Day Adventists. Carl cranked up his car and delivered me to the LADY GRACE at Onoville, N.Y. where I had her moored--all of this very bright and early, for I got under way at 8:30.

Now these 17 years later I have again heard from Carl and Ruth Laubach. They live at Wytheville, Virginia. The town of Corydon, the LADY GRACE, the Corydon Hotel, the beauty of the primitive Allegheny Valley and the hospitality of Carl and Ruth Laubach are very real--and very distant.

Our thanks to Jake Stewart, Box 314, Shawneetown, Ill. 62984 for a clipping from the "Gallatin Democrat" of that place. In the Aug. 24, 1972 issue L. Wiseheart reviewed a copy of an old newspaper called the "Local Record" dated Dec. 24, 1881 published at Shawneetown. One of the items:

"The steamer WILL KYLE sunk some time ago at Slim Island has been raised."

According to our file cards this large sternwheel packet sank at Slim Island, a few miles below Mt. Vernon, Ind. on Nov. 7, 1881 upbound from New Orleans to Cincinnati. Wes Connors and Charlie Owens were her pilots.

Capt. Jack D. Wofford, vp. of American Commercial Barge Line, had a peculiar steam whistle lying in a shop barge at Jeffersonville, Ind. When Neil Whitehead heard of it, he prodded C. W. Stoll to go there and get it. C. W. says it is "heavier than all thunderation" and describes it as a Leslie Tyfon 300, made at Lyndhurst, N.J., with the appearance of an old-fashioned air horn. Capt. Jack is of the impression it came from the DPC steamer GONA. C. W. theorizes it was from one of the MVBL "state" steam-prop towboats, OHIO, TENNESSEE, INDIANA or LOUISIANA.

Bad news travels fast. The DELTA QUEEN, laid up at Cincinnati for winter renovation, caught fire in the officer's quarters on January 7. The story got on the AP wire service and appeared in most U.S. newspapers. The blaze was extinguished with a reported damage estimate of \$2,300.

Anne Campbell, 5005 MacDonald Ave., Apt. 11, Montreal 248, Quebec, is searching for a copy of "The Mississippi Reader" edited by Wright Morris, published 1962 by Doubleday (Anchor Books).

### AVAILABLE BACK ISSUES

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

Vol. 1	#1	#2	#3
Vol. 2	#1	#2	#3 #4
Vol. 3	#1	#2	#3 #4
Vol. 4	#1	#2	
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Vol. 6	#1	#2	#3
Vol. 7		#2	#4
Vol. 8	#1	#2	#3 #4
Vol. 9	#1	#2	#3 #4
Vol. 10	#1		

Also copies of the 12-page story "Incredible Journey" included free with orders for three or more back issues.

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

Sirs: I enjoyed reading about Capt. Milt Harry in the December issue. I met him on the levee at St. Louis, many, oh so many years ago.

Ed Heckmann,  
Route 2,  
Hermann, Mo. 65041



### BAHAMA BALLERINA

She's headed for Pittsburgh.

An M.D. phoned us before Christmas wondering if we knew of a pilot who would be interested in helping bring a 100-foot yacht from New Orleans to Pittsburgh in April.

Dr. Michael F. Dimun, 135 East Mall Plaza, Carnegie, Pa. 15106 said he had bought himself this craft named BAHAMA BALLERINA and she's currently docked on the Miami River in Florida. She's powered with two G-M 671 diesels, has a master stateroom with bath, and four smaller rooms (two more baths with them) and a 15 by 30 salon. She needs a bit of refurbishing and Dr. Dimun is anxious to have her in Pittsburgh where he can supervise the changes he plans to make.



Last September due to severe drought the Red River (of the South) nearly went dry. For the first time in 71 years the remains of Bailey's Dam, built by Union forces in the spring of 1864, was exposed to view. This picture, made last September, was taken from the south abutment looking downstream. The skyline and bridges of Alexandria are in the distance. Bailey used pine trees growing on the north bank to make cribs which were loaded up with rock, broken-up machinery from sugar mills, and bricks from old buildings. The completion date was May 12, 1864. Three barges were sunk to form a chute, and the timbers in the foreground may be parts of them. (See Lloyd Hawthorne's map on the next page).

**I**N OUR LAST ISSUE, page 47, we made inconspicuous notice that Bailey's Dam on Red River (of the South) was exposed because of extreme low water. Somewhat to our chagrin we find that various readers know more about Baily Beads than Bailey's Dam.

A major force of Union men penetrated up Red River in the spring of 1864 supported by a fleet of gunboats and tinclads. They got their comeuppance at Sabine Crossroads near Mansfield, La. while advancing on Shreveport. The whole shebang was called off and Gen. Nathaniel Banks ordered a retreat. The river fleet got itself into a real bind; the Red was falling and there wasn't enough water to descend the rapids above Alexandria. The situation, critical since the start, became a real crisis. If something wasn't done, and that in a hurry, the Rebs were going to have a pigeon-shoot and knock off the U.S. river fleet.

Lt. Col. Joseph Bailey of the 4th Wisconsin Volunteers, an expert on flushing out logs from streams usually knee-deep, stepped to the fore.

His plan made sense. Build wing dams to funnel the water through the upper shoal, and then a real dam at the lower shoal. Everybody went to work and in eleven days these jerry-built structures were completed and the dam was backing up a pool.

The whole fleet, one by one, was brought down through the wing dams at the upper chute and into the artificial lake. Then the main dam was breached, sort of like letting down forty wickets, and those gunboats, monitors and tinclads, one by one, shot through. The first one was the old side-wheel LEXINGTON. To make matters more lively three barges were sunk purposely to funnel the current and had to be dodged. The OZARK, first inland monitor, was the last one through.

The operation was a crowning success, and no Civil War story is complete without telling about Bailey's Dam--usually spoken of in the singular--but in reality three wing dams and a real one. Lloyd Hawthorne's map accompanying this story shows the whole set-up graphically. Also we are grateful to him for the accompanying pictures.

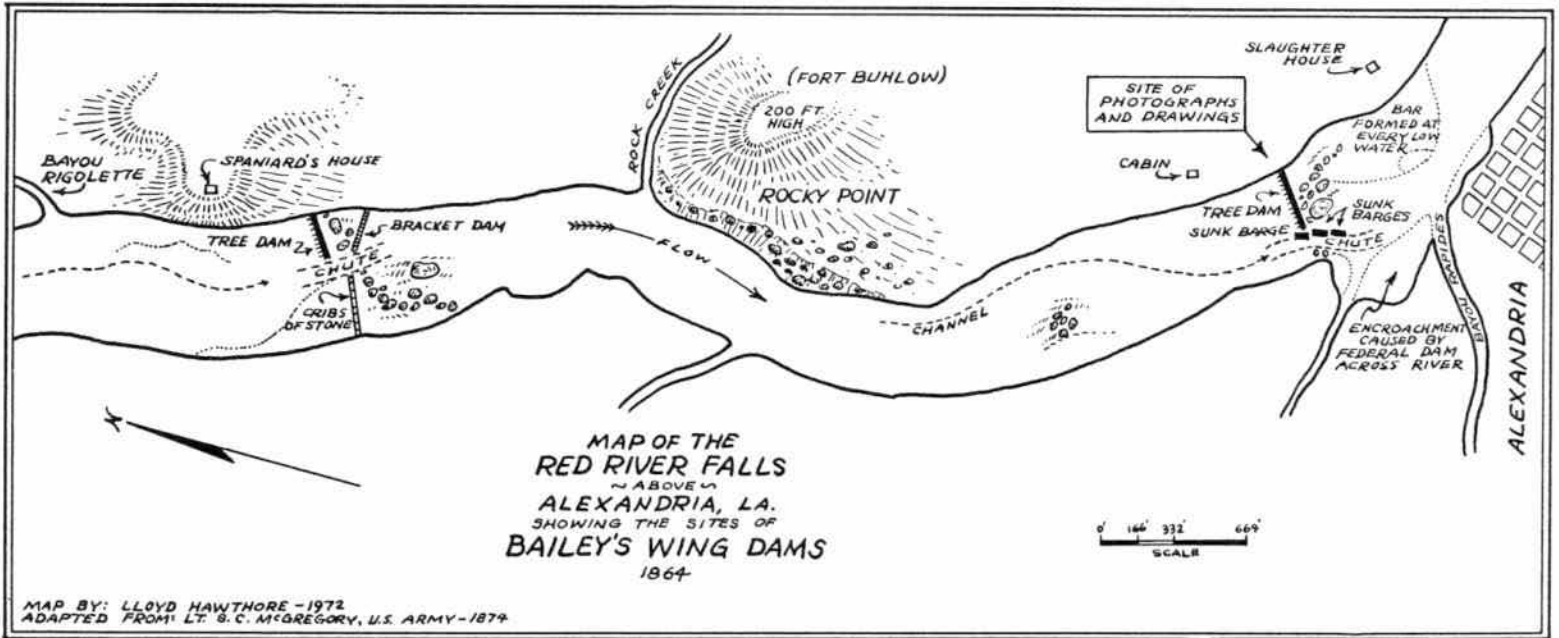
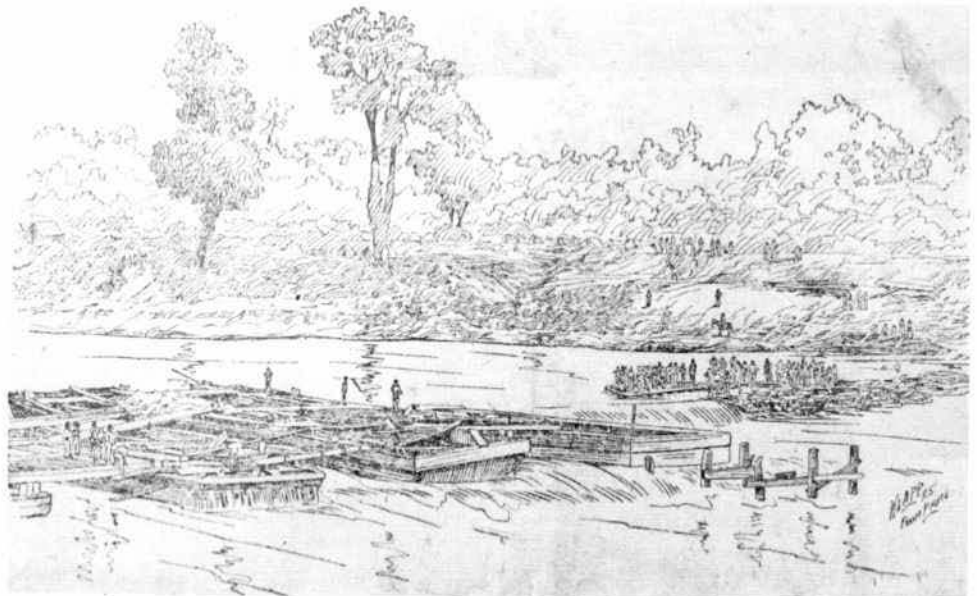


Photo taken in mid September 1972 looking down Red River showing remnants of Bailey's main dam with the gauge showing less than -2 ft. At left is a breach separating the dam remnants from the Pineville shore. The buildings opposite are at Alexandria which "enjoyed" a 22-foot flood about a month after this picture was made.

This sketch was made from an actual photograph taken during the construction of the main dam built by the 4th Wisconsin Volunteers under the direction of Lt. Col. Joseph Bailey in April, 1864. The photographer was stationed just above the mouth of Bayou Rapides on the Alexandria side looking upstream. The three barges in the foreground were spotted to facilitate the work.



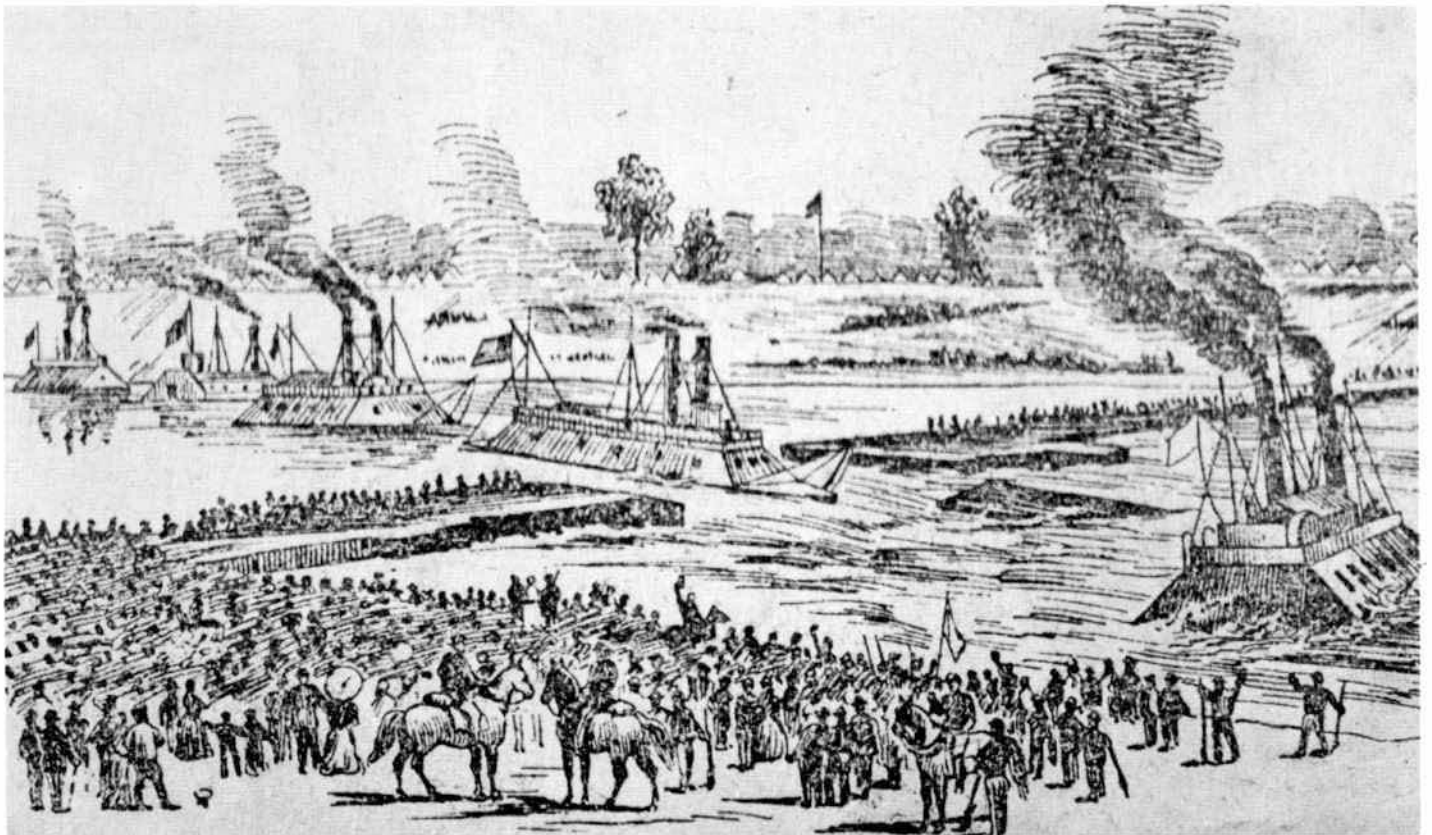




Taken from the Pineville side looking south across Red River showing remnants of Bailey's Dam last September. Within a week after this was taken heavy rains again submerged it. The natural rapids above Alexandria have been there since time immemorial. When/if the Red is modernized with modern dams and locks (the project is under survey) the remnants of the old dam will be removed.

#### BELOW

On May 12, 1864, crowds along the banks cheered as Admiral Porter's fleet of war vessels dipped through the breach in Bailey's Dam, freeing them from danger of capture. Also on that date two-thirds of Alexandria was burned by the retreating Yanks. Shortly thereafter the Confeds built forts Buhlow (see map) and Randolph (at Rocky Point) to protect the region from Federal invasion. The Feds never came back. The forts still stand today.



A reverberation of the Brown coal towing reported in our last issue came with the death of William H. Brown, 71, on Friday, November 24, 1972.

William H. Brown was son of W. Harry Brown who died in 1919 and for whom the towboats HARRY BROWN (there were two) were named.

Although the late deceased William had no river connections, his wealth came from his forebears. He and his father steamed the family yacht VISITOR II through the Panama Canal in 1914, reportedly the first passage of a pleasure vessel through the canal.

The international notoriety of William H. Brown got a good going over in his obituary printed in the Pittsburgh "Post-Gazette" on November 27th last.

"Mr. Brown was an avid follower of the European Grand Prix auto racing circuit. It was on one such tour that he met a German writer and his wife, Ralph and Beate Leber. After a long relationship Mrs. Leber sued Mr. Brown for breach of promise, claiming Mr. Brown had induced her to get a divorce on the promise he would marry her.

"Mr. Brown denied the allegation and won the suit which was heard in Arizona in 1967. During the sensational trial it was revealed that Mr. Brown "leased" Mrs. Leber from her husband for \$3,000 a month. The trial was known internationally as the "Lease-for-Love" suit.

"Mr. Brown was also one of the principals in a stormy trial here (Pittsburgh) in 1949 when his second wife, socialite Sheila Moore Brown, sued for divorce. An earlier marriage to Elizabeth Reed also ended in divorce."

Mr. Brown died at his cattle ranch in Arizona ("Rancho El Mirador" near Sasabe). He was born at Woods Hole, Mass., a graduate of Princeton, and he received the Legion of Honor while in Navy intelligence during WW I. Burial was in the family lot (where most of the Browns for three generations are interred) in the family mausoleum, Homewood Cemetery, Pittsburgh.

He is survived by two daughters, Mrs. Elizabeth B. Isaman and Mrs. Constance B. Berkley, both of Bethesda, Md. and three grandchildren.

The Marietta "Times" brought the sad news in its November 24, 1972 issue of the death of Forester "Pop" Farley early that morning. He was 85. Pop Farley was with the U.S. Engineers for 45 years, having retired in 1954. At that time he was supervisor of locks and dams in the Huntington area. He gained wide acclaim as an accurate forecaster of flood crests, his predictions accepted as gospel in the Marietta area. He attended nearly all of the S&D meetings and once addressed our group when he was the mayor of Marietta (1958-1959).

Pop was a native of Beattyville, Ky. on the headwaters of the Ken-

tucky River, born April 28, 1887. He is survived by his wife, Nettie; by two sons, Ralph, of New Matamoras, O., and Max, of Marietta. There are four grandchildren and seven great-grandchildren.

Burial was in East Lawn Memorial Park, Marietta.

"Penn's Woods West" published by the University of Pittsburgh Press in 1958 was so generously received it went through several editions. The author, Edwin L. Peterson, devoted several chapters to jaunts along the Allegheny River which he took in company with a photographer, Tom Jarrett. One such trip was aboard the LADY GRACE from East Brady, Pa. to Pittsburgh. Ed Peterson died, 68, on Friday, November 24, 1972, following a brief illness. He is survived by his wife, Helen, at home, and a daughter, Peggy Hain, of Warrensburg, Missouri.

The fate of the FANNIE DUGAN (Sept. '72 issue, page 9) now is resolved. Ed Mueller sends us an item from the "Times Union" of Jacksonville, Fla. dated Feb. 23, 1886:

"The old steamer FANNIE DUGAN that has lain in the creek near Enterprise (on St. Johns River) is to be raised. Captain Lee, her former commander, has charge of the operations. With the GEORGE M. BIRD and a full wrecking crew, he is now hard at pumping her dry. After she is raised she will be towed to Jacksonville, new machinery put in, and she will be made into a sternwheeler similar to the WELAKA and EVERGLADE and will run as a freight boat."

Ed concludes: "As far as we know the operation was either unsuccessful or was abandoned, for the FANNIE DUGAN was never reported again."

Ed Mueller now is executive director of the Jacksonville Transportation Authority. Box 5150, Jacksonville, Fla. 32207.

Sirs: The cover picture of the ROBIN D (Dec. '72 issue) beats all. We gazed upon the live scene from room 312 at the Lafayette, trying to mentally record the beauty of it. Then along comes Paul L. Pryor to record the scene for all future time.

George W. Schotten,  
RD 2, Bedford Road,  
Hubbard, Ohio 44425

C. E. Dean, vice president of the First National Bank, Osceola, Ark., has a complete file of the S&D REFLECTOR and has it indexed.

Our thanks to Roy V. Heatter, 11954 S. Kildare Ave., Alsip, Ill. 60658 for the story of the new side-wheel CITY OF WEST BEND on page 16 this issue.



Our Sewickley neighbor Bob Smith was prowling around in the cemetery at Sardis, Ohio last fall and happened on the tombstone shown above. The inscription reads: IN MEMORY OF JONATHAN NESBITT WHO WAS DROWNED OFF THE STEAMER MERCURY DEC. 18, 1823.

This MERCURY is not listed in the Lytle List, but we gather from other sources that she was built at Steubenville, O., 1819, and was rated at 15 tons, which isn't much of a steamboat. Another source says she was lost in collision with the PITTSBURGH in 1823. So much for the facts.

Just might be that Jonathan Nesbitt was a casualty of this collision.

Reverend Robert Brandstatter was the victim of an automobile accident which claimed the lives of two others, one of whom was his eight-year old son Gilbert. The tragedy occurred in Illinois on Route 26 just north of the Woodford-Marshall County line on December 31, 1972 about 5:30 p.m.

Bob Brandstatter was 38. He had great interest in Illinois River boats and boatmen, and was selected to give the invocation when the steamboat JULIA BELLE SWAIN was christened at Peoria. He was the associate pastor of the First United Methodist Church of East Peoria, where services were held.

The third victim of the crash was the driver of the other car, Raymond Rassi, 35. Seriously injured was Mrs. Helen Clemens, 42, sister of Bob Brandstatter. Also hospitalized was his mother, Mrs. Darlene Brandstatter, 67, who lives in Mendota, Ill. Two of the Brandstatter children also were treated at a hospital for injuries, Teresa, 14, and Cheryl, 11. An eleven year old boy, Robert White, who was with the Brandstatters, was treated for injuries.

Sirs: That interesting book plate by Harlan Hubbard (Dec. '72 issue, page 20) brings to mind an item in the Zanesville "Signal," dated May 13, 1886:

"A Floating Library---Standard Books On the CASSEL. Capt. Lou Myrick, of the steamer LIZZIE CASSEL, has made the safety, comfort & pleasure of the traveling public a life study. His latest venture in providing for the entertainment of his passengers is a library of standard books, including the works of Shakespeare, Byron, Tennyson, Dickens, Burns, Longfellow, Whittier and other famous authors. In addition to this fund of knowledge he supplies the leading daily newspapers. There has been a vast improvement in steamboat travel, but sailing along the blue Muskingum sometimes becomes irksome and Capt. Myrick has made it possible for one to turn weary hours to good account."

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

=At least one towboat had a library for a time. Your editor, as captain-pilot of the ASHLAND, put books at the disposal of deckhands and officers. First loss was the Holy Bible. It was found under the pillow of the chef's helper, a young man of 15 who hailed from Clipper Mills, O. He slept with his head on it as insurance against possible shipwreck or explosion. That explained, we let him borrow it nights but required it back on the shelf daily. -Ed.

Sirs: John L. Fryant wonders on page 50, last issue, where the Cross River is in Africa. It is in the present country of Nigeria, in the eastern region close to the Cameron Republic. British maps and charts show it to be about 150 miles (give or take a few) long. The Cross is of great local value in reaching the palm oil belt and has a major export point at Calabar, Nigeria. So, in years gone by, when white man was complaining of the burden of 'wresting the un-

A view on the San Joaquin River, Stockton, California, taken Oct. 9 last year from the Freeway bridge by Lt. jg. Dick Rutter USN. At far right is the shipyard and ways at which California Navigation Co. built DELTA KING and DELTA QUEEN, the place now owned by Pittsburgh-Des Moines Steel Co. At left is Stevens boat yard which since 1906 has been a leader in building fine yachts, some of them in early days run by steam. Colberg, Inc., boat builders since 1896, is believed to still own part of the property about in the picture's center.



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J. X. BOYD & CO. '74



Shipped, IN GOOD ORDER AND CONDITION, BY PRYOR BOYD & Co.,

On board the good steamer *JAS. REES* the following articles, packed & numbered as below, which are to be delivered in like good order, without delay, at the port of *Thistle Landing*, during the unavoidable dangers of the *Western Navigation and other companies*, under the *Thistle* as to his or their consignees, he or they to pay freight for the said goods, at the rate of *thruout*

In Witness Whereof, the Owner, Master or Clerk of said Boat has affixed to this Bill of Lading, of this date and date, one of which being accomplished, the other to be null and void.  
Signed at Wheeling, W. Va., this *7th* day of *April*, 18*90*

MARK	ARTICLES	WEIGHT
<i>J. Thistle</i> <i>Thistle Landing</i>	<i>Bag Seed</i>	<i>45</i>

Roy Thistle, Sistersville, W. Va., recently uncovered this old bill of lading dated April 7, 1870, for one sack of seed shipped from Wheeling to Thistle's Landing aboard the steamer JAS. REES. This farm was about two miles above New Martinsville, W. Va. on the Ohio River, where Sampson Thistle and his wife Susannah settled in 1806 soon after marriage. The property came to them through Susannah's father, Judge Benjamin Tomlinson, who had held title since 1799. Roy says the "J. Thistle" on this b/l could be Joseph or James, although the latter died June 25, 1870. The area later was named Steelton, and now is a corporate part of New Martinsville. The JAS. REES was a side-wheeler named for the founder of James Rees & Sons Co., the celebrated boat building, engine and boiler firm of Pittsburgh.

godly savages out of the grasp of satan and ignorance,' the steamers VALIANT and RAVEN were plying their humble trade and playing a part in the taming of Dark Africa.

The drawings of all four of those boats are most interesting.

R. Dale Flick,  
6122 Glade Ave.,  
Cincinnati, Ohio 45230

The Chicago Daily News, Jan. 22, 1973, carried an unusual story. Two former Chicagoans have completed a 76-foot side-wheeler and plan to bring her down the Illinois come spring. She is called CITY OF WEST BEND, complete with fancy smokestacks and filagree railings. Her place of build was

north of Milwaukee in Washington County.

The builders are Carl Mies, 56, and John Louck, 58. She was built adjacent to Mies' Filter Products Co. at West Bend, Wis. and her shakedown cruises were on the Milwaukee River there. She was to be loaded aboard a flatbed truck and relaunched in Lake Michigan. Then to Chicago, and through the Illinois Waterway to Meredosia, Ill., her destination.

John Louck is described in the story as a licensed Mississippi riverman. The partners hope to dispose of the CITY OF WEST BEND by sale, and then go into business at Meredosia building other boats of the pleasure type.



Sirs: I really do owe the S&D REFLECTOR a vote of thanks. The December issue was a crowning effort and you'll never know how much enjoyment it has brought me. Those pictures, the CRUISER, the VOLUNTEER--the finest is the close up of the HARRY BROWN, bottom of page 35. That photograph does reach me. The size of her! And how her pilothouse set way back on the roof--makes her look possessive. I have looked through that issue twenty times by now, and have examined each and every picture with my magnifying glass. There is a lot of detail to be seen.

What objects of grace and beauty those big towboats must have been! Sometimes I wish I had been part of such romance as that just to watch one of them flank half astern, 'scaping on the roof, the water boiling out right at the engineroom door; to hear the stopping bell, then to come ahead; to see the wheel make that first full roll ahead--that was the prettiest time--the buckets straining.

That towboat story was the best. You can roll over and be counted now.

Charles A. Smith, Jr.,  
912 Innis St.,  
Oil City, Pa. 16301

"Bill" Smith, recently retired as president of Oil City Sand & Gravel Co., virtually grew up on Allegheny River sand and gravel towboats. His son Pete, until recently in charge of the Warren (Pa.) Sand & Gravel Co., has taken a position as foundry superintendent in Carlisle, Pa. A letter from Bill Smith is about as uncommon as a flea on a cue ball. -Ed.

When the W. P. SNYDER, JR. was brought to Marietta, O. in 1955 two caretakers came aboard to take care. Both were fairly well to do and didn't need jobs, least of all on a rusty-hulled towboat which needed scraping, chipping, painting, sparrowed out, pulled in, with a population of sight-seers on the daily menu. But Glenn L. Seevers and Clarence R. Smith applied for the work and got hired.

Glenn slept on the boat most nights, ran a print shop by day, and helped Smitty. Glenn's wife used to come aboard to run the concession stand on week-ends. Smitty lived at 502 Mathew Street, at least this was his address, and every morning by sun-up he was on the SNYDER brooming and swabbing decks and knocking down spider webs.

No steamboat ever had better or more dedicated care. Smitty memorized a spiel which he fired at visitors: "Please enter th'niner room at the left and follow the arrows....." Too bad it was not recorded. He had run an A&P store 30 years and consequently ran a tight ship. When youngsters came aboard they behaved.

Glenn retired, spent a good bit of time in Florida, but loafed at the SNYDER a good bit too. He



This picture was snapped at Coolville, O., 5½ miles up the Big Hocking River, on Sunday, March 6, 1910. It was that night the packet VIRGINIA stranded in a cornfield on down the Ohio River at Willow Grove, West Va. A flood had crested at Marietta two days before (40.9 ft.). The sun was shining at Coolville that Sunday, the weather balmy, and the town turned out for an "excursion" on the locally owned open hull sternwheeler (apparently it had no name). We are indebted to Mrs. Clinton M. Burdette, 1753 Hampton Road, Akron, O. 44305 for this photograph. She recalls that William Walden & Sons, dealers in chickens, eggs and produce, had a boat which they loaded at Coolville and navigated the 5½ miles to Hockingport for reshipment on packets to Pittsburgh. "Constance Walden Mars of Little Hocking, O., daughter of the late Harry Walden, remembers riding this paddlewheel produce boat," says Mrs. Burdette. "It was loaded with produce to be reshipped aboard the SENATOR CORDILL." The Hocking River those days didn't have much water in it usually. Just the same Mrs. Burdette recalls two instances when showboats came to Coolville. "Once in the 1920-1925 era one came up to the sandbar immediately below the Coolville dam and mill; we walked across the bar to the boat and I ruined my new white shoes. On another occasion a showboat put out its gangplank on the property of a Mrs. Dunlavy. This time I also ruined my good shoes--and worse, I didn't get the diamond ring supposed to be in one of the boxes of candy hawked between acts--mine had a card of hooks and eyes in it!" Once at least in years gone by a real packet called at Coolville during a flood; the LIZZIE BAY came up for her load of produce. The new pool backed up by Belleville Dam has slackwatered the Hocking and motorboats zip up & down. There is a marina at Coolville these days.

died, 68, in July, 1970. Smitty also retired, had a bout with hospitals, an amputation of one leg, then the other, but his optimism seemed undiminished. He entered the Marietta Memorial Hospital in January, spent one day there "to be made more comfortable." It was there that he died about 9:15 a.m. on Sunday, January 21, 1973.

Smitty was 72. He was born in 1901 at Marietta, son of Albert and Lucy Buck Smith. He and his wife Catherine, who survives him, were married on June 22, 1922.

Burial was in the Oak Grove Cemetery, Marietta.

James C. Webster, 80 Cobble Drive, Penfield, N. Y. 14526 has bought and removed the engine from the steam prop CITY OF JAMESTOWN which now lies sunk at Jamestown,

N.Y. The engine has been presented to the Fenton Historical Society at Jamestown, where it will be properly mounted and displayed. Mr. Webster is having a set of sternwheel engines 6" bore by 2' stroke made in Illinois. He plans to build a steamboat for Lake Chautauqua about 65 ft. long and place these engines in her.

George Coss, 88, operator of ferry service between Warrenton, O. and Short Creek, W. Va. for 50 years, died at Martins Ferry, O. where he was hospitalized, on Friday, January 19, 1973. He and his son Leroy Coss, who died in 1967, were widely known as owners and operators of the sternwheel towboat SKIPPER, originally J. A. CRESAP, and presently the LOUISE, now owned on the Minnesota River.

## Hunt One Whistle, Find Another

by Herschel W. Burford

ONE OF THE MOST FAMED of Kanawha River towboats was the ROBERT P. GILLHAM, a wood hull compound condenser (and the only such in the area) built in 1901. She carried a famous three-tone whistle which sent chills and thrills up the spines of the natives. In later years, and under other ownership, her name was changed to HENRY C. YEISER, JR. But the whistle stayed on.

Then came a flash flood on Thursday, August 15, 1940. The YEISER and other craft were swept from their moorings and crashed on a pier of the C & O railroad bridge at Charleston. In the twinkling of an eye the YEISER was reduced to kindling and her parts and pieces were distributed to the river's bottom. The whistle was lost, and so loud was the lament that a sizeable reward was offered for its recovery.

In 1968 Reginald M. Mahoney and Emil DeRenzo, scuba divers, decided to make a project of exploring the area. They made their first dive the day after Thanksgiving in Kanawha River water about 50 degrees temperature and visibility zero. Nothing was accomplished.

In the spring of 1969 they tried again, diving on intermittent week-ends from a motorboat anchored below the C&O piers. This time they had a bit of success. Valves, chain, piping and two boilers were located. Some items were surfaced and recovered, severely corroded.

Early in 1970 Emil DeRenzo changed his abode but came back to the scene to continue his exploration with his partner Reg Mahoney. At odd intervals during 1970, '71 and '72 small items were retrieved, but still no sign of a whistle.

On Sunday, September 10, 1972 Reg spent some time cleaning up his boat and then decided to go to the area and make a dive before dark. So with a companion in the boat he set off downriver, and singularly this was the first time he had not been accompanied by his partner Emil. Reg dove between the south piers of the railroad bridge. As he searched along the river's bottom he came upon a rather large steam whistle with some piping attached. Not having a hoisting rope with him, he dragged the whistle over against the outer pier, so he could again find it, and then surfaced. He got a rope, dove again, secured the whistle, and soon thereafter he and his partner had it hauled out into the boat. They putt-putted back to the dock, unloaded the prize, and were in the process of washing it when a big craw-dad backed out of the whistle barrel, scampered to the dock's edge, and safely plopped back into the river.

The old whistle was in good shape. The barrel was made of copper, measuring 20 inches long and eight inches in diameter. It had a flat brass top and a brass bowl. The stem rod of steel held the instrument intact. This souvenir had been on the river bottom for 32 years, 25 days.

Reg Mahoney took the whistle to his home, 5100A Venable Ave., Charleston, where he gave it a good scrubbing and scouring. He discovered initials D T L stamped into the bowl and also on the thread connection at its base. Up to this moment Reg had surmised, rather naturally, that his find was one of the missing whistles from the HENRY C. YEISER, JR. Now he commenced to wonder.

The procedure in such case is go to an expert. On Sunday, October 8, 1972 the whistle was loaded into a car and Reg and Herschel W. Burford, your scribe, drove to Gallipolis, O. and there called on Capt. Charles M. Young. If anybody would know



Capt. Charles M. Young (left) and scuba diver Reg Mahoney with the big chime of the old D. T. LANE's two-chime whistle. The missing part plopped overboard in Sept. 1926--probably lost forever. Photo by H. W. Burford.

the answers Charlie would---for he had gone aboard the ROBT. P. GILLHAM as cabin boy in 1908, got his mate's license on her at the age of 21, and became master-pilot of the YEISER in 1925.

When we showed Cap'n Charlie the whistle he immediately dumbfounded us. What we had in the car, and what Reg Mahoney had found, was NOT a part of the missing YEISER whistle. It had come from the towboat D. T. LANE. The stampings on the bowl were proof aplenty, and also the fact that Cap'n Charlie remembered that the YEISER's barrels were of iron--not copper.

The next puzzler was this:- If this is from the D. T. LANE then how come it was on the bottom of the Kanawha River at the site of the YEISER sinking? We both asked this at once.

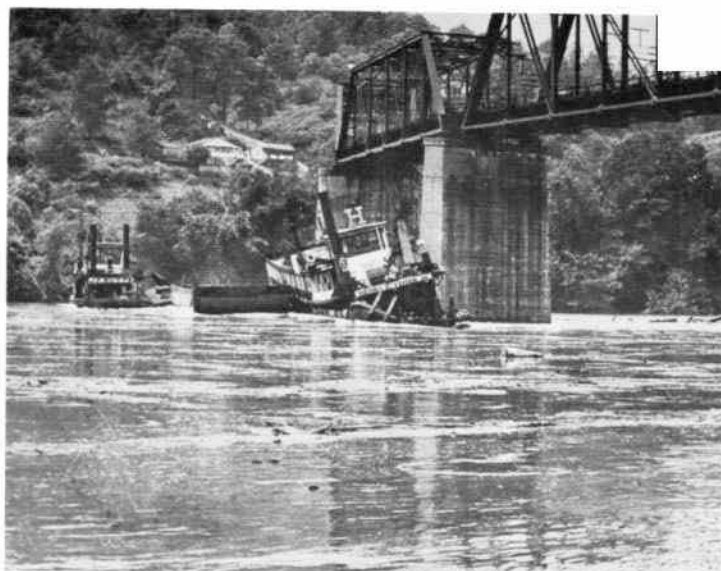
Cap'n Charlie Young had the answer. The old D. T. LANE was dismantled in 1937, and prior to that time her whistle had been removed and stored on the second deck of a houseboat, or shop boat, at the Hatfield-Campbell's Creek Coal Co. landing at Reed, W. Va. (now renamed Port Amherst). When the flash flood came along that August day in 1940 the houseboat (O K No. 5) also went astray. As the YEISER teetered just above the pier, looking like she was going to safely run down between pier and shore, the houseboat struck her bow. This blow caved in the houseboat's hull and it collapsed and sank, the pressure of which levered the YEISER broadside to the pier and turned her up on her port side, causing her immediate disintegration.

And so, as this is written, the D. T. LANE whistle, cleaned and polished, is sitting on my desk shining like new money. It is sitting here by permission of its owner Reginald M. Mahoney.

Reg now feels that further exploration at the bridge is futile. For the time being, the LANE's whistle will probably be displayed in Charleston and vicinity. Come next September it will be available for viewing at the S&D meeting at Marietta.



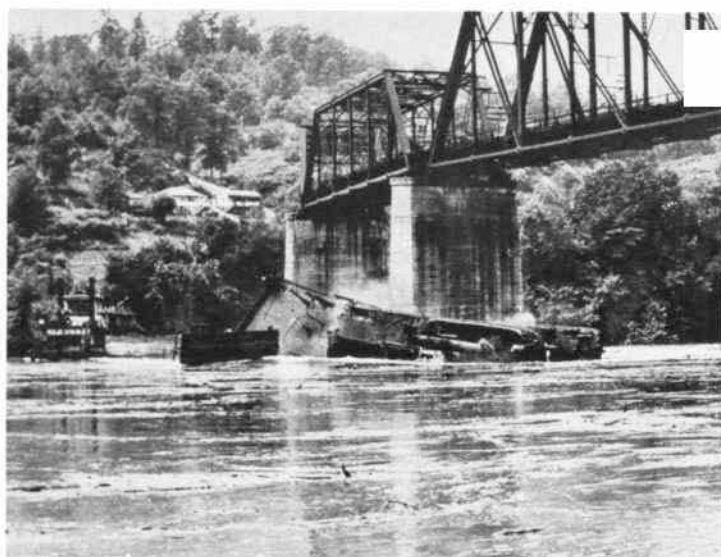
-1-



-3-



-2-



-4-

It wasn't the biggest flood the Kanawha River ever staged. But there was a lot of excitement. Abnormal rains fell in the mountains along the Virginia-West Virginia border flooding the Blue-stone, Greenbrier and upper New rivers. Hinton, W. Va. was 10 feet under water at places, and at the junction of the New and the Gauley, where the Kanawha officially starts, the stage topped at 31.9 feet.

A fleet of floating equipment at Alloy, above Montgomery, snapped free of mooring lines. The sternwheeler JUANITA rounded up some barges there; others floated on or sank. A free-astray barge hit the fleet of the Hatfield-Campbell's Creek Coal Co. at Reed. The towboats HENRY C. YEISER, JR. and J. F. BUTTS, plus barges and equipment, started "south." All of this commotion was going on before the flood crest reached Charleston, on the morning of Thursday, August 15, 1940.

The four accompanying pictures were taken soon thereafter by an alert photographer of the Charleston "Gazette." He was positioned on the Charleston side of the Kanawha looking across just above the C&O railroad bridge two miles below the mouth of Elk River. Here is how the drama unfolded:

PICTURE NO. 1: The J. F. BUTTS, left, was well

over to the South Charleston shore and ran the bridge's shore span without harm. For a moment it looked like the YEISER would have equal luck, but she hit the pier on her port side and hung there. A loaded barge, wedged on the pier, caused the destruction of O K No. 5 seen toppling in this picture.

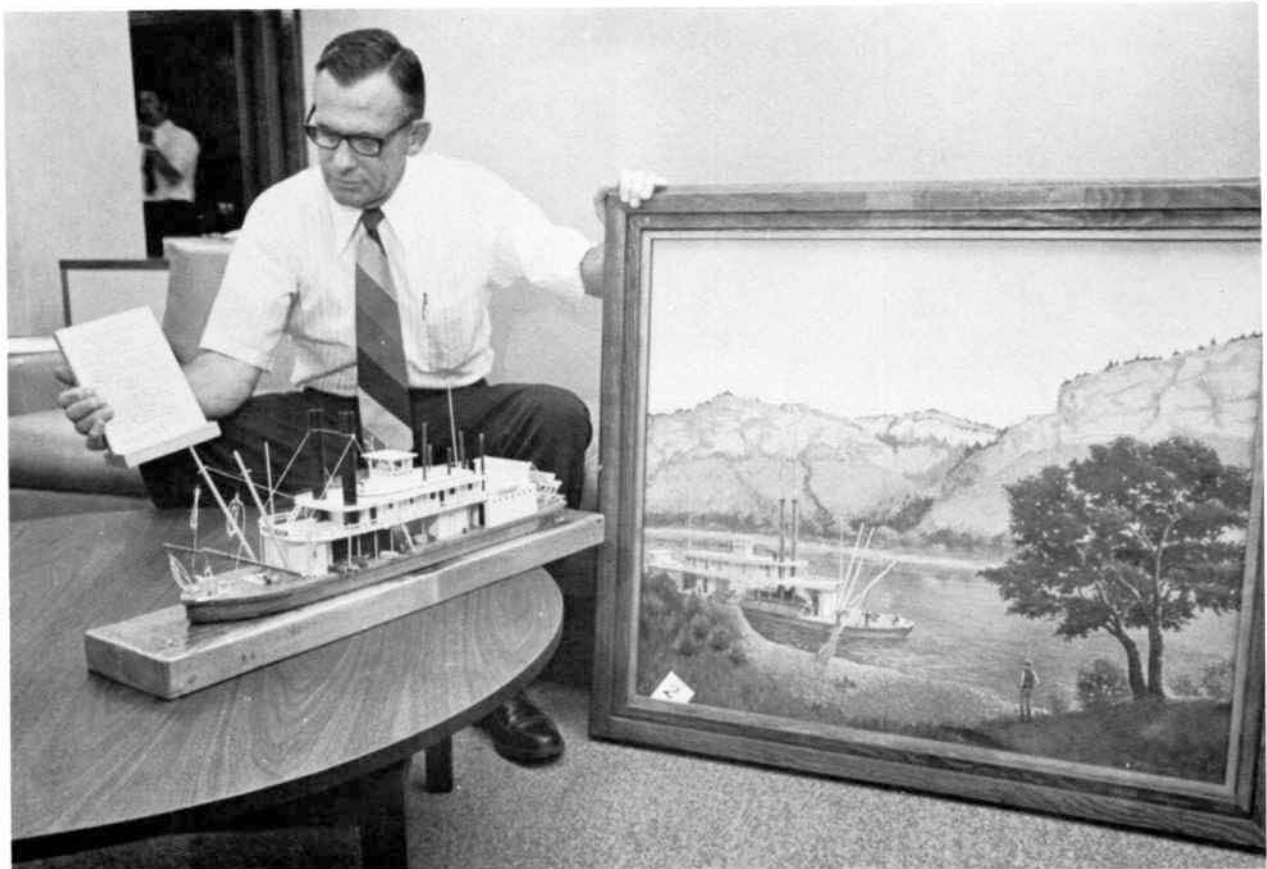
PICTURE NO. 2: Taken an instant after the first view, this shows O K No. 5 going under, and the YEISER is commencing to lever around the pier.

PICTURE NO. 3: Here the YEISER has come clear around broadside and already is sinking. The J. F. BUTTS seems to pause in wonderment, diffident about proceeding until the YEISER gets her coup de grace.

PICTURE NO. 4: And so here the YEISER goes to complete destruction. Later the BUTTS drifted on below and was "lassoed" by Pfaff & Smith employees and safely moored.

We might comment that in PICTURE NO. 3 the famed whistle of the YEISER, the story of which appears on the opposite page, is visible at the top of the starboard side of the pilothouse. That's how it looked on the a.m. of Aug. 15, 1940 and it hasn't been seen since. The pilothouse drifted to St. Albans, so the news accounts said.





Billings, Montana, about 100 jet miles from Yellowstone National Park, has twice heard the whistle of a river steamboat. First one to the vicinity was the JOSEPHINE; later the F. Y. BATCHELOR. Capt. Grant Marsh was commissioned in 1875 to explore the upper Yellowstone, so he drove the JOSEPHINE on and on, figuring to keep going until some good reason stopped him. He got to Pompey's Pillar, a rock pinnacle and well known landmark (still there 1973 and also a town of that name, zip 59064) and kept ashovin'. Finally the river shrunk into a rapids and he had to ring the stopping bell. The JOSEPHINE was 483 miles up the Yellowstone, and the date was June 7, 1875, 2 p.m. mountain time. The city of Billings now has a "Josephine Park" at the location. Her roof bell is kept today at the Yellowstone County Museum. An artist at Billings lately has created an oil painting of the JOSEPHINE which has been on exhibit at the Security Trust & Savings Bank there. Also he built a model. Both appear in the picture above. He is Donald J. Powers who got boat-oriented as a boy living at Duluth and riding the MONTAUK on the St. Louis River. His ambition is to procure accurate drawings and make a truly authentic JOSEPHINE model. He feels he has shot at the moon and hit the top of a hill on the one shown in the photograph. We are obliged to the Billings "Gazette" and to their photographer Phil Bell for the picture, and to William E. Reed for making the print. And aren't we overdue for a set of drawings of a true "mountain boat" and all of the singular details which went with it?

As we go to press a great veil of secrecy has shrouded the latest news of the mammoth tourist steamboat designed for Greene Line Steamers, Inc. It would appear, judging from smoke signals coming from Jeffersonville, Ind. that the one-boat firm with the plural title has contracted for something singular. Ever since 1967 when Dick Simonton proposed to revamp the DELTA QUEEN with a modernistic superstructure there have been bulletins, headlines, beating of tom-toms, all ending up with heap big smoke and no fire.

Speaking of fires, the two minor blazes aboard the DQ (one at Winona and the latest at Cincinnati, see page 11) have smudged chances of 1973 legislative action to pro-

long once again her life expectancy as a full-fledged tourist boat beyond the present November '73 deadline.

This stark possibility in no small part may have precipitated the Jeffersonville, Ind. reports mentioned above. What we've heard for what it's worth is that a firm contract has been entered into between Jeffboat, Inc. and Greene Line, et al. to build the gigantic sternwheeler, to sleep 400-plus tourists, recently designed by the Dravo Corporation, and hull-tested both at the University of Michigan (last May) and in Holland.

She will be 326'10" long (hull) by 69'0" wide, powered with tandem compound condensing engines 16" and 32" bore by 10 ft. stroke,

made from the same drawings used in making the engines for the towboats JASON, ALEXANDER MACKENZIE and JACK RATHBONE.

The reason we give credence to this information is because when persons are asked about it who are in the know, they sit on their hands and wear Mona Lisa faint smiles. None of them have been doing this up until now, and "now" means Feb. 1, 1973, as we go to press. When you read these lines shortly after March 1st, you may have learned what's what from your local newspaper or from The Waterways Journal.

THE  
Pittsburgh & Cincinnati Packet Line

NEW PALACE STEAMER

“VIRGINIA”

Lying at foot of Main Street, will be open for inspection

MONDAY, DECEMBER 30TH, 1895,

between the hours of 10 A. M. and 4 P. M.

Yourself and friends are cordially invited to inspect the most handsome steamer on Western waters.

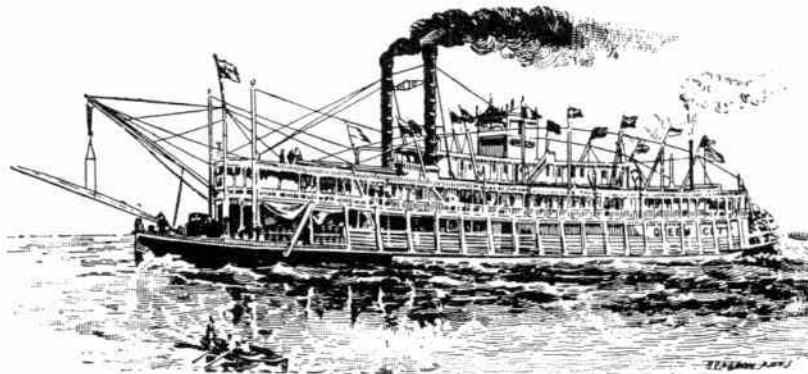
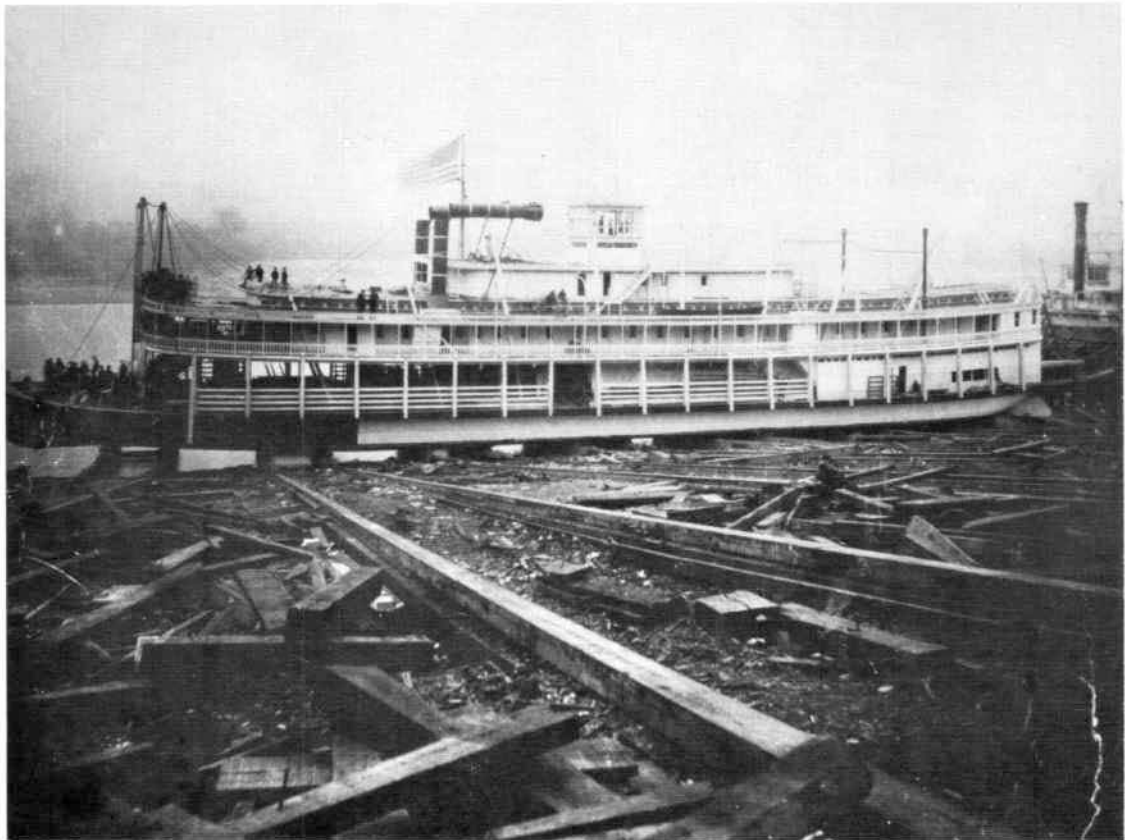
J. F. ELLISON, SUPERINTENDENT

Scrapbook Of The Steamer VIRGINIA

The pictures and identifications on this and the next eleven pages are taken from the original material collected by the wife and two daughters of Capt. Thomas S. Calhoun. We are indebted to Dr. John C. Ewing, 410 Sulgrave Road, Pittsburgh, Pa. 15211 for permission to exhibit this collection for the first time. Dr. Ewing is a grandson of Captain Calhoun.

AT THE LEFT is an invitation to go aboard the new VIRGINIA at Cincinnati. She was advertised to leave that day at 5 p.m. on her maiden trip to Pittsburgh but due to the festivities she was many hours late getting away.

CENTER PHOTOGRAPH was taken at the Cincinnati Marine Railway Co. just before launching on Tuesday, Nov. 19, 1895. She was built complete all save hanging the stage and putting the bucket planks on the paddlewheel.



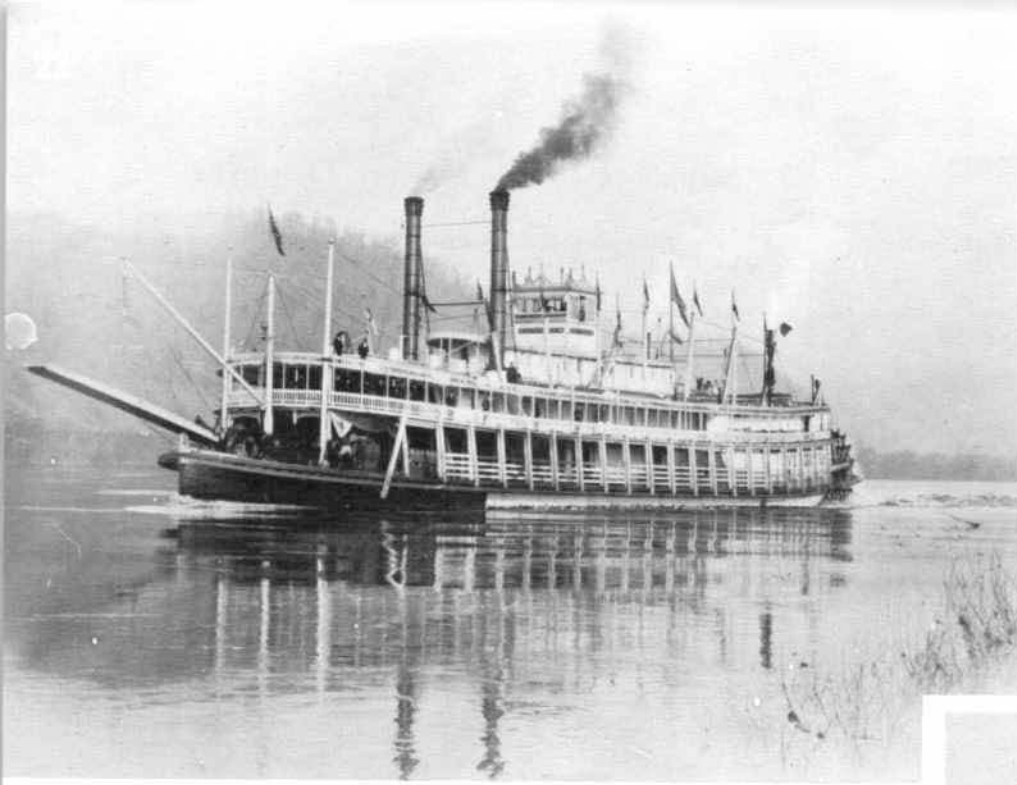
THIS DRAWING shows the VIRGINIA up-bound on her maiden trip. Note that the artist named her QUEEN CITY on the engineroom bulkhead. The original photograph from which this pen drawing was made appears on the next page. A beautiful watercolor under frame of this same picture, properly named VIRGINIA, is in the collection of the Historical Society of Western Pennsylvania, presented by Capt. James A. Henderson.

SHE'S A BEAUTY

So went the headline in a daily newspaper at Pittsburgh. "The new VIRGINIA eclipses any other steamer that has plied the Ohio River since the plamy days of boating," says the lead paragraph of a lengthy account. "The flags of all nations are floating from the numerous flagstuffs on the boat. Hundreds of people visited during the day expressing admiration to Capt. T. S. Calhoun, commander; to Capts. James A. Henderson, J. Frank Ellison and to Robert Kerr, her clerk."

The pictures at top and bottom of this page were taken by G. M. Watson & Co., 302 East Fifth St., Cincinnati.

A similar reception greeted the new boat at Huntington. Said a reporter from there: "All day a throng stood on the qui vive, and it was not until nearly 8 p.m. when she fired her first salute, which was returned repeatedly by a mortar on the wharfboat."



J. A. HENDERSON, Pres. and Genl. Mgr. THOS. S. CALHOON, Vice-President  
G. W. C. JOHNSTON, Sec'y and Treas. PITTSBURGH, PA.

THE

**Pittsburgh-and-Cincinnati-Packet-Line**

NEW PALATIAL STEAMER

**VIRGINIA**

Leaves Pittsburgh Saturdays at 4 P. M. Leaves Cincinnati Tuesdays at 5 P. M.

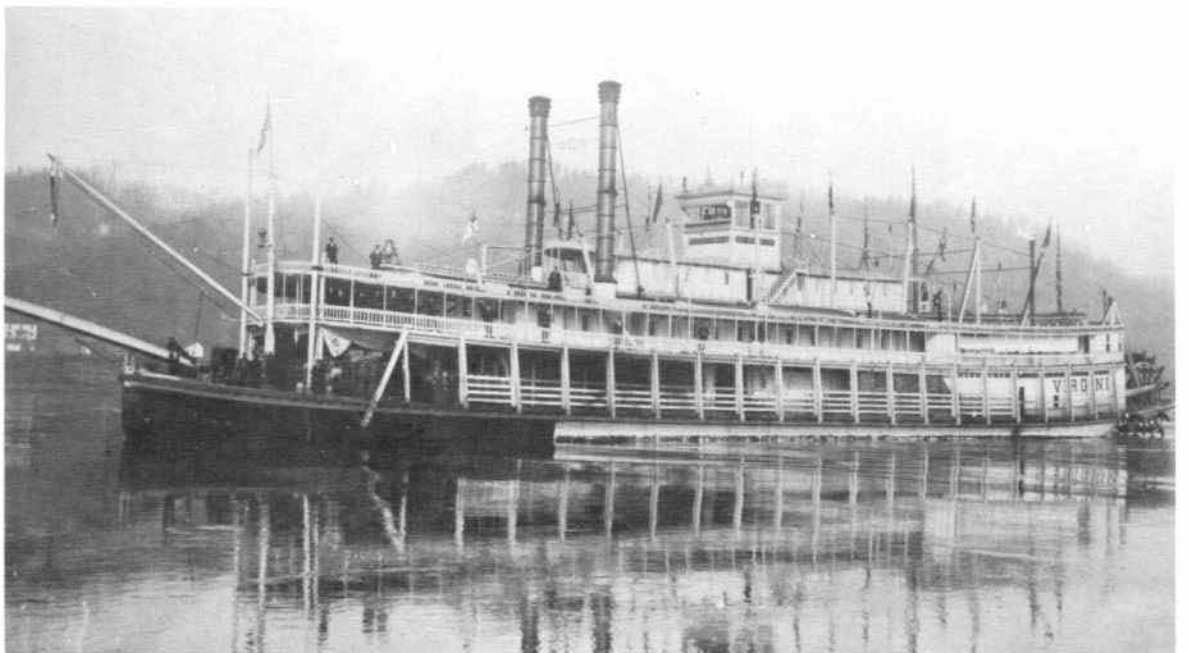
THOS. S. CALHOON, Master. ROBERT H. KERR, Pilot.

J. F. ELLISON, Sup'l, No. 204 E. Front St. Public Landing, CINCINNATI, OHIO.

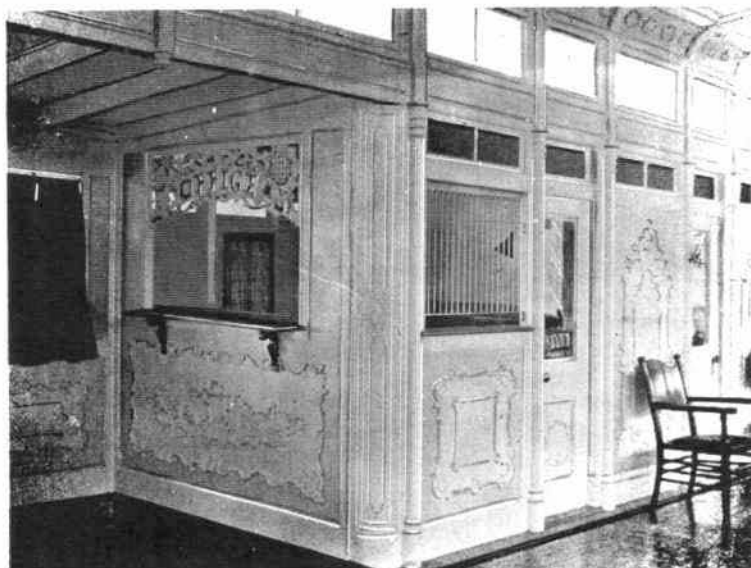
The center picture at the right is Capt. T. S. Calhoun on the roof of the VIRGINIA.

At Pittsburgh invited guests assembled at 7 p.m. and the P&C Line wharfboat at the foot of Wood St. was illuminated with lights strung inside. The VIRGINIA's powerful "White Squadron" searchlight was played over the city. Refreshments were served and an orchestra provided dance music until a late hour.

Among the newspaper people on board were Edgar E. Helm, Cincinnati Commercial Gazette; Allen Smith, Wheeling News; R. Mather Archer, Intelligencer; and Mr. Weir and bride of the Cincinnati Tribune who were on their wedding trip.

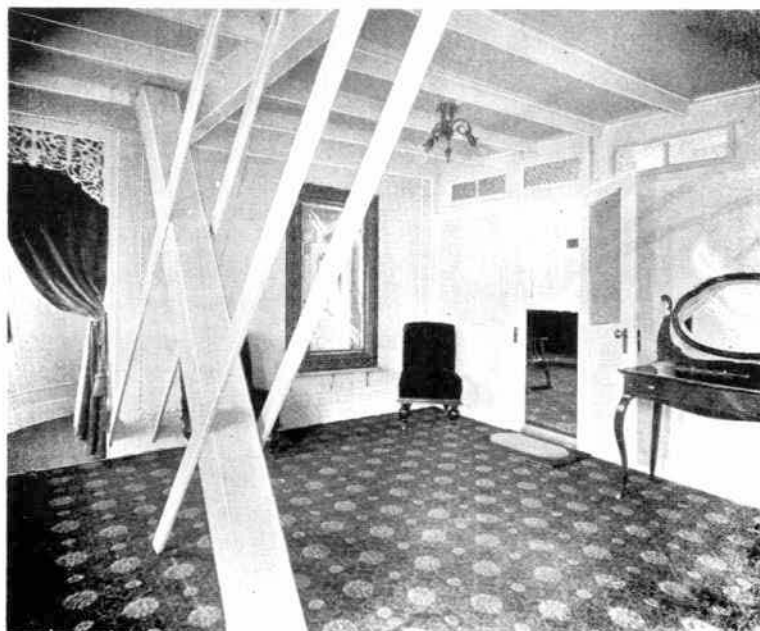
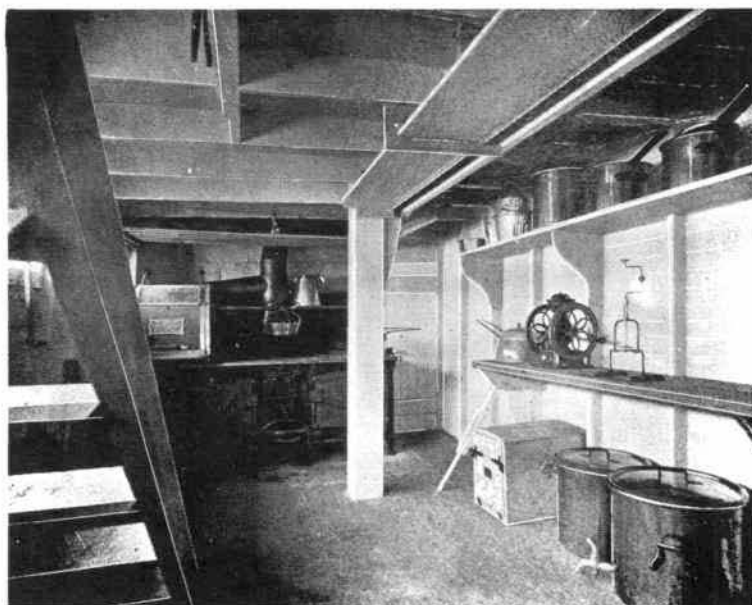






The VIRGINIA's office at the forward end of the starboard stateroom tier. The purser usually occupied the adjoining stateroom just aft. Among the pursers who served aboard, first was Robert H. Kerr. Then came Daniel M. Lacey, Will Barringer, William D. Kimble and Clyde Packard. In April 1932, William D. Kimble wrote a letter to Mrs. Oscar T. Taylor saying, "Will Barringer, quite aged and in broken health, lives today at Kanauga, O., opposite Pt. Pleasant." In 1963 your scribe interviewed Clyde Packard at his home in Parkersburg, W. Va. and Clyde said this: "I was born in 1876 and hence am now 87; altogether I was on the VIRGINIA 12 years as mud clerk, then second clerk and finally purser. When I first joined the boat Capt. Bob Kerr was purser and Will Barringer second. Will was a sound sleeper and hard to awaken, and I spent many long hours standing his watches as a consequence. I was on her when she went in the cornfield in 1910, and my second clerk was Bob Kimble, younger brother of William D. Kimble."

The VIRGINIA's kitchen was forward of the engines on the main deck, starboard side, with the pantry above on the main deck. The stairway leading up to the pantry is seen on the left. Back against the bulkhead is the John Van Range Co.'s coal range. John Van's establishment was at the corner of Elm and Home, Cincinnati. He was celebrated for his wrought steel ranges, coffee urns (run by steam) and such culinary implements. He put the entire kitchen outfit on the VIRGINIA including carving table, pots and pans. One of his brags was that he had outfitted the celebrated NORTH WEST and NORTH LAND on the Great Lakes. A coffee mill can be seen on the table at the right, and also some sort of an auger-impelled shebang whose utility we know not. The cook, sometimes white, usually black, was monarch of the small confines of this stinking-hot area, from which came all cooked foods and meats, pastry, rolls, bread---and the latest telegraphic news of vast importance to steamboat crews. The cook always knew everything as soon as it happened.



The ladies' reception parlor, carpeted and sparsely furnished, was painted a light blue with white trim. It was entered from the starboard side of the cabin, hard aft. There might have been a moment of confusion and perplexity for first-timers who had to chart a course around hogchains and straps angling from above down through the blue velvet carpet. Two good sized mirrors for preening, one hung on the aft bulkhead and one on m'lady's dressing table. Also the dressing table (right) has on it a hefty Holy Bible, if our interpretation is correct. The heating arrangement for this area was away ahead of its time--floor heating--as the engineroom was underneath. For this same reason the rooms opening from the ladies' cabin always were warm, summer and winter, as also were the forward rooms over the boilers. The toilets entered through the curtained door (left) were backyard style on this handsome steamer "with the most radical styles of machinery, cabin decoration and appointments."



**T**HE CABIN OF THE VIRGINIA, 190 feet long, had fifty staterooms entered from doors on either side. The full length hallway also was used as the diningroom and tables could be set for 120 passengers and officers.

The stateroom bulkhead panels were unique. Each wood panel was covered with coarse linen cloth, buckram, and to these a patented fanciful design in relief was glued to

each, called Lincrustra Walton. This material was furnished by the Pittsburgh firm, Bassett & Boon, 416 Wood St., whose workmen applied it. The bulkheads were tinted light blue, the relief work white with gold trim.

Each stateroom door in its upper panel held a beveled plate glass mirror, the hardware of brass and decorated glass doorknobs.

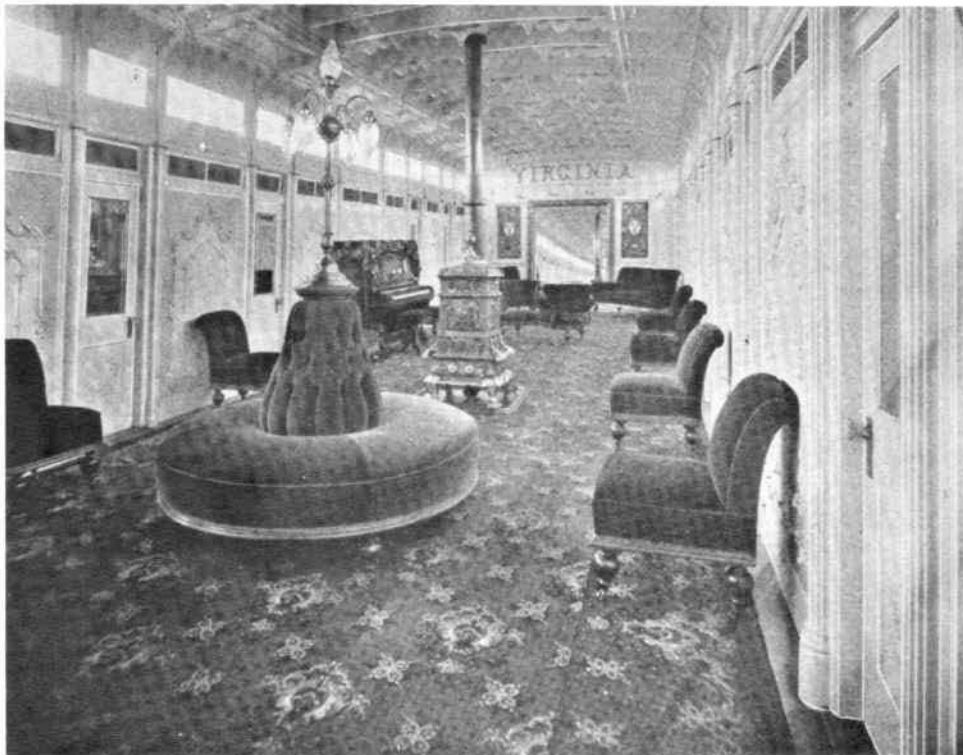
The superintendent in charge of decorations was G. W. C. Johnston, treasurer of the ow-

ner, Pittsburgh & Cincinnati Packet Line. He stressed that the cabin should impress the boat's passengers with a sense of refinement and elegance as would be found in a country club or parlor. The floors of each stateroom, and the floor of the ladies' cabin were covered with velvet carpet, dark blue with floral designs, furnished by the Geo. F. Otte Co. located at 131 West Fourth St. in Cincinnati.

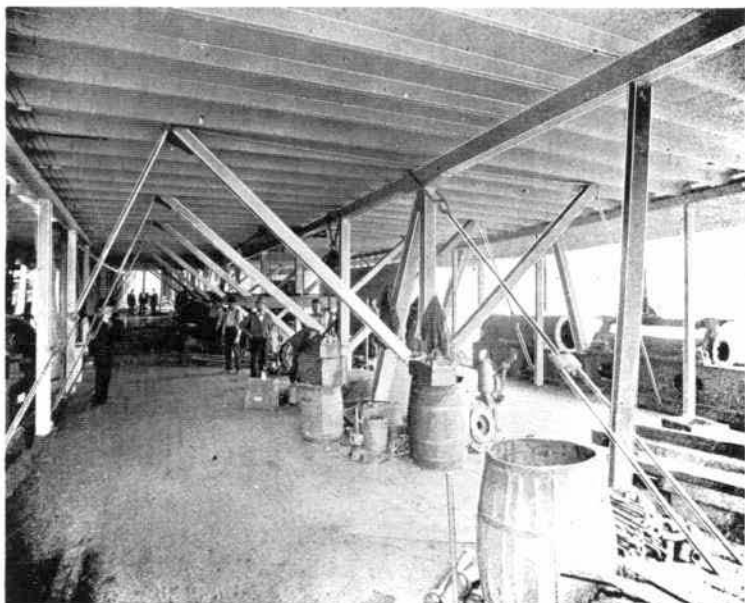
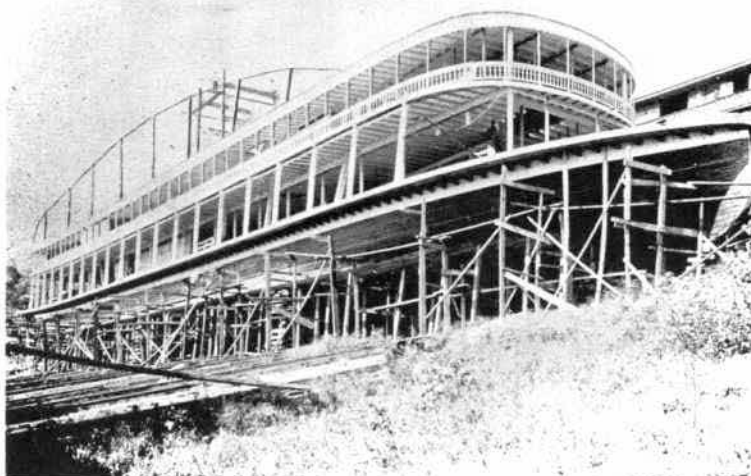
The upright piano in the ladies' cabin was donated by Kappel's Music House at 534 Smithfield St., Pittsburgh, styled a San Domingo mahogany Behning cabinet grand. The velvet reclining chairs and settees were of the best, and a circular settee surmounted with an ornamental brass pedestal terminated upward in a spray of fancifully-globed electric lights.

Each stateroom contained an upper and lower berth, the mattresses, sheets, pillows, pillow slips and blankets furnished by Joseph Horne & Co., Penn and Fifth Aves., Pittsburgh. Each stateroom was fitted with one electric light and suitable wash stand, bowl and pitcher. A barbershop was conveniently located, equipped with chair and a professional barber in attendance.

No oil lamps were used in the cabin or elsewhere, the whole boat electrically lighted. The main cabin was heated by ornamental coal stoves both forward and in the ladies' department. The staterooms were not heated, but upper transoms could be opened into the cabin area allowing warm air to circulate.

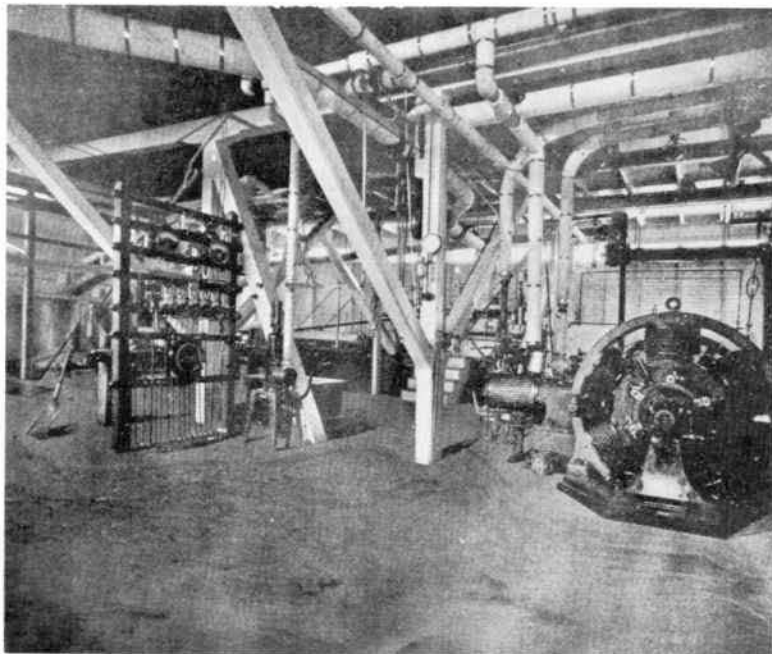


Picture taken Sept. 18, 1895 at the Cincinnati Marine Railway Co. showing the VIRGINIA under construction. This yard was on Eastern Avenue between Broad, Waldon and Brooklyn Streets. The hull was 235 ft. long with 38 ft. floor and 40 ft. beam, seven feet deep. All of the framing was of oak as well as the bottom. She was sided up with long leaf yellow pine, a weight saving of an estimated 27 tons. The main deck was of oak and all seams "two-threaded" with cotton and oakum. Her center and wing keelsons were not watertight, and were provided with openings at intervals 4 feet high and 2½ feet wide. The hogchains and braces were built on a new plan, forming a huge arch over the superstructure on each side, adopted from steamers J. Frank Ellison had inspected on other waterways.



The main deck is shown here, looking forward from the rudder stocks. The two cylinders of the starboard engine show at the right. She was powered with tandem compounds, 15" and 33" by 7 ft. stroke, built by Griffith & Wedge, Zanesville, O. These differed from most engines in use, with the exhaust valves and port openings at the bottoms of the cylinders. The LORENA was the only other inland river steamboat similarly equipped. She had four return flue boilers, each 42" dia. by 20 ft. long and each boiler had six flues, 3 10" and 3 7". Her allowed pressure was 186 psi. She had a jet condenser for each side. Her hex paddle-wheel shaft was 12" dia. and 34 ft. long, forged of charcoal iron. Her cylinder beams were steel I beams. The rudders were power-steered with a Crawley & Johnston automatic "booster type" rig designed similar to the modern power-steering for cars; when the pilot turned the pilotwheel he got an assist from the steam gear.

The electric light plant on the VIRGINIA was the most modern of its time, supplied and installed by the General Electric Co., Schenectady, N.Y. She had a multi-pole generator, DC, supplying power for 600 16 candlepower bulbs, a 10,000 candlepower White Squadron arc searchlight and two 2,000 candlepower arc lamps. The generator was driven by a Fisher steam engine rated 40 hp. The circuit frame shows in the picture at the left, over six feet high and four and a half feet wide, providing seven circuits. An ammeter and a voltmeter also are mounted on the frame. The electrically lighted VIRGINIA was the sensation of the upper Ohio; men and boys built bonfires and waited up nights to see her pass by, and those who had really seen the pencil-stab of the White Squadron, the purplish dazzle (willow leaves twitched as though a breath had blown when it swept them), were men apart.







#### FOUR CLASSIC PORTRAITS

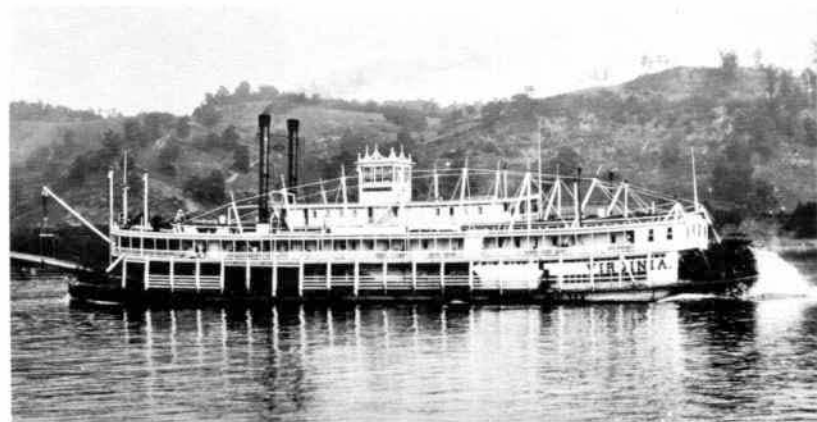
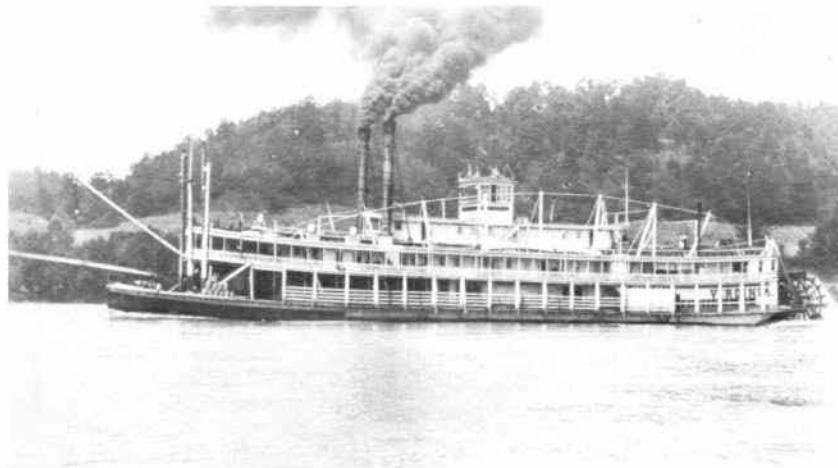
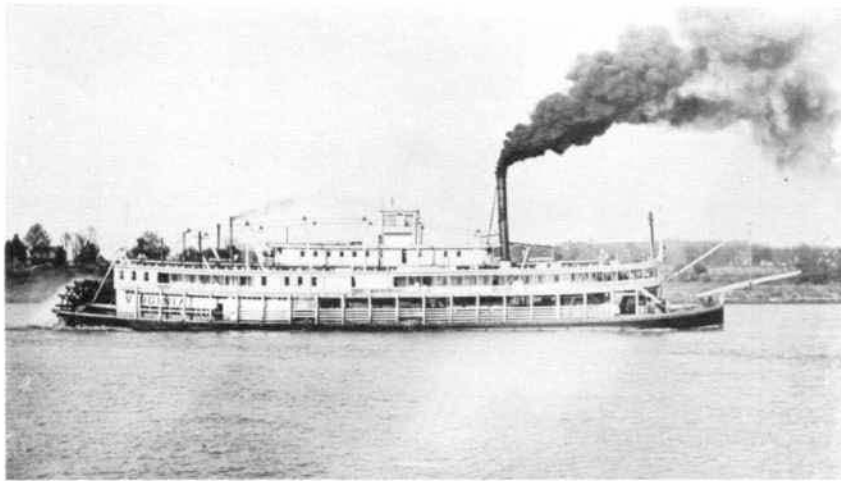
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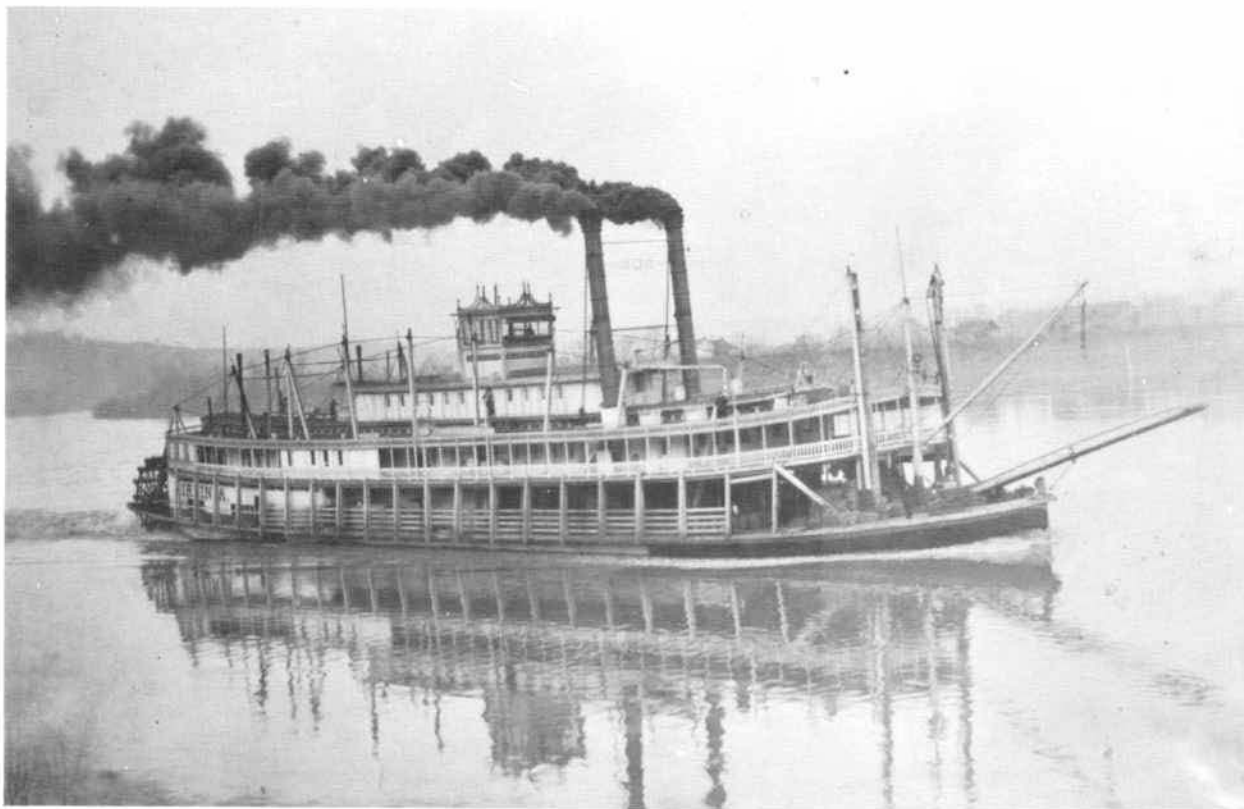
1- Taken by H. P. Fischer at Marietta, O.

2- Taken by Capt. Jesse P. Hughes.

3- Taken by Thornton Barrette near Letart Falls, O.

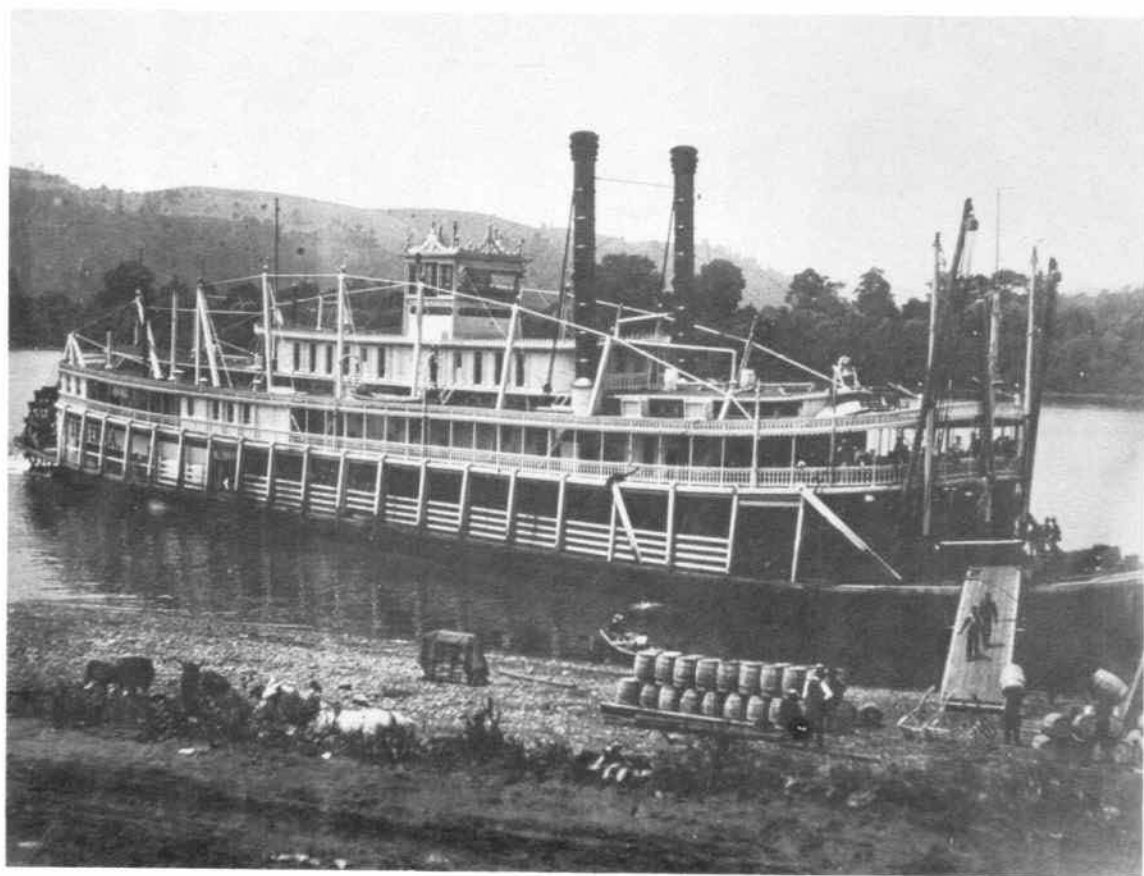
4- Taken by Thornton Barrette near Millersport, O.





ABOVE: This may have been taken by Capt. Tony Meldahl--looks to have been taken from Meldahl's Landing, W. Va. at the head of Newberry Island, Ohio River. It was used for the 1906 P&C post card shown elsewhere in this display.

BELOW: Taken by Mary E. Calhoon of Georgetown, Pa. of the VIRGINIA. This view was reproduced in a magazine of the day, captioned "PRIZE PHOTOGRAPH." The water is low, and her spars are set for action. The barrels may contain apples.





Robert H. Kerr sat for this studio portrait in Cincinnati about the time he came out first clerk of the VIRGINIA in 1896. He and Capt. Tom Calhoon were firm friends.



Taken aboard the VIRGINIA showing head clerk Robert H. Kerr and Mrs. Kerr (left) and Capt. T. S. Calhoon seated on the railing. Bob Kerr started boating on the GRANITE STATE in the Pittsburgh-Portsmouth trade with Capt. W. H. Kerr. He clerked on the SCOTIA and was on the IRON QUEEN when she burned at Antiquity, O. In 1902 on the VIRGINIA he became ill with rheumatism and arthritis, insisted on remaining on board, and often was confined to a chair or in bed. He was taken from the boat unconscious, at Pittsburgh, and died in the Homeopathic Hospital. He was 61. Mrs. Kerr lived to be 97. Both are buried in Spring Grove Cemetery, Cincinnati.



Robert H. Kerr  
aboard the  
VIRGINIA



Capt. Harry Ollom spent many years piloting boats which Capt. T. S. Calhoon commanded, KATIE STOCKDALE, KEYSTONE STATE and VIRGINIA. He is pictured here at the landing, Parkersburg, West Va. in company with his wife (right) and two daughters, Grace and Jessie. Capt. Ollom is mentioned in another story in this issue, piloting the KATIE STOCKDALE across the neck of Blennerhassett Island at the crest of the 1884 Flood. The Olloms made their home in Belpre, Ohio.





**PITTSBURGH AND CINCINNATI**  
PACKET LINE.

Pass Miss *Mary E. Calhoun,*  
Acc *Oscar T. Calhoun*

*Good during the year unless otherwise ordered*

No 108 *Jas. A. Henderson,*  
*President & Gen. Manager*

1908

**Pittsburgh and Cincinnati**  
Packet Line.

Pass *N. W. Ewing & Wife,*  
*Op. U. S. Pkg. Cont. Pkt. Line*

*GOOD DURING THE YEAR UNLESS OTHERWISE ORDERED.*

No 18 *Jas. A. Henderson,*  
*President & Gen. Manager*

**KEYSTONE STATE.**  
CHAS. W. BRIDE, MASTER  
SAN L. W. LACY, PURSER  
Lv. Pittsburgh, Monday, 4 P. M.  
Cincinnati, Thursday, 5 P. M.

**QUEEN CITY.**  
ROBT. R. AGNEW, MASTER  
JAS. S. GARDNER, PURSER  
Lv. Pittsburgh, Wednesday, 4 P. M.  
Cincinnati, Saturday, 5 P. M.

**VIRGINIA.**  
THOS. S. CALHOUN, MASTER  
ROBT. H. KERR, PURSER  
Lv. Pittsburgh, Saturday, 4 P. M.  
Cincinnati, Tuesday, 5 P. M.

**STEAMER HUDSON.**

FARE FROM PITTSBURGH TO	DISTANCE FROM PITTSBURGH TO	
\$1.00	Pittsburgh	0
1.25	Rochester	20
1.50	East Liverpool	40
1.75	Wellsville	60
2.00	New Cumberland	80
2.25	Steubenville	100
2.50	Wheeling	120
2.75	Wellsville	140
3.00	Marion	160
3.25	Parkersburg	180
3.50	Kennett	200
3.75	Racine	220
4.00	Pomeroy	240
4.25	Midway	260
4.50	Point Pleasant	280
4.75	Gallipolis	300
5.00	Huntington	320
5.25	Carrollton	340
5.50	Ashtown	360
5.75	London	380
6.00	Portsmouth	400
6.25	Vincennes	420
6.50	Mayville	440
6.75	Hopewell	460
7.00	Angola	480
7.25	CINCINNATI	500

**THE FAMOUS PASSENGER RIVER ROUTE.** Offers so id Comfort to the Weary, Tired and Afflicted.  
For Economy, Recreation and Pleasure take one of the Large and Splendid Steamers of the

**Pittsburgh and Cincinnati Packet Line.**

FAST PASSENGER AND FREIGHT ROUTE TO ALL POINTS SOUTH AND WEST.

WORD as to the steamers of our fleet, which consist of the entirely new and magnificent "Queen City," the beautiful "Virginia," now entering into her second season, the excellent and commodious "Keystone State," and the fast and popular "Hudson." The new "Queen City" and the "Virginia" are unsurpassably swift to the best steamers that ever plied the Ohio River, and are fully equal in all their appointments to the best steamers that are in service on any of our lakes or rivers. The round trip fare between Pittsburgh and Cincinnati on these two steamers between terminal ports has been placed at \$12 on the other two at \$15. All rates include meals and berth.

General Office and Wharfbat foot Wood Street, Pittsburgh, Pa.  
JAS. A. HENDERSON, Pres. and Gen. Manager; T. S. CALHOUN, Vice-President; G. W. C. JOHNSTON, O. F. & P. Agt. and Treas.; A. J. HENDERSON, G. F. Agt.; JMO. CROCKFORD, Agent Wheeling, W. Va.; E. R. MAUCK, Agent, 204 Front Street Cincinnati; O. J. F. ELLISON, Superintendent, 204 Front Street Cincinnati, O.

TOP- SOUVENIR POST CARD issued aboard the VIRGINIA in 1906. Similar cards for the QUEEN CITY and KEYSTONE STATE also were available, all of them collector's items now.

TWO P&C LINE PASSES. Miss Mary E. Calhoun was a daughter of Capt. and Mrs. T. S. Calhoun, who married Oscar T. Taylor. Her sister Harriet became Mrs. W. H. Ewing.

ADVERTISEMENT at the left dates about 1897. Many of P&C's ads stressed "economy, recreation and pleasure" for the "weary, tired and afflicted." Note that the round trip fare (one full week) was \$14 including meals and berth aboard the QUEEN CITY and VIRGINIA and \$12 on the KEYSTONE STATE. The lower fare on the latter was an inducement to put up with the bawling calves, crowing roosters and bleating sheep of the "huckster boat."

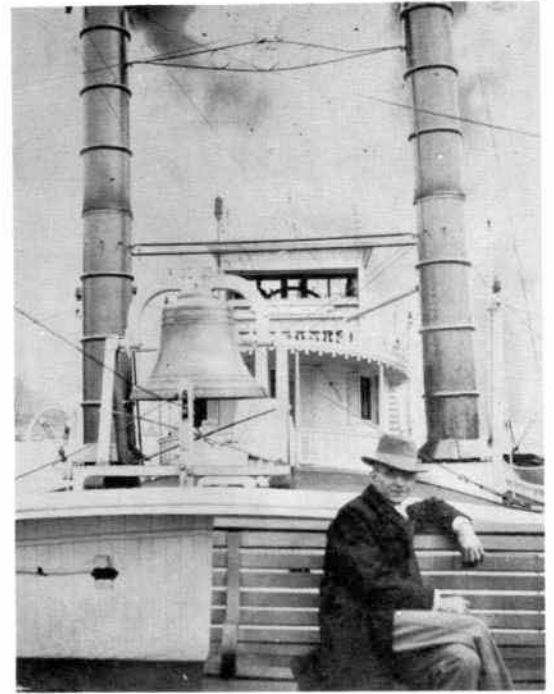
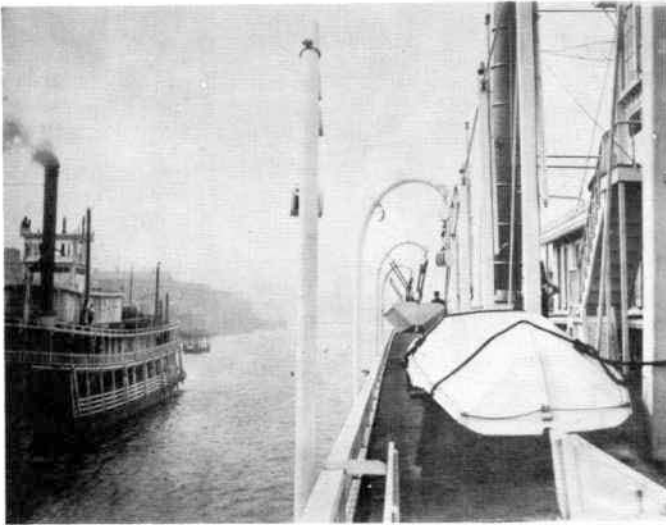


Daniel M. Lacey, looking very dapper, sat for his picture aboard the KEYSTONE STATE, cigar in hand and a boutonniere. Prior to this Lacey had been the head clerk on the HUDSON. Later he served with Captain Calhoon on the VIRGINIA. The picture was taken at Georgetown, Pa.

ABOVE: Capt. William D. Kimble stood for this portrait in 1900, purser on the KEYSTONE STATE. He became purser on the VIRGINIA later---serving with Capt. Alfred Pennywitt, master. Capt. Kimble was a native of Manchester, O., born there in 1868. His son Garland W. Kimble is a present-day S&D member. Uniforms were adopted by the P&C Line at the instigation of Capt. J. Frank Ellison.

AT THE RIGHT: Clayton Agnew, mud clerk on the VIRGINIA, was pictured in this Price skiff at the Marietta wharfboat.





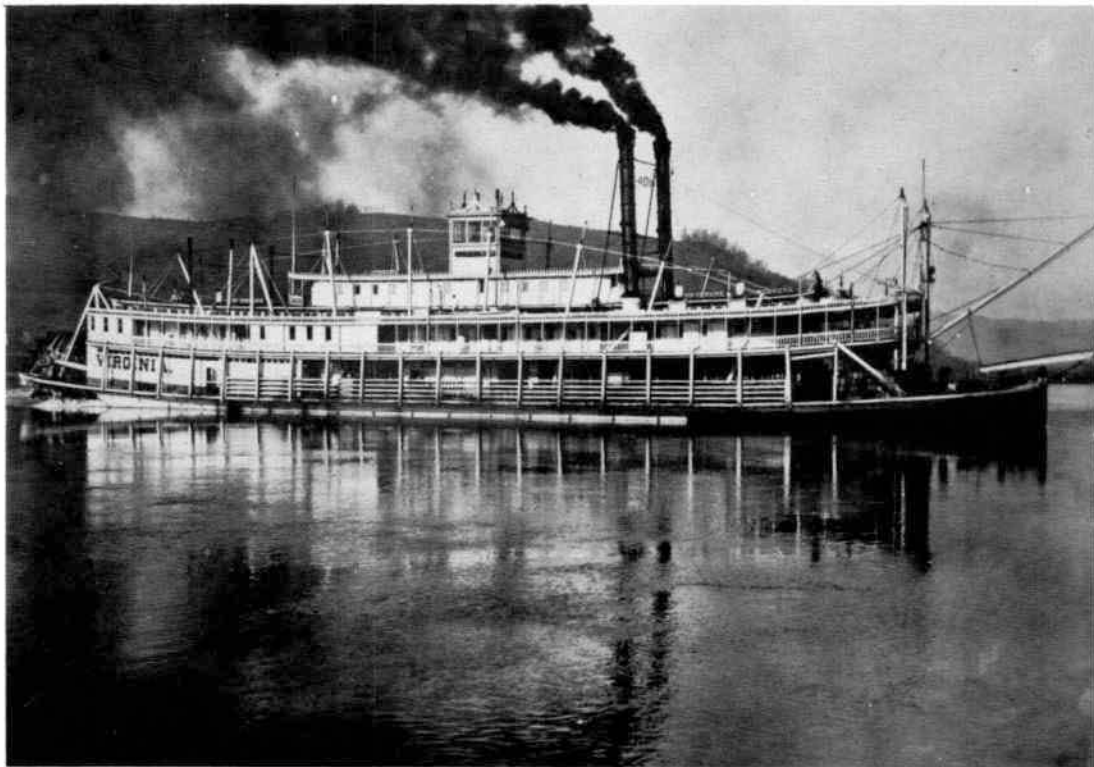
MASTER,  
STEAMER KEYSTONE STATE.

*Thos. J. Calhoun,*

TOP LEFT AND ABOVE taken at Wheeling in May, 1896. The LORENA shows at left. Photographer was W. T. Nicoll. The gentleman seated is unidentified.

CALLING CARD was furnished by the management of the P&C Line to its captains. Prior to taking charge of the VIRGINIA, Capt. Calhoun had commanded the company's KATIE STOCKDALE, KEYSTONE STATE and IRON QUEEN.

BELOW is the VIRGINIA at New Martinsville, W. Va. when she was one year old, taken on December 26, 1897.







MRS. THOMAS S. CALHOON

A portrait made in 1887 when Mrs. Calhoun was 53. She was born at Burgettstown, Pa. on February 5, 1834, daughter of Charles and Harriet Rebecca (Darrington) Calhoun. (Yes, a Calhoun married a Calhoun). The family removed to Florence in Washington County, Pa., thence to Hookstown in Beaver County and in 1851 to Georgetown, Beaver County, Pa.

She married Capt. Thomas Stevenson Calhoun on January 5, 1867 and on March 5 her husband departed aboard the new steamer IDA STOCKDALE, Capt. Grant Marsh commanding, for Fort Benton, Montana. Tom Calhoun was first clerk. He didn't get home again until late that fall.

Mrs. Calhoun (Harriet Amanda) in later life remarked that most of her married life was spent saying goodbye to her husband and then waiting forevermore until he got back.

She survived him (he died in 1910) until Tuesday, October 21, 1913. Both are buried in the Grand Heights Cemetery on the hillside back of Georgetown, Pa.

In presenting the pictures and souvenirs on these 12 pages the stress has been principally on the building and operation of the VIRGINIA during 1895, 1896 and 1897. Our March '66 issue tells the story of how she wandered into a West Virginia cornfield in 1910. In the June '65 issue we featured her trip with the U.S. Rivers and Harbors Congress.

Taken at Cincinnati by Richard L. Hunster in 1897.



## CAPT. T. S. CALHOON'S LICENSE

This photocopy shows his last renewal, dated May 10, 1902, the 26th issue, signed by U.S. Inspectors Isaac B. Williams and Geo. H. Atkinson at Pittsburgh. Note that it empowers him to act as master on Western and Southern Rivers. He never was a pilot.



## \* \* PITTSBURGH &amp; CINCINNATI PACKET LINE. \* \*

FOR COMFORT, PLEASURE AND RECREATION TAKE THE SPLENDID STEAMERS OF THIS LINE.  
Respects Packet and Passengers to All Ports West and East.

Pittsburgh, Pa., Sept. 24, 1896

Capt. T. S. Calhoun,  
Georgetown, Pa.

Dear Sir:-  
Enclosed please find check for Eighteen Hundred and Eighty one Dollars, (\$1861.00) in full for a Dividend of 9% on your 209 Shares of Stock of the Pittsburgh & Cincinnati Packet Line, declared out of the earnings of last seasons business, by the Board of Directors, at the Annual Meeting held Sept. 23, 1896.

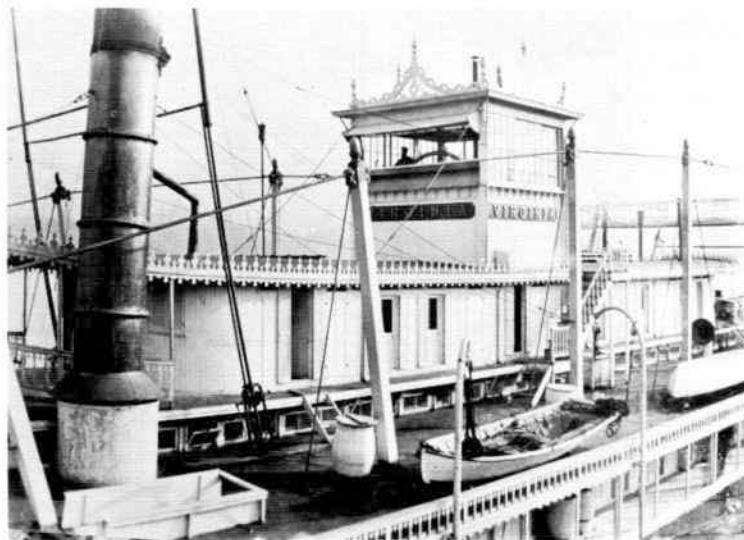
Herewith hand you a statement of the affairs of the Line. Kindly acknowledge receipt of both.

Yours respectfully,

*G. W. C. Johnston*  
Sec'y & Treas.

An idea of the prosperity of the Pittsburgh & Cincinnati Packet Line is evidenced here. A 9% stock dividend has been declared payable to the stockholders on Sept. 23, 1896. Capt. Calhoun held 209 shares, bringing him \$1,881.

The letter is signed by G. W. C. Johnston, secretary and treasurer.



## PRE-BOURDON GAUGES DESCRIBED

Sirs: The Bourdon steam gauge described in the Sept. '72 issue, page 26, was one of several types in use.

The earliest boilers (1 or 2 psi) had neither pressure gauges nor safety valves. Boiler feed-water was introduced through an open pipe which went through the boiler shell and had its end below the water level in the boiler. Steam pressure forced water up this pipe until the hydrostatic head equalled the steam pressure and the water level thus indicated boiler pressure. In the event that the pressure rose too high, the water would be forced up out of the open pipe thus "notifying the attendant to take appropriate action," as one text phrases it.

This odd state of affairs lasted well into the 1820's for low pressure stationary boilers. By the 1830's the railroad locomotive was becoming popular and some of the earliest were fitted with mercury pressure gauges. This was simply a "U" tube manometer. The "U" tube was filled with mercury, one end connected to the steam space of the boiler. The other end was open to the atmosphere and the force of the steam pressing down on the mercury in one leg of the column forced the mercury up the open leg until, as with the feed pipe, the pressure due to the head of mercury was equal to steam pressure. A rod or indicator floating on the mercury in the open leg then stuck above the open end and this was marked with a scale which indicated boiler pressure.

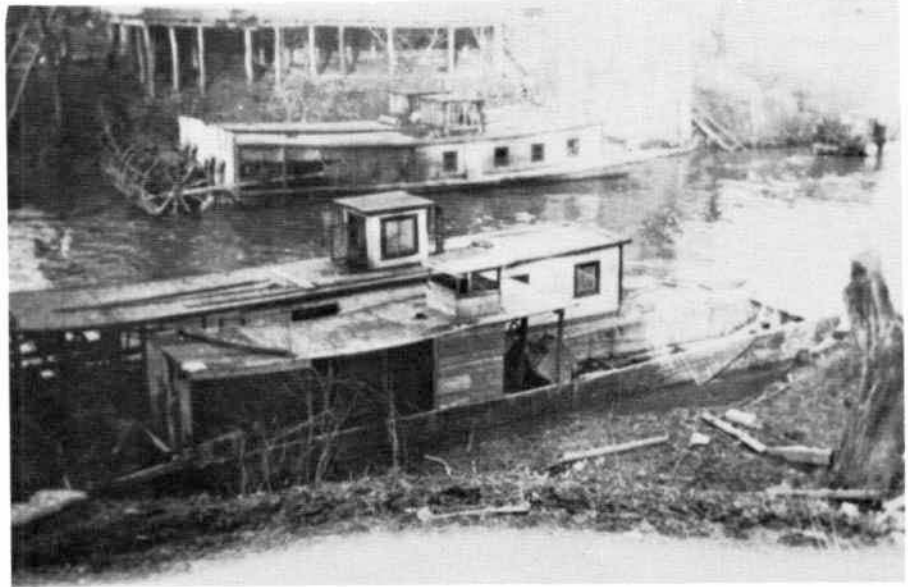
Most locomotives did not have this device as the legs of the "U" tube became too long to be practical with higher pressures. A 2" differential in mercury level was needed to indicate one psi--thus a 50 psi boiler needed a manometer over 100" high.

Many early English railways had this type of gauge mounted in the shop areas to which a locomotive could be temporarily connected for checking working pressure, safety valve setting, etc. This use of manometers, by the way, was simply an extension of their original use on steam engines of measuring the vacuum in the condenser, dating back to the pre-1800 period.

Early steamships operated at quite low pressures and so the "mercury gauge," as it was known, served quite well.

One change soon was made to substitute a glass tube for the original iron or copper one. Now the mercury level could be read directly without a cumbersome float rod. Nevertheless, the pressure on which it was useable was still limited by its physical size. Several schemes were used to overcome this problem.

One of the most popular was to close the open leg of the "U" thus trapping a certain amount of air in it. This compressed air resisted the steam pressure (via the mercury) and thus a given boiler pressure resulted in a much small-



In our Sept. '72 issue, page 42, we were going on about a primitive sternwheel gasboat on the Little Kanawha named the GRAVEL SCRATCHER. Mrs. Nellie Engelke, Glenville, W. Va., visited with John Shuman last October 22 and acquired the above picture taken about 1922 at Glenville. Across the river are the GAINER and GAINER NO. 2, almost identical, owned by Blair Gainer. In the foreground is the GRAVEL SCRATCHER with the RUBY moored outside, both owned by John Shuman. The RUBY was built in 1922, hull 50 x 8, and first had a Ford Model T engine, later replaced by a Studebaker 6. Roy Harron piloted her between Gilmer and Glenville and says it took about 50 gallons of gas ("Red Star preferred although this high energy gas cost a bit more") for a round trip. Mr. Shuman said the GRAVEL SCRATCHER was built light to carry the U.S. Mail between Glenville and Gilmer during low water, and had a Model T engine. Mrs. Engelke says the posts on the opposite shore at Glenville supported the old livery stable, and just above was the bridge (a pier shows vaguely above the Gainer boats) and the wooden steps used to board the boats were just below the bridge pier. There were two "loading chutes" for handling freight, one at the extreme left used by the Gainers, and one above the bridge pier used sometimes by the Gainers but usually by the flour mill which was at the top of the bank.

er rise of mercury in the tube.

Other attempts to overcome this problem consisted of gauges, similar in appearance to the Bourdon type, which had diaphragms or discs of rubber or flexible metal upon which the steam pressure acted. This force was resisted by some sort of spring and the motion of the diaphragm was transmitted by gearing to a pointer working on a dial.

The dial gauge therefore predated Bourdon's by many years. His contribution was in developing an internal mechanism superior to those in use at the time. Despite this, his gauge, like so many others, was not immediately adopted universally.

One claim made against dial gauges of all types was that in the case of excess pressure on the boiler they would not blow out the mercury and "warn the attendant, etc."

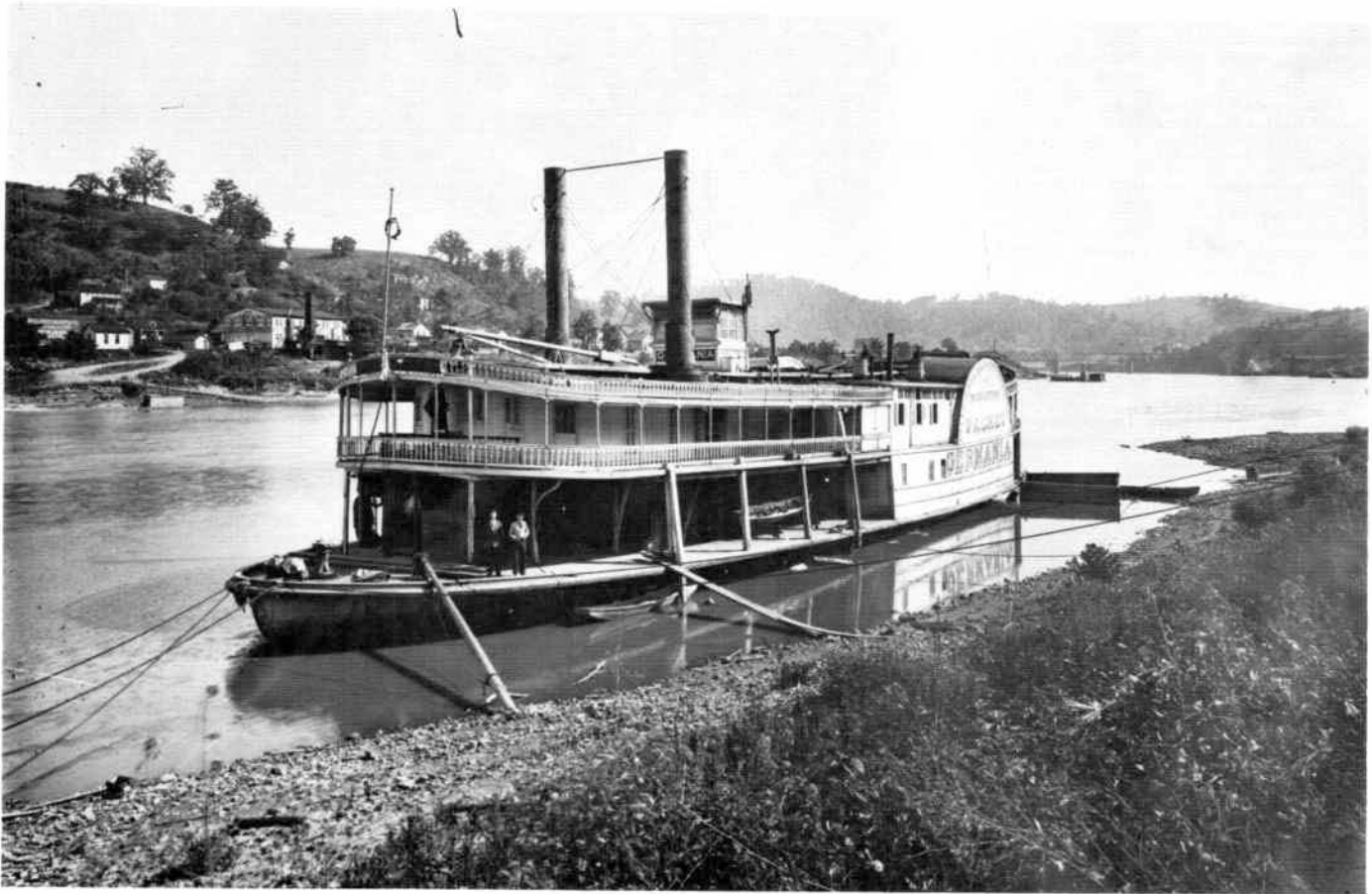
In the good old days before the steamboat inspectors began snooping around, I would suspect that many a steamboat ran along without the benefit of gauges of any sort other than the engineer's instinct

as to the engine sound or "pep."

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

Our thanks to James A. Wallen for a picture and story clipped from the Huntington (W. Va.) Herald-Dispatch & Advertiser. The bell from the old towboat DEFENDER was rung to welcome in 1973. It hangs in the steeple of the Defender Methodist Church on Ohio 7 near Proctorville, opposite Huntington. The DEFENDER exploded her boilers at that location in 1905.

A late bulletin from Nelson Jones brings the news that the NORMA A which went glug at Fly, O. last fall is being raised by her owner Paul Seekins. The pleasure boat EPH WELLS, says Nelson, was high-&-dry on shore at Sistersville, W. Va. all year 1972 and is still there. The WEBER W. SEBALD which has been reposing on the bottom of the Kanawha River also is being raised.



Monongahela packet GERMANIA  
There is a funeral wreath on the jackstaff.

J. W. (Bill) Kisinger, 515 Front St., Brownsville, Pa. 15417 sent us the above photograph of the Monongahela River packet GERMANIA. A story goes with it. In 1870 William D. Pratt was born at Smithfield, Pa. and at 19 he commenced teaching school in the Brownsville, Pa. vicinity. His avocation was photography, using a camera with glass plates. By 1904 he became a full-fledged commercial photographer with a Brownsville studio. In 1921 he sold his shop and business to Hallie Foster, an Iowa native. Pratt, retired, died in 1958 aged 88. His wife survived him, and among the possessions of her deceased husband was a collection of glass plates--the best of his endeavors. These she sold to a Brownsville historian, Earl Storey, who kept them under wraps. Earl Storey, Dr. Henry D. Wilkins and Bill Kisinger about ten years ago formed the Brownsville Historical Society. About one year ago Earl Storey died. The Historical Society acquired the glass plates by purchase (\$75) but discovered that the original collection had been sadly depleted. Apparently Earl Storey had been selling single plates to collectors over the years, and only 60 plates were left from what was estimated to have been 200-300. The above print of GERMANIA is one of these, taken by William D. Pratt. It is not dated. The GERMANIA operated 1877-1897. Bill Kisinger notices what appears to be a funeral wreath on the forward jackstaff. "Her master, Capt. Peter Donaldson, died suddenly at his home in Brownsville on May 4, 1890," says Bill. "My deduction is that the picture was taken at that time." If so, it may be one of William D. Pratt's first pictures.

Charles M. Stotz has loaned us his Oct. '72 issue of "Archaeology" published in New York. The cover is a map of the Missouri River through a section of Iowa and Nebraska pinpointing 59 steamboat wrecks captioned as having happened 1842-1862. For a magazine which pontificates about the antiquity of the world, Archaeology has a few things to learn. Many of the identified wrecks happened much later than 1862, a few of them pretty close to 1900. The spellings of the boat names, in a few cases, need editing:-

Katy P. Kountz  
Cady Grace  
Damsell

Bridge Port  
Kate Sweeney  
-as example should read-  
Katie P. Kountz  
Lady Grace  
Damsel  
Bridgeport  
Kate Swinney

The lead article "Munitions On the BERTRAND" by Ronald R. Switzer is done with loving care by a man who knows his old-time munitions. The Wheeling-built BERTRAND, enroute up the Missouri, was fatally snagged on April 1, 1865. She had aboard, as cargo, "all kinds of ordnance including smooth bore mountain howitzer ammunition, tape primers, percussion caps, black

powder and Maynard rifle cartridges." This and the other material recovered from the packet is being preserved at the National Park Service's BERTRAND Conservation Laboratory on the De Soto National Wildlife Refuge in Iowa.

Presently under construction on the Ohio River at Belpre, O. is an attractive diesel sternwheel passenger boat 70 feet long over all. She has no name, so far. Power will come from a G-M 6-71 diesel. Jim Sands, of Marietta, is building her. Those who have seen the hull report it as having a model bow, and the welding and construction is above par.



In our Sept. '71 issue we ran a cover picture and a two-page story about a steam sternwheel excursion boat named APOLLO. She was being built on a wooden plywood hull for service at Wisconsin Dells, Wis. How did it turn out?

Roy V. Heatter of Alsip, Ill. now sends us a brochure, in color, issued in 1972 by the Dells Steamboat Line, Inc., Box 178, Wisconsin Dells, Wis. 53965. Their boat APOLLO is shown in several striking photographs and she's a neat looking trick.

If any of our readers took a ride on her this past season, we would welcome a few photographs and some impressions of her performance.

Sirs: Thank you for the wonderful article on Ohio River steamboats on the St. John's River in Florida (Sept. '72 issue). Some time ago Ed Mueller sent me some dope on another Ohio River boat that went to Florida.

The BERTHA LEE was built 1879 at Portsmouth, O., hull 130 x 21 x 3, for W. R. Stricklett, Vanceburg, Ky. She was first enrolled at Cincinnati on May 10, 1879 but by July 9, 1880 had been sold to E. Porter, Helena, Ark., and on Oct. 25 same year Yost, Bigelow & Co. of Metropolis, Ill. became owner.

Then she was sold May 19, 1882 to the Louisville & Evansville Mail Line. The next year on August 3 they sold her to the Kissimmee, Okeechobee & Gulf Stream Navigation Co. at which time her home port was changed to Cedar Keys, Fla. She was reported sunk in the Apalachicola River in June, 1892.

The above data was sent to me by Ed Mueller to forward on to Helen Crayden who has some stationary from this BERTHA LEE. My bet is that Helen's grandfather Ballard was on this boat when the L&E Mail Line was operating her.

So you have another Ohio River boat to add to the list--not on the St. John's but still another Florida river.

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

=W. R. Stricklett who built the BERTHA LEE earlier had built the side-wheel CITY OF PORTSMOUTH. In this issue we further augment the list of Ohio River packets winding up in Florida (see picture of CITY OF TAMPA). No picture of the BERTHA LEE, described by C. W., is known to exist. -Ed.

#### TRUE GRIT ALONG THE FORKS OF SANDY

Over in Hampton County a few years ago, around the turn of the century, a number of the young men who were already at work on the river on those little boats that plied the Big Sandy, desired to break into the steamboat business on their own.

Lacking ready capital with which to buy a small steamboat, they



The CITY OF TAMPA was still prowling the rivers and bays of Florida's Gulf coast as late as 1918. She was built on the shore of the Ohio River at Mason City, W. Va. (opposite Pomeroy) in 1887 for Capt. George and Will Bay. They named her VOLUNTEER and ran her in the Ironton-Proctorville trade. She had a wood hull 91.3 x 12.6 x 2.8. She did well and was replaced in 1892 by a new prop packet, the GEORGIA. At that time the VOLUNTEER was sold to Florida where she was renamed CITY OF TAMPA and apparently widened, as her 1896 width was reported as 20 feet. The List of Merchant Vessels, 1918, shows her registered at Pensacola, Fla. For another Ohio River generated Florida steamboat, the BERTHA LEE, see C. W. Stoll's letter in the left column, this page.

pooled their assets and bought a pushboat. With this they operated up and down the turbulent Big Sandy until they had built up a business and bought other pushboats.

Business was booming in the Tug Valley and up the Levisa and every trip their pushboat was loaded to the "gunnels." The Tug Valley, especially was booming at this time with timber crews working in all of the hollows and hillsides on both sides of the river. Gas well operations were beginning in Martin County near Warfield and the N & W Railroad was building its line down Sandy and coal mine work was coming to the front in the whole area, and all of these operations needed supplies which could best be brought in by boat.

Because of the narrowness of the Tug River, the larger boats were at a disadvantage except in high water, so these pushboat men pulled out one of their boats on the river bank in Hampton City, near the present water works and started to build themselves a steamboat.

Taking the hull of the pushboat and adding more framing and bracing, they placed the boiler taken from the little steamer LOUISA, which had previously belonged to the Vaughan family, on their new boat. The late G. C. Neal who told me the story, said to the best of his recollection, they bought brand new engines for the little boat. He didn't remember where they bought them, but he did remember their size. They were 4½ by 12. That is, they were four and a half inches in diameter by twelve inch stroke.

When the boat was completed she was 90 feet long by eight and one half feet wide and drew less than six inches of water, running light like many of the other contemporary Tug River boats she was not only considered a packet, but when business was good enough she towed two pushboats lashed alongside.

During her lifetime on the Big Sandy and Tug Rivers she had quite a few owners or co-owners. Among them were Neal and Albert Ronk and Gene Hite. After the big rush of business was over in the valley and after the N & W had come to Kermit, the owners took her out of the Tug River trade and put her in the upper Big Sandy trade running between Prestonsburg and Pikeville. Her only claim to fame, aside from being a consistent money maker, was perhaps her name, which was taken from Capt. T. P. Leathers' famous speed demon of the Mississippi, the fabulous side-wheeler of racing fame. When she was launched at the Water Works she was christened NATCHEZ. --Article by Bob Kennedy in the Wayne County News, Nov. 2, 1972.

Sirs: In re. the list of side-wheel R.R. transfers, Dec. '72 issue, page 45, how about the SANDERSON? Chet Foster was on her and told me a little about her.

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

=We neglected to note that the DE KOVEN, which appears in the list, was renamed SANDERSON. -Ed.

Two of the chief claims of Martins Ferry, O. are that it is the birthplace of William Dean Howells and that Betty Zane is buried in a local cemetery. Howells (1837-1920) as the editor of the Atlantic Monthly 1871-1881 did much to assist Mark Twain, and was himself a distinguished man of letters greatly revered. In March 1902 he and his brother J. A. Howells came to Pittsburgh and took passage to Cincinnati on the VIRGINIA. "Of course I feel a little more at home on the VIRGINIA than on either of the other boats of the line; the QUEEN CITY and KEYSTONE STATE--for I have oftener been on her, and then Capt. Calhoun is the connecting link between the days when I knew the river better than now," wrote J. A. Howells in the Ashtabula (Ohio) Sentinel later.

These Howell brothers were nephews of the celebrated Capt. Sam Dean and Capt. William Dean, also of Martins Ferry, O. The latter was mentioned in our Sept. '72 issue as the skipper of the NAVIGATOR which took down the casket bearing the remains of General Zachary Taylor from Pittsburgh to Louisville in 1850. Capt. Sam Dean commanded the side-wheel BUCKEYE STATE in 1850 when she ran from Cincinnati to Pittsburgh in 43 hours, a record never beaten.

Belatedly we bring to our readers the death of Charles F. Justice, 99, at Sistersville, West Virginia on Friday, February 25, 1972. He was within one month of attaining his one hundredth birth-

day. Charlie Justice was first mate on upper Ohio River packets, serving on the LORENA, RUTH, R. DUNBAR, TELL CITY, SENATOR CORDILL and others. He was associated with the late Moses Beaver in the operation of gasboats, and made at least one trip up the Little Kanawha to Grantsville and return. Also he boated on the Monongahela aboard the LEROY.

Charlie was one of three brothers, all good rivermen, Frank (who died some years ago), Charlie and Gale. Other than Gale, who still resides in Sistersville, he was survived by his wife, Mrs. Ethel Justice; one son, Albert, of Middlebourne, W. Va.; two grandchildren; four great-grandchildren, and several nieces and nephews.

Burial was in the Greenwood Cemetery, Sistersville.

The Art World, so called, did a double-take last October when an oil painting, 17" x 24", was sold at a New York auction for a whopping \$250,000. The subject of the canvas was "Steelworkers--Noontime," showing a group of workmen standing in the sunshine at a mill and some kids horsing around among them. This was the highest price yet paid for any picture by an American artist sold at auction. The artist was Thomas Pollock Anshutz (1851-1912).

Tom Anshutz was born at Newport, Ky. and was kin to the Anshutz rivermen of Buckhill Bottom, O., Powhatan Point, O. and Moundsville, W. Va. He rode the HUDSON

with pilot Phil Anshutz, took some photographs of steamboats, made numerous sketches around Wheeling, and once upon a time did an oil painting of the side-wheel EXPRESS NO. 2 then operating in the Wheeling-Parkersburg trade.

This EXPRESS NO. 2 painting for years has been displayed, rather unobtrusively, in the S&D river exhibits at Campus Martius Museum, Marietta. Until the above news broke. Now should you wish to see it, apply to Catherine Remley, the curator. She has it under lock and key.

FOR SALE: Steam launch RUTH, porcupine boiler, Stanley engine, \$500. Located at Dubuque, Iowa. Richard Bissell, 6 Rocky Road, Rowayton, Connecticut 06853.

And then the telephone started to ring. Dick Bissell had really started something when he ran this paid ad in The Waterways Journal classifieds last November. As Dick tells it: "I had been trying to sell the RUTH for months--no dice--one ad in the W.J. and the roof fell in--calls from all over the country. I sold it to Jake Meanley down Memphis way. Wanna buy a 70 foot steel quarterboat?"

The INLAND RIVER RECORD has been running a description of RUTH in its columns for several years:

"Steam tug, iron hull, single prop. Built 1862. 28 x 7. Stanley steam engine and porcupine boiler. Originally used in U.S. Navy during the Civil War aboard USS KEARSAGE. This craft wins honors, hands down, as the oldest and most colorful craft now on Western Waters. Owned by Bissell Towing & Transport Co., Dubuque, Iowa."

The hub-bub created by Dick's ad turned up an error in the above: not iron, RUTH's hull is 2" white cypress. But this didn't discourage Capt. Jacob C. H. Meanley of Memphis, 23, who has been a river pilot since 1969. He plans to repair the boat, run it for fun, and have it on display at the Memphis Queen Company's landing at the foot of Monroe.

Sirs: My grandfather Leroy Gabler was lockmaster at old No. 7 on the Monongahela River below Greensboro. My other grandfather Ernest S. Dillinger worked at the old pottery at Greensboro which made jugs and crocks which were peddled from town to town. Later he was a cook on the SWAN, T. P. ROBERTS and SLACKWATER, all operated by the U.S. Engineers. He was aboard the SLACKWATER when she sank when Lock No. 7 (new) was being built above Greensboro.

Ernest S. Gabler,  
Box 228,  
Greensboro, Pa. 15338

=Ernest Gabler recently joined S&D and has put in 32 years of river work including six years with the Greensboro ferries SARAH M and MARY M. Presently he is a barge loader at the Duquesne Light Co. coal mine. -Ed.



Our thanks to Dr. Robert D. Crooks, Parkersburg, W. Va. for the above view of the W. R. MARKLE SHOWBOAT moored at St. Marys, West Va. Dr. Crooks says the glass negative from which this is made was loaned to him by a friend, Dr. Richard Hamilton. "I would be interested in its date," says Dr. Crooks. The towboat without doubt is the W. R. MARKLE built at Parkersburg in 1910. We are hazy on showboat history but seems likely the one in this picture is the SUNNY SOUTH which Markle built in 1905 and which he owned in 1910. If so, this SUNNY SOUTH became the property of Menke & Coleman in 1911. Our deduction on such premise is that the picture was taken in the summer of 1910.

## Adventures In the 1884 Flood

**T**HE REGULAR PACKET KATIE STOCKDALE left Pittsburgh for Cincinnati on December 31, 1883 on a routine trip in her trade. Business was slack, the water was low, and ice was making. Capt. Thomas S. Calhoun, part owner and master, upon arrival at the Queen City decided to tie up the boat, pay off the crew, and go home and get acquainted with his family at Georgetown, Pa.

In latter January, 1884, a couple of weeks later, word was sent to Captain Calhoun to bestir himself from his cozy fireside and get back to his boat at Cincinnati. When he had tied up the KATIE STOCKDALE at the foot of Main Street the stage was 16 feet. Now it was 40 feet and rising. No general alarm had gone out, but rivermen were still skittish from the 1883 Flood which had topped at 66'4" at Cincinnati, highest in memory.

When Captain Calhoun stepped aboard the KATIE he discovered that the EMMA GRAHAM, ANDES, the U. S. Lighthouse side-wheeler LILY and others had been taken into the mouth of the Licking River for safety. The river now was at 46 feet. The big lower Mississippi side-wheelers NEW MARY HOUSTON and GUIDING STAR, also the sternwheeler Memphis packets BUCKEYE STATE and OHIO, were at the landing, their owners fretting at the prospect of having them "locked" between the bridges should a real flood develop.

Next noon there was no doubt about it. A major flood was coming. The crest would again hit 66 feet, maybe more. Captain Calhoun then made a startling decision; he called back his crew, raised steam, and decided to take off on the 470-mile jaunt back to Pittsburgh, breasting the flood.

When the KATIE got her headway the Cincinnati marks showed 57 ft. and rising. The river was half full of floating ice and not another steamboat was stirring. Late that evening she paused

at California, O. while a man rowed out to her in a skiff to receive the mail and newspapers. A landing was made at the wharfboat at New Richmond about midnight, the town largely under water. In morning's early hours a stop was made at Moscow, O. where a number of passengers got off to plod, plow or swim their way homeward in skiffs.

Daylight found the KATIE in the vicinity of Maysville, Ky. By now houses, barns, and conical hay and grain stacks came riding by. People in second stories of their homes called out for news; they wanted to know how much more flood was coming. Is it still rising? Has it started to fall? What's the conditions down-river? Occasionally a man rowing a skiff would meet the KATIE in mid-stream. Can you spare a paper?

Manchester, O. was partially submerged, its inhabitants hoping for the best. Portsmouth was flooded, the Scioto bottoms a lake. It was at this stop that Captain Calhoun learned that the Allegheny was still rising at Pittsburgh, where the stage was 32 ft. Greenup, Ky. was partially wet, as also was Ironton, O. where arrival was made in the grey of the evening. The KATIE took on a coaling at Ashland, Ky., the roustabouts shoveling it from a flat over to her deck. The usual procedure was to transfer the coal enroute up the river, and then let the flat go, to be caught by the LUCY COLES. But LUCY wasn't in the humor of venturing forth at night in this torrent. At midnight the KATIE was passing the mouth of the Big Sandy at Catlettsburg.

At 3 next morning at Huntington the KATIE found the wharfboat swarmed with people. Many of them were traveling salesmen trying to get out of town, which was still possible on the C&O to Charleston, but they elected to take passage up the Ohio on the steamboat. At 9 that morning the KATIE got to Gallipolis to find that city in a state of excitement. A rumor had swept from somewhere; a super-flood was coming on top of the present one, and those few who didn't believe this hardly dared not believe it.

A big conjecture now arose as to whether the KATIE would get under the new Kanawha & Michigan Railroad bridge at Pt. Pleasant, five miles above



An unusual picture of the KATIE STOCKDALE taken at Harmar, O. (across the Muskingum from Marietta) in the Ohio River. Shown here in great clarity is how the smokestacks of old-time boats were lowered. An A-frame carried on the forward roof was used in the operation. When the stacks were down, each resting on a "yoke," the A-frame stood higher than the pilothouse. Then it had to be lowered to the roof. This picture shows it in the upright position. The virtue of this method was that the smokestacks, lowered, were completely out of the way. The accompanying story tells how the KATIE was taken under the K&M bridge at Point Pleasant by dismantling her pilothouse.



Gallipolis. The spans had just been put up, and no train yet had rolled over it. Captain Calhoon directed his pilot within inches of the span, and there wasn't a shred of doubt. Even with the smokestacks "telegraphed" back, lowered as far as possible, she was going to rake off the top of the pilothouse. The boat's carpenter was called up, and armed with saw and tools, he proceeded to take down the pilothouse in sections, lifting out the glass sash, and then dismantling the roof of it. When all was ready the KATIE aimed for the span, with pilots Billy Abrams and his partner Holloway at either side of the exposed pilotwheel. It was related afterwards that the top spoke of that pilotwheel brushed cobwebs from the bridge's under-span. Another pretty little tale in connection with this episode is that a bride and groom had been taken on at Gallipolis---they'd gone there to get married---and couldn't get back home. Thanks to "joking" the bridge, the KATIE delivered them to destination.

Up at the Camden Coal Works the Ohio River was three and a half feet HIGHER than the crest of the record 1883 inundation. The salt and coal works were soaked out, and women and children were huddling at second story windows. This was a day of incidents. The pilots counted 120 houses bobbing by and, incredible as it may appear, several still had their brick chimneys poking through the roofs. Substantial farm houses were sunk to their eaves, only their roofs visible. One was sunk not quite so deeply, and through a second floor window the KATIE's crew and passengers saw a lighted lamp on a table. Some houses had holes chopped in the roofs---later it was learned that river pirates in skiffs had gained entrance with an axe, taking what they could plunder. The usual flood-fun was evident everywhere, men and boys in yawls catching goodies afloat. Occasionally a farm house was sighted, surrounded by water, still on its foundations, with people inside waving for assistance. Captain Calhoon and his crew could only hope that rowboats would come to the rescue. There was a baby's cradle caught in tree branches. The bedding was still in it. A drowned cow was wedged between the forks of another tree.

Blennerhassett Island came in view. The pilot on watch figured to find easier current by following up its back channel. About half way through he became aware of the error, the river ahead a tangle of drift. He headed across the island and came out on the channel side. Those who know the island realize that it is shaped like an hourglass and the KATIE steamed over the narrow neck. This feat may have been done before, or since, but to our knowledge it is the sole incident of its sort.

Harry Ollom, one of the KATIE's pilots, made his home at Belpre, O. but all he could discover of the house from the vantagepoint of the KATIE's pilothouse was a black line marking the comb of the roof. Capt. Spence Sandford, a regular pilot on the KATIE, was telegraphed for at Cincinnati, but nothing was heard from him--he lived at Cheshire, Ohio.

At the foot of Vienna Island a rowboat was sighted containing a number of gentlemen. They waved vigorously and were taken aboard the KATIE. They explained themselves as "a relief committee from Marietta" downbound to see what assistance was needed. They had not counted on the turbulent chocolate flood, and were glad to be relieved of their task, and returned home. The KATIE had been making numerous "pick-ups" not noticed so far in this narrative. One man was taken from a log raft which he had boarded to assure himself it was properly moored just as it took off. Others were merchants prowling the river in search of missing stores, warehouses, etc.

Newport, Bull Creek, Wade and other hamlets were under water. Cochranville, O., above New Matamoras, had contained 45 houses before this flood;

as of the KATIE's passing, only five were intact. The other forty were piled in a neighboring slough in bad shape.

The first shooting started at New Martinsville, W. Va. Men came out on the bank and started to fire at the boat. A lady passenger screamed and fell to the deck---unhurt. From here to Wheeling there were frequent shots fired. At several points men with rifles fired from both shores simultaneously. If they were trying to get the boat



CAPT. THOMAS STEVENSON CALHOON

This river skipper led a story-book life, born in 1834 at Georgetown, Pa. His father was drowned at Marietta and his mother died shortly thereafter while Tom was a teen-ager. He was brought up by an uncle and aunt, Capt. and Mrs. Robert Calhoon. One of the first steamboats he worked on was the side-wheel CALEDONIA which was pictured in the Dec. '64 issue of this magazine lying sunk at Marietta in March, 1856. He was clerk on the AMELIA POE from Cincinnati to Fort Benton, Montana in the spring and summer of 1866; went again in 1867 on the IDA STOCKDALE (profit for the trip \$24,750.94) and then again as master of the SALLIE, 1868, and again in 1869. During the Civil War he was aboard the HORIZON when she ran the Vicksburg batteries and sank in collision with the MODERATOR at Grand Gulf. He was part owner and master of the GLENCOE in the St. Louis-New Orleans trade when the Anchor Line was getting started. He was  $\frac{1}{2}$  owner in the KATIE STOCKDALE and master of her as long as she ran (13 years), became vice president of the Pittsburgh & Cincinnati Packet Line, and the commander of the KEYSTONE STATE, IRON QUEEN and last of all, the VIRGINIA. He died in 1910.



Capt. Harry Ollom and his wife, from an original picture he presented years ago to Capt. and Mrs. Tom Calhoon. The Olloms lived at Belpre, O. and their home was completely submerged, all but the comb of the roof, in the 1884 Flood. Capt. Ollom piloted on Capt. Calhoon's KATIE STOCKDALE near as long as she ran, and then graduated to piloting the new VIRGINIA in 1896 again under Capt. Calhoon.

slowed down or stopped, they were blazing in vain and producing the opposite effect. The crew of the KATIE proceeded under "double-gong" to get out of the range of the firing. The boat's purser, Clarke Barringer, had a rifle ball zoom by his ear and ricochet off the smokestack jacket as he stood on the boiler deck. Fortunately these barrages produced no injuries aboard. As the boat approached Wheeling a fusillade developed, and the pilot of the towboat DANIEL KATINE, working in the area, had a near miss. Sixty homes were seen floating down the river this day.

The KATIE prudently had tied up overnight at Moundsville. From there she "lit out" without further delay and came on in to home port, Pittsburgh.

When the KATIE STOCKDALE blew her plaintive, mellow-toned landing whistle about 3 p.m. that February afternoon of 1884, coming under the Point Bridge at Pittsburgh, the flood crest had passed. The high stage had topped at 33.3 ft., over 5 feet higher than the crest of 1883, and not quite to the record mark of 1832, which was 35 ft. Down the Ohio River the news was frightful; the river at Marietta had topped at 52.9 ft. on February 9, more than 9 feet higher than the big flood of '83 and at Cincinnati the crest on Feb. 14 was 71 3/4 ft., worst in recorded history. The Ohio valley from Wheeling to Cairo was a major disaster area.

Capt. Tom Calhoon knew full well that his hometown of Georgetown, Pa. was built on a bluff sufficiently high to be immune from inundation. But he displayed anxiety about his neighbors, especially those in Smith's Ferry, a town not so admirably located---across the Ohio from Georgetown. George Mackall's barn, outhouse and drug store had floated off, Laughlin's store and outbuildings were gone, Tom Mercer's place had collapsed, and every piano and organ in the valley was ruined. Up Beaver River the Fallston bridge went, hit the Bridgewater toll bridge and knocked it afloat, and both of these hit the C & P railroad bridge knocking two of its spans off their piers. The Fallston bridge floated to Industry, Pa. before it beached.

It was something of a relief to Captain Calhoon to know he had the KATIE STOCKDALE safely moored at Pittsburgh after a fairly risky flood trip up the Ohio. He had hardly called "all fast" to the pilot when he received a summons to appear in the wharfboat office for a conference. Capt. Jackman T. Stockdale, his partner owner in the KATIE (they owned the boat 50-50 and KATIE was named for Stockdale's daughter) introduced him to Major Samuel Cushing of the Commissary Department, U.S. Army, lately arrived from Washington, D.C. Capt. Tom Calhoon was quickly briefed; he was told that the U.S. Congress had appropriated \$300,000 for Ohio River relief; that Major Cushing had been allocated \$60,000 of this total; that the KATIE STOCKDALE had been selected and was under the orders of the U.S. Army, and that the boat would be quickly loaded with relief supplies and distribute these to the needy sufferers. Also present at this meeting were the two partners of the commission house of Fairman & Henderson, Charles Fairman and James A. Henderson, both of whom acted as agents for the KATIE. Colonel Rose, in charge of Army recruiting at Pittsburgh, would go aboard as U.S. Army representative in charge of the cargo and its distribution, and Capt. Calhoon would be in command of the boat.

The devastation of the Ohio valley had prompted other assistance. A hastily organized group calling themselves the "Press and Citizens Relief Committee" had chartered the towboat IRON CITY from William Riddle. Relief supplies purchased with donated funds were being loaded in a flat to be distributed downriver. Among the large financial contributors were J. D. Carlisle, Marshall, Kennedy & Co., Mrs. William Thaw and William C. Miller. Capt. Joseph Graham was in command of the boat.

Still another relief boat was sent forth from Pittsburgh. Capt. Richard C. Gray of Gray's Iron Line provided the towboat RESOLUTE. Under the auspices of the Pittsburgh Chamber of Commerce a barge of provisions and supplies was hastily loaded and started south.

The KATIE STOCKDALE, moored at her wharfboat at the foot of Wood Street, Pittsburgh, took aboard some 300 tons of government-bought supplies. The manifest is as interesting as it was diversified.

Ground coffee	12,700	pounds
Unground coffee	6,300	"
Beans	26,143	"
Sugar	41,500	"
Rice	10,100	"
Tea	2,058	"
Salt	8,400	"
Candies	1,655	"
Flour	203,000	"
Boston baked beans	4,800	"
Pig's feet	900	pieces
Corned beef	4,560	pounds
Soap	4,020	"
Baking powder	4,100	"
Bologna sausage	800	"
Hard bread	82,654	"
Dry salt sides	84,200	"
Bacon shoulders	10,000	"
Smoked sides	1,600	"
Clear sides	5,600	"
Sugar cured shoulders	5,300	"
Breakfast bacon	6,980	"
Dry salt shoulders	19,500	"
Family pork	10,000	"
Bulk shoulders	25,000	"
Blankets	4,844	pieces
Comforts	674	"
Ladies' vests	1,193	"
Ladies' underclothes	677	"
Men's undershirts	3,924	"
Men's drawers	4,095	"
Men's hose	4,976	"
Children's hose	10,958	"
Ladies' underwear	384	"
Ladies' hose	2,972	"
Child's shirts	113	"
Child's drawers	108	"
Coal	157½	tons



Capt. Spencer Sandford, for years a resident of Cheshire, O., was the regular pilot on the KATIE STOCKDALE along with Harry Ollom. Apparently both of them "missed the boat" when the KATIE was brought up from Cincinnati on the 1884 Flood. Harry caught up and got on board around Pomeroy. Spence Sandford never did catch up, but both were on duty for the U.S.-sponsored Flood Relief trip described in the accompanying story.

The flood crest had passed and the river was on a slow fall when the KATIE departed Pittsburgh. The original plan was to proceed without stops to Ironton, O. and from that place work back upstream distributing the supplies. The KATIE was flying a Union jack forward, the U.S. flag aft, and secured along the boiler deck rail were large signs reading U. S. RELIEF. On the upbound trip a sign with this same wording was stretched between the smokestacks.

The towboat IRON CITY, shoving an open flat with her supplies covered by tarpaulins, was working in the area of Marietta, Harmar and Williamstown. The towboat RESOLUTE had gone below there, relieving the town of Gallipolis and vicinity. Hence the critical region, without railroad or other access, lay between Parkersburg and Middleport, O., 68 miles of farms and small towns--biggest of which was Pomeroy, O.

Due to these circumstances, and the exigencies of the sufferers, the KATIE commenced unloading at Parkersburg, then stopped in at Little Hocking, O. and then at Belleville, W. Va. At this latter place, which had contained 50 buildings, about six were left. She proceeded down the river to unload supplies at Antiquity, O., Racine, O., Syracuse, O., Hartford City, W. Va., Pomeroy, O., Middleport, O., Clifton, W. Va. and West Columbia, W. Va.

Having made these deliveries she lay for the night at the Camden Coal Works below and opposite Middleport. Also moored there was the side-wheel CHESAPEAKE under charter to the State of Ohio doing relief work. She had worked her way up from Portsmouth and her stock of goods was depleted. In charge of her affairs was a Major Byrne, and many of the boat's officers were residents of Gallipolis. The Major at once proposed, and insisted, that part of the KATIE's cargo be transferred to the CHESAPEAKE. His reasoning was that Ironton was in dire need, and that the KATIE could not get there because of the high stage of water at the

new K&M railroad bridge at Pt. Pleasant. To this argument Captain Calhoon could not subscribe. When daylight came the KATIE was headed downriver and she easily cleared the bridge with inches to spare.

At Middleport, which was in dire need, the town officials asked for 1,200 blankets. By that time the KATIE had but 1,250 aboard, and put off but 600. Other stores were discharged at that city as well as the blankets, some 40 tons, during which a swarm of male citizens stood around watching, not one of whom volunteered to assist Colonel Rose's soldiers and the boat's deckhands. Such lack of cooperation later was bitterly criticized in Pittsburgh news accounts of the voyage. The same thing happened at other places, and Middleport was not the exception. At one town (unnamed) the "men folk" walked away after the supplies had been stowed ashore, leaving the job of 'toting' to their women folk. Neither Captain Calhoon nor purser Barringer made public their views of such incidents. If your scribe may be permitted an interpretation these many years later, it would be to say that self-sufficient valley dwellers were being exposed, for the first time, to the embarrassment of receiving charity. No man likes to put forth his hand to do something awkwardly--this was true in 1884. Today's males are a bit handier at it thanks to considerable exposure.

Not all folks were so reticent. While passing Antiquity, O. on the upbound voyage, and running close to shore, a native put his hands to his mouth and shouted loudly:

"God bless Uncle Sam and the KATIE STOCKDALE!"

A woman nearby waved her handkerchief. Another, for the want of something better, shook a red stocking in the stiff breeze. And at many other points along the stricken route there were "God bless you's" shouted for Uncle Sam and his relief boat.

The original intent of going to Ironton, O. was



carried out, at which place the KATIE still had aboard a goodly cargo. She started back up the river. A contemporary newspaper account of what transpired is interesting:

"Above Huntington there are small towns chiefly devoted to lumbering and barrel making. Their small industries have been swept away; their houses are gone. Stores have disappeared. Millersport, a town of 500, lost its barrel factories and twenty buildings; Athalia, of 300, the barrel factory and all of its houses save one went out on the flood. We delivered supplies at Rockwood and Bradrick (opposite Huntington), at Guyandotte, Proctorville, Quaker Bottom, Coxe's Landing, Athalia, Millersport, Glenwood, and at Pt. Pleasant.

"Supplies from the KATIE were transferred to the decks of the small packet CLARIBELL which operates from Gallipolis to points up the Kanawha River, for distribution. The steamers JIM MONTGOMERY and CHAMPION were assisting with relief in the Pomeroy Bend area.

"Four vessels have been engaged in the noble work of charity between Ironton and Pomeroy the past few days. From the mast of one floated a white flag bearing the sign of the Red Cross. On another the breeze filled the folds of an ensign inscribed with the emblems of Masonic benevolence. The third boat was distinguished by the coat of arms of the State of Ohio. But from the rigging of the fourth (the KATIE STOCKDALE) two flags fluttered in the wind. One was the Union Jack and the other the Stars and Stripes. They took precedence over all others. They represented the charity of the whole nation, while the others merely signified the kindness of fraternities."

One reporter remarked after spending 30 minutes at Racine, O.: "Of all the wrecked towns along the river this is one of the very worst. It resembles a child's play-board after he has wearied of his sport and left it with the toy houses lying about in confusion. The streets are no more to be seen. Dwellings have been floated upon them at every other corner. In this town of 250 buildings 150 have been wrecked, washed away or moved clear off their foundations."



At the trip's conclusion, decks bare of all the relief goods, the KATIE steamed into Pittsburgh on the morning of Washington's Birthday, 1884, her mission accomplished. Resolutions of thanks were prepared and presented to Capt. Thomas Calhoun and the officers of the KATIE STOCKDALE, and to Colonel Thomas Rose. These letters were duly published and signed by newspaper correspondents who had accompanied the mission; William State of the Associated Press and Chronicle Telegraph; J. H. Graham of the Dispatch, and Thomas S. Fullwood of the Leader.

Two days earlier the U.S. Secretary of War had made fully clear in a public notification that the funds for relief were strictly for relief, and "that he is not authorized by law to use any part of the funds for the re-establishment of dwellings destroyed by the floods."

COMMENT ON ABOVE: In the course of this story we have quoted an account stating that a steamboat flying "a white flag bearing the sign of the Red Cross" was giving assistance in the Ironton-Pomeroy area of the Ohio River during the 1884 Flood. This news comes as a complete surprise to us, and certainly expands the existing story of the river activities of Clara Barton. In behalf of the American Red Cross, she "borrowed" the sternwheel packet JOSH V. THROOP for flood relief work on the lower Ohio in the early spring of 1884; then she procured the MATTIE BELL at St. Louis and extended her activities to the lower Mississippi. Nothing we have read, other than the hint in this story, makes mention of Red Cross operations along the upper Ohio. Clara Barton became the first president of the American Red Cross in 1882 and continued in that office until 1904.

The flood relief trip of the KATIE STOCKDALE is, we feel certain, the first instance of federal sponsorship of the purchase and distribution of supplies along the Western waters. It is interesting to note that the Secretary of War drew a sharp line:- Relief supplies, yes; funds for rebuilding houses, etc., no. -Ed.

From the left: Capt. Bell Redden, Henry Redden, Thomas Redden, Harvey Redden, and Bruce Redden. These five brothers from Vanceburg, Ky. could crew a packet and sometimes did---master, pilot, engineer, mate, purser and clerk. One of their accomplishments was buying the packet W. P. THOMPSON for the Vanceburg-Cincinnati trade, competing with the White Collar Line. They ran the HANDY and HANDY NO. 2 in various short trades, principally between Maysville and Vanceburg, and also to Portsmouth.

Their father Capt. Thomas E. Redden also steamboated. One of his boats was the HUNTER in 1836, the same year he married.

The accompanying picture comes to us from Capt. William C. Dugan, also a lifelong Vanceburg resident. Bill says this picture was taken in the early 1880's and the identifications were made by Capt. James Rowley II in 1953 (when Cap'n Jim was 93+) and corroborated by Mrs. Rena C. Sharp in 1954 (she was 90 at the time). "So far as I can learn," adds Bill Dugan, "there is not a member of the Redden family left. The last one I knew was Gene Redden, a son of one of these five gentlemen in the picture. Gene was an engineer with the Greene Line, who left the river and became engineer for the National Building, Portsmouth, Ohio."



Leave it to Jerry Sutphin to turn up a provocative picture. This was taken at Charleston, West Va. on the Kanawha River on October 27, 1936. The old South Side bridge had just been dropped to make way for the completion of its replacement (which still stands 1973). The towboat F. M. STAUNTON of the West Virginia Sand & Gravel Co. is right in the middle of the mess. But what intrigues us are the two incidental features in the left foreground, the gasboats DANA MACK and ISLANDER. We had forgotten, if we ever knew, there was a DANA MACK, and the ISLANDER back in our days of clerking the GENERAL PERSHING and GENERAL CROWDER was usually moored at Wheeling Island, owned then by J. Q. Schenerlein. Please to note that ISLANDER has a stepped paddlewheel. We mentioned her in our list of privately owned pleasure boats (March '72 issue, page 12) but didn't run a picture of her. Didn't have one. Do now. Thanks, Jerry.

Again our thanks to the Public Library of Cincinnati for mailing copies of their annual report of the Inland Rivers Library to S&D members. The 1971-1972 Report was prepared by the librarian of the Rare Book Room, Thomas G. Addison.

Tom had just received the extensive collection presented by J. Mack Gamble when he wrote the Report and obviously was a bit overwhelmed by the diversity and bulk of what had arrived. Says Tom: "It will be some time before we have the gift completely incorporated into our collection." Not only had J. Mack been collecting river pictures, magazines, books and documents since 1918, but also in his home were documents surviving from the days when his father operated packets.

The Library buys old books when they appear (rarely) on dealer's lists and Tom lists some of these added during the year. Tom says that many of the requests received at the Library are for information on picture resources--authors and publishers seeking photographs and

prints to use in new books. Also they get requests from persons trying to trace their ancestors who were known, one way or other, to have been connected with steamboats on the Mississippi System.

Tom Addison's Report is an interesting thing telling as it does all of these affairs.

The sternwheel towboat SPRAGUE, biggest ever built, received hull repairs at the Avondale Shipyards, Harvey, La., in February. Her steel hull measures 276 by 61. She was towed down from Vicksburg in January for this \$110,000 overhaul funded by the state of Mississippi. Originally built in 1902 at Dubuque, Iowa, she was retired in 1948 and has been a tourist attraction at Vicksburg since, save for a spectacular visit to Pittsburgh in 1958.

On January 25 last we had a call on the phone from Ed Bull of the Bull Towing Co., Joliet, Ill. Ed said, "Did you ever hear of the

BETSY ANN?"

Somebody was pulling somebody's leg.

With this exchange for openers, Ed then related the news. He is building a sternwheel diesel excursion boat there at Joliet 110 feet long, to carry 400, and she will be christened BETSY ANN. When completed in May she will be taken to Nashville, Tenn., which will be home base for her operations.

From what we gather from Ed, the selection of the name BETSY ANN is a double feature. There is a daughter in the family, Miss Betsy Ann. So the honors are equally divided between the young lady and the famous packet.

In the next issue we hope to have a picture and more details.

The West Virginia "Hillbilly" run by Jim Comstock and published at Richwood, West Va. is featuring in each issue a painting or drawing from Capt. Jesse P. Hughes' "Sketch Book."

Mrs. James Hammitt, Box 75, Locust Road, RD 1 Sewickley, Pa. 15143 owns a silk screen printed advertisement for the side-wheel packet HENRY CLAY, built by Isaac Hammitt at Pittsburgh in 1832. The boat was one of the finest on the rivers, a full length skylight over the cabin, and the boiler deck was built clear forward over the forecabin. She was one of the first with the gentlemen's cabin on the boiler deck. The wood hull was 160 by 29. She had eight single flue boilers working independent engines 28 3/4" dia. by 7 ft. stroke. The original owners

were Allen & Grant, Pittsburgh, and Charles M. Strader, Louisville. John J. Strader, Jr. of Cincinnati has an old poster advertising public sale of the HENRY CLAY and HOMER, at auction, dated June 10, 1839 "as they now lie at Jeffersonville and Shippingport." Thos. Anderson & Co. conducted the sale. Both were dismantled.

Capt. Glenn M. Crain, 623 Cochran St., Sewickley, Pa., owns a copy of the rare OHIO RIVER PILOT, published at Cincinnati before the Civil War. A former owner of the volume, his name inscribed in the flyleaf, was Capt. J. M. Hammitt.

Keep on dithering around and you will miss out getting your copy of

STEAMBOATS ON THE MUSKINGUM  
by J. Mack Gamble

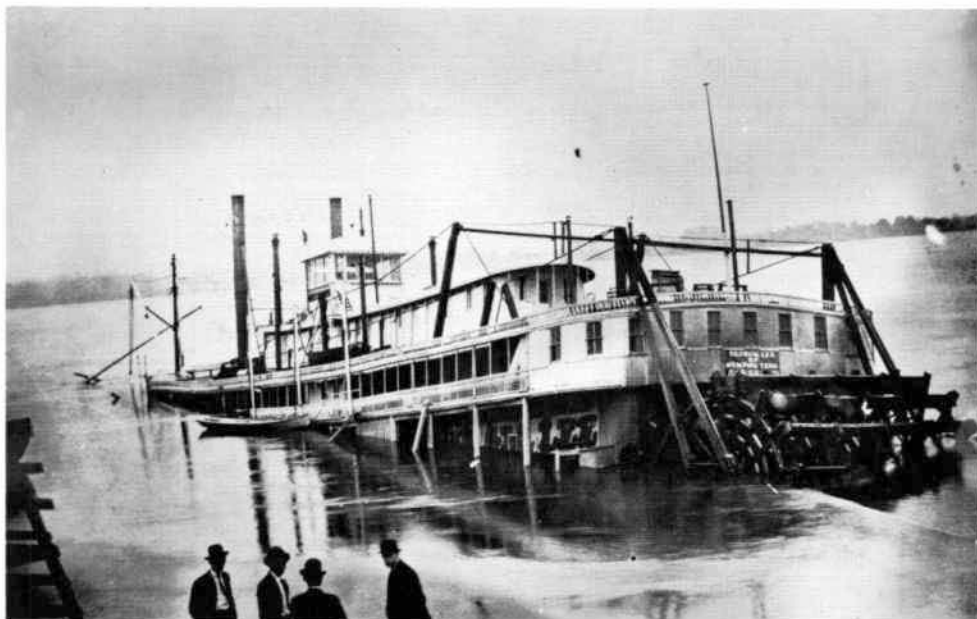
This is a clothbound book loaded with photographic illustrations in which J. Mack recounts stories of steamboats and crews plying one of the most picturesque little rivers in the U.S. \$8.50, postpaid.

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



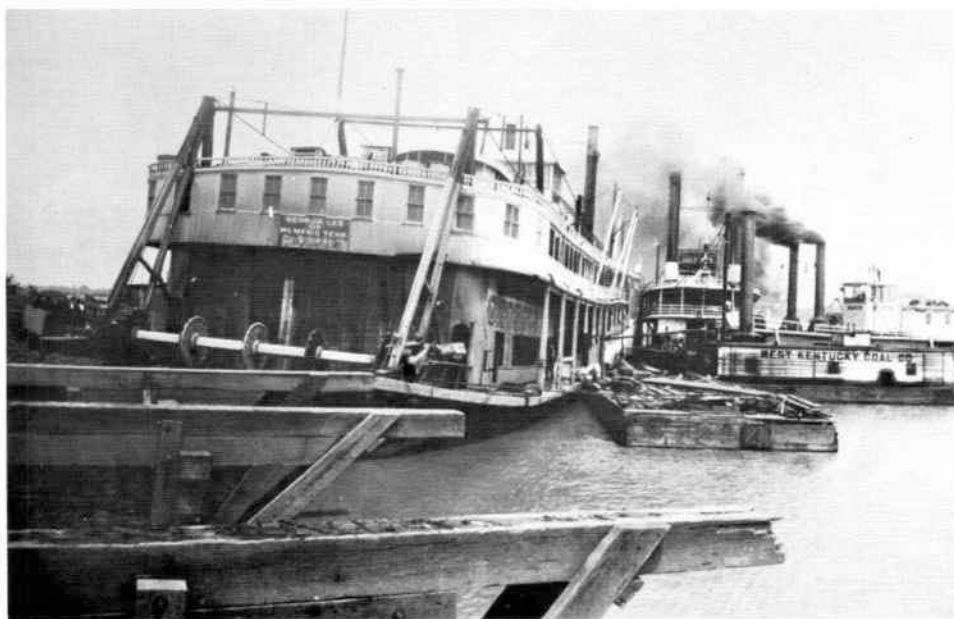
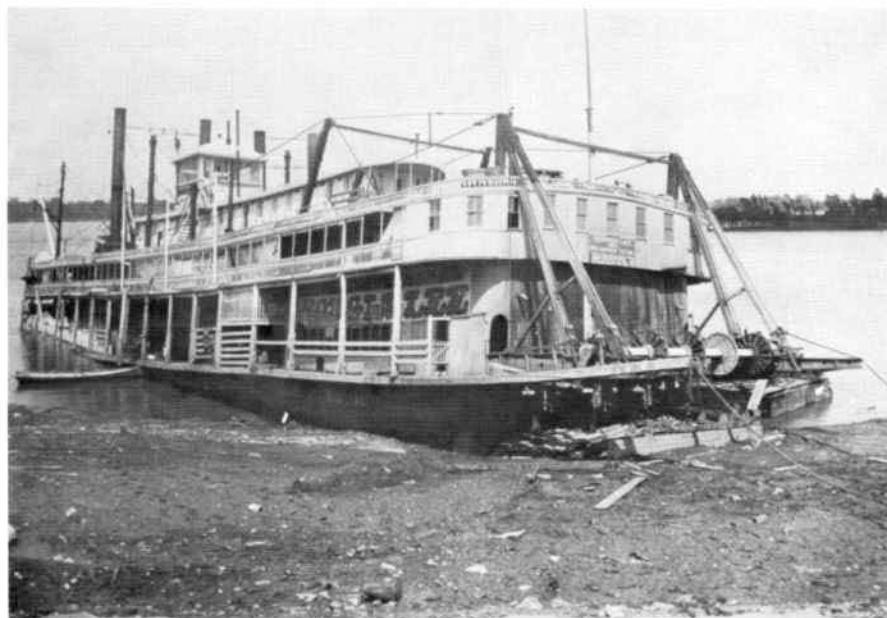
The first oddity which attracted us to this picture was the double-stage packet at the left in a narrow stream doing business on both shores at once. It's the W. T. SCOVELL which ran on Red River in Louisiana to Shreveport. But she's not on Red River. Where the heck is she? Well now we've just found out--no wonder we did some head-scratching--the river shown here no longer exists. Lloyd Hawthorne, Pineville, La., says the original of this view came from Melrose Plantation and it was taken on Cane River at 24-Mile Ferry, about two miles south of Melrose, and the date is Thursday, Feb. 9, 1899. If the reader wants to delve a bit, turn back to your June '71 issue, page 37, and look at the splendid map of Red River with the Cane wriggling alongside, and you will get the whole picture. The smaller boat at the right is the U & I, the only photograph we've ever seen of her, and a good thing this was taken. Fourteen days later she burned at Coushatta, La. Muskingum River fans take note that U & I had the engines from the old BESSIE SILER.





An event rather unusual, but not unprecedented, is shown here. The packet GEORGIA LEE needed repairs and was hauled out on the marine ways at Paducah, Ky. During this operation several of the chains let go. She rumbled down the ways, made a great splash, and sank as shown. The date was in May, 1909.

The river was at a high stage when the accident happened. The adopted procedure was to wait until the water fell before doing much of anything. The paddle-wheel had to be renewed, so it was scrapped. Bulkheads were installed around the boat's head. In this picture she's ready for pumping.



Here is the raising operation in full swing. She is afloat and the hull about dry. The towboat at her bow, seen head on, is likely the T. H. DAVIS. Off to the right, making smoke, is the HARTH (only picture we have seen of her) and a West Kentucky Coal Co. pumpboat.

For this sequence we are indebted to the combined efforts of Dick Halvorsen and William E. Reed.

The Saint Stephen's Episcopal Church, 212 East 39th St., Covington, Ky., has acquired by bequeath what may turn out to be a pretty hot potato. Last December the sole remaining daughter of Commodore Frederick A. Laidley, Elsie Louise Laidley More, died and bequeathed the church the contents of the house plus proceeds from any real estate sale.

The Laidley mansion at 404 East Second St., Covington, Ky., is a huge ghost factory built c. 1865 in French Victorian style. The "Commodore" became the main cog in the White Collar Line and its successor, the Louisville & Cincinnati Packet Co. The home is surmounted with a cupola from which the Commodore could survey his steamboats across the Ohio River at the Cincinnati landing. His wife died in the home on December 28, 1928. The Commodore died there in December, 1931, aged 91.

A son, Rook Laidley, died there in 1932 under somewhat sinister circumstances. His body was not found, they say, for several days. Some said it was a heart attack, but the river grapevine had it that he took his own life.

Very few people have been permitted entry to the home during the past quarter-century. Recently a reporter for the "Kentucky Post" by the name of Jerry Monson gained access and wrote a story. A few excerpts:

"The house itself is reminiscent of the chilling tales of "Wuthering Heights" or "Jane Eyre" of the English authoresses Charlotte and Emily Bronte. The foyer's square-cut marbled stones are loosened; the oriental rugs on the floors are dingy with dust; there is no warmth in the deep, narrow hallways or winding staircases.

"In the ballroom on the first floor of the once-grand house, boxes of books and yellowed, crumpled newspapers of the decades past are stacked among the rubble and debris. The cream-colored shutters on the bay window facing the street are unlatched; walls--with ceilings 20 feet high--are blackened and chipped. Ornate wood-carved cornices fringe the room where once bright lights must have burned and the walls must have echoed with sounds of laughter.

"Here and there are scattered old Procter & Gamble soap crates filled with books, each of which had been carefully, individually wrapped in newspapers bearing 1919 dates.

"Oriental chinaware, vases and clocks grace the diningroom table and mantles, and a colorful Persian rug--wrapped in burlap and never uncovered until Mrs. More's death--lies against the north corner of the diningroom. An Oriental vase-like lamp adorns the thick wood banisters beckoning to the second floor, where an antique pedal organ, covered with dust, dominates one of the bedrooms.

"The wallpaper on the second floor is shredded and torn, and the third floor rooms are bare and

ugly, with dark blotchy spots where the rain has seeped through.

"There is an emptiness in the house, even in the second floor bedroom which Mrs. More occupied. The only suggestion of the present is an old, well-worn television set near the foot of the heavily-etched Victorian bed."

The attorney for the St. Stephen's Church, F. Gofton Ware, is quoted as saying this: "It still hasn't definitely been decided what's to be done with the place; Lou Aronoff, of Aronoff Galleries, Cincinnati, will be taking some items to sell--the church will get a commission on these--and I suppose the church will sell the rest at a flea market or auction, but nothing has been decided as yet."

Attorney John Klette is executor of the estate.

Yes it's so; the cost of putting 12 fat issues of S&D REFLECTOR and the twelve-page story "Incredible Journey" into book form ran \$6.60 each. But the bindery made an excellent job of it, hardback cloth covers with title and with the S&D pilotwheel emblem impressed.

The book includes all copies of Volumes 6, 7 and 8 in mint condition. Take a look on page 11 this issue and you'll learn that three of these issues already are out of stock when you order back copies.

The book runs 600 pages of pictures and stories, and it's a bargain at \$40, postpaid.

Write to  
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DR. C. V. STARRETT

One of the few who've been down the Allegheny.

C.V. needs but scant introduction to those who attend S&D meetings; he and his wife Agnes are regulars. When he first started coming to Marietta C.V. was director of the Buhl Planetarium, Pittsburgh, and in 1958 staged the best comprehensive river and steamboat exhibit the city ever saw. His first mate helping arrange exhibits was Sandbar Zenn. In 1953 C.V. helped crew the BETSY ANN II, a 20-foot skiff with outboard attached, down the Allegheny River from Olean, N.Y. to Sewickley. His river interest dates back to his boyhood in Monaca, Pa. where he remembers the SAMUEL CLARKE laid up for low water and visits with her skipper, Capt. Jim Morris. One of the characters in Monaca those days was Emil Bott, an artist who had painted landscapes and decorative scenes in many early steamboat cabins. C.V. remembers him well. Now C.V. is president of the Historical Society of Western Pennsylvania. The above picture recently accompanied a story in the Pittsburgh Press written by historian-author George Swetnam telling how the Society had acquired valuable William Penn relics from the Richard King Mellon Foundation.

When the DELTA QUEEN was brought from the West Coast to New Orleans she was towed by a tug via the Panama Canal. Last year a stern-wheeler of almost equal size was brought from Hollywood, Calif. to Kansas City, Mo. This one took a different route; she was "pack-horsed" over the Rockies. She was dismantled, stuffed into six box cars, and went by railroad.

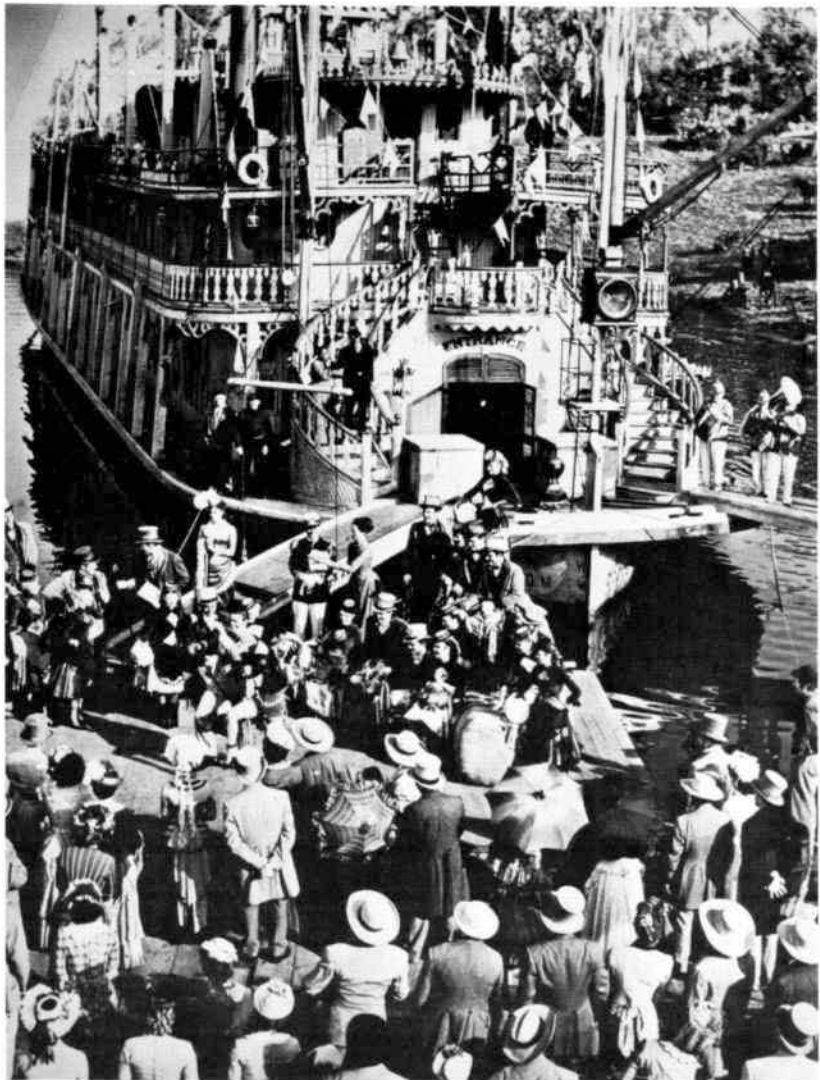
Lamar Hunt, who runs a K.C. venture called Worlds Of Fun, the Disneyland of the plains, attended the Metro-Goldwyn-Mayer auction held several years ago at Hollywood. Somebody bought Judy Garland's "Wizard Of Oz" slippers for \$15,000. For a like amount, Lamar Hunt bought a Hollywood-style showboat called the COTTON BLOSSOM which had been used when M-G-M filmed "Show Boat" starring Ava Gardner in 1950.

It is a beefed-up job, half packet, half showboat, but it is being reassembled to become the central feature at the new \$20.5-million Worlds Of Fun.

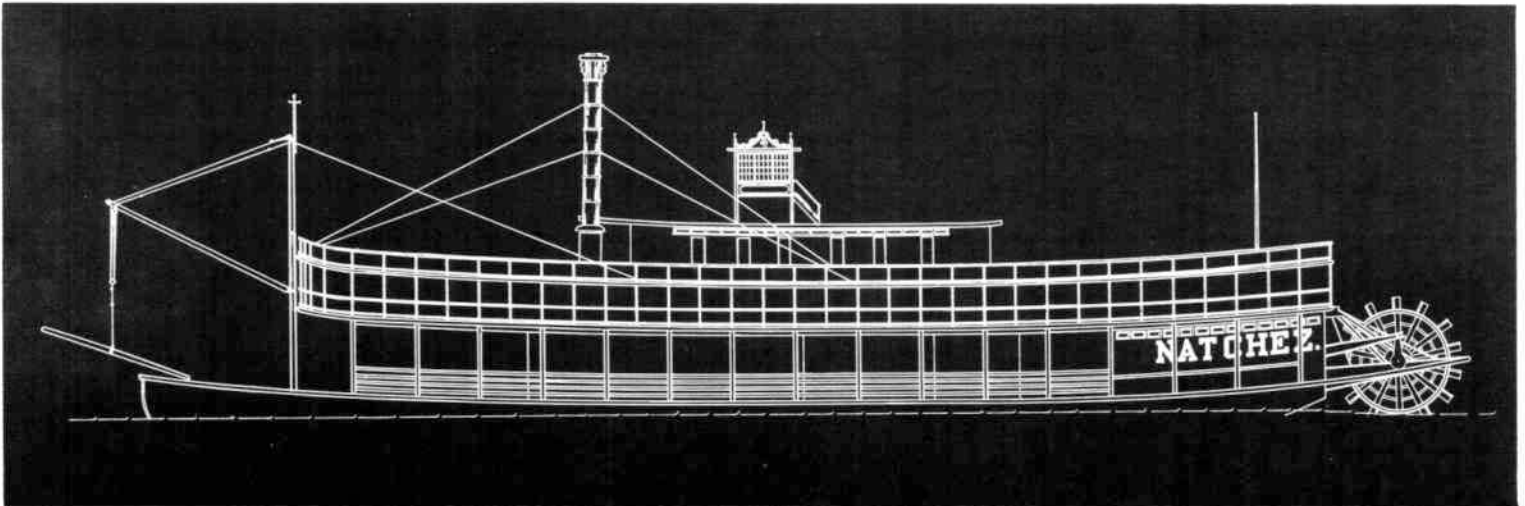
Lamar Hunt, who owns the Kansas City Chiefs, commandeered a retired contractor to put COTTON BLOSSOM back together, Wymann Beardsley. Beardsley grew up in New York City, became a carpenter, and worked on building skyscrapers. His hobby since a boy has been boats. All his life he has dreamed of building a 35-foot ketch and sailing it around the world. For the time being, at least, he has settled for reconstructing a dry land movie-inspired showboat.

In some respects the COTTON BLOSSOM is the most expensive steamboat ever to arrive at K.C. Her original cost was around \$375,000.

**BULLETIN:** The old Laidley homestead (see page 45) was sold at a sale in latter January to Dr. W. Thomas McElhinney, Covington, Ky. surgeon. He plans to restore it.



M-G-M COTTON BLOSSOM SHOWBOAT  
She crossed the Rockies and landed at Kansas City.  
(See story left column on this page)



PROPOSED STEAMER NATCHEZ

This preliminary drawing by Alan L. Bates shows the profile of the steamboat discussed on pages 10 and 11 of this issue. Detailed drawings have been studied by the U.S. Maritime Administration and the American Bureau of Shipping, both of which have indicated favorable response. The U.S. Coast Guard, Bureau of Marine Inspection, now is working with the architect to assure conformity to the rigid standards prescribed for new passenger-carrying boats under U.S. registry.

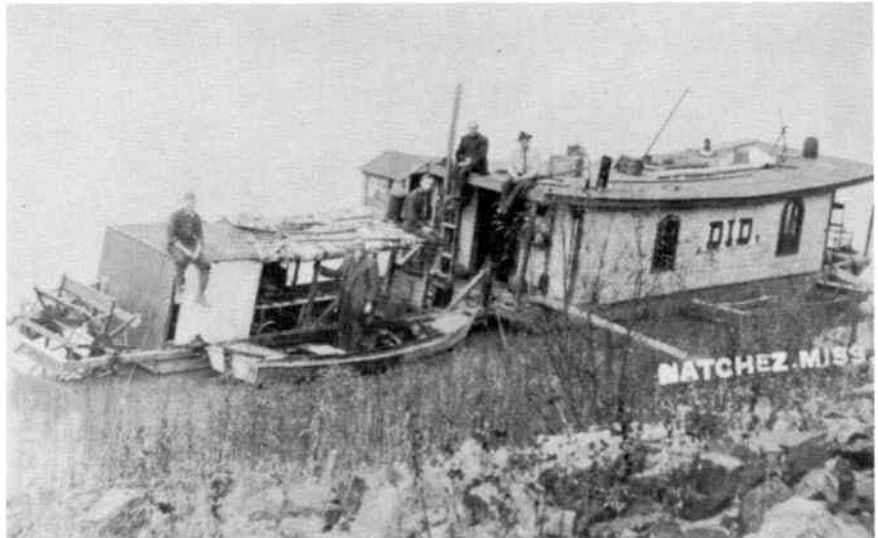


The fourth run of RIVER DRIFT has a lot to say and see about the BETSY ANN (1899-1940). Two pictures, new to us, were loaned by Howard B. Peabody, Jr. of Natchez, and show the welding of a cracked paddlewheel shaft on the BETSY, done without removing the wheel. We are reminded that several pilots who stood watches on BETSY ANN are still in active circulation; Bill Pollock, Jesse P. Hughes, your editor, and--strangely--Floyd Blaske.

Another feature elaborates the street names of Arkansas City, Ark. The avenues there are called KATE ADAMS, ROBT. E. LEE, MORNING STAR, DELTA QUEEN, SADIE LEE and GEORGIA LEE. The east-west streets include AVALON, PRESIDENT, NATCHEZ and others.

Full color reproduction of the oil painting by Dean Cornwell of the ROB'T. E. LEE-NATCHEZ race, 25" long and 12" wide are available at \$2 each postpaid or if you are in a dither to get it pronto send \$2.50 and we'll send it first class mail.

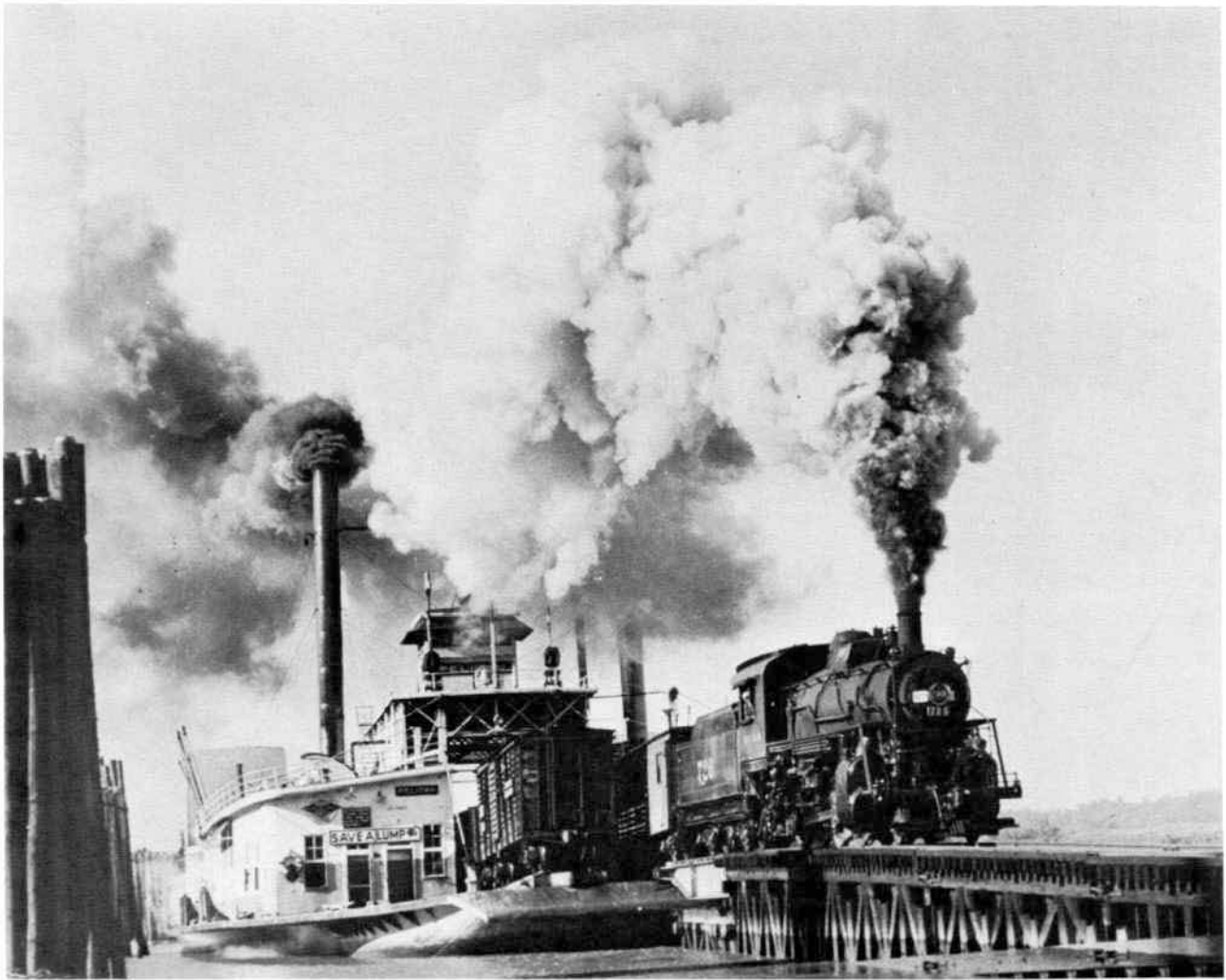
Capt. Frederick Way, Jr.,  
121 River Ave.,  
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Roy V. Heatter collects post cards of old river boats. "I consider this to be the most intriguing," he says of the above view. Other than being marked "Natchez, Miss." Roy has no other clue or identity. So, looks like an expedition is enroute down the Mississippi, a homemade gas sternwheeler shoving a shantyboat. Since the name on the shanty is "DID" we're wondering if perhaps the sternwheeler is named "KATY." Intelligence solicited.



This bit of cheesecake comes to us from Lloyd Ostendorf, illustrator, portrait artist and Abraham Lincoln buff. The above was taken "on a good sunny July day in 1972 sailing upriver from New Orleans." From the left: Capt. Jim Blum, first mate; Pete Eveland, organist and Riverboat Rambler; Vic Tooker, interlocutor, band leader, entertainer; Guy (pop) Tooker, trumpeter, drummer (he's 82); Alice (Mom) Tooker, pianist, bass player and Riverboat Rambler; Capt. Ernie Wagner, master of the DELTA QUEEN and bones-rattler; Faye Yelton, gift shop; Lloyd Ostendorf who, in addition to the attainments above also is a chalk-talker; and Tom Dietzel, assistant steward. Lloyd says, "as you can see, our good captain knows where to put his arms when posing for a picture."



Sometimes it's fun to be wicked and difficult and this picture is a case in point. Look at all the smoke! The railroad transfer PELICAN is belching her share, and so is the IC's 2-8-0 consolidation #726. Glorious! The posey-pickers can point their manicured fingers with elation and say truthfully that such atmosphere-cluttering has had to stop. Yes, it's stopped, but don't thank the posey-pickers. Economics did it. These coal-burners cost too much money to operate.

The PELICAN was shuttling freight cars for the IC at Helena, Ark. when Ivey Gladin took this picture. She was a whopper two-track job with side-wheels worked by engines 26" dia. by 10 ft. stroke same as the ADMIRAL has today at St. Louis. She had 'scape pipes you could hear on a still night clear over to Lula. Her steel hull was 306 ft. long and her over all width on deck was 88½ ft.

Dubuque Boat & Boiler built the PELICAN in 1902, and she operated at Vicksburg a good long while, until the IC bridged the Mississippi there in 1927. That's when she came to Helena. It was about 1956 when the IC got really concerned about the expense, and they got gung-ho about converting her to diesel--put on a forward pilothouse--then changed their cotton-picking minds and tore her clear down to the hull. So today what was the PELICAN now is a transfer barge shoved with a modern diesel twin-prop towboat (1300 hp.) called the WILLIAM B. BARNETT II.

If you look sharp at the forward starboard bulkhead you can see a sign SAVE A LUMP. Such a cry is sort of wistful. The battle had been lost even then.

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