

S&D

REFLECTOR

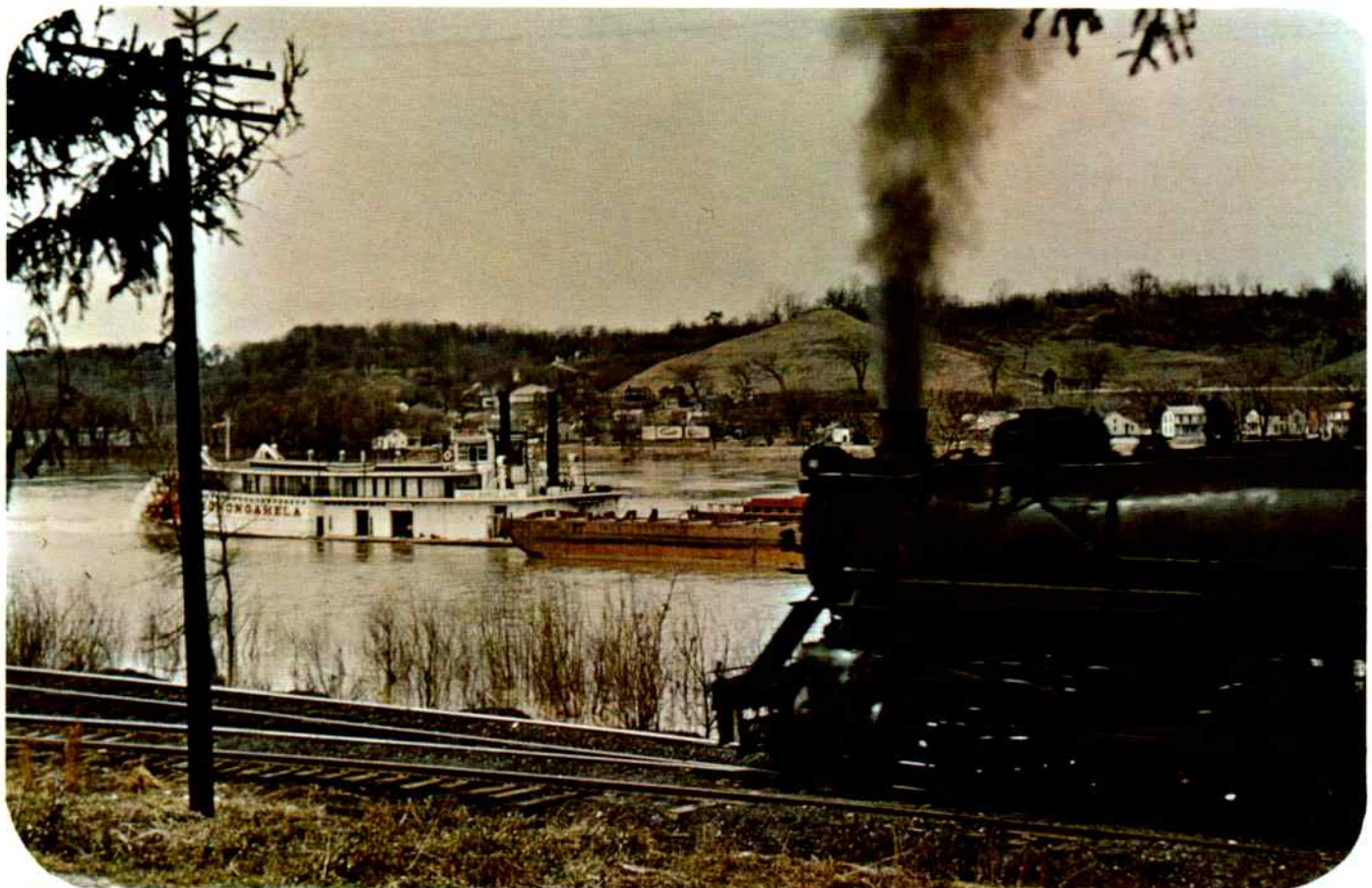
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 10, No. 2

Marietta, Ohio

June, 1973



S. Durward Hoag presented us with this picture eleven years ago. No, he didn't take it; it came to him as a gift; somebody brought it into the hotel and said to Steve: "here's something you might like to have." The original is a 1 3/8 by 7/8 color slide, taken across the Ohio River from Marietta, Williamstown probably. What started out to be a scenic view of the MONONGAHELA got interrupted when a noisy, smoke-spewing B&O locomotive got itself into the act and rudely spoiled the show, or almost did. The photograph-

er whose name we know not, in what we assume was some desperation, clicked his shutter a bare instant before the MONONGAHELA went into total eclipse.

Here's one editor who's not about to gild the lily or tamper with a sunset by trying to explain it. Suffice, in a wee small voice, we state that of the thousands of color slides we have gazed upon in forty years or more--those showing river boats--maybe a dozen (charitable estimate) pack enduring poetry. This is one of them.



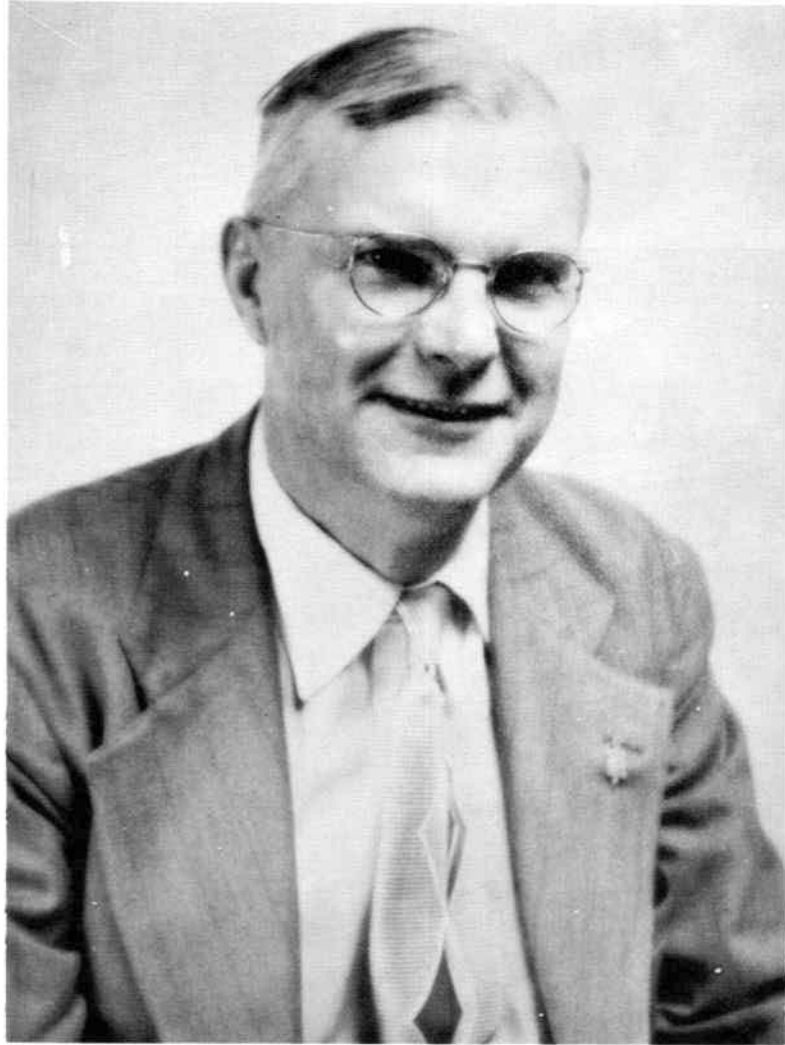
Had Mack lived until next July 26 he would have celebrated his 70th birthday. He was born at Marietta in 1903, son of the late Capt. J. Mack and Blanche Loman Gamble. Mack had two older brothers who preceded him in death. Roscoe, the oldest, was born in 1889 and died before he was nine. Grady was born in 1892 and died in 1958.

The attractive hillside home where Mack spent most of his days, below Possum Creek, overlooking the Ohio River, was built by his grandfather Vachel Gamble in 1868. Vachel died in 1900 and his widow, Mack's grandmother, in 1903. It was not until 1907 that Capt. and Mrs. J. M. Gamble moved up from Marietta aboard the packet OHIO to occupy the homestead, at which time Mack was about four. His father died on May 28, 1910, and Mack's older brother Grady had been to law school and elected to leave the homeplace and pursue his career elsewhere. So young Mack had a farm to look after and later a much more serious responsibility when his mother became an invalid with paralyzed legs. Mack got the meals, did the chores, taught school, tended his mother's needs (which included carrying her up and down from her bedroom) and this mode of life went on for a good long time--until his mother died on May 31, 1933.

It's hard to believe, but it is so that Mack commenced writing a regular column "The Upper Ohio" for The Waterways Journal when he was 15--this in the summer of 1918 when the appearance of the QUEEN CITY at Clarington got the young man all stirred up. Mack wrote that column for 52 years and when he was carted off to the Bellaire Hospital in 1970 he made sure his copy was in the mail before he was admitted. To be entirely accurate there were a few gaps, when he was drafted for WW II and spent a good bit of the service in a sick bed at Jefferson Barracks, Mo., and a couple of other intermissions when he and Donald T. Wright, owner of the WJ, were having feuds about wages and commissions.

The great wonder of it is how Mack, isolated on a farm, got the news. For most of those 52 years he had no telephone, no radio, and so spent most of his Sundays and other spare moments on the lock-walls at Lock 14, and sometimes at Lock 15. These two Ohio River locks have had hundreds and thousands of words written about them, enough to fill an encyclopedia. Mack visited on board the boats at these locks, often was invited for meals, and frequently rode short distances. Seldom was there a boat, steam or diesel, that for 52 years past didn't blow Mack a salute as they passed his house. This went on day and night, and Mack had a porch light rigged up to blink in the dark. In daytime he waved from the front porch.

He was a school teacher and principal for 40 years, all spent in the local Monroe County, O.



J. MACK GAMBLE
1903-1973

system. He started at the age of 15 but this only lasted a couple of weeks because of a legal ban on kids being hired for school teaching. For quite some time Mack had a country school, with no help, and eight grades to look after--it was then he developed his early rising habit---to get the coal stove fired up at school before the pupils arrived. He was up before the chickens until the time he took sick.

For most of his years, the Gamble homestead had no telephone, no electricity, no running water, no central heating. Only in recent years were these conveniences added. As a result, in wintertime J. Mack was often ill with colds, croup and such troubles. He had a cistern at the backdoor for dish water, etc. and a spring half way down the hill for drinking water.

What he did have, and not all folks do have by a long shot, were good neighbors. The Parr family lived on the next farm up, and Mr. and Mrs. Parr and their flock were the salt of the earth. The Parr

girls--all attractive--were in and out of Mack's kitchen door morning and night, did a lot of the house-cleaning, and often presided at meals. Donald Parr helped Mack with the farm.

After his mother died Mack was alone at home most of the time, but don't get the idea he was lonely, perish the thought. Rivermen stopped in, and in summer many of the school kids came calling on the teacher. One of the popular neighborhood industries was trying to get Mack married off to an eligible girl, and there was no lack of capable girls. Mack's ultimate rejoinder was "I have hard enough of a time looking after myself; what in the world would I do with a wife?" There were romances of course, a few--maybe just one--leaving an indentation something like what caused the writing of the song "Lorena." What a shame, for Mack liked girls, better even than steamboats.

What we're doing here is prattling on about a good guy we've had high respect for these past 55

years, since we first met him in 1918.

Mack ruled his school classes with a gruff exterior and a very loud voice. When he thundered the command "QUIET!" you could hear reverberations pealing and echoing in the halls, and when that died away a dropped pin clattered like a crowbar on the steel deck of a barge. Yet those kids all loved him. Mack died with no direct kin to carry on his name, but every child he ever taught has in his or her heart a bit of him.

It was on May 4, 1970, more than three years ago, when Mack first was admitted to the Bellaire Hospital. He left home that day never to return. He was transferred to the Peterson Rest Home in Wheeling. From there Ede Weisman, Bob Thomas's sister, took him to her home in Clarington and gave him constant care until the burden on her became too, too much. His last residence was at the McGraw Nursing Home, Adena, O. where he was admitted on April 19, 1972. He became critically ill and was readmitted to the Bellaire Hospital.

While Mack was with Ede Weisman at Clarington, still fairly alert, his book "Steamboats On The Muskingum" was published and he had the supreme joy of holding it in his hands. He couldn't read it--the typed words were a fuzzy blur to his impaired vision--but he knew his years and years of bitter frustration with publishers had ended in success.

Also while with Ede, Mack made his final appearance at an S&D meeting. Lester Lehman and Ede brought him to Marietta on September 18, 1971. Mack greeted his many friends and autographed for them copies of his book.

It was in the mid-afternoon of February 13, 1973 that Emma Parr telephoned us to say that Mack had died at the Bellaire Hospital that morning about 7:15.

S&D had lost a staunch champion and the S&D REFLECTOR its most constant devotee.

Services were held at the Rush Funeral Home, Clarington, on Friday afternoon, Feb. 16. Jim Swift had flown from St. Louis to Parkersburg and drove the rest of the way; four of S&D's board members who had served with Mack paid last respects--Bob Thomas, H. C. Putnam, Woody Rutter and Bill McNally; Fred McCabe had come from Beallsville--and a host of Clarington friends and neighbors were there. Mr. and Mrs. Jim Paisley were down from Wheeling. Much missed was Ede Weisman who several days prior had been admitted to a Cleveland hospital for treatment.

Mack's longtime friend and minister Lester Lehman conducted the services, recalling that Mack had been a member of the Valley United Methodist Church; Monroe Post 76, American Legion; Kappa Delta Pi; Ohio Education Association and others.

Burial was in the Gamble family plot in the Clarington Cemetery

which overlooks the Ohio River adjacent to old Route 7 in the upper end of town. The day was cold, and the flowers were beautiful.

Sirs: Mention of the Brown's Line towboats in the past several issues brings to mind a local legend dating 1904. That January the towboats HORNET NO. 2, SAM BROWN and HELEN WHITE were laid up for ice at the foot of Paden's Island. The packet RUTH was there also. When the ice broke up the HORNET NO. 2 sank, the RUTH was shoved out on shore and the HELEN WHITE and SAM BROWN drifted off. The lay-up crew looking after the towboats was composed of Capt. Lew Blair (skipper of the SAM BROWN), engineer Sard Kinnaird, Gale Justice, mate, Spider Atkinson, cook, and another worthy, whose name I don't recall---anyhow he had a peg leg.

Fortunately the boilers on the SAM BROWN were "warm," but did not have pressure enough to roll the wheel. She was promptly fired up, and above Sistersville was slowly working her wheel. The crew enumerated above was trying to land her along the Ohio shore. The HELEN WHITE was lashed to her.

As the boats drifted past the White's boat yard (between the Fly ferry landing and Johnson's Run) Billy White ran down the shore and hollered to Gale: "Throw me a line!"

Gale threw a heaving line out, but the distance was too great; it fell short in the river.

Billy White kicked off his boots and splashed out into that icy water and got it. He reeled in the heaving line and hauled the attached heavy rope to shore and made fast. The two boats then were just above Jim's Run.

The HELEN WHITE was built by Leonard and Billy White at their

yard about 1000 ft. below the ferry landing there at Fly, O.

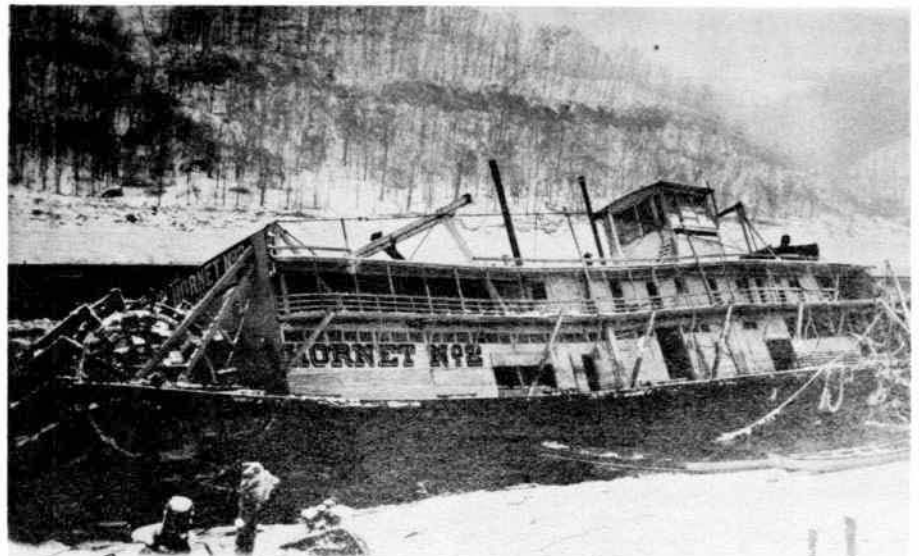
The packet RUTH was undamaged. The HORNET NO. 2 was wrecked where she lay, later that year. There is a house along the West Virginia shore opposite Paden's Island (at the foot) built from timber and lumber from that towboat wreck.

Gale Justice is living here at Sistersville, now over 90, and he gets down town about every day, but his eyesight has failed miserably.

As for the SAM BROWN, she was safely moored and shortly thereafter went to the rescue of a small barge or flat with two men in it. They had broken away from a landing at Wheeling, and had floated those 47 miles exposed to frigid weather. One of them when rescued was limber enough to make a dive for under the boilers, and the other was too stiff--had to be carried. Most of the buckets in the SAM BROWN's wheel were badly ice-damaged, and White Brothers furnished new planking free of charge--their thanks for landing the HELEN WHITE.

Roy Thistle,
509 Riverside Drive,
Sistersville, W. Va. 26175

We learn that the machinery in the BECKY THATCHER, a restaurant boat moored at St. Louis, has been sold. The BECKY originally was the steam, sternwheel U.S. inspection boat MISSISSIPPI built on a new steel hull 185 x 38 in 1937. Her tandem compound engines were new at that time, 15" and 32" by 7 ft. stroke. The purchaser of the engines is Wilbur E. Dow, Jr. of New York City, the same gentleman who is planning to build a sternwheel excursion boat for use at New Orleans, to be named NATCHEZ, using the engines from the towboat CLAIRTON.



HORNET NO. 2 WRECK
The January, 1904 ice got her...

(See letter above)

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



VOL. 10, NO. 2

MARIETTA, OHIO

JUNE, 1973

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

Mrs. J. W. Rutter, Sec.,
89 Park St.,

Canal Winchester, Ohio 43110

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

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

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

As this issue of S&D REFLECTOR goes to press on May 1, 1973 the huge Greene Line steamboat everybody is talking about is still a dreamboat. No steel has been cut; no keel laid. But there have been significant developments.

On March 15 last Greene Line made public announcement that the contract for the "new" DQ had been accepted by Jeffboat, Inc., Jeffersonville, Ind. Also released were the following "estimated characteristics" of the proposed vessel:

Length over all, 379 ft.
Length between perpendiculars, 344'10"
Breadth, over guards, 68 ft.
Breadth, hull, 67 ft.
Draft (loadline), 8 ft.
Fixed height from water, 52 ft.
Estimated speed, 12 mph.
Lower berths for passengers, 400
Staterooms, 220
Crew, 110
Fuel oil bunkers, 430 tons
Fresh water tanks, 440 tons
Estimated net tonnage, 3500
Estimated gross tonnage, 4500

She is sternwheel, and wheel is designed with five flanges and is about 35 feet length of bucket and 25 feet in diameter. The machinery will be identical to the engines which were built by the Marietta Manufacturing Co. for the towboats JASON (later HERBERT E. JONES), ALEXANDER MACKENZIE and JACK RATHBONE, 16" and 32" by 10 foot stroke.

The above-quoted over all length possibly is from the forward end of the stage to the monkey rudders. Another figure given for her over all length is 365 feet, which we take to mean from stem to monkey rudders. The actual hull length disclosed last fall was 326'10" from stem to the aft transom.

Greene Line also announced that the probable cost of the new boat would be "approximately \$15.5-million." That sum in 1926 would have built sixteen DELTA QUEENS, and in 1914 when your editor was getting his first look at steamboats, \$15.5-million would have bought and paid for all of the passenger steamboats on the

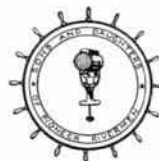
Mississippi River and its tributaries, including also the Red River of the North, about fifty-five in all, including all debts good and bad, spare paddlewheel shafts, pianos (a few boats had baby grands even), rooster pans and all. In 1892 you could have built 150 side-wheelers like the CITY OF LOUISVILLE for \$15.5-million, with enough left on tap to run all of them for 20 years with no paid passengers at all, just deadheads, river nuts and relatives--chicken and ice cream every Sunday.

Jeffboat, according to latest advices, will not start framing the hull of the new Greene Liner until late this fall, and possibly not until early in the spring of 1974.

ANNUAL MEETING

Week-end of Saturday, September 15, 1973

Reserve for rooms and dinner tickets



At Motor Hotel Lafayette, Marietta, O. 45750

Phone 614-373-5522

Read about it on page 44, this issue.

LEGISLATIVE HISTORY — DELTA QUEEN EXEMPTED THREE TIMES SINCE 1966

By their voting record, U.S. Congressmen and Senators recognize the DELTA QUEEN does not face the same hazards as ocean-going vessels.

Since the enactment of the Safety at Sea Law in 1966 (PL 89-777) Congress has voted three times in favor of temporarily exempting America's last overnight passenger paddlewheel riverboat. Those reprieves are:

- 1966, Congress exempted the DELTA QUEEN from Safety at Sea for two years;
- 1968, Congress exempted the DELTA QUEEN from Safety at Sea for two years;
- 1970, the Senate voted in favor of permanently exempting the DELTA QUEEN from Safety at Sea; but,
- 1970, the Chairman of the House Merchant Marine and Fisheries Committee frustrated every attempt to bring the legislation to the floor of the House, ignoring 190 non-partisan Congressmen who petitioned the Chairman to accept the permanent exemption passed by the Senate, therefore;
- 1970, Congress exempted the DELTA QUEEN from Safety at Sea for three years by attaching a rider to a Judiciary Committee bill.

The 1966 reprieve actually delayed the enactment of the safety legislation when it was determined that the law would condemn America's last riverboat.

Prior to the enactment of the safety legislation and during the first two year exemption, Greene Line Steamers, owners and operators of the DELTA QUEEN, searched for ways to modify the vessel to satisfy the specifications of Safety at Sea. When it be-

came apparent that this was not possible, efforts were begun to build a new vessel. Again, in 1968, Congress passed a special law giving the DELTA QUEEN two more years to operate so a new vessel could be designed to meet the new safety standards.

However, building a new river passenger vessel was a huge and complicated undertaking, requiring more time than was anticipated. Therefore, Congress enacted in 1970 special legislation granting three years of continued operation for the DELTA QUEEN while continued planning, designing and contracting for the new vessel could be carried out.

The 1970 reprieve met opposition from the then Chairman of the Merchant Marine and Fisheries Committee. Outraged Congressmen, incensed by this one man's stubbornness, planned and successfully carried out a circuitous maneuver to overthrow, for the first time in Congressional history, the Committee system. An exempting rider was attached to a Judiciary Committee bill and was debated on the floor of the House for more than an hour. As a result, the House exempted the DELTA QUEEN for three years by a vote of 295 to 73.

New legislation was introduced in 1971 to gain a permanent exemption but it, too, died in Committee. Now, an entirely new effort has been launched because the past chairman has entered retirement. The new Chairwoman is Leonor K. Sullivan (D-Mo.). She has long favored preservation of the DELTA QUEEN and has fully recognized the importance of rebuilding the U.S. passenger fleet.

With the imminent prospect of a new vessel, and the extensive safety improvements provided for the DELTA QUEEN, there are high hopes that an exemption will be secured this year.

What was J. Mack Gamble's real name? Strangely enough, nobody knows for sure. His first contribution to The Waterways Journal was signed "J. M. G. Jr." indicating he was named for his father. One time your editor asked Mack point-blank to talk about this. To our recollection Mack related the following:

"Yes, I was named for my father, whose real name was Jay McIlyer Gamble; he didn't like his name, and signed himself J. Mack Gamble, and his intimates called him Mack. I dropped the 'Jr.' and followed suit."

To add to the confusion, Woody Rutter now introduces as evidence a contract signed with the Tacoma Transportation Co., 13th September, 1897, in which the elder Gamble is to run the WILL J. CUMMINS in the Cincinnati-Chilo trade during low water. Captain Gamble signs himself James M. Gamble. Again, on May 28, 1907, the elder Gamble chartered the JEWEL to M. F. Noll and W. E. Roe for the Marietta--Sistersville trade, again signing himself James M. Gamble.

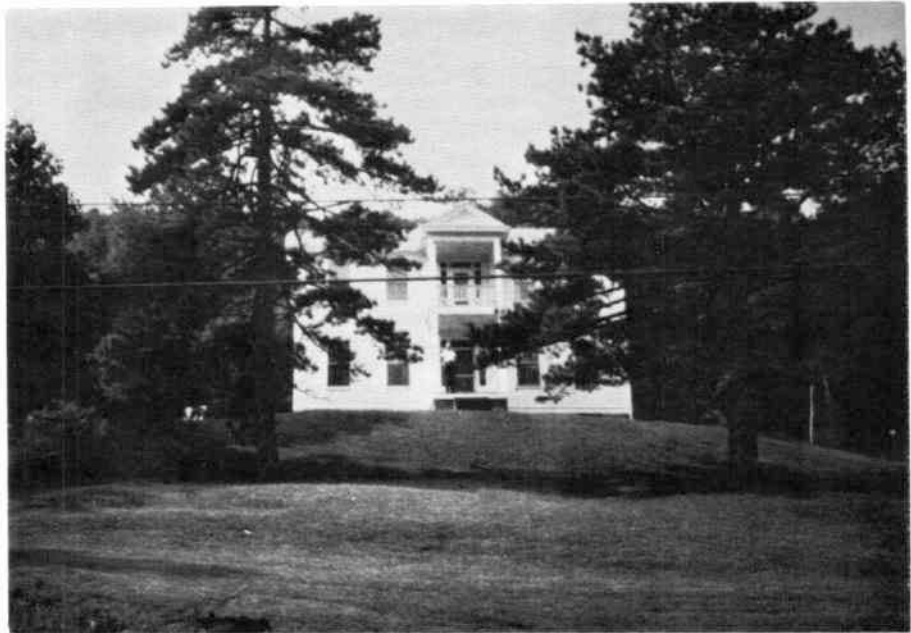
Now, go out to Woodsfield, O. and look at the bronze plaque in the Monroe County Court House listing the WW II servicemen. In the 'G' listings is JAY M. GAMBLE.

MONONGAHELA SAL and other ballads by Robert Schmertz are now available on a new 7" 33 1/3 record at \$2.50 postpaid. Bob sings them, accompanied by friends. One of the inclusions is GIDEON BIBLE which Bob composed early one morning in his hotel room at the Lafayette in Marietta. Order from Mode-Art Pictures, Inc., 3075 Liberty Ave., Pittsburgh, Pa. 15216.

C. W. Stoll recalls in a letter to us his keen disappointment on the first steamboat trip he made to the Upper Ohio. C.W., then a youngster, tingled with anticipation at the prospect of meeting J. Mack Gamble for the first time. The SENATOR CORDILL, upbound, approached Mack's house on the evening of August 15, 1933. The pilot blew a salute and flashed the searchlight shoreward, fastening it on the white porch and pillars. No response. "Oh, well," consoled the pilot, "he'll be on the wall at Lock 14." But Mack failed to show up there.

Mack's whereabouts that night is attended to in this issue on page 19. He was riding the CHRIS GREENE to Louisville.

"So our first meeting was delayed until one year and one week later," continues C.W. "It took place on the lockwall at Lock 15, Ohio River, August 23, 1934." C. W. was upbound aboard the OUACHITA but that was the end of the boat ride. Mack shanghaied him ashore, bag and baggage "for my first visit to that fabulous old white house on the hill." Mack fired up his Ford and took C.W. to the Tygart River above Fairmont, W.Va. where they boarded Arley Kisinger's BILLY K. for a ride down the



MACK GAMBLE'S HOUSE

Picture taken on October 1, 1961 with J. Mack standing on the front porch, by Roy Thistle.

Monongahela to Brownsville.

"Mack lived a comparatively simple life," recalls C.W., "but he gave of himself without stint to those things in which he believed and in which he was interested. So long, old friend. Those who knew and loved you will miss and mourn you. You have left with us a legacy of accomplishments. The upcoming generation, and future generations will, in their discovery of your works, bless and thank you ever anew."

Advices from New Orleans indicate that the steamer NATCHEZ described in our last issue, pages 10 and 11, and pictured in a drawing on page 46, is actually under construction at the Bergeron Yard, St. Bernard, La. The new boat will be built complete at that location which is several miles below New Orleans on the left bank, opposite Twelve Mile Point.

Woody Rutter has supplied us with excerpts from the personal diary of Capt. William Rion Hoel, who commanded the U.S. gunboat PITTSBURG on the Red River expedition recounted in our last issue (pages 12-14). In his diary Capt. W. R. Hoel tells many of the details from a riverman's viewpoint, which makes of it something of a classic. Space does not permit inclusion in this issue, but we plan to use the story soon. Capt. Hoel, an experienced pilot, ran the batteries at Island No. 10 as first officer of the gunboat CARONDELET, then took command of the CINCINNATI after her captain had been wounded at Plum Point Bend. His demonstrated ability and gallantry earned him command of the PITTSBURG with which he did such a good job at Grand Gulf that he won special commendation from Porter.

The Red River expedition followed close afterward. Captain Hoel's uniform coat is one of the prized possessions of S&D.

Sirs: It's been many, many years since I rode with you on the famous BETSY ANN and many, many years since I wrote a river book. But I've broken down at last and have done a new one, "Look Down That Winding River; an Informal Profile Of the Mississippi," which is on its way to you. It's a distillation of all that I've ever written or known about the river. I hope you like it.

I took a trip on one of the Rose Barge Line boats not long ago and fell in love with the River all over again, even though now it's a mechanized version.

I've heard rumors that you publish a magazine for the Sons and Daughters of Pioneer Rivermen. If it's true could you be good enough to send me a copy? I'd love to see it, and of course send me a bill.

Been traveling rivers all over the world since the BETSY ANN days including Borneo, Brazil, etc. but the Mississippi is still the Big Daddy of them all!

Ben Lucien Burman,
222 West 23rd St.,
New York, N.Y. 10011

=Ben Burman rode the BETSY ANN from Pittsburgh to Cincinnati back about 1927, then hepped on collecting river ghost stories for his first book, and again during one of the races at Cincinnati. His new book mentioned above came to us too late for a review in this issue. He's getting a copy of the S&D REFLECTOR, of course. The Rose Barge Line trip he mentions appeared in Reader's Digest, March, 1973 issue. -Ed.

WHO OWNS WHAT?

Parts of Kentucky are not in Kentucky. One area is the 16,000-acre Madrid Bend or Bessie Bend, which is isolated from the state by the Mississippi River and is contiguous to Tennessee. Another is Wolf Island, which is opposite Columbus on the Missouri side of the river. The site of old Columbus now is far beneath the river's waters, the town having been moved to a bluff after the flood of 1927.

Hickman, Ky. has a problem. The river there has built a huge bar in front of the town, rapidly growing up in timber, fully 750 acres of real estate which is now bigger than Hickman. The site of this present deposit many years ago was occupied by Hickman--then it all washed away--and now it is back.

Who owns the 750 acres? Hickman's city manager Roland Green says the city does. W. O. Glidewell, who bought acres there in 1966, thinks it's his--or part of it, anyhow.

Hickman's city attorney Brentley Amberg remarked: "The situation is very complicated." He did not wish to comment.

This all came to light when Bill Powell, writer for the Louisville Courier-Journal visited Hickman in January and wrote a piece about it all. Mrs. Jane Morningstar, with a nose for news, kindly sent it to us.

Sirs: This is being written at 35,000 ft. over the Pacific Ocean on a Western flight from San Francisco to Anchorage, Alaska. On my last day in the Bay area I thought to myself what better way to spend it than going to see the DELTA KING at Sacramento. So I conned one of my classmates, who has a car, and we hauled up there on the west bank almost within sight of the capitol building.

We rang the buzzer and a heavy set girl (in her 20's I judge) asked what we wanted. She said her name was Kathy. I explained to Kathy that I had worked on the DELTA QUEEN, was in the Navy now, and would be in Alaska within 24 hours. This latter seemed to impress her the most. She let us come aboard.

Starting from the hull up---daylight can be seen through the sides of the hull in several places, making me wonder what the bottom is like. There are NO bulkheads in the hull; you can see the full length of it. I saw not one piece of machinery down there,

nor any fittings--not even a pump.

The freight room floor looks about like the QUEEN's--that ironwood must be tough stuff. The boilers are gone, of course. No stairway from the forecandle to the cabin deck.

The main cabin and observation rooms are still all natural wood; no painting over. There are a few holes cut into the risers of the curved staircase but otherwise it is in good shape. The railings are not all there. Kathy had been painting in a room on the port side (behind the office on the QUEEN) that had been made from three staterooms by knocking the bulkheads out.

Opening the door to the officer's quarters produces a shock. The bulkheads separating the captain's room, chief engineer's room and the head are gone, nor is there a stairway to the pilothouse. You get to the pilothouse via a narrow circular stairway. That pilothouse is barer than the center spread in Playboy.

I must admit that I had in mind to pick up a souvenir, but the whole boat has been gone over by experts. The smallest available item is the capstan.

If they intend to restore the KING, great. Kathy says the legal battle has just ended, and the present Sacramento group is dickering on the price. There seems to be a plan afoot to make of her a floating restaurant.

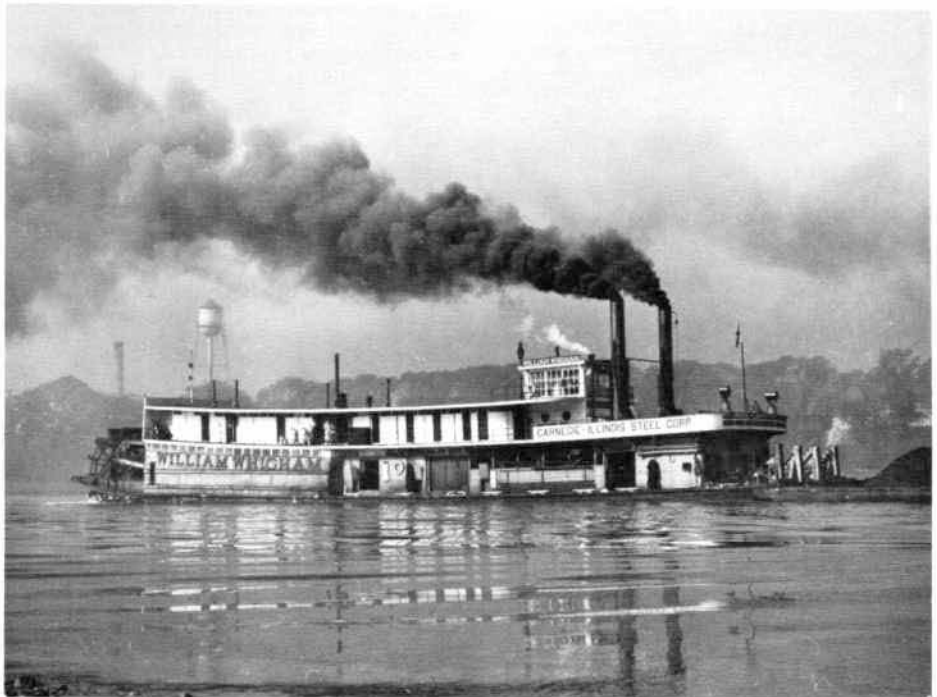
To conclude, the KING really doesn't look too bad, but surely is in sorry shape.

CTM-3 Thomas E. Way 341465885
USNAV COMSTA, ADAK,
Box 30,
FPO Seattle, Wash. 98791

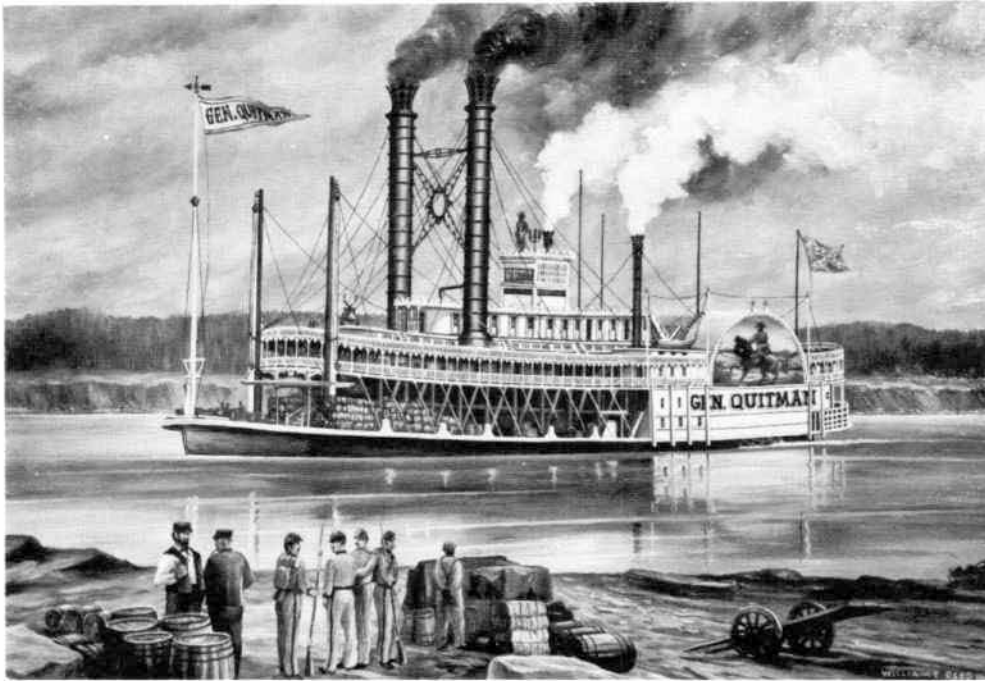
Sirs: C. W. Stoll's story of the Candy Boat (March '73 issue, pages 5-8) is most interesting, a nostalgic personality study. Can't help wondering where the recipients of his generosity are today--and how much baseballs, peppermint sticks, medicines, books and cloth influenced their lives. It would be interesting to know. Without a doubt we have people of such kind nature along the rivers today, but we simply don't hear about them. I'll be looking forward to more stories by C. W. Stoll.

Lloyd Hawthorne,
Box 1000,
Pineville, La. 71360

The U.S. Coast Guard's life saving Station at Louisville was phased out in Sept. 1972 after 91 years of service. Rescue calls had become infrequent. The floating facility surmounted with its familiar watch tower is still in active service at the old stand, now operated by the city.



The WILLIAM WHIGHAM, pictured here, was in the news this spring when the U.S. Engineers dredged out her "bones" from the Monongahela River in the Pittsburgh area. She was built for the Carnegie Steel Co. in 1919, one of four duplicates (others were the EDGAR THOMSON, H. D. WILLIAMS and CLAIRTON), the first towboats Carnegie Steel built for inland rivers. The hulls were built at American Bridge and cabins, machinery and boilers went on at the Coal Valley marine ways at their Clairton plant. Mr. Whigham was a vice president of Carnegie Steel and died, 58, at Pittsburgh, on December 23, 1924. The WILLIAM WHIGHAM was retired from service in 1953. Picture was taken by William E. Reed on the Monongahela River in 1952.



With the story of Bailey's Dam fresh in mind (March '73 issue, pages 12-14) pictured here is a steamboat which chute-the-chuted through the breach about a year after the gunboats did. The GEN. QUITMAN was "hidden" up Red River in the early stages of the Civil War, at or near Shreveport, if you can imagine "hiding" something big as this. Mrs. Rose Voohries Riding recalled years later: "We were in New Orleans with father and mother when the Federals passed the forts below the city--we escaped up Red River on a boat with Governor Moore--I think the GEN. QUITMAN--am not sure as I was a tiny lassie. But I remember we threw overboard hogsheads of sugar and other supplies when we saw a gunboat overtaking us but it proved to be a belated gunboat of our own." The hull size of the QUITMAN, quoting from Customs records at New Orleans, was 261.5 x 40.2. She worked engines 30" dia. by 10 ft. stroke, powered by six boilers. She was built at New Albany, Ind. in 1859 for Capt. John W. Cannon. The above picture is made from an original oil painting by William E. Reed, and he is faithful to all details including the super-elaborate iron grille between the stacks, the statue of Gen. John A. Quitman on the pilothouse, and the stars-&-bars flying aft. In late May or early June, 1865 the QUITMAN came out of Red River with a huge cargo of cotton and went to St. Louis with it. She was the only big-time packet of the South to survive the war. The ownership thenceforth was divided between Capt. T. P. Leathers and Jane Stout, with Jane having control. (Jane is buried at Frankfort, Ky. in the Cannon lot). Captain Leathers, a notorious die-hard, took command, refused to fly the stars-&-stripes, and served notice that he would fire any one of the crew who failed to support the Democratic party, including the black roustabouts. Two months later she stabb-ed a snag, October 22, 1868, at New Texas Landing (about 20 miles above Bayou Sara on the west bank) and was lost. The statue of General Quitman was removed from the wreck and for years after graced the roof of a warehouse there; who knows, it may still be in somebody's shed or barn in Pointe Coupee Parish.

The American Barge Line in 1940 built a twin prop diesel towboat named NATIONAL which later on was renamed T. G. GEROW under other ownership. It is now serving as a floating clubhouse at Little Rock, Ark., owned by J. Wythe Walker.

The GOLDEN ARROW, a twin stern paddlewheeler, very plush, built for St. Louis businessmen in 1964 at Dubuque, was taken to Florida last year.

John H. Byrd, Route 2, Box 85, South Point, O. 45680 telephoned Woody and Bee Rutter inquiring for information about a steamboat named JUNIATA which ran in the 1870's and of which he had located a memento.

The JUNIATA, a side-wheeler, was built at the McCaskey & Kerr yard at Freedom, Pa. in 1870, 235 x 33½ and she came out that spring in the Pittsburgh-Cincinnati trade, commanded by Capt. C. L. Brennan. For many years we have hoped to

discover a photograph of her, with no success. Nor have we ever located a picture of the side-wheel ARLINGTON which ran the same trade in 1870. Her regular pilots for a season or so were Robert Gordon and W. M. Dever, then the Messrs. Alexander (this quoted from a contemporary account) which means William Davis Alexander and his brother Joe, of Moundsville, West Va.

Wm. Davis was called Dave, and those of you who have read, or have seen the movie "Night Of The Hunter" are familiar with the name of the author, Davis Alexander Grubb, who also hails from Moundsville and was named for his pilot forbear. Dave Alexander was sandy complexioned, about 5'8" and some 150# and, something like Harry Kraft he left steaming at an early age, in his case 36, married Ella Cresap of Powhatan Point, and turned into a farmer at Cresap's Grove. That didn't last. So he returned to Moundsville, bought a drugstore, then became a very successful banker.

Joe Alexander was noted for his good looks, weighed in at about 130, was shorter than Dave--about 5'4"--and could and did sing like Caruso, a superb tenor voice, and he had tremendous vitality. Could stay out all night when his boat was at Cincinnati, get four or five hours cat-nap, then go to church. The church won out as he got older, and after he left the boats he gave magic lantern lectures and the collection went to church work at Moundsville. He was sensitive about his short stature, and often wore a plug hat to, as he hoped, enhance his elevation. Joe was in good "graces" with the Rees family at Pittsburgh and when they had a new steamboat to deliver to Cincinnati Joe did the piloting without question, and this included the HATTIE NOWLAND, KATIE HOOPER, JOSIE HARRY, DEAN ADAMS, KATE ADAMS--and also he was entrusted by the A. J. Sweeney firm of Wheeling for such work. For them he delivered the NETTIE QUILL and the STELLA WILDS and others. The last boat he piloted on was the WILL J. CUMMINS for Capt. J. Mack Gamble. A year later he went to Los Angeles, bought apartments and a hotel, and did well. His wife was a Wheeling girl--if we correctly recall one of the Fink family.

W. M. Dever, who also piloted on the JUNIATA, lived at Freedom, Pa. In 1896 a son of his was accidentally hit in one eye by a sling-shot; this took the sight of that eye and not long afterward the other eye went blind. In 1955 when we were bringing the W. P. SNYDER, JR. to Marietta, a landing was made at Rochester and visitors were allowed aboard. One gentleman, somewhat stooped and guiding himself with a cane, was assisted to the decks. He was this son.

On May 25, 1875 the JUNIATA and MOLLIE EBERT were moored close together at Pittsburgh. The EBERT took fire and the flames leaped to the JUNIATA and both were destroyed.

Canal Fever

The American Bureau of Shipping publishes a quarterly magazine which is tops in the marine world. Called the "Surveyor," it is the same page-size as S&D REFLECTOR but there the similarity ends. On slick-stock pages the February '73 issue contains remarkable pictures and text of the new ITB (integrated-tug-barge) combination neither fish nor fowl (it's really not a boat; maybe a tow) now revolutionizing ocean cargo shipping. But this same issue also finds value in devoting seven pages to canal boats now plying in the state of Ohio. From the sublime to the ridiculous maybe.

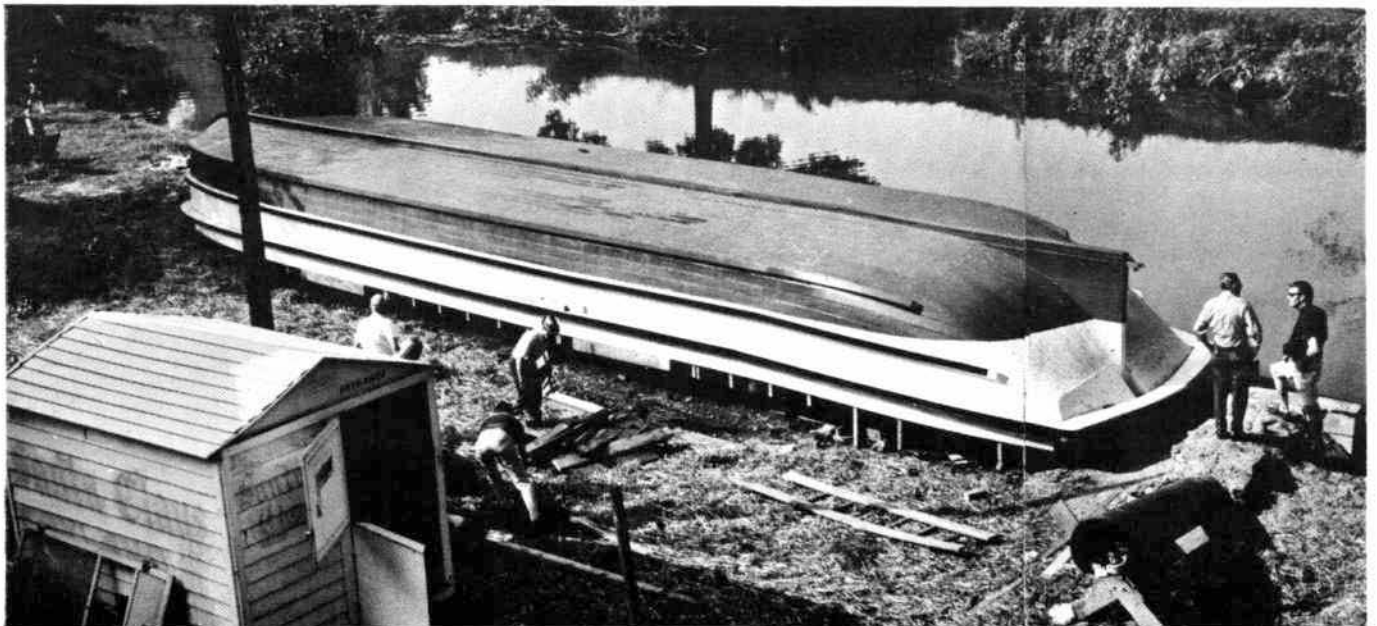
The ST. HELENA II is described as a "rigorously authentic canal freighter." She was the first-built of three such craft now plying remnants of Ohio canals. She operates at Canal Fulton, O. south of Akron on U.S. 21, and has operated for three seasons.

The Canal Fulton volunteer group built the ST. HELENA II from the keel up, first felling oak trees for her timbers and boiling the thick oak hull planks so they could be bent and spiked to the frames. She cost \$25,000, all raised from local donations.

For Carroll M. Gantz, designing the ST. HELENA II was a labor of love. While a number of plans existed for canal freighters, they varied considerably. He found models showing scales for cabin heights from five to eight feet. "The dilemma," in short, "was to establish authenticity," he said. "My solution was to return to the only immediate source of authenticity--photographs. Scaling dimensions from photos is difficult,



The ST. HELENA II as pictured by J. W. Rutter at Canal Fulton, O. on July 12, 1970 during her first season's operation. She measures 60 x 14. A nearby lock, No. 4, on the old Ohio & Erie Canal, also has been restored and made operative. One former S&D member, the late Arthur B. Kempel, was fond of recalling canal boat rides he had taken as a youth, then living at Akron, O. The state of Ohio has four towns with "Canal" prefixes: Canal Dennison, Canal Lewisville, Canal Fulton and Canal Winchester. For other pictures of the ST. HELENA II and news stories, see Sept. '70 issue, page 29; also Dec. '70 issue, page 33.



The ST. HELENA II under construction. Photo courtesy the "Surveyor."



Along the towpath of the Ohio & Erie Canal at Canal Fulton, O., two mules in tandem pull the ST. HELENA II at a lively clip. Note that the tow line is not affixed to the bow; it leads from a high timberhead, the hitch made at roof level, back about centerway. This two mule hay burner knocks off about 3 mph.

but there is a procedure commonly used by industrial designers known as mechanical perspective. It is used to convert three-view mechanical drawings into a perspective image of an object through a system of space cubes.

Gantz employed the system in reverse. He used photographs to prepare a perspective rendering of a freight boat. Over this a three view mechanical drawing was plotted. Dimensions thus determined were a direct result of the photographs themselves. Once he had preliminary dimensions based on the photographs, Gantz checked them against many models. Most accurate was a model of the original ST. HELENA built by W. J. McLaughlin around 1933. This model is exhibited in the Stark County Historical Center, Canton, O.

In building this model McLaughlin, fortunately, had spared no detail, down to the tiny interior cabin furniture. It proved invaluable in determining exact contours and construction details, including rudder and tiller assembly. Carroll Gantz was able then to draw four 36 x 48 detailed sheets derived from the model and his own interpolations.

Gantz then went to see James Richardson, a wooden-hull shipbuilder in Cambridge, Md. Richardson became interested and went to Canal Fulton in June, 1968 to inspect the hull frames and review the plans. It developed, from research, that the American canal boat design was aped from what was known as the "Durham" boat such as was designed and built by Robert Durham in Bucks County, Pa. who shipped iron on the Delaware to Philadelphia. Date was 1750.

The other two canal boats now in Ohio are the MONTICELLO II, operating at Roscoe, part of Coshocton, O., and the GENERAL HARRISON just north of Piqua, near U.S. 75.



A simplified view of the system of Ohio canals may be used to locate the present restoration projects. The ST. HELENA II is at Canal Fulton, near Akron (upper right). The MONTICELLO II, at Roscoe, (a little right of center) is adjacent to the old Walhonding Canal. The GENERAL HARRISON is at Piqua on the Miami & Erie Canal (extreme left) not far above Dayton.

S. Durward Hoag, our esteemed board member of Marietta, is now well recovered from a coronary which put him in the hospital on the first of February last. He is out and about, and has resumed his "Round and Round" column in the Marietta Times.

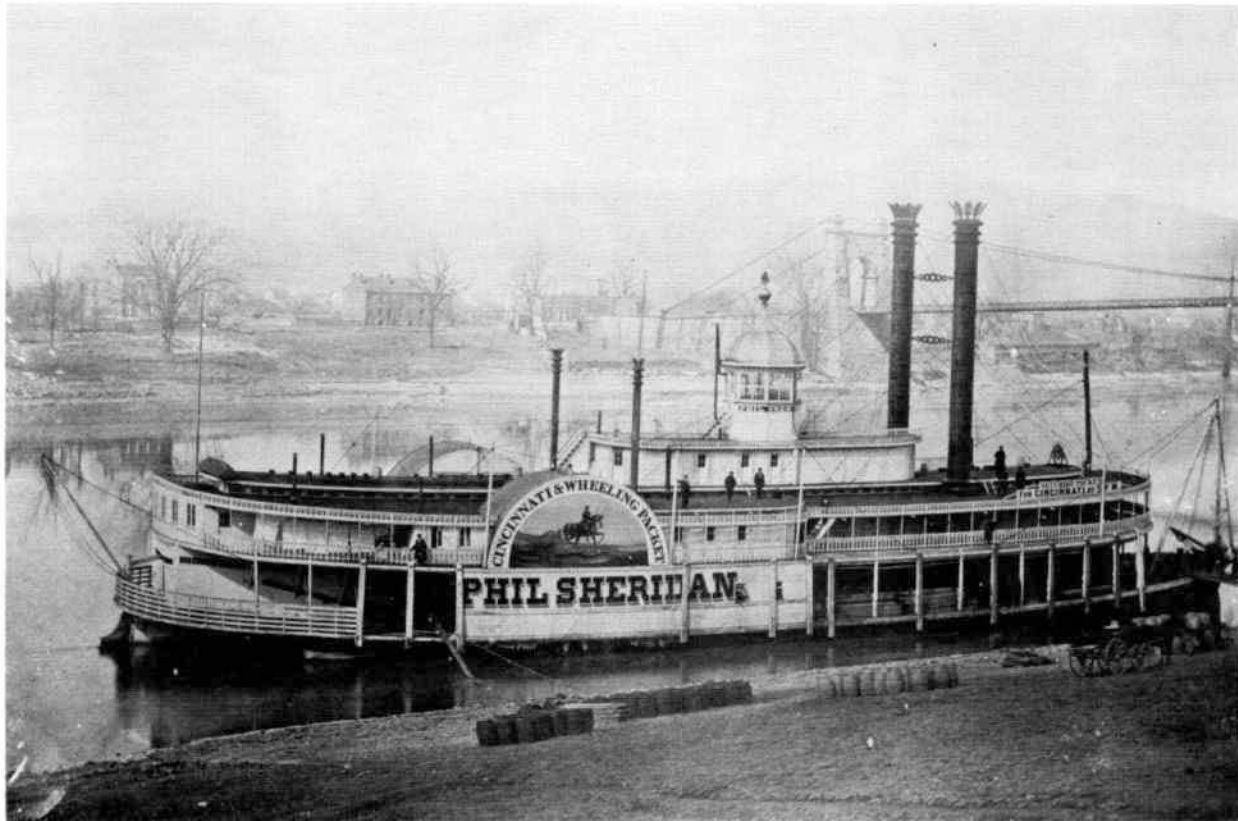
The little picture in the left corner of the address box of the back page of S&D REFLECTOR started appearing in 1965. A new one is selected for each issue. This issue shows a pen drawing of a new Viking class Dravo-built twin prop job. Nine have been built or are under construction. Dravo now has a Super Viking design packing in excess of 10,000 hp. Three of them are under contract--to become the most powerful yet built for the inland waterways.

A new river book, "Long Live The DELTA QUEEN," got a send-off at Webster Groves, Mo. on April 12th last when the author, Letha C. Greene, appeared in the Webster Groves Bookshop for an autograph party. An invitational cocktail party, held aboard the DELTA QUEEN at Cincinnati on May 1st, was sponsored by Hasting House, the publishers. The first copy we saw (but for a fleeting glance) was in the residence of S. Durward Hoag, Marietta, O., on April 16. He had just received the book as a gift. We had it in our hands exactly 52 seconds so we cannot present an estimate. The retail price is \$6.95 and mail orders, including postage and tax, \$7.50. But who you write to is something we don't know at the moment. Meanwhile our felicitations to Letha--the book is bound to be a good one.

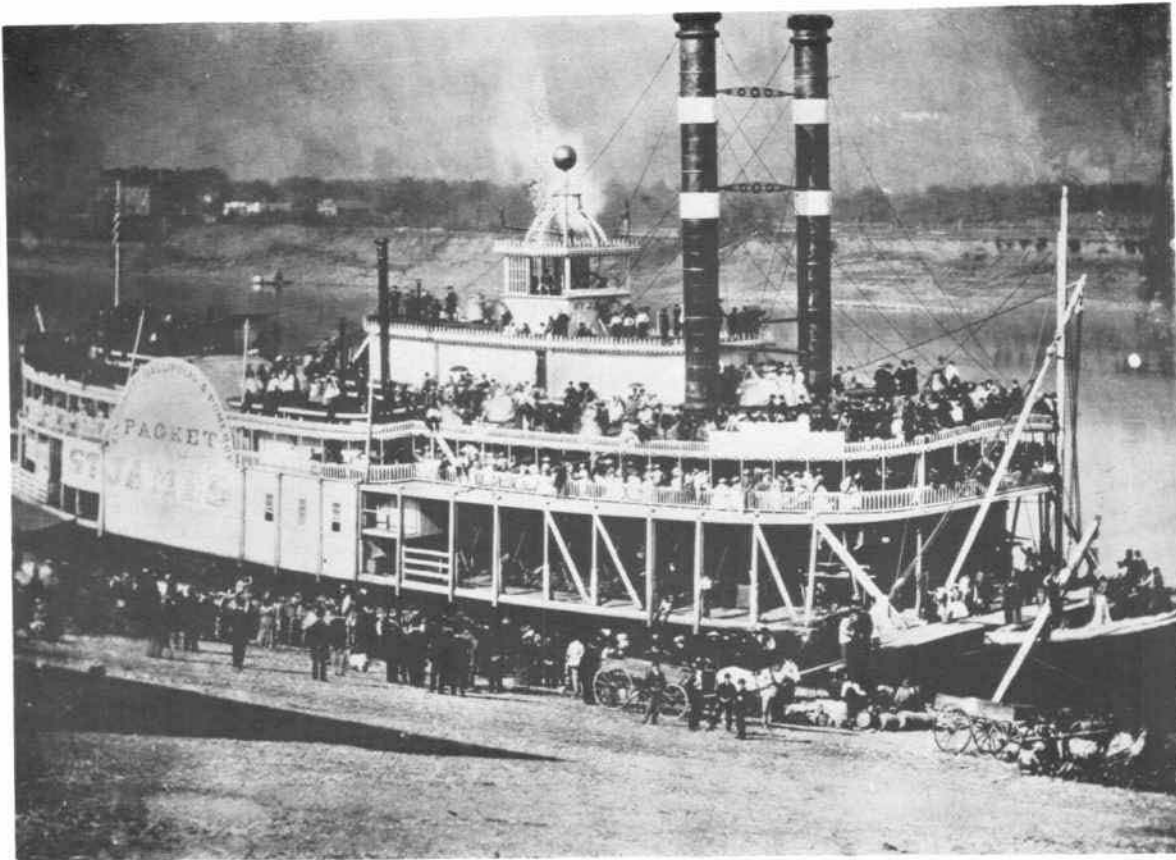
W H E E L I N G



This photograph of the riverfront at Wheeling, West Va. was taken in March, 1866, a date easily established as the PHIL SHERIDAN is there. Wheeling at that time was the capital of the state, and West Virginia had been admitted to the Union less than three years before. The suspension bridge in the background built by Charles Ellet, Jr. was opened to traffic on November 1, 1849 but the span (1,010 feet) had been demolished in a May windstorm in 1854, then promptly rebuilt by Ellet. The wharfboat is lettered BOOTH, BATTELLE & CO., WHARFBOAT AGENTS, and obviously has been built on an old steamboat hull. Wheeling Island above the bridge is under cultivation and there are a few dwellings and a barn or so in sight.

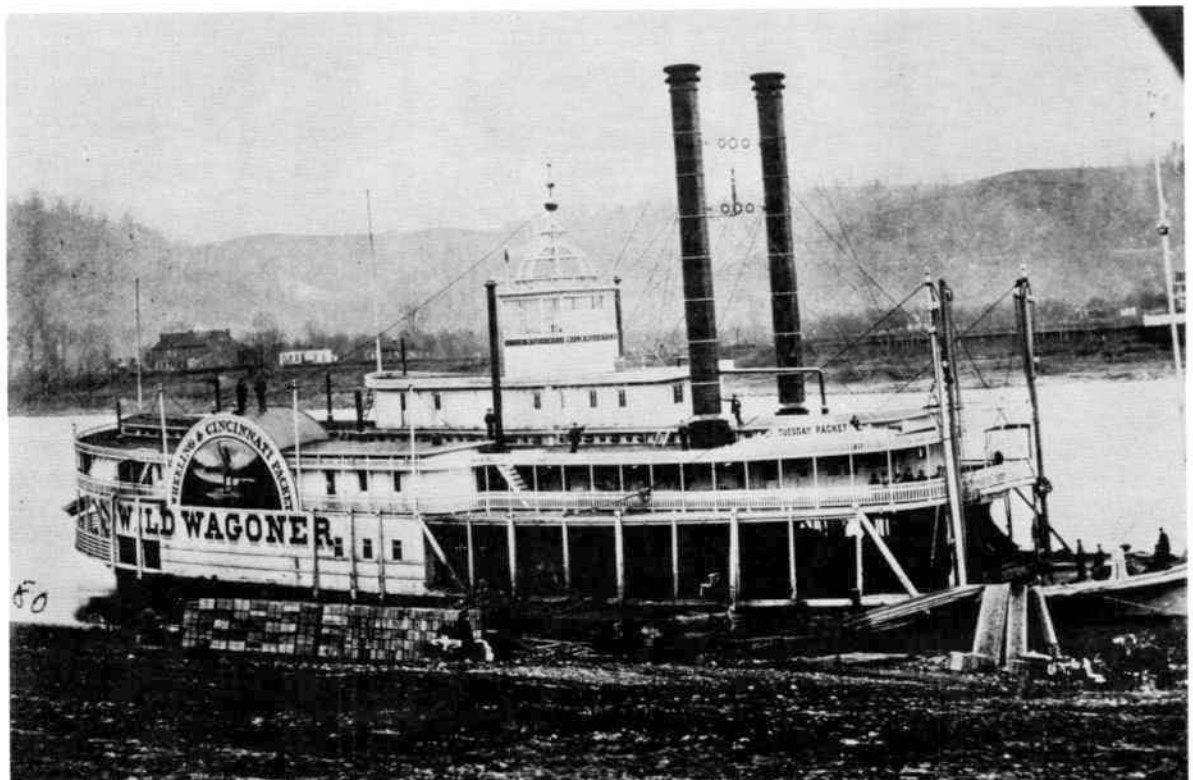


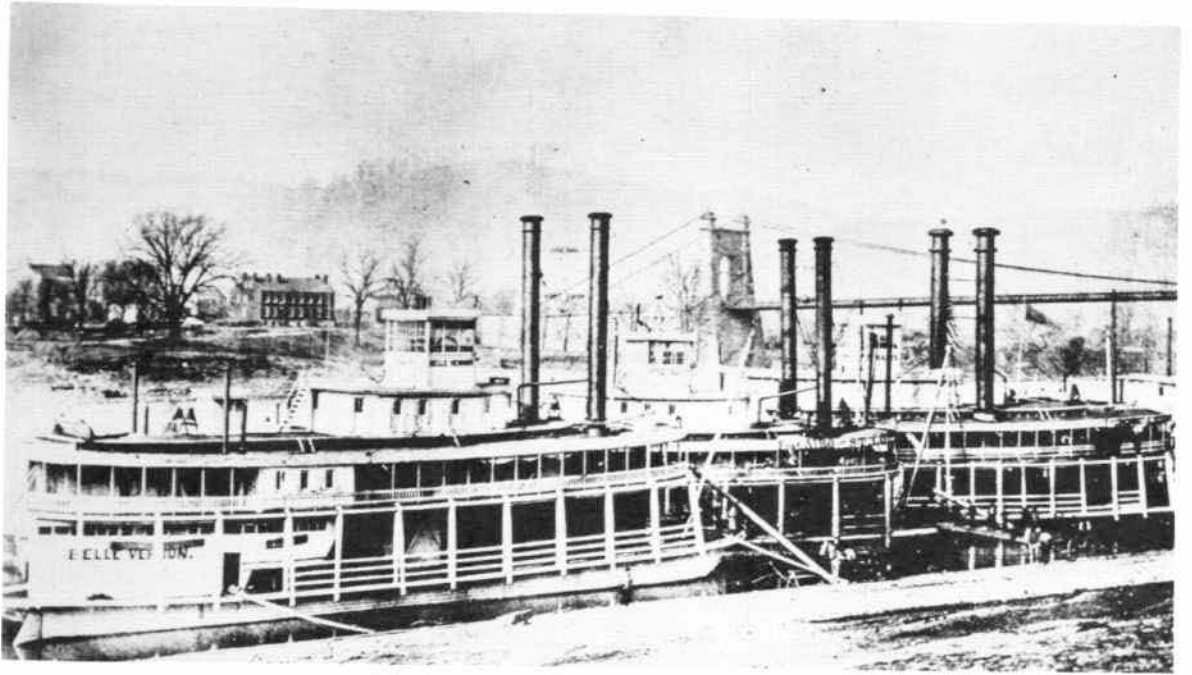
The PHIL SHERIDAN, just new in 1866, was built at Cincinnati. A signboard on the hurricane roof rail says SATURDAY PACKET FOR CINCINNATI AT 5 P.M. Please note the octagonal pilothouse with the whistle projecting from the top of a gilded ball ornament. The PHIL made only a trip or so in March, 1866, and then was sold by Capt. Charles Muhleman to Capt. P. S. Davidson who took her to the Upper Mississippi. In 1870 she made a trip to Pittsburgh and loaded out for St. Paul. Six years later she was hauled out on the marine ways at LaCrosse, Wis. and had an accident similar to the one reported in our last issue concerning the GEORGIA LEE. The cradle chains broke and she went "by the run" back into the river. She was dismantled where she lay.



The side-wheel ST. JAMES, built at New Albany, Ind. in 1865, was first entered in the Cincinnati-Pomeroy trade, but in April, 1867 was acquired by Capt. J. J. Blagg and others for the Wheeling-Cincinnati trade. This picture was made at the Wheeling wharf at that time. A spring excursion for the local citizenry is about to depart. The White Collar Line bought her soon after, and she ran Cincinnati-Portsmouth until 1876 when the first BONANZA replaced her.

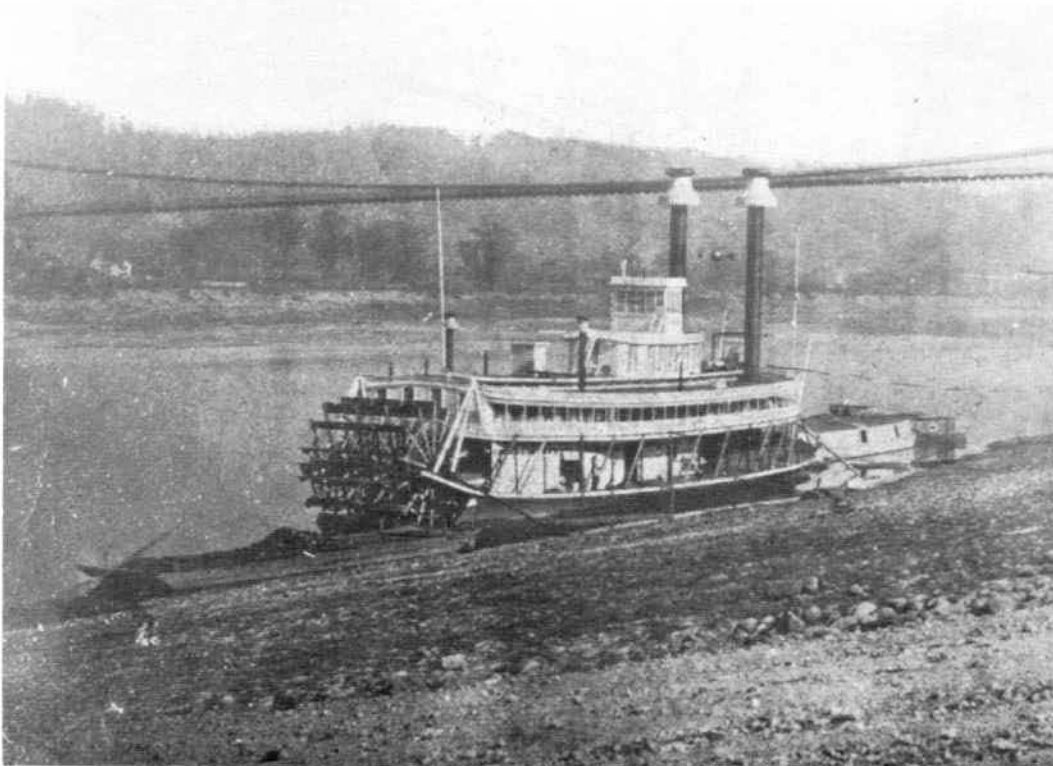
The WILD WAGONER was built in 1864 at Cincinnati for Capt. Henry H. Drown. She had in her cabin an oil painting by Thomas Buchanan Read illustrative of the poem "Wild Wagoner" and it was copied on the paddleboxes. She ran Cincinnati-Wheeling for only a short while, in the spring of 1865, when this picture was made at Wheeling. There followed a brief career in the Louisville-Cincinnati trade, and in Nov. 1866 at a sheriff's sale she was sold to the New Orleans & Bayou Sara Packet Co.





This Wheeling picture was taken in early spring of 1868. The boats from the left are the BELLE VERNON, IMPORTER, ST. MARYS and at extreme right is a glimpse of the REBECCA. The BELLE VERNON had just come up from New Orleans, creating quite some stir at Marietta where she unloaded six hogsheads of sugar consigned to McConnell & Edwards, McConnelville, first southern sugar in seven years. She went on to Pittsburgh and loaded out for St. Louis. She was owned by Capt. John J. Darragh, built at Belle Vernon, Pa., 1866. The IMPORTER has a banner on her roof rail, FOR CAIRO AND ST. LOUIS. She was owned by James Rees of Pittsburgh. A few weeks after this photo was made the IMPORTER loaded out at St. Louis for Fort Benton, Mont., a trip then reckoned at 2,211 miles. The third boat

in this view, the ST. MARYS, was built at Wheeling in 1866, Capt. Tom C. Sweeney, and she's just back from a trip up Wabash River where she loaded out with corn and brought it to Parkersburg for re-shipment east on the B&O. Now she's entered in to the Pittsburgh-Cincinnati trade. Too bad no more shows of the side-wheel REBECCA at extreme right; she had been bought by the Wheeling & Parkersburg Packet Co. a year before and was running in that trade along with the EXPRESS (which is pictured in this series). Capt. Jack Harrison of Belpre, O. was her skipper, and he lost her right at his front door a year later, on December 7, 1869 when she collided with a sunken coal barge at the B&O bridge, then being built. Four or five of the deck crew were lost.



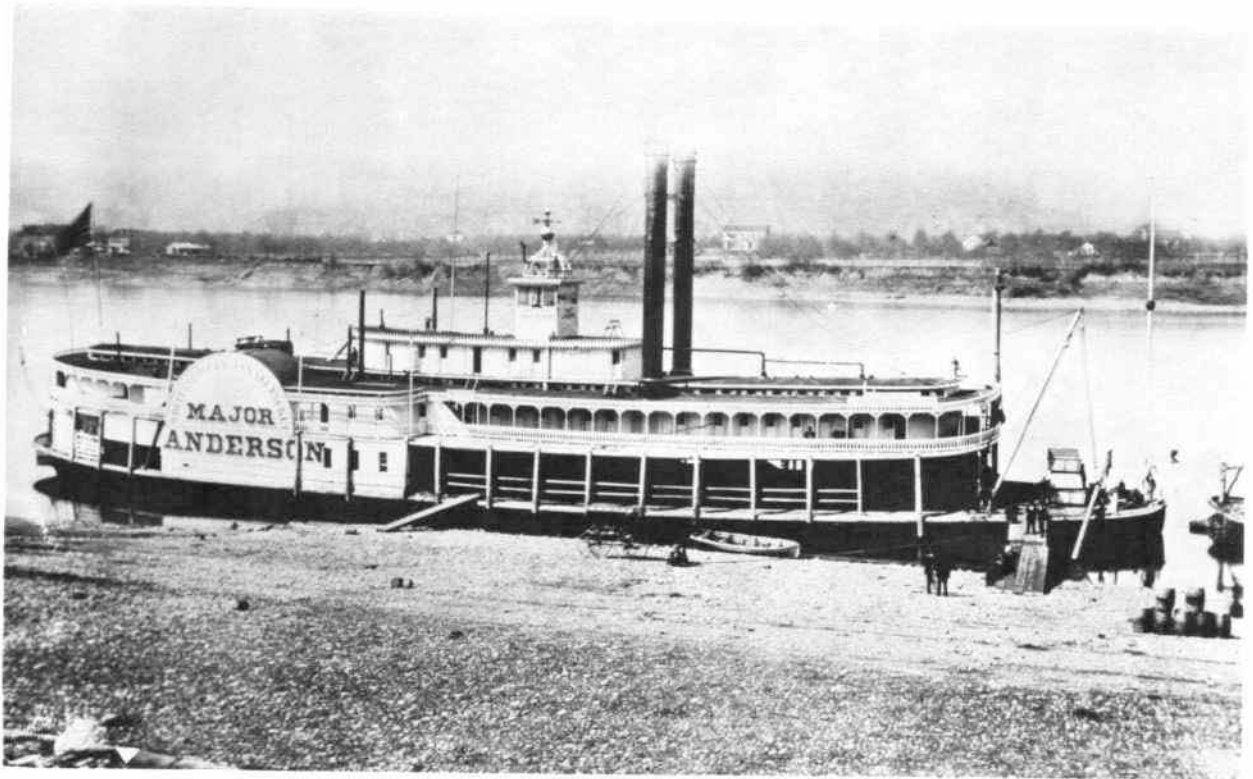
Talk about a "mystery picture;" this is it. In 1947 the kind folks in the Purdue University Library sent this to your editor asking for identification and details. Here we are in 1973, twenty-six years later, and still no clue. Oh, yes, it was taken at Wheeling long, long ago--there's the suspension bridge--and the river is at an extremely low stage. The sand bars on the island side are out for air. You'd imagine that any steamboat having such umbrella-topped smokestacks, painted white, would stand out in river history like a sore thumb; but not this one.



Many of these old-time pictures taken at Wheeling came to us from Ernie P. Anshutz, native of Buckhill Bottom along the Ohio between Clarington and Hannibal, O. Ernie was a great hand at saving pictures. His wife was a Muhleman, also from Buckhill Bottom. In later years he lived in Los Angeles. He was related to Capt. Phil Anshutz who in 1862, with others, built the EXPRESS at Belle Vernon, Pa. for the Wheeling-Parkersburg trade. She was one of the vast fleet assembled at Parkersburg in June, 1865 to carry home Union troops mustered out and brought there on the B&O. She was dismantled in 1870.

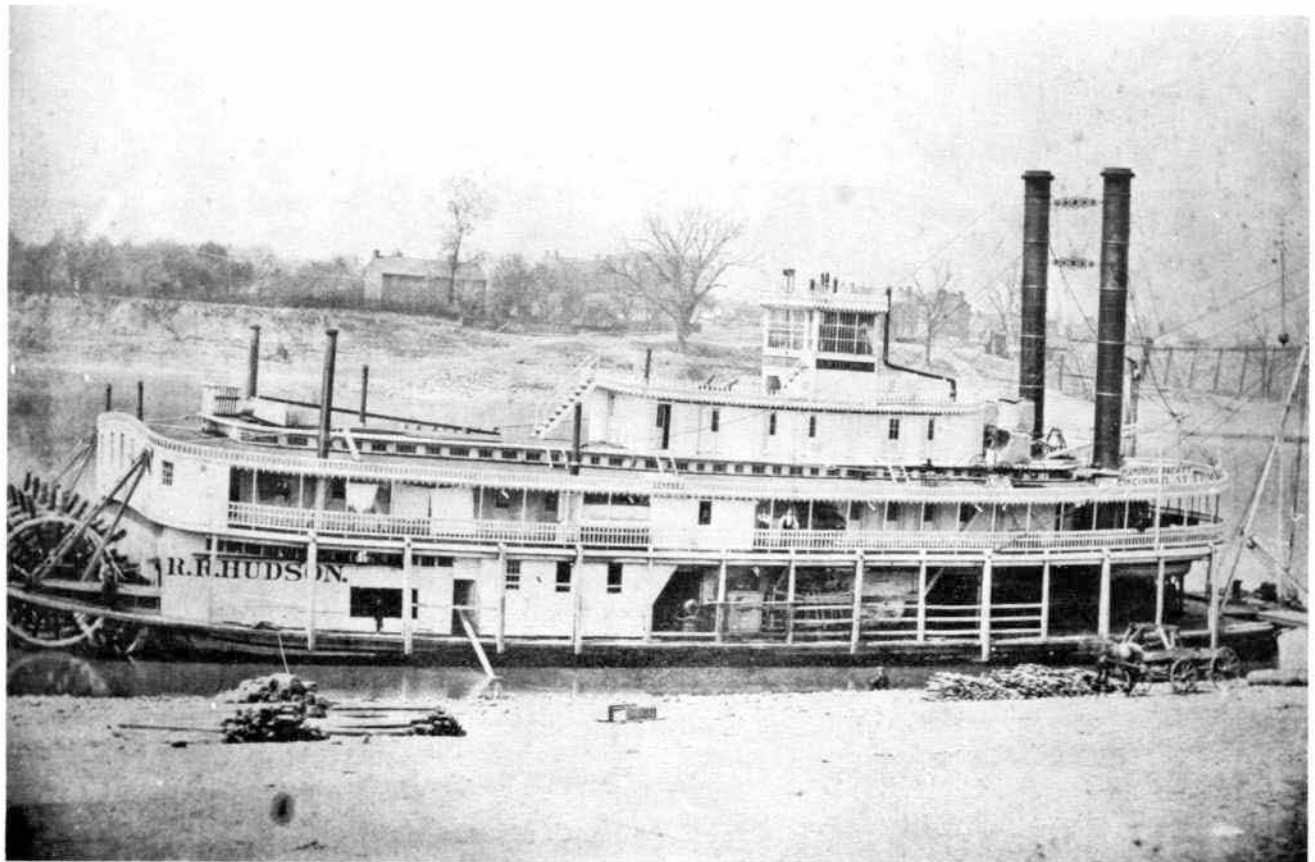
The EAGLE was built at Wheeling, 1861 for Capt. Charles David, and was known as the "little JACOB STRADER" by reason of her peculiar build. She did low water work in the Louisville-Cincinnati area, and was acquired in April, 1862 by Capt. Charles H. Booth for the Wheeling-Parkersburg trade, and his clerk was Charles Muhleman. On November 8, 1871 she was found to be sinking just as she left Newport, O. A flatboat was brought alongside and crew and passengers escaped over on it. The EAGLE disappeared in deep water, all but the pilot house. This view shows the lower end of Wheeling Island in the 1860s with no buildings erected on it.





Capt. Charles Muhleman bought the MAJOR ANDERSON from the U.S. Mail Line Co. for the Wheeling-Cincinnati trade in early September, 1868. On the 4th of December that year the Mail Line lost their palatial side-wheelers UNITED STATES and AMERICA in collision near Warsaw, Ky. and immediately arranged with Muhleman to charter the ANDERSON as a temporary replacement, and kept her until October, 1869. Then Muhleman put her back in the upper river trade. She burned at Cincinnati in 1872.

The R. R. HUDSON, named for a salt producer in the Pomeroy Bend, was built in 1866. In the forward cabin was an oil painting of Wheeling done on the skylight bulkhead, and one of Blennerhassett Island back aft, done by artist Emil Bott mentioned in our last issue as a resident of Monaca, Pa. She ran Wheeling--Cincinnati, Capt. J. T. Russell, and William M. List, clerk. In 1875 List built a larger replacement named HUDSON (for the same Pomeroy merchant) and continued the trade.



This interesting picture is thought to have been taken at a wing-ding or party staged in connection with the initial arrival of the PHIL SHERIDAN at Wheeling in March, 1866.

Capt. Charles Muhleman, master and part owner of the boat is identified in the key as #18. He later operated the side-wheel MAJOR ANDERSON but perhaps is better remembered as the owner-skipper of the sternwheel ANDES which ran in the Wheeling-Cincinnati trade many years. A reverberation came in 1919 when the Louisville & Cincinnati Packet Co. named a boat ANDES at the behest of Capt. Martin F. Noll, who was clerk on Capt. Muhleman's ANDES.

Capt. Chris Young, clerk on the PHIL SHERIDAN, is #11 in the key. Later he was clerk, master, and part owner of the PARIS C. BROWN in the New Orleans trade, and in 1889 owned the side-wheel RAINBOW bought from the Louisville & Henderson Packet Co. He ran her for a time between Pittsburgh and Cincinnati.

Ed J. Anshutz, clerk on various of the Wheeling locals, is #12, he served longest on the EXPRESS NO. 2.

The owners of the Booth & Battelle wharfboat at Wheeling were William Battelle, #1 in the key (and his beautiful wife is #2) and Capt. C. H. Booth, #3. Captain Booth owned in and operated various local Wheeling packets; LIBERTY NO. 2, NEW STATE, TELEGRAM.

Capt. Asa B. Booth who was master of the EXPRESS NO. 2, DIURNAL and others is #21. He later built the side-wheel LIBERTY with feathering wheels and rotary engines.

A young lady, #15, is identified as Belle Mendel, and a young man, #19, as Curran Mendel. The towboat CLERIMOND at Wheeling was named for Clerimond Mendel--and there may be some connection.

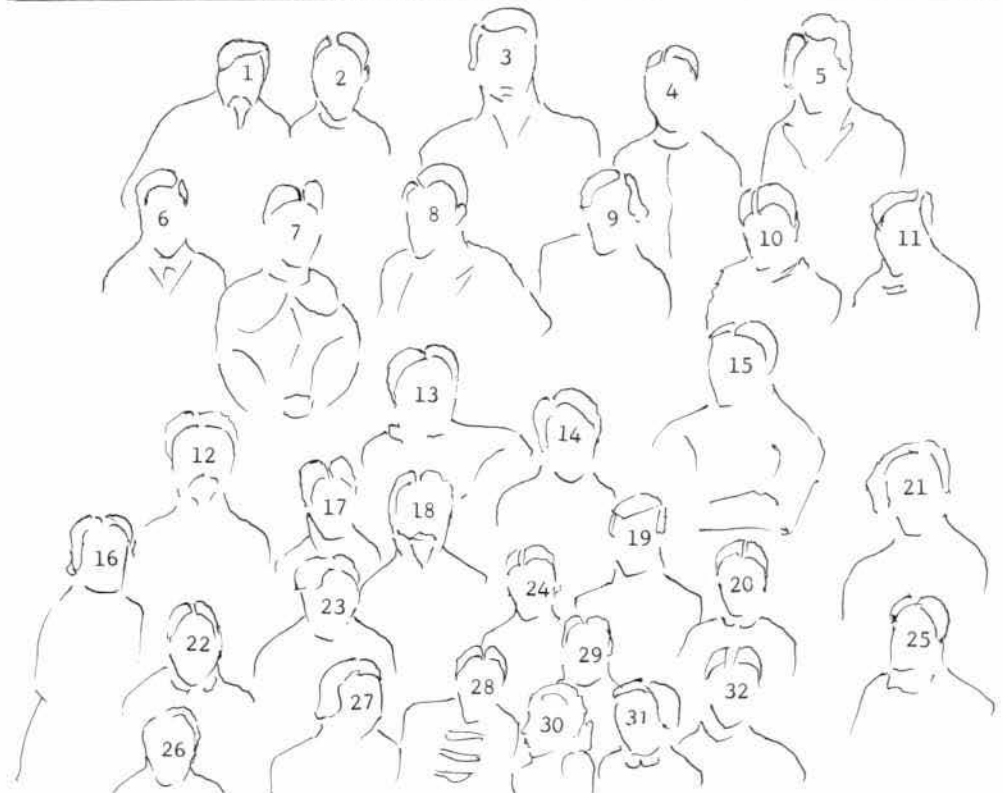
Others identified are #4,5, Mr. and Mrs. Jim Wheat. #7 is Mary Berry; #8 is Frank Winship; #9 is John Steel, #10 is Lib Hall; #13 is The. Darragh; #17 is Emma Pollock; #20 is Mattie Metcalf and #24 is Lizzie Booth.

Ernie Anshutz, who furnished these identifications, was a bit fuzzy about the persons in the foreground, but seated are Dick Tringle, Pinta McLure, Tom McLure, Tom Wilson, Blanche Clark, Mary Amsworth and Lib Hamilton. We have no way of knowing at this late date who is which.

One day in the Portsmouth, O. wharfboat we were talking with Capt. William D. Kimble who knew many old-timers, and we asked him about Capt. Chris Young who had lived at Portsmouth. "He was a very fine man and his wife also was away above par--both were generous

to a fault--everybody thought well of them," said Captain Kimble. The RAINBOW in the Pittsburgh-Cincinnati trade caused as much excitement as the KATE ADAMS did years later. One of the RAINBOW's pilots was Harry Ollom whose picture appeared in our last

issue. Harry nearly got his face bashed in when a low hanging light on the Beaver, Pa. bridge of the P&LE railroad swung in to the pilot-house of the RAINBOW and hit him---knocked him out---and he was many weeks recovering at his home in Belpre, Ohio.





In mid-March two S&D's went on a scouting expedition. Objective: old sternwheel boats. Ross Rogers, Jr. and Nelson Jones went to Guntersville, Ala. on the Tennessee River and paid a call on Howard Powell, Jr. Of the eight towboats listed in "Inland River Record" as owned by Howard Powell & Son, one is the SCOTT, a sternwheeler built by Charles Ward Engineering Works at Charleston, West Va. in 1930 for the U.S. Engineers.

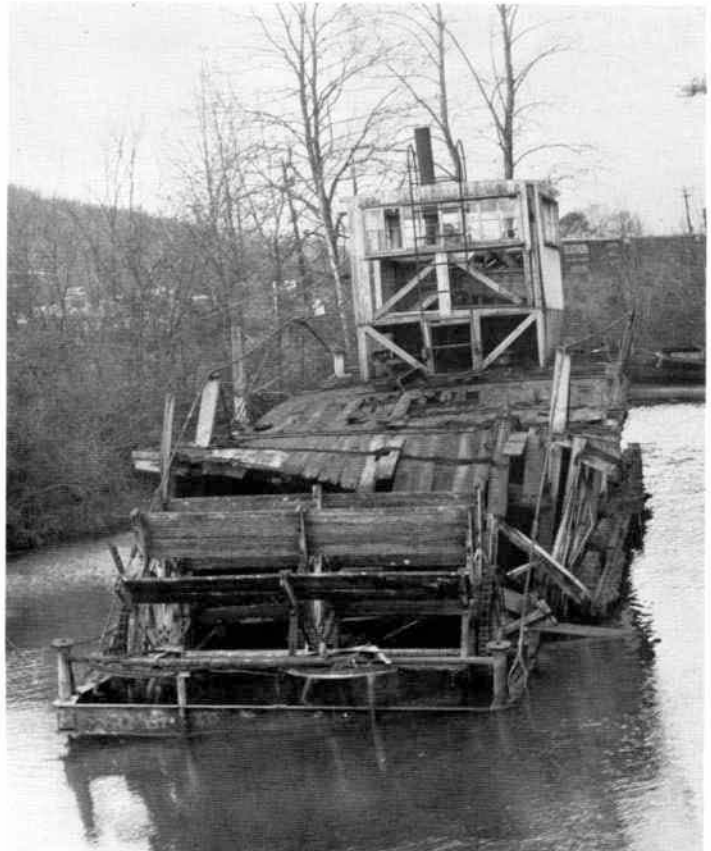
The above picture, taken by Ross Rogers, shows the SCOTT these 43 years later. The Powells bought her at a public sale from the Engineers in the spring of 1954.

Another of the listed Powell fleet is the GEORGE KILLIAN, a sternwheeler built at Chattanooga in 1926 which they acquired from the Dixie Sand & Gravel Co. in October, 1968. Ross also snapped a stern view of this one, shown on the next page.

What Ross and Nelson did not expect to find were two other sternwheelers in this Powell museum. The GLADYS (shown on this page at the right) is an old wood hull sternwheeler built at Decatur, Ala. in 1928, now a fascinating relic. The other, on the next page, is what's left of another sternwheeler, the ALBANY NO. 1, built at Albany, Ala. in 1924 by Henry Papenburg. The Powells got her in the summer of 1935 when she still had on her an ancient Fairbanks-Morse one-cylinder clunk rated all of 42 hp. They doubled this power by putting on a Cat D-8800.

Ross and Nelson found Howard Powell, Jr. to be a mighty fine host, and they were given the run of the yard.

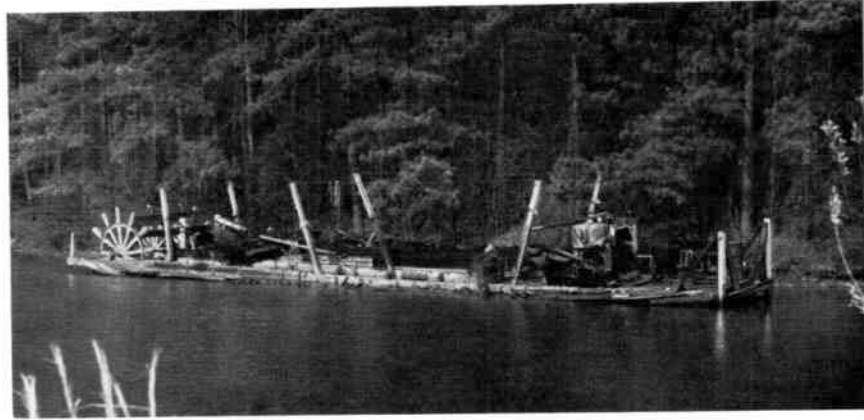
Pittsburgh until the last year or so had an equally fascinating boneyard of old boats moored in the Allegheny River on the North Side, stretched almost a mile in extent. The city fathers and do-gooders called the scene "unsightly." Today those old boats and wrecks at Pittsburgh are gone,



Continued from last page

gone, gone. In their place is an austere boulevard and park, which, like most things of virtue, cost a lot of money to do, and is costing a lot more to keep that way--after every flood it has to be scraped off. One time when the DELTA QUEEN landed near Horne's store there in the Allegheny--just opposite the Zubik museum of rusty boats--the gentlemen tourists on her declined the arranged bus tour of the city. Instead, they crossed the Sixth Street bridge and spent a happy day rooting around in the Zubik junk.

There is a need for accumulations shown in these pictures. Even a wildflower garden off limits to professional horticulturists, and rampant with weeds and whatever, should be the centerpiece of formal estates. Guntersville, here we come.



Above is the hull, paddlewheel, hog-chains and some of the machinery still on the old ALBANY NO. 1 which dates back to 1924. The Powells of Guntersville, Ala. have their keepsakes in a protected slough which provides a pleasant setting.

At the left is a stern view of the GEORGE KILIAN, paddlewheel and monkey rudder still on her. She was built in 1926.

And here, kind sirs and madams, is the GLADYS, which dates back to 1926, rustivating in pleasant innocuous decrepitude with all sorts of goodies still there--shaft, flanges, bearings, sprockets, chains---anybody wanting to build a new sternwheeler will do himself proud to cultivate Howard Powell, Jr.



Sirs: The old JOS. SMITH lies sunk at the lower end of Toronto, O., across from the mouth of Kings Creek. I just checked. She's been there sunk since about 1964 in about 7 feet of water about 100 feet from the Ohio shore. Last time I crawled around inside of her there was about 4 ft. of mud and sand in the cabin.

She was afloat in 1963 when I moored the EDNA to her. I rented the grounds there when I had the LOUISE, keeping her off the bank by running a line to the rear hog-chain brace of the JOS. SMITH's wreck. Yes, the SMITH had a steel hull but also had hogchains. Today Slim Brandt has one of her pilothouse signboards.

I best remember the BENWOOD, a sister-ship to the JOS. SMITH. Ira Wolf was pilot on the BENWOOD and he was sort of a legend, could back on one wheel while coming ahead on the other and really handle a tow.

Clyde W. (Bud) Daily,
162 Sunset Drive,
Toronto, Ohio 43964

=When we last visited aboard the JOS. SMITH she was afloat, this being in Aug. 1960, at Jeddo Landing, lower end of Toronto. At that time she was a floating clubhouse and meals were served. She originally was BETTY and then belonged to Dravo's Keystone Division, built 1927 on a steel hull 125.9 x 26.6. Keystone sold her in 1947 to Capt. Edward F. Smith who renamed her JOS. SMITH in honor of his father. He sold her in 1955 to Triangle Towing Co., Maysville, Ky. and four or five years later she became the floating club house at Toronto. -Ed.

Sirs: Capt. David M. Swain was my great grandfather. It came about this way:- David M. Swain had a daughter Gertrude Swain Fey (deceased) who had a son Charles D. Fey, Sr., who had a daughter (me), Terry Bell Fey Herleman. My father lives at 19940 Portola Drive, Salinas, Calif. 93901.

Mrs. William N. Herleman,
116 West Lincoln St.,
Sycamore, Ill. 60178.

Sirs: The following item appeared in the Beverly (O.) "Dispatch" of July 1, 1881:

"The boys and men who disgraced this community Tuesday evening by appearing on the river bank in the nude state and dancing around to the embarrassment and disgust of the passengers on the LIZZIE CASSEL, should know that there is a strict law which applies in such cases. They acted like a lot of savages, and should have received a load of buckshot from the boat; the sooner such vicious characters are put out of the way the better."

According to a book I read called "Pilotin' Comes Natural" a couple of clerks on the GENERAL BEACH--exactly 40 years after the above--"swam naked as jay birds



Three Ike-&Mike diesel sternwheelers were the BETTY, BENWOOD and MARY ALICE built by Dravo, each rated 480 hp. Very few diesel sternwheelers, before or since, had such power. The BETTY was renamed JOS. SMITH and her final fate is detailed in the letter at top left on this page. This picture of her was taken in the Allegheny River at Pittsburgh, looking downstream, with the Sixth Street bridge in back. Her stern bulkhead is lettered "Port of Louisville" and likely was taken after her return from her Triangle Towing Co. ownership.

along the gravel beach and willow fringed shore" of the Muskingum.

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

=Yeh, by night though. -Ed.

Mr. and Mrs. W. M. Eichleay have joined S&D. Mr. Eichleay's grandfather was John Eichleay, Jr. of the noted house (and boat) moving firm at Pittsburgh. The Eichleays put the VIRGINIA back in the river after her 1910 stranding; also the KATE ADAMS at Helena, Ark., and also the towboat A. I. BAKER from below Lock 48, Ohio River.

On the 14th of March last we took a look-see at the new stern-wheel passenger boat VALLEY GEM in course of construction, and since completed, at Belpre, Ohio. James E. Sands, 123 Strecker Hill, Marietta, O. is the owner, and he introduced us to Edward Ruble who took on the job of building the boat single-handed.

She's a single deck boat with the pilothouse on the roof. The steel hull measures 53½ ft. by 17 ft. 4 in. The bottom has a 6" V at center. The paddlewheel was completed when we were there, but not attached. It's quite some wheel, 10 ft. dia. with 16 arms, working buckets about 7½ ft. long. She's powered with a G-M 671 set thwartship hard aft.

There are two steering rudders and a monkey rudder. She's designed to carry 68 passengers.

Jim Sands said he intended to operate her at Marietta and on the

Muskingum, and hence picked the name VALLEY GEM to honor the old packet which ran out of Zanesville many years.

A frequent visitor at the Belpre boat yard is Robert L. Kesterson who in 1958 built a paddlewheeler on a 30-foot Weaver skiff and named it VALLEY BELLE.

Sirs: That picturesque (and somewhat smoky) picture of the PELICAN on the back side of the March issue surely wins the blue ribbon. Despite posey-pickers and grasping prophets of economy that picture packs more action per sq. in. than the D.Q.'s psi. There was a time when smoke and steam symbolized U. S. prosperity. I can almost hear, sniff and TASTE the grand pandemonium that was going on when Ivey Gladin clicked his shutter.

Thanks for making my day complete.

Richard Carmell,
6510 Arborcrest,
Loveland, Ohio 45140

When you are northbound on U.S. 77 from Marietta to Cleveland, and after you get past the U.S. 40 interchange near Cambridge, you see signs to the Salt Fork Recreation Park. In that park is a lodge which, so says John W. Garden, serves good meals. There is a mural on the diningroom wall showing a steamboat.

Its name is TICKEL PITCHER.

It's a sternwheeler.

It was built in 1838 by Samuel Harnes and was launched in nearby Wills Creek.

It exploded on the first run.

The March 31st issue of the Warren, Pa. "Times-Mirror and Observer" ran an eight column story banner-headlined KINZUA DAM DEMOLITION: PILOT PROJECT TO AID ECONOMY? "The Minority Relocation Committee" says the story, "a subcommittee of the long-range federal Land Denudation Authority, announced that the dam, its work completed, would be torn down over the next ten years, and its huge concrete monoliths would be stored atop the overlook in the Seneca Power Project reservoir."

This huge dam across the Allegheny River 10 miles above Warren was the target for bitter criticism when built some years ago. Lands granted the Seneca Indians to hold forever "as long as the sun may shine" were unceremoniously appropriated and drowned under a 22-mile lake backed up by the dam into New York State. The U.S. Engineers promised that its construction would end the flood menace at Pittsburgh, 200 miles downstream. As things panned out, the Tropical Storm Agnes gave Pittsburgh the third highest flood in recorded history in June, 1972. This raised a few eyebrows, particularly at the Fort Pitt Museum in the city's Golden Triangle. It was so badly clobbered that it has not yet reopened.

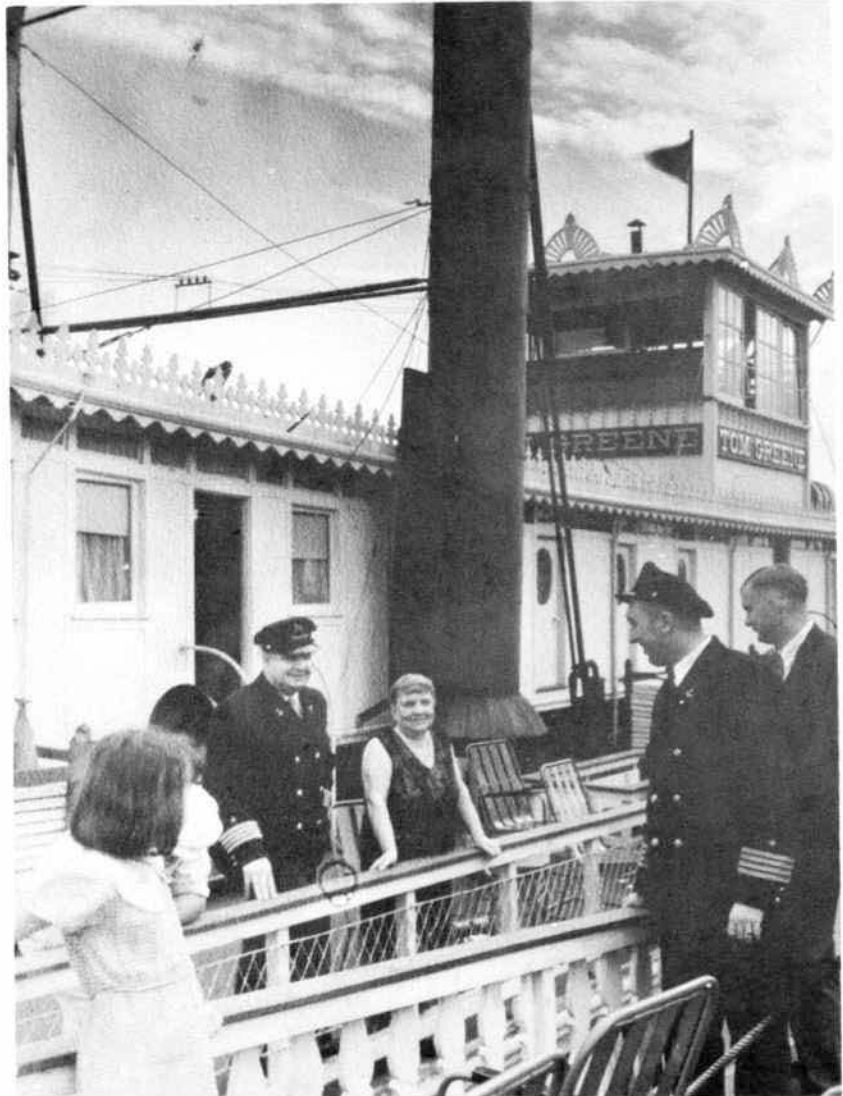
"The hurricane and resultant floods of 1972 were the worst on record," said the Times-Mirror, "and engineers have announced that the severity of this deluge was such as would only be expected to occur once in every 100 years."

Hence the decision to tear it down, and 80 years from now to rebuild it. The demolition, said the story, "is to come exclusively from unemployed and welfare recipients."

This for the Indians: "The Seneca Indians, who own much of the land on one side of the reservoir, are reported in agreement with the proposal. One authority claimed that the date (Sept. 1, 1973 when demolition is to commence) was especially well chosen as it coincides with an ancient holiday, 'lipra loof.'"

Lipra Loof in Seneca or any other language is April Fool spelled backward. Kinzua Dam has had many detractors, but if the definition of a joke is non-performance of what is pretended to be performed, then this is the most damning indictment yet.

The Steamship Historical Society of America will explore the riverfronts at Louisville and Jeffersonville when members convene on Saturday, June 23 at Louisville's new Galt House. A two-day program includes excursions on the BELLE OF LOUISVILLE, a visit to the Howard Museum, dinner, talks, and an inspection tour of the DELTA QUEEN due there those dates. C.W. Stoll will be playing a dual role hosting the group, being a board member of SHSA and also of S&D. Other S&D members, including your president and Lady Grace, plan to assist in welcoming the delegates.



Taken in August, 1933 by Cincinnati photographer Paul Briol as the TOM GREENE and CHRIS GREENE met to exchange passengers during a "meet-the-boat" trip. Over there on the roof of the TOM are Capt. Tom R. Greene and his mother Mrs. Mary B. Greene. On the CHRIS with the uniform cap is Capt. Volney E. (Stogie) White, and at his right is a celebrated guest from the Upper Ohio, J. Mack Gamble. Upon hearing of J. Mack's death (reported in this issue) Capt. Roy L. Barkhau dug out this picture and kindly sent it to us, the courier being C. W. Stoll. Forty years have brought some changes.

People who like listening to the whistling of old steamboats please take note:

Campus Martius Museum has bought all available platters of WHISTLE ECHOES NO. 1 from the producer, Mode-Art Pictures, Inc. These are available by mail at \$5.75 post-paid by writing

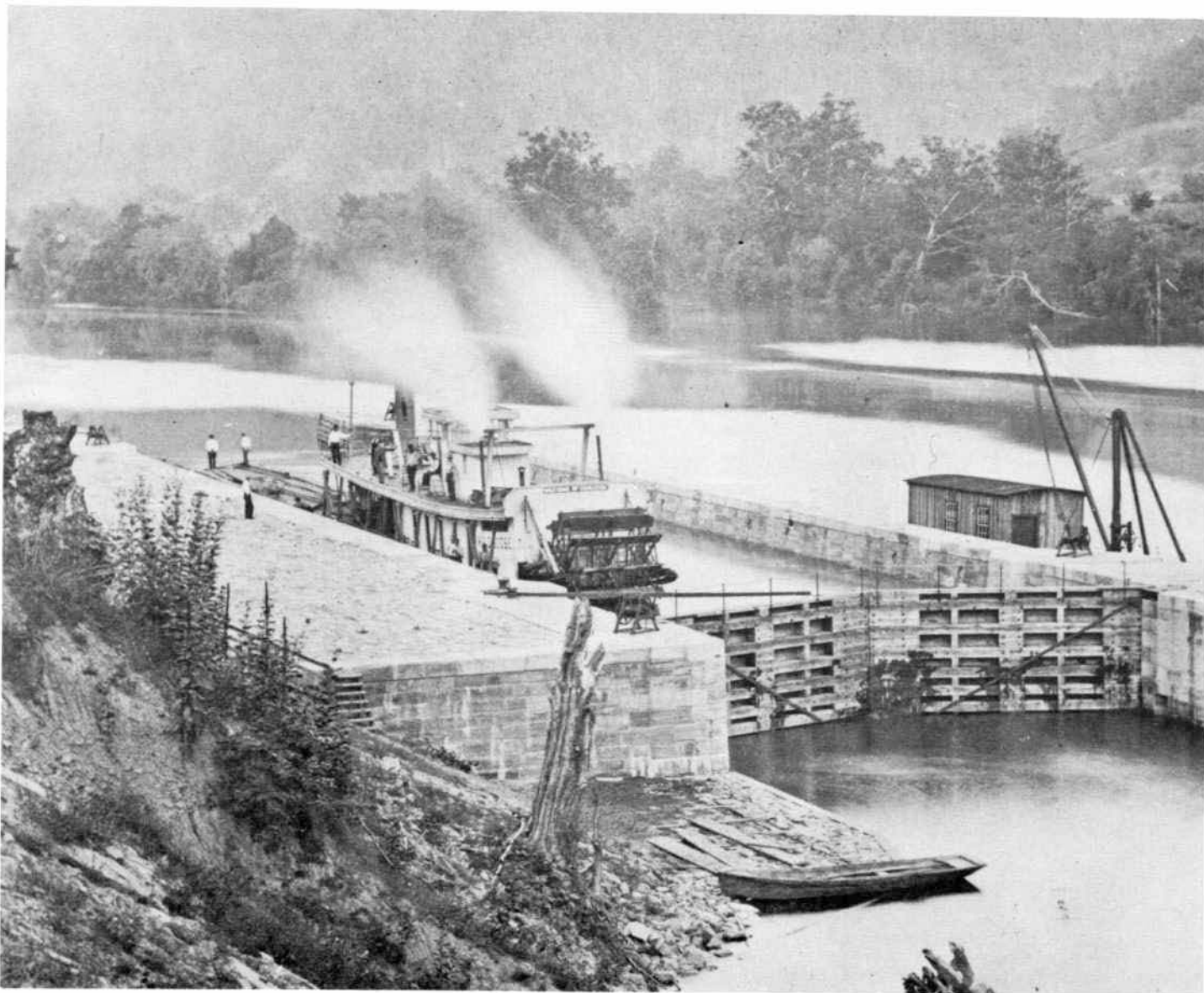
Campus Martius Museum,
Marietta, Ohio 45750

Bob Stone, president of Mode-Art, informs us that he has no more WHISTLE ECHOES NO. 2 records. All have been sold, and no immediate prospect of a new batch.

The mighty MISSISSIPPI, deluxe inspection towboat of the U.S. Engineers, will be prowling the upper Ohio during the first week of

June. She has a length of 217.6 feet and was built at the Ingalls yard at Pascagoula, Miss. in 1961. Her Nordberg engines pack 3760 hp. delivered through twin props. She has accommodations for 34 overnight guests and carries a crew of 38. Invitations have been sent to officials, representatives and individuals of industrial, commercial, civic, conservation, and other organizations to participate in scheduled daylight rides at various cities enroute.

Paul W. Clopper, 2483 Loma Vista St., Pasadena, Calif. 91104 is a great grandson of Capt. David M. Swain. He recently saw the Swain story in our June '71 issue and promptly wrote for another copy.



WILD GOOSE (again)
Her crew posed for the photographer.

Once something gets started in this magazine, it's hard to get it stopped. In the last several issues there has been talk (and a picture) of an old-timer Kanawha River "steam yacht" (see account in Dec. '72 issue, page 3) named WILD GOOSE. Now our inveterate gold miner Jerry Sutphin has uncovered the picture above. It's this WILD GOOSE in old Lock 4, Kanawha River, about 1880.

That year, 1880, the Kanawha River had its first slackwater with the opening of Locks and Dams 4 and 5, both above Charleston. No. 4 was near Coalburg and No. 5 was near Marmet. Both of these early dams were movable, with Chanoine wickets, pioneered in France, invented by an eminent French engineer, M. Chanoine. Thus was slackwater by wicket-type dams introduced on the Western rivers, these two upper Kanawha structures antedating the first one on the Ohio River by five years.

So what you see in this photograph is one of the first locks at a movable dam in the U.S. Lock 4 was near the present-day town of Dickinson, on that same side (right shore facing downstream) at Mile 73.6. Cabin Creek enters the Kanawha about

two miles above, and the Chelyan highway bridge looks right down at the spot. The lock walls were built of cut stone, and the chambers were 274 ft. long and 50 ft. wide. On dead pool there was a lift of 7½ ft. As you can see there were miter gates hand operated.

We have no earthly notion of what the WILD GOOSE is up to in this picture, but she's being locked upstream (upper gates are open) and she has in tow a small flat loaded with what looks like lumber. Every last soul aboard knows the photographer is out there, and there's a lot of posing. The engineer might have done better to shut off the bleed through the 'scape pipes to let us see the smokestack.

Please note that the dam was built across at the lower gates, and moored just above is a derrick-boat to assist in manipulating the trestles. No shore guide walls were built either above or below unless you count the low abutment in the foreground where the skiff is tied. Old No. 4 was removed when the present-day roller-type Marmet Locks and Dam was built. Old No. 5, the other pioneer wicket dam of 1880, was located just below present-day Marmet Dam.

MARIETTA'S RIVERFRONT 81 YEARS AGO
Some Recollections by
Jesse P. Hughes

The waterfront at Marietta had some of the buildings that still stand today. G. C. Best & Co. operated a boat store a few doors above "Boiler Corner." Capt. Henry Krigbaum was the official wharfmaster, collecting wharf fees and repairing the wharf; and many of the repair spots he had put in the old wharf still remain there.

The Bellevue was the "big" hotel where the Motor Hotel Lafayette is today and directly down from the foot of Front Street, at the foot of the paved wharf, was the new ferry steamer PIONEER CITY fresh from the Knox Boat Yard. Capt. John Hazelrigg (whose old license is now in the River Museum) was pilot and Capt. Ryder was collector and this was a real busy place. The old ferry EMMA UHL had been dismantled a short time before.

The Nye Foundry stood on the point at the mouth of the Muskingum River where the U.S. Engineers are now. The dam in the Muskingum was there, with the lock on the west side of the river. Later a new lock was built on the Marietta side for use as an ice harbor for the safety of steamboats in times of a freeze-up.

The T. N. BARNSDALL was then nearly a new steamboat. She usually arrived at Marietta about 10:30 a.m., left at 2:30 in the afternoon, and made six trips a week to New Matamoras where she laid over on Sundays. M. Richter of Williamstown and Capt. William E. Roe were her owners. Henry Roe was purser, Bernard Louderback (my uncle) was pilot, and that grand old gentleman from Williamstown, Capt. Brady Morgan, was another pilot whenever extra hours called for his services. Robert Bunch was engineer; Emmett Wilson was striker engineer; Charles Kinnaird and Munkus Mounts were firemen; Jack Bogard, mate, and Wallace Campbell the cook. I filled the important position of cabin boy and was thrilled in the possession of a real job which carried some grave responsibilities. I swept up the peanut shells in the forward cabin, saw that the oil cabin lamps were properly lighted each evening, and tended to duties in the kitchen and elsewhere.

The BARNSDALL landed at the old Marietta wharfboat, then owned by Capt. H. L. Ritchie whose family lived upstairs. Capt. I. N. Flesher assisted in the operations downstairs and that wharfboat was as busy as any place in the city.

A curious old character, "Doc" Collins, with a funny straight growth of whiskers on his chin, could every day be seen there, and around the streets, with a basket of matches for sale on his arm. It was the only vocation he apparently ever pursued and he always gave a friendly smile as he reached a box of matches toward you and asked you to buy. Matches were used sparingly those days and a nickel box would last anyone a long time.

In 1892 a great many people were singing a popular song called:

"Ta Ra Ra Boom de ay, I've got a nickel and you've got a dime; Chippy get your hair cut, just like mine." And another song that was very popular with all:

"When a boy I used to dwell,
In the home I loved so well,
Far away among the clover
and the bees;
Where the morning glory vines
'Round the cabin door did twine
And the robin red breast sang
Amongst the trees."
Then a parody added these lines:
"We had brick bats there for
soap,
Wiped our faces on a rope,
In my boyhood's happy home,
Down on the farm--
And that black old muley cow,
Where she is I don't know now,
Down on the farm."

The packet R. D. KENDALL ran from Beverly to Marietta and arrived about 10:30 a.m. but did not always come around into the Ohio River every trip. Capt. Oscar Webster was master and Jeff Lansley was clerk. One of the deckhands, name of Judd, could make a perfect imitation of a pig squealing and often produced laughable situations by suddenly starting it up unexpectedly. He was always known as "Pig Judd." The whistle on the KENDALL was later used on the SONOMA.

The fast steamer ANNIE LAURIE ran from Zanesville to Pittsburgh. Capt. George Wallace, Capt. W. W. Richardson (father of S&D's ex-president Ben D. Richardson), Capt. Dana Scott, and others, were the owners. This steamer was sold and left for the south in July, 1892. These same gentlemen then built the steamer HIGHLAND MARY and sold her almost as soon as completed. Later on, however, they built the famous old LORENA and she ran there for many years.

Capt. "Dode" Berry of Williamstown had sold his steamer T. M. BAYNE, which had operated in the Marietta--Parkersburg trade, and was then building a new boat at Brownsville, Pa. to be named the LYDE H. in honor of Miss Lyde Heatherington of Bellaire, Ohio. Capt. Berry's son, George E. Berry, was a promising young engineer on his father's boat--later he was U. S. Inspector of Boilers at Pittsburgh.

The single deck packet VESPER ran Marietta-Parkersburg that summer with Capt. Brown in charge and Capt. Charles Leavitt, pilot.

The BEN HUR, Capt. Fred Kimple, ran from Parkersburg to Pittsburgh with Ed Dunn, chief clerk; Capts. Ed Simms and Bert Cramer were the pilots; Ed Marks and Walter Webster, the engineers, and Morris Huffman the mate. The BEN HUR always 'scaped out on the roof and was kept scrubbed and painted snow white during the many years she prospered. She had a famous whistle that had been on other boats--of which I can name the GEORGE STRECKER and the ELAINE. Years later it was handed down to the

LIBERTY, and finally was on the MILDRED on the Tennessee River. Today it is in the Missouri Historical Society's exhibits.

On the opposite day from the BEN HUR was that old favorite boat the COURIER, Capt. J. Mack Gamble, master; John Hyer, purser; Walker Litten and Henry Brookhart, pilots; Peter Bobb and Henry Wright, mates; Uncle Jim Stephens and Sam Nesperly, engineers; and Will Bedilion and Jack Young, clerks. Will had recently found a sweetheart in Marietta and had decided not to look any further for any other. She was a school teacher, tall and winsome, named Augusta Kestermeier and years later she was a reporter for the Marietta "Times" and her son R. W. Bedilion was a casualty in WW II.

Capt. J. Mack Gamble was also building another steamboat at Brownsville, Pa. in 1892 which he named SUNSHINE. She made her first trip leaving Marietta on November 12th that year. The SUNSHINE was the sensation of the upper river and she took the place of the COURIER. She had the COURIER's crew, with some exceptions. Uncle Jim Stephens (with his brown whiskers) was assisted in the engine room by Sam Rogers, and his firemen included Joseph Hicks and his son Hugh Hicks, who was just starting his river career at that time. Another member of the crew was Jacob Graff, steward, who later worked at the Marietta wharfboat when it was owned by J. Henry Best.

The KEYSTONE STATE, Capt. Thomas S. Calhoun, was due up each Friday and down each Wednesday. Harry Ollom and Spence Sandford were the pilots; Ben Baker and Tom Martin, mates; George Berridge, steward, and Charles W. Knox and J. Henry Best in the office. The last named man had also located a sweetheart in Marietta and her name was Lottie Thornily. The story that followed was a happy one indeed. Mrs. Best, following the death of her husband, ran the Marietta wharfboat which finally was sold and dismantled. A part of the hull was used as a springboard for swimmers at the upper wharf at Marietta--"good to the last drop."

Capt. Edwin F. Maddy had been supervising, at the Knox Boat Yard located in the Harmar section, the construction of four famous White Collar Line packets, the SHERLEY, CONGO, CARROLLTON and TELEGRAPH. They had all gone into service in 1892 except the TELEGRAPH and she was completed during the early summer. The T. N. BARNSDALL was secured to furnish steam for her original boiler tests and inspection, and it was my privilege to make a visit aboard that fine side-wheeler when brand new. Her predecessor, also named TELEGRAPH, bearing the date of 1877 on her faded wheelhouses, was being dismantled just below the launchways.

The Knox Boat Yard was always a busy place and the setting up of a new hull was not at all uncommon. To the distant observer the keel would be laid and frame timbers

would go in position very rapidly, followed within a few days by the decks. Then the main chain braces and stanchions carrying the second deck would appear. By the time the hull was all planked up, the cabin work would be under way, followed by the roof structure with the texas and pilothouse all in the color of the natural wood.

Within a few more days all would become white as a gang of painters carried on their work. When looked at from across the river one of these new boats would bloom out much like a huge white lily; and as soon as the launching was over would be tied up just above the launchways and lie there as graceful as a huge white swan.

The next thing would be a very noisy period of about a week while the boilers were being installed. Soon afterward the stacks and 'scape pipes would go up.

The machinery would make but little showing from a distance, but after a little while the shaft or shafts would be placed and the first wheel arms would show up like an immense spider web formation. About two weeks later the mast, spars and stage rigging would be going up. Suddenly the name would appear on the engine-room bulkhead or wheelhouses and smoke would be seen rising from the stacks. Not long afterward a little trial trip would be made and as soon as final adjustments were completed this steamer would be seen silently starting down the river toward her field of future usefulness, in most cases never to return---very similar to a young bird, when learning to fly, soon to leave the nest and fly away to some distant point.

The old boatbuilders would stand there and watch their boats backing away, and leaving them; often watching their movements until well under way. Then, slowly, they would turn around, pick up some tools or a bunch of wooden wedges, and start preparing to set up another hull. Two or three months' time was sufficient to complete most any steamer, depending of course on the size.

In early spring that year of 1892 the Knox Yard completed a very fine steamer for the Pittsburgh & Cincinnati Packet Line which left the Boat Yard on April 3rd on her first trip. She was the IRON QUEEN and the officers were Capt. J. M. Phillips, master, with Dayton Randolph and William Clark, pilots; and George Knox and Asher Ruth, engineers.

The IRON QUEEN was a beautiful flagship and under Capt. Phillips' care soon established a reputation for speed and comfort with the traveling public. Great interest and pride was always manifested in her at Marietta, partly on account of her having been built there. Due up Wednesday afternoons and down on Saturdays there were always crowds waiting on the wharf and wharfboat for her arrival.

Capt. Gordon C. Greene took no part in Marietta activities in

1892. He was running the H. K. BEDFORD between Pittsburgh and Wheeling, sometimes dropping down to Newport, O. At that point of time I was not known to the Greene family. I was busy with my duties on the T. N. BARNSDALL, wondering if I could someday be able to land a big steamboat at Marietta so skillfully as I had seen numerous of the old timers land their boats.

Four years later I was privileged to become associated with the Greenes, and a lot of water has flowed by the old Marietta wharf since then. Many things are changed and many things are very familiar.

Marietta is still home port for me.

Sirs: the article and pictures on Bailey's Dam (March '73 issue) pages 12-14) are EXCELLENT. Send me two extra copies; the map of the locale is just what I've been looking for. Porter never could have made it up the Red if Rocky Point had been fortified, and the 1864 expedition would have terminated right there at Alexandria.

Dr. N. Philip Norman,
3240 Henry Hudson Pk'wy E.,
Riverdale, N.Y. 10463

=Dr. Norman is a native of Red River and once compiled a comprehensive list, with descriptions, of all steamboats which plied that stream. It appeared in the Louisiana Quarterly, April, 1942. -Ed.



This is the "Candy Boat" featured in C. W. Stoll's article in our last issue after she was altered by the U.S. Engineers. Her name was changed from POLLY to SHAWNEE. This picture, thanks to Jerry Sutphin, was taken during the dedication ceremonies at Gallipolis Locks and Dam, Ohio River, on June 12, 1938.

On April 18th last Woody Rutter conveyed us to the Oglebay Museum at Wheeling and showed us a large, handsome painting 40 by 52 inches, depicting the Ohio River at that place in 1866. The suspension bridge arches almost entirely across the canvas, and the side-wheel PHIL SHERIDAN is at the wharf. The artist, M. W. Storm, bathed the scene in the mellow glow of the setting sun and, with all, we'd nominate this one as the best in the Oglebay collection, which is a considerable one. The representation is strikingly similar to the photograph shown on page 10 of this issue, so much so, we assume that Mr. Storm used the photograph for guidance.

The Oglebay Museum is contained in the Oglebay family mansion, which has had a wing added fully as expansive as the original home. Their collection of glassware, with stress on items which came from glass houses of the region, is nationally famous. Featured is a representative collection from the Sweeney firm, the same Sweeney

family which built machinery and steamboats at Wheeling. We also saw two items of pottery tableware procured by the Sweeneys for the side-wheelers of the Wheeling Union Line in the 1850s. This reminded us that Ruth Ferris also has several pieces of Union Line tableware. Accompanying us on the tour was S&D member Jack Garden, related to the Sweeneys.

Crispin Oglebay, until his death was one of the charter members of S&D. He lived in Cleveland at the time.

DANCING IN THE DARK, the new historical novel by Edith S. Reiter, is now available. This is a factual story of the early settlement of Gallipolis, Ohio, done with feeling and competence by a grand lady who hews to the line with accuracy. Copies are priced \$3 at book stores, and should you want one by mail add 50¢ for postage and handling and address Mrs. Reiter at her home, 311 Washington Street, Marietta, Ohio 45750.

PROFILE

Yes, we remember the W. J. ROBERTS. She wasn't much; a single deck steam towboat on a wood hull 75 ft. long and 16 ft. wide. She was built in 1908 at Frankfort on the Kentucky River. She showed up around Parkersburg in 1908 when Capt. David Boyle and his partner Charles N. Buckley bought her for job towing. One time (1912) they ran her as a packet between Marietta and Middleport, but this didn't last long. Then she was sold to J. C. Cain, St. Marys, W. Va. and Elmer and Charles Beaver, New Matamoras, O. After that, she was sold to Capt. John L. Howder and Charles T. Campbell who took her to the Dravosburg (Pa.) Docks, rebuilt her, and renamed her W. C. McCUNE.

W. C. McCune ran the Dravosburg Docks where she was rebuilt. Capt. John L. Howder for years had been in command of the "crack" towboat HELEN WHITE but now she'd been sold to Mexico and he delivered her there, to the Panuco River. Charles T. Campbell was a young man from New Matamoras (age 29) who had aspired for a pilot's license but didn't get it, and had become, instead, a river engineer. He somehow raked up \$600 to buy a one-quarter interest in the W. C. McCUNE which found work at the construction site of Ohio River Lock and Dam 16, located not far below New Matamoras.

The W. C. McCUNE did not last very long. She caught fire in the engineroom at Dravosburg on the evening of Nov. 14, 1915 and was lost. If there is such a thing as A Hall of Fame for Steamboats the McCUNE is a candidate. She was the first steamboat Charles T. Campbell owned in. "She was only allowed 150 pounds," he told us one June day in 1964 as we were lunching at Pittsburgh's Duquesne Club, "but I sometimes pushed her up to 200 and in a real pinch I've seen that gauge at 250--she was a hot number with big steam."

Charlie Campbell, who left his father's farm when he was 15 to "get a job on the river" has been carrying big steam, financially, for these many years. It all commenced when he took passage on the packet BEN HUR at New Matamoras and came to Pittsburgh in 1900. He landed a dish-washing job in a restaurant, hours 10 to 3, meals thrown in, \$3.50 a week. He went down to the Monongahela wharf, asked for a job in the kitchen on the towboat B. D. WOOD. Capt. John L. Kerr was the skipper who hired him, and the pay was \$30 a month. The B. D. WOOD took a coal tow to Cincinnati and was upbound with empties when 15 year old



Charles T. Campbell

Charlie got a rampageous case of homesickness and asked to be yawled ashore at home. Capt. Kerr said no; he'd have to go to Pittsburgh. Whereupon Charlie went to his room, sobbed audibly--making such a commotion that the engineer couldn't sleep--so Capt. Kerr relented and set him off at New Martinsville.

The Campbell home at New Matamoras was not by any long stretch pretentious; it stood (and still stands) along the river bank, up on a little bluff, opposite the head of Grandview Island. Charlie was not born there--his Dad was Thomas Campbell who first located back of Matamoras a mile or two, and moved the family in to the house we're talking about when son Charlie was about two.

The return of the prodigal would probably have persisted for some time but Charlie had a practical mother and she spoke her piece. "Charles, you'll either have to go to work in the field with your father or else go back to Pittsburgh and find another job." She said it in a normal voice, and

Charlie knew she meant it.

He did find work. He went to the Combine office on Market St. and ran smack-dab into Capt. John L. Kerr on the stairs. Kerr said, "Boy, what are you doing here?" In less than two shakes of a lamb's tail Charlie was working in the kitchen of the VOLUNTEER of which Capt. Kerr was master. Later he got a job firing the boilers on the HARRY P. JONES, a Pittsburgh pool boat, in 1904, and then he fired on the packet T. N. BARNSDALL in the Sistersville-Marietta trade. Frank Gordon was the engineer and he let Charlie do a lot of handling in the engineroom. On one downbound trip she made 80 landings, so there was enough throttle work to satisfy most anybody. Charlie Campbell's right hand was incomplete, ever since birth, but he asked no quarter for the handicap---something that must have required ingenuity when he was shoveling coal into steamboat furnaces.

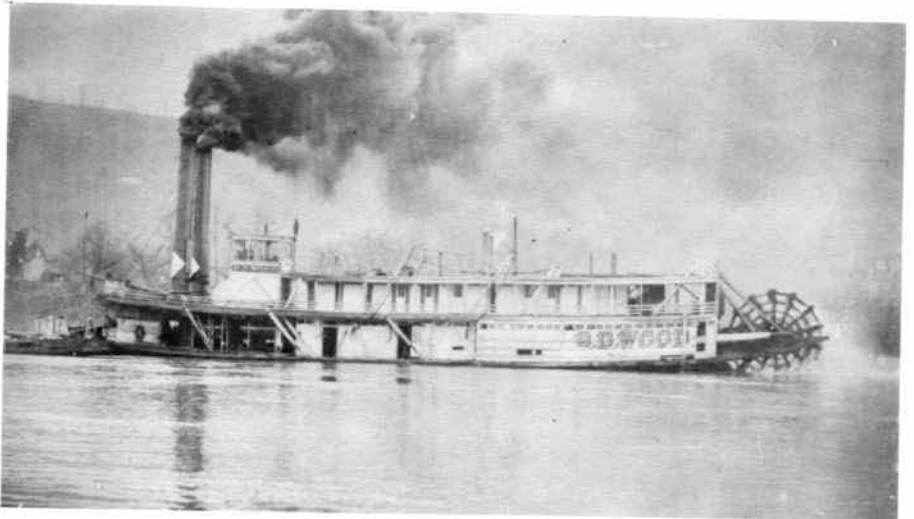
One summer during low water he was handling the engines on a little packet named GOLD. She was

running between Marietta and New Matamoras and one day, leaving Marietta--about where the bridge now crosses--there was a steam explosion. Charlie didn't hesitate; he jumped overboard. As he swam for shore a fisherman picked him up in a johnboat. The GOLD was unharmed so he climbed back aboard and the skipper chided him: "If you want to take a bath, take it at Marietta before the boat leaves the landing place." The glass water gauge had shattered, attached to the upright tubular boiler.

It well may be that Charlie's ambition to be a pilot got a boost when once he rode from New Matamoras to Pittsburgh on the QUEEN CITY, an experience which made an indelible impression. He was armed with a letter of introduction to pilot Phil Anshutz, but gained his way to the lazy bench without producing it. Tony Meldahl was Phil's pilot partner and Dan Lacey was the purser. The mahogany cabin and the plush surroundings were about the finest Charlie had seen.

He signed on as striker pilot aboard the TOM REES NO. 2 with Capt. Fred Dippold and his pilot partner Bentley Clark. He came down by railroad to Sewickley to get aboard and was yawled out, this in 1905. Later he was striker pilot to Capt. John (Doggy) Dippold on the RAYMOND HORNER, but most of his apprenticeship was on the JOSH COOK and DUQUESNE with Capt. Tom Dunlevy. For a while he was on the TOM DODSWORTH. Two of his tutors were Capt. Isaac Greenlee and Capt. Frank Wilkins.

Piloting did not have the appeal after several years of cubbing, so Charlie applied for a license as



B. D. WOOD

Charles T. Campbell's first river job was in the kitchen of this towboat. He was 15 and the WOOD was 27. When this happened (in 1900) the "Combine" owned the boat and Capt. John L. Kerr was her master-pilot. This picture was taken about that period by photographer Thornton Barrette. Later on Capt. Kerr was in charge of various towboats owned and managed by Campbell, and was on vacation from the SAM CRAIG (see) when he died following an emergency operation at Portland, Maine, Sept. 3, 1933. The engines from the B. D. WOOD were shipped to Alaska and placed on the JULIA B built at Seattle for Yukon service in 1908.

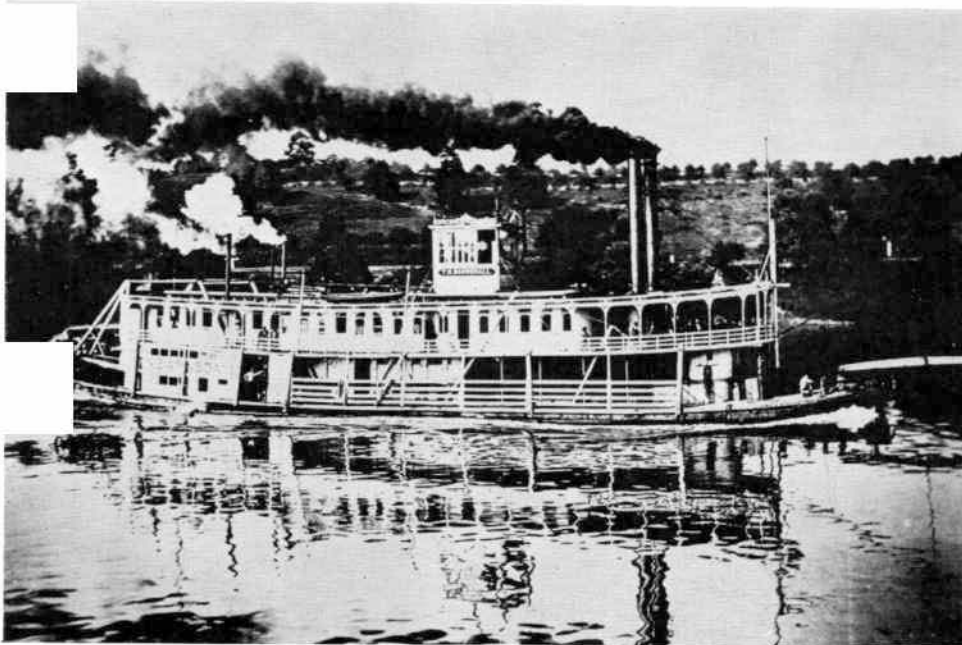
second engineer and took his examination at the Pt. Pleasant office where Watson Kidney, the boiler inspector, "threw the book at him" and he flunked. A year later he tried again, this time at Pittsburgh, where Charles Thomas was the boiler inspector. This time Charlie passed. He got a job as

second engineer on the OAKLAND. As time went on he got his chief's papers at Pittsburgh and the first berth he had as chief engineer was on the towboat CLIPPER in the Monongahela pools.

From engineering he graduated to owning in the W. C. McCUNE as related in the opening paragraphs of this recitation. Ten days after the McCUNE burned at Dravosburg the ownership of the towboat DARLING was transferred entire to Charles T. Campbell. He bought her from the Fairmont & Cleveland Coal Co.

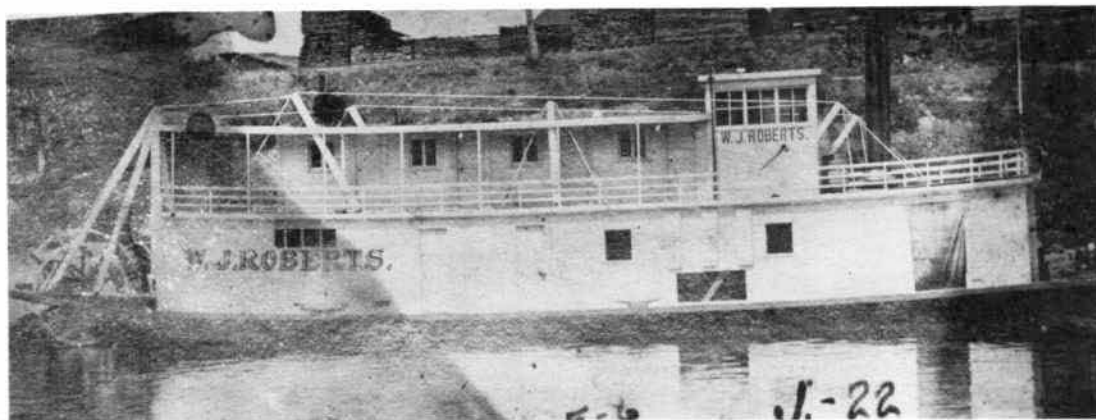
The DARLING had a wood hull 102 by 22.3, high pressure engines 14" bore by 5 ft. stroke, and a single tubular boiler. She was well known to Charlie Campbell, having been built at Parkersburg, W. Va. in 1899 by Capt. Lewis Pope who towed railroad cross ties from there to Pittsburgh, and who had lived in New Matamoras.

Capt. John L. Howder and Charlie went kahoots in buying up a number of old wood barges. These were loaded with bituminous coal bought at 4½¢ a bushel, and the tow was started off for New Orleans. The ancient barges leaked badly and a pumpboat with steam up was spotted in the middle of the tow to syphon the leakage. Going down the Mississippi a fusible plug let go in the boiler but by some miracle no damage was done getting landed. After repairs the coal was delivered and sold at 16½¢ a bushel, the barges included. Also the DARLING was sold to Whiteman Bros. there in New Orleans. As Charlie says these years later, he "came home on the Queen & Crescent with a pocket full of money."



T. N. BARNSDALL

Charlie Campbell fired the boilers on her during his apprenticeship. This picture was taken by Jesse P. Hughes who also worked on the boat as a young man. The boat was built at Belle Vernon, Pa. on the Monongahela River and completed at Marietta in 1890, named for a prominent oil operator.



W. J. ROBERTS

The first boat in which Charlie Campbell had ownership. He and his partner Howder renamed her W. C. McCUNE. We've never seen a picture of her bearing that name. This photograph is a hand-me-down dating back to 1913---the original had red ink spilled on it---accounting for the dark streak at the left.

With some of this pocketful he went to Paducah and bought an old towboat named OLD RELIABLE built at Spottsville, Ky. 1909 on a wood hull 100 by 21, working odd-sized engines, 10" bore by 6 ft. stroke. This was in November, 1916. The Atlantic Refining Company had commenced bringing gasoline from Sistersville, W. Va. to their plant on the Allegheny River, Pittsburgh, that September. The fuel was contained in a wooden bulk barge containing cylindrical tanks with capacity for 1,200 barrels. The gasboats ACORN and BRONX were the first to shove this barge and they were replaced by the MILDRED and SHIFTER NO. 1. Then came a rise in the Ohio, with current, and the steam towboat ELIZA was used pending the completion of repairs to the OLD RELIABLE.

All of this is rather important, historically, as it was the first river movement of gasoline on the upper Ohio.

Charlie Campbell got a bargain in the OLD RELIABLE but when she was pulled out on the Parkersburg

Docks (then owned by Ben S. Pope, son of Lewis Pope of the DARLING) the hull was gone, gone, gone. A new one was adamant. It's hard to figure that Charlie, who used the shot glass approach (vs. glug, glug, glug) in his dealings wasn't aware of this. It took him by surprise. Ben Pope didn't have working capital to pay his dock men and insisted on down payments. Meanwhile the OLD RELIABLE, shorn of hull, was decorating the docks.

Where to get the money? Here's how Charlie tells it:

"In my engineer days I spent a good bit of time hanging around the machine shop and boat works of James Rees & Sons Co. in Pittsburgh. I befriended Thomas M. Rees. Now in my crisis with the OLD RELIABLE I went to see Tom and told him my troubles. Mr. Rees took me over to the Bank of Pittsburgh and we called on J. D. Ayres there. Tom said to Mr. Ayres: 'Loan this gentleman (me) what he needs to fix his boat; he's good for it.'"

The Bank of Pittsburgh financed the hull repairs for the OLD RELIABLE. She started towing gasoline from Sistersville to the Atlantic refinery on the Allegheny, shoving the pioneer wooden barge. Her master-pilot was Capt. John (Doggy) Dippold with whom Charlie had cubbed in the pilothouse of the RAYMOND HORNER. The bank loan was promptly paid on schedule and this, by the way, paved the way for later loans, of considerable magnitude. J. D. Ayres knew that Charlie Campbell "was good."

The initial T in Charles T. Campbell's name is for Talbot. His grandfather Charles W. Talbot was English born, lived in Pittsburgh for a time and then moved to New Matamoras. He steamboated most of his adult years and Charlie as a youngster was greatly influenced listening to Grandpa Talbot tell river tales when he boated on the R. F. SASS and FAIRPLAY. There still are many Talbots in the New Matamoras and Sistersville area, all, or most, related in some way

DARLING

This is the boat Charlie Campbell and John L. Howder took to New Orleans towing loaded barges of coal. The picture was taken by Thornton Barrette. She was built 1899 at Parkersburg, W. Va. and on occasion went to Creston on the Little Kanawha. After the sale at New Orleans she was resold to Mobile and operated on the Tombigbee and Warrior rivers.



OLD RELIABLE

This was taken on the Ohio River near Wegee, O. The OLD RELIABLE is upbound with her wooden Atlantic barge from Sistersville to Pittsburgh. She ran single crew and at early dawn Capt. Doggy Dip-pold got everybody awake with a prolonged ringing of the "come ahead" bell. His two maiden sisters had a "tin Lizzie" at their Sewickley home which thrived on Atlantic gas yawled ashore in five gallon cans. One of the deck-hands for a time was Capt. William S. Pollock. This towboat was built at Spottsville, Ky. in 1909 and was named for the Louisville & Nashville Railroad which yet is called "The Old Reliable."



or other. Eph Talbot, a noted Pittsburgh-Cincinnati packet pilot, lived at Coal Grove, O. and Charlie was taken there to visit.

The other grandfather was Alexander Campbell, of County Down, Ireland, who was in Virginia while the Revolution was being "fit." Charlie's father Thomas was 11 when Bull Run was fought nearby. Times were a little warm, and Alex with a one-horse wagon removed the family to Martins Ferry, O. and thence to a farm back of New Matamoras. Alex was run over by a farm wagon and died, 54, when Tom was 16, and, being the eldest, it fell Tom's lot to run the farm thenceforth. Tom married Emma Talbot in 1884. They lived long lives; Charlie's father Tom was in his 81st year, and his mother died aged 95 years 2 months.

The time-proven recipe for longevity is to select your mother and father. As these lines are written in February, 1973 Charlie Campbell is 87 and will hit 88 on

May 20 before this issue is in print. One of the persons he is most solicitous about these days is Capt. Jesse P. Hughes who, long ago, lived with his parents on Grandview Island. Jesse made many a trip by skiff to the Campbell residence to fetch drinking water from the Campbell well over to the Hughes house.

In making a list of boats which Charlie Campbell bought in those early beginnings, we happened on a sternwheel gasboat, the EVELYN. Sure enough in 1918 he and Capt. John L. Howder went 50-50 and acquired this wood hull 68.6 by 12 craft, built at Clarington in 1910 and used briefly in the New Matamoras-Sistersville trade by Ezra Goosman. A bridge over the Allegheny in the Pittsburgh area was out of service and the EVELYN was used as a ferry--did well--and was sold to the U.S. Engineers afterward.

Also on March 6, 1918 the Diamond Coal & Coke Co. sold the tow-

boat TIDE to Charles T. Campbell and she was entered into the Reliable Towing Co. which firm also included the OLD RELIABLE. Capt. John Britton was named her master-pilot.

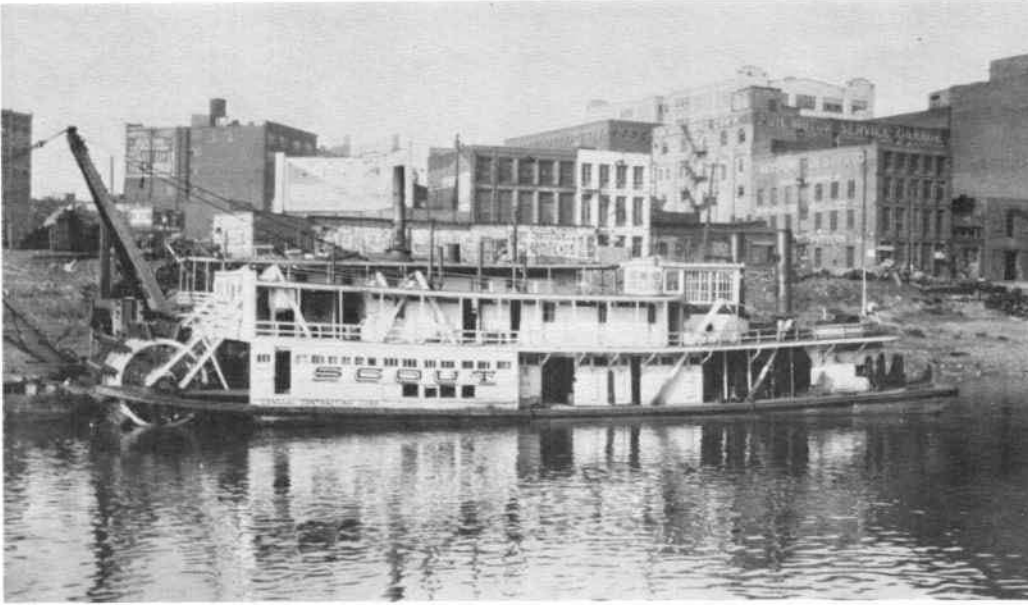
As indication of how Charlie was faring by this time, he mentioned to us that he was the proud owner of a '19 Daniels (\$5,500).

The T. A. Gillespie Co., a contracting firm which had built Ohio River locks and dams 7, 16 and 17, sold out its river equipment in the fall of 1919. The purchaser was Netherland & Co. which soon became Mish & Netherland. Among the acquisitions was a towboat named WARING which originally was the SCOUT built at Marietta in 1903 for O. J. and W. B. Webster. Charles T. Campbell promoted a new barge line called Water Transport Co., in which both Mish and Netherland were stockholders, along with Hiram A. Carpenter of St. Marys and others. The WARING was brought in to Water Transport and



1916 GAS TOW

The OLD RELIABLE has passed under the Sewickley-Coraopolis highway bridge upbound with her gas barge. This was taken before the PRR had moved its tracks along the shore and you see the steamboat landing at the foot of Chestnut Street. The large home at extreme left was owned by Harry C. Campbell who manufactured gasoline burners, stoves and circus flares. When the railroad came through this mansion in 1928 was moved to a location on Maple and is still occupied there. The Harbaugh home and outbuildings are on the upper side of the wharf. The smaller buildings were razed but the homestead today is a showplace of Sewickley, occupied by Mr. and Mrs. Arthur C. Grafflin.



SCOUT

This picture was taken shortly after SCOUT was transferred from the Water Transport Co. to the General Contracting Corp. at Pittsburgh. She had old Hartupee high pressure engines 12½" bore by 4 ft. stroke and was built by J. M. Hammitt at his yard in Marietta, O. at the foot of Sacra Via in 1903. In her early days she towed railroad transfer barges at Ironton, O. and also at Charleston, W. Va. At one time in 1909 she worked on the Osage River. General Contracting used her in building Lock & Dam 4 on the Allegheny River in 1926. She was beached at the mouth of the Beaver River, Rochester, Pa. a few years after.

her name on Dec. 30, 1920 was changed back to SCOUT.

As an aside to this, your scribe was returning home from the University of Cincinnati aboard the packet GREENWOOD. We were landed at Gallipolis early on the morning of Dec. 23, 1920 when the WARING passed up with a barge in tow loaded with the boilers, wheel shaft, landing stage and other salvage from the burned excursion steamer CRESCENT (ex-JOE FOWLER), little suspecting that a few years hence we would own most of this installed on the BETSY ANN. The BETSY got two of those four boilers and the SCOUT the other two. We went to Pt. Pleasant on the GREENWOOD and that afternoon took the B&O to Pittsburgh. Sharing a seat with us to Pomeroy was Capt.

John L. Kerr, master-pilot of the WARING--the same Capt. Kerr who had given Charlie Campbell his first steamboat job on the B. D. WOOD in 1900. The WARING's name was changed back to SCOUT when she got to Pittsburgh that trip.

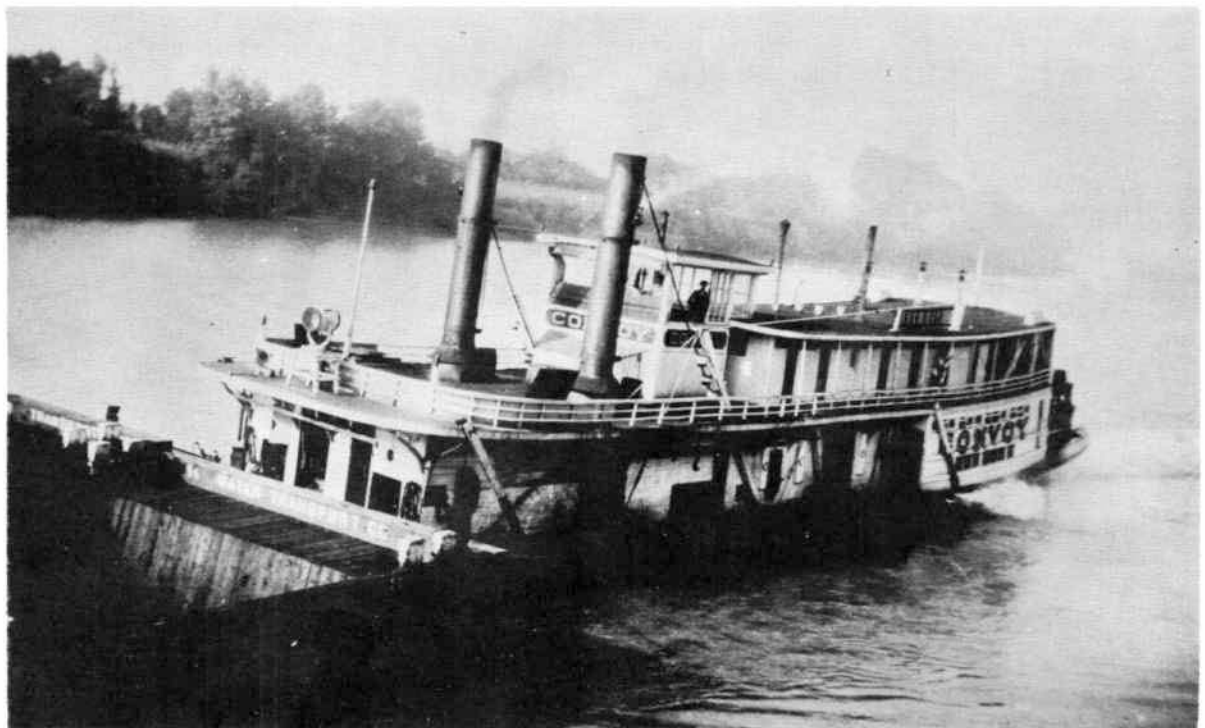
Also in 1920 Charlie Campbell sold the TIDE to the National Transportation Co., Pittsburgh, for a figure reputed to be about double of what that towboat cost new, around \$70,000. His Water Transport Co. on Jan. 12, 1921 bought an old "Combine" towboat, the VALIANT, which had been idling in the boneyard for several years. She was taken to the Elizabeth (Pa.) Marine Ways for a complete rebuilding. This actually was Charlie's first step into Big Time towboating--the VALIANT had a wood

hull 163.5 by 28.6, high pressure engines 20" dia. by 7 ft. stroke, and those engines, the doctor, and maybe other stuff dated back to 1877. Water Transport Co. was going to revive long distance towing from Pittsburgh to the Mississippi River.

Odd as it may sound, when Charlie bought the OLD RELIABLE her owner was the Aluminum Company of America. This firm had been running her on the White River in Arkansas in a play to get railroad freight rates reduced (which they succeeded in doing) and Alco's river equipment included also some large cargo barges originally built at American Bridge for the American Steel & Wire Co. These were acquired for the Water Trans-

CONVOY

The headlogs of the wood barges in this picture are designated WATER TRANSPORT CO. The picture was in the collection of the late R. K. Wells of Charleston, W. Va. and possibly he took it. This boat also at times handled the gasoline trade between Sistersville and Pittsburgh. Capt. Sidney Booth who lived at Shadyside, O. was her master. The original name of this boat was W. T. SMOOT, and finally A. C. INGERSOLL, JR.



port Co. about this time.

Mish & Netherland had bought the towboat W. T. SMOOT in Aug. 1920. They turned her over to Water Transport in June, 1921, and her name was changed to CONVOY a month later. This wood hull pool style towboat measured 119 x 27.1, built at Higginsport, O. in 1901, first named ROBERT TAYLOR, and as such she was familiar around Sewickley when owned by the Monongahela & Western Dredging Co. who were then building Dam 3 in the Ohio River at Osborne, Pa. The TAYLOR sank twice during her work there.

When the VALIANT was rebuilt her name was changed to TRANSPORTER, and the other two Water Transport towboats then were the CONVOY and SCOUT. Meanwhile the OLD RELIABLE of Reliable Towing Co. kept right on bringing Sistersville gasoline to Pittsburgh.

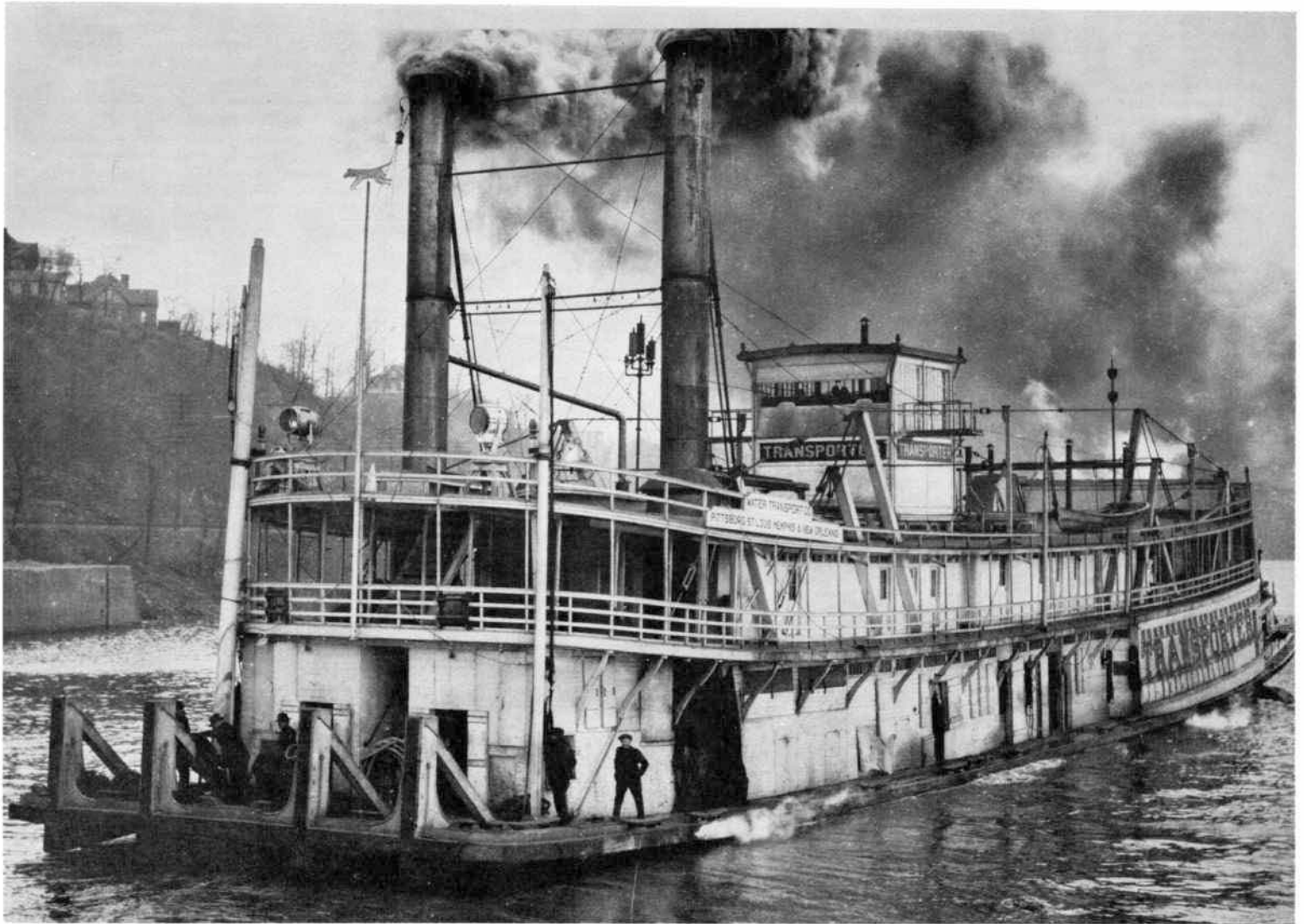
Charlie married Belva Leake and there were three children; a son Tom and daughters Immojeanne and Eloise. Secretary of Water Transport was H. S. Stuckeman whose wife was Charlie's sister.

The Ohio River canalization was not completed and as consequence Water Transport was beset with serious problems during summer periods of low water. Customers were unhappy and profits slim. The TRANSPORTER was sold to the La Belle Transportation Co., an offshoot of Wheeling Steel, in October, 1922. Several weeks later the CONVOY was sold to the Philadelphia & Cleveland Coal Co. and was renamed A. C. INGERSOLL, JR. The SCOUT went to the General Contracting Company. Water Transport ceased to exist. Nevertheless during its brief course Charlie Campbell gets credit for taking down

the Ohio River the first full tow of steel products in the history of the stream, this with the TRANSPORTER.

In 1923 Charlie incorporated the Union Barge Line and bought the towboat HECLA (originally ACTIVE) from the Hillmans for \$30,000 and entered into a contract with Standard Oil of New Jersey to tow gasoline from their Camden refinery at Parkersburg to their bulk plants. Standard built six small bulk barges, each holding 2,000 barrels, for this operation. The deal was that UBL was to furnish the towboat and its crew, and Standard was to do all of the scheduling and tend to the pumping operations. For this service UBL was to receive \$50,000 a year on a five year contract.

The towboat was renamed RELIANCE and superintendent of operations



TRANSPORTER

Two major sized steam sternwheel towboats came from the Pittsburgh area in 1921, the TRANSPORTER and CHARLES F. RICHARDSON. The former, pictured above, was a rebuilding job. Charles T. Campbell and his associates bought the VALIANT from Pittsburgh Coal and rebuilt her at the Elizabeth (Pa.) Marine Ways. She was renamed TRANSPORTER. William S. Pollock took this dramatic view on her trial run, and he was positioned on the upper outside wall at the Emsworth Locks. The big towboat did not lock through--instead she was rounded to and was taken back to Pittsburgh. Our thanks to William E. Reed for an 8x10 enlargement from Bill Pollock's original negative, used in making this picture.

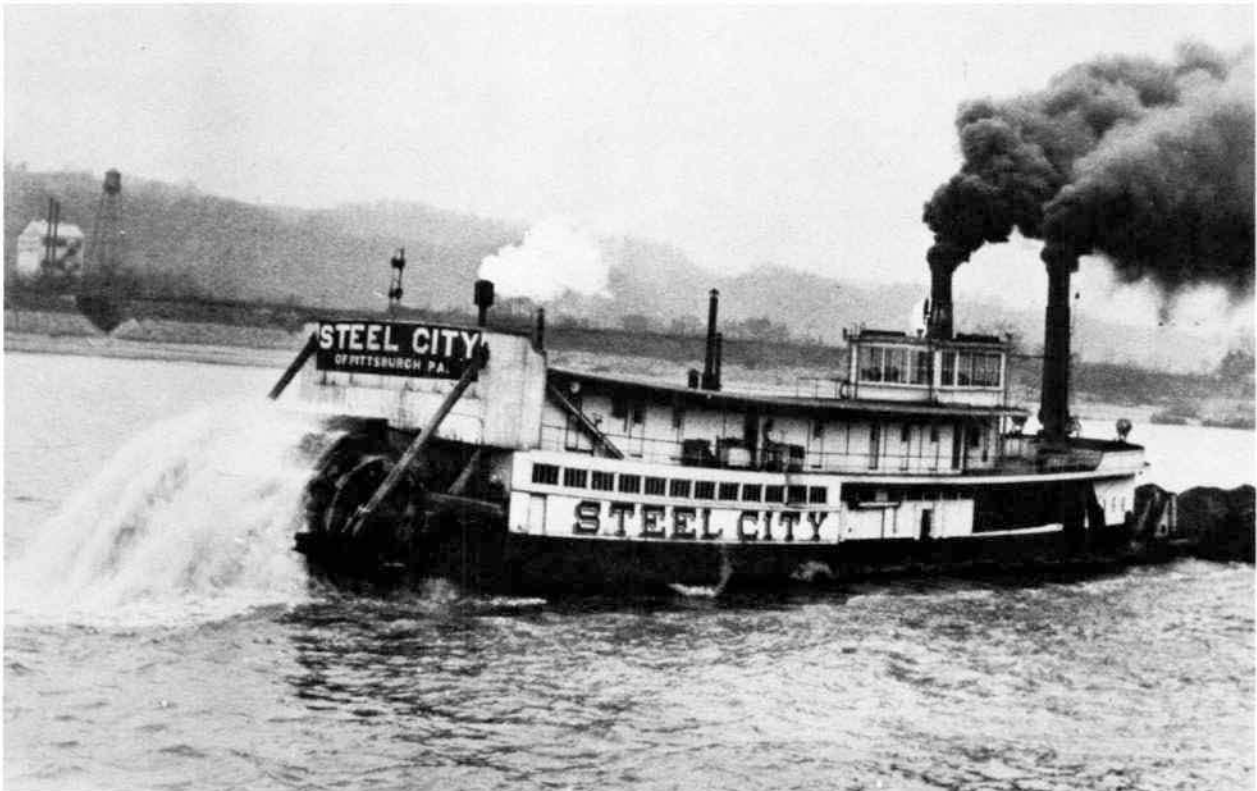


RELIANCE

Pictured on the Allegheny River, Pittsburgh, at Mile 2.7 with the B&O bridge and Herra Island in the background. The photographer was standing at the Standard Oil dock. The RELIANCE was the "goose that laid the golden egg" for Union Barge Line. In charge of her at various times were Capt. John G. Britton, Capt. Albert Gilmore, Capt. Rube Brown, Sr. and Capt. Walter C. Booth.

STEEL CITY

This photo by Russell Lintner shows the "poker game" towboat enroute down the Ohio with a coal tow. Her engines were 15" and 26" by 7 ft. and later went on the I. A. O'SHAUGHNESSY built on the hull of former snagboat C. B. REESE. The fate of the STEEL CITY was dramatic; she broke loose during a flash flood in the Monongahela River on June 4, 1941 and wrapped herself around a pier of the PRR's "Panhandle" bridge.



for Standard was Sherman D. Archbold, nephew of John D. Rockefeller, who took up residence at Parkersburg. In charge of the barges for Standard was C. G. A. Bengston and the RELIANCE's first master-pilot was Capt. John G. Britton.

This RELIANCE was a darn good towboat, wood hull, 136.6 by 26, with high pressure engines 14" bore by 7 ft. stroke, three boilers. She was built at the Elizabeth Marine Ways for Pittsburgh Coal in 1916, and had a 19 ft. dia. paddlewheel, working 15 buckets each 16 ft. long with 36" dip. She became a familiar sight on the upper Ohio between Huntington and Pittsburgh, and up the Kanawha to Charleston, and in March, 1927 her deliveries were extended up the Monongahela to Fairmont.

Now came the "poker game" towboat, the STEEL CITY. Charlie was at a river meeting in Washington, D. C. and to improve the time got into a poker game with Capt. A. O. Ackard, James Moren, John L. Howder and maybe a few more. The group decided to go together and acquire a towboat. Charlie was elected to go to the Marietta Mfg. Co. at Pt. Pleasant, W. Va. where a "stock" hull had been built 139½ by 30, just about right. So Charlie contracted with Walter Windsor to buy the hull, complete the boat including machinery, and he also contracted with the Acme Boiler Works at Gallipolis to furnish four boilers.

Charlie says he worried all the way back to Pittsburgh. He had personally contracted a great load of debt. A meeting was quickly called of the poker crew which, to complicate matters, resulted in total disagreement. Nobody could

or would accede who was to own the controlling share. The upshot was that Charlie hid himself over to the Bank of Pittsburgh where he met glorious success; not only did the bank extend credit, but two of the bank officers took stock.

And so the STEEL CITY was built and ran her first trials at Pt. Pleasant in Aug. 1926 with Capt. Charles A. Gebhardt, master, and Austin A. Butler, chief engineer. She was immediately chartered to Wheeling Steel, and in October to J&L for a trip south with steel. Other such charters kept her busy, and in May, 1927 Charlie and his partner stockholders sold her at a nice profit to Iron City Sand & Gravel Co. Not only was the deal lucrative but the officers of the Bank of Pittsburgh were duly impressed with Charlie. "Come back to us next time you build a boat," they said.

He did. The Ohio River canalization was slated for completion in 1929. In anticipation, and with confidence through the experience with Water Transport, Union Barge Line contracted with the Midland Barge Co., Midland, Pa., for three modern steel hull towboats. These were named the C. W. TALBOT, J. D. AYRES and SAM CRAIG. They were financed through the Bank of Pittsburgh. We have mentioned C. W. Talbot and J. D. Ayres in this recitation, and Sam Craig was president of the Treadwell Construction Co. and also of its subsidiary Midland Barge Co. He died, 43, in a plane crash at Aurora, Neb. on Feb. 26, 1928.

These three top-notch towboats were alike as to dimensions and power. They had steel hulls 151

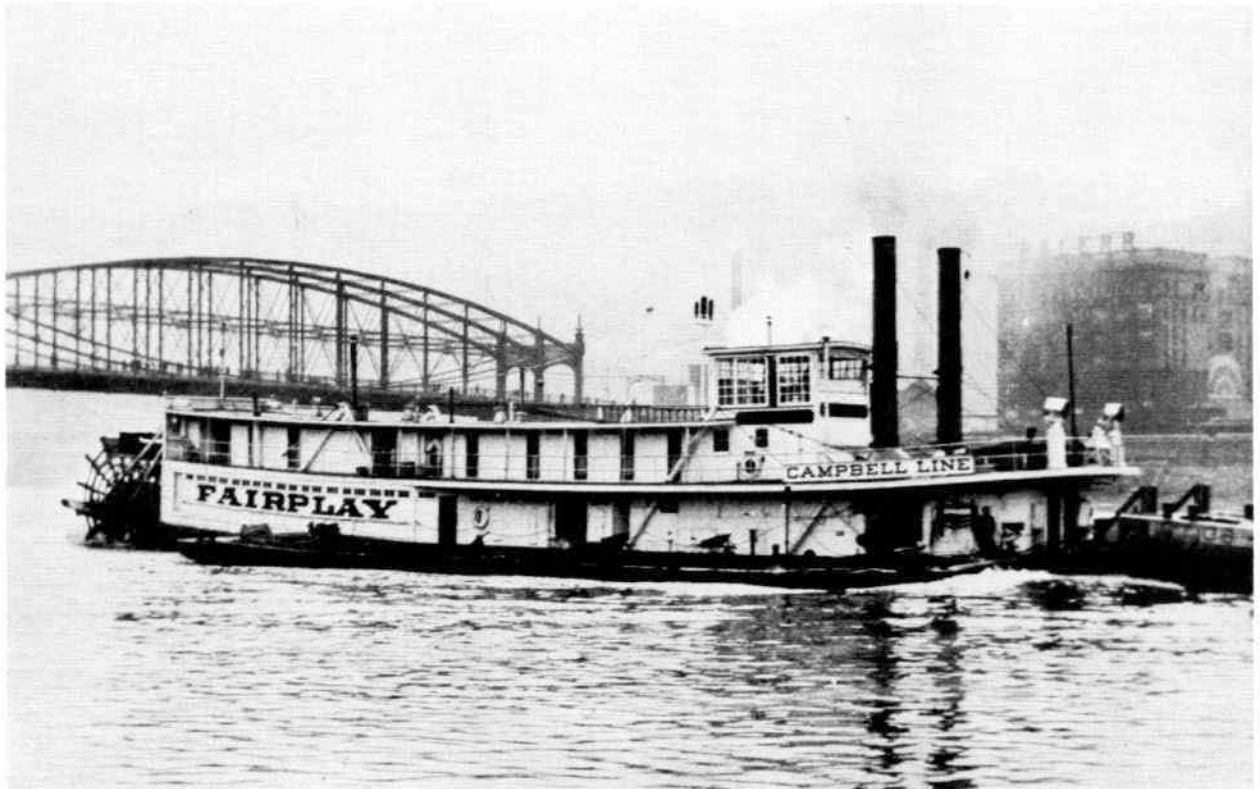
by 34.7, compound condensing engines 15" and 30" dia. by 7 ft. stroke, four boilers and burned coal. The paddlawheels were 19'4" dia. by 23 ft. long, working 13 buckets with 40" dip. The hulls and framing were made at Midland Barge, and all three were completed as to cabins, engines and boilers at Hays, Pa. on the Monongahela where UBL had a landing. The Acme Boiler Works at Gallipolis, headed by Charles L. Arthur, built the boilers for all three. Over the years Acme Boiler built a total of 22 sets of boilers for Campbell-inspired towboats. Capt. John L. Kerr came out as master-pilot of the SAM CRAIG, and Charlie Campbell reminded him of the incident in 1900---when Charlie cried all night and Kerr put him ashore from the B. D. WOOD at New Martinsville.

Anybody who lived through 1929 recalls the elaborate marine parade at Pittsburgh to celebrate the completion of Ohio River locks and dams. During that celebration, in which President Hoover participated, the GREATER PITTSBURGH (ex-HOMER SMITH) and CINCINNATI went to Cairo. During that voyage the bottom fell out of the financial markets of the world. Charlie Campbell recalls that his finances dropped 3/4-million in three days. Well, he'd bought the VALIANT for \$15,000 and by the time he brought her out as the TRANSPORTER he had \$138,000 in her, and a year later managed to recoup it all. Maybe he could cope with this unprecedented stock market bust. Maybe not.

As matters stood Charlie owned a full one-fourth interest in UBL. Suspecting trouble he withdrew his

FAIRPLAY

Russell Lintner's picture shows her at Pittsburgh in the Mon River with the Smithfield Street bridge at left. During her Campbell ownership she sank on Louisiana Rocks just above Uniontown, Ky. at Mile 841, Ohio River. This was one of the rare accidents to a Campbell towboat. Sponsons were added to the hull at Dravo's in the summer of 1935. Originally she was HENRY A. LAUGHLIN, then SHANNOPIN, then FAIRPLAY, then JOHN L. HOWDER and finally ALLEGHENY.

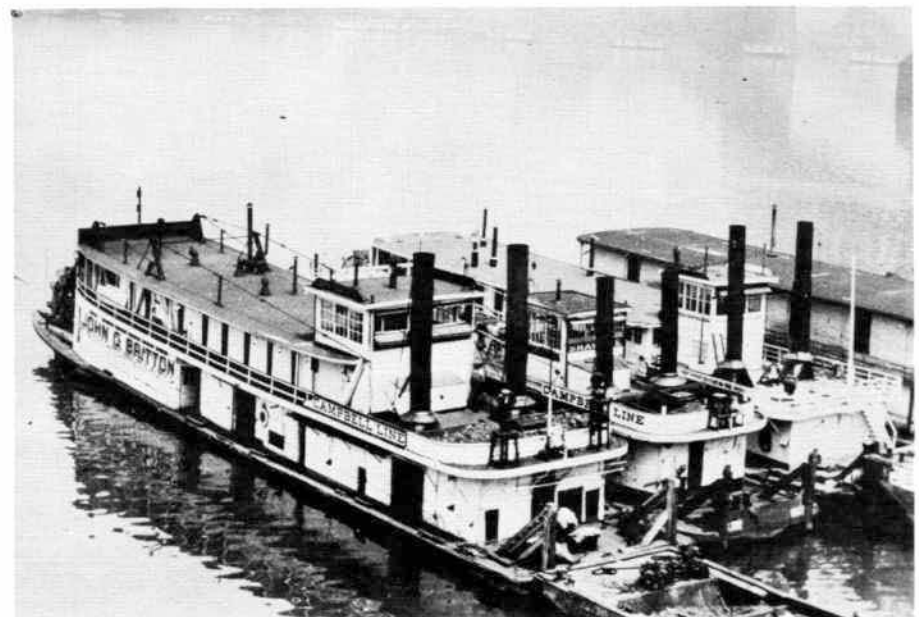
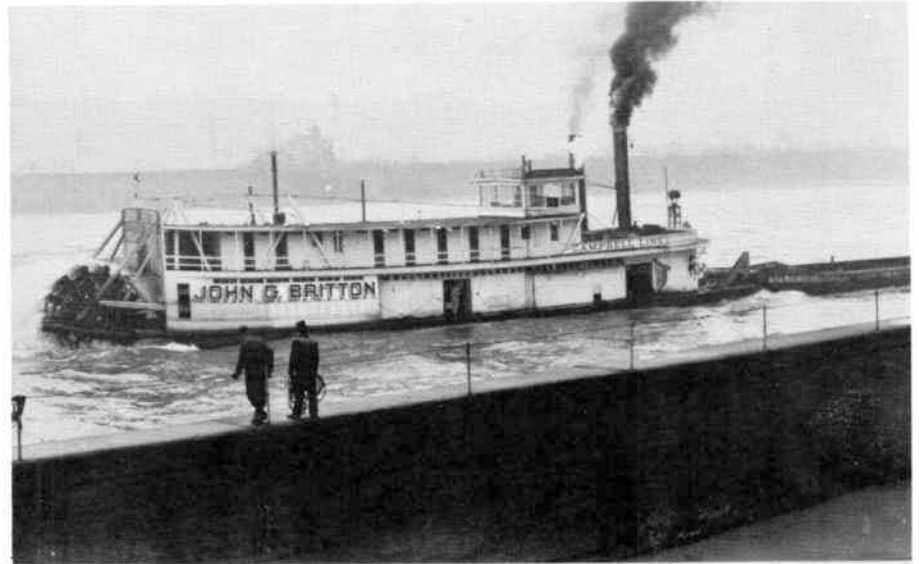
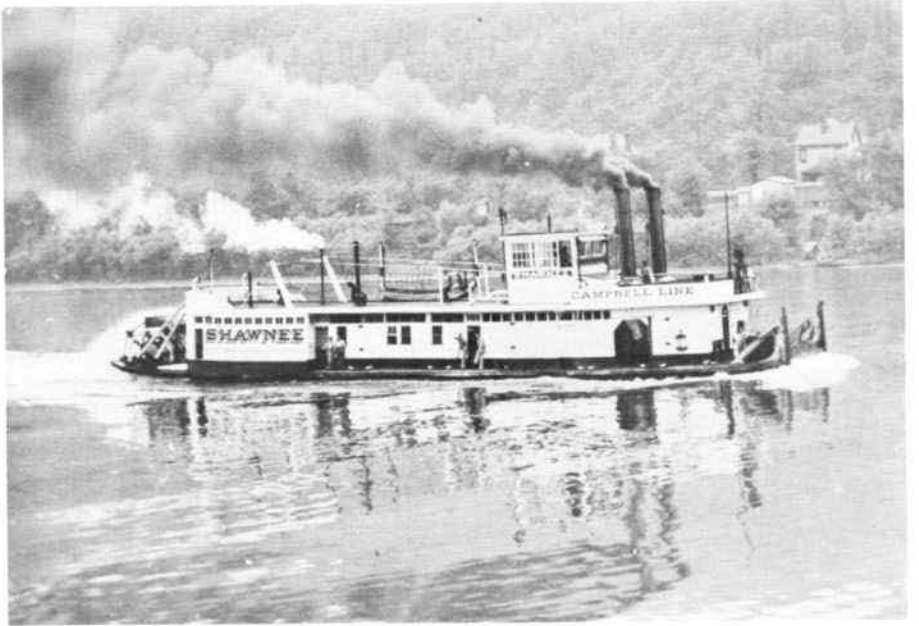


THREE PICTURES AT RIGHT

TOP: The SHAWNEE as she appeared after being rebuilt single deck in late 1934, and her paddlewheel had only eight buckets. Capt. Andrew Sayre was her master and Bill Pollock, pilot.

CENTER: The JOHN G. BRITTON pictured in 1936 downbound below Emsworth Locks, Ohio River, just after the disastrous flood that spring. Capt. Bill Pollock was on watch.

BOTTOM: The Campbell Line's landing at the "Point," Pittsburgh, pictured by Russell Lintner. In view are the JOHN G. BRITTON, SHAWNEE and Earl Webster's towboat MILDRED which had been sold to Tom Campbell, and later went to the Arrow Transportation Co. on the Tennessee River.



account at the Bank of Pittsburgh, and about a year later that bank closed its doors. He sold his UBL holdings to Ralph M. Dravo, one of the partners in the Dravo Corporation. Mr. Dravo, astutely, picked up the holdings of other stockholders over the next several years, and UBL was annexed to the Dravo Corporation as an affiliate. The OLD RELIABLE had ceased towing Atlantic gas from Sistersville and was handling a tar barge between Follansbee, W. Va. and the Monongahela River when UBL sold her to Capt. G. W. Shaw, Pittsburgh, in August, 1930.

Your writer has no distinct recollection of where or when we first met Charles T. Campbell but the event must have taken place when the TRANSPORTER was in Water Transport Co. about 1921 or 1922. Our mental impression, which persisted for some years, was of a man sartorially correct, hair cut just right, shoes shined to perfection, his eyeglasses absolutely clean, and not a trace of a smile. He was old enough to be my father (almost) and he orbited in a galaxy of high finance light years distant from the likes of us. He had a reputation of being merciless when confronted with the least taint of incompetence on the part of the engineers on his towboats; some said Mr. Campbell never visited aboard a towboat of his without firing somebody. His prime objective seemed to be his bank account, a banker aloof from the common herd. No sentiment--he didn't seem to have an ounce of sentiment--and he avoided publicity as he would the piers of the Bellaire bridge.

This may be overdrawn a bit, but we think not---first impressions. Biased, yes, for here was a perfect antithesis. C. T. Campbell was everything we weren't. We bled and starved to perpetuate the romance of packetboating and kited checks to do it; C.T. Campbell was using the same river water to make fortunes. Our friendship didn't come easily.

When Charlie Campbell sold his UBL holdings to Ralph Dravo he was

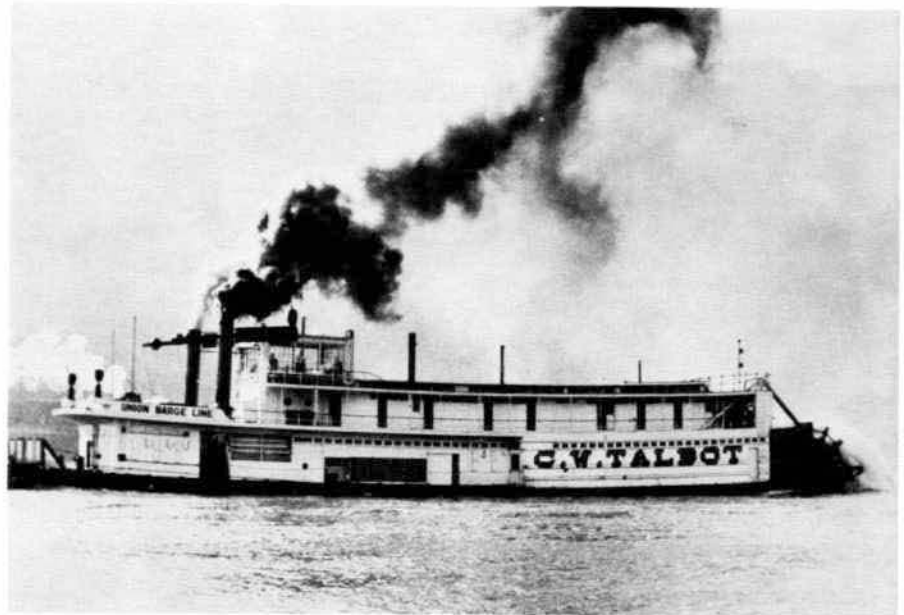


SAM CRAIG

When the notorious Gallipolis Locks and Dam was dedicated on June 12, 1938 this boat participated in the ceremonies, then commanded by Capt. Moten Stanley who later was made famous in a ballad by Bob Schmertz. Also on board at that time were H. S. Stuckeman, UBL's marine superintendent; Sherman D. Archbold of Standard of NJ, and Capt. Phil C. Eelsey. Capt. Raymond Chambers was master in 1939 when Jim Wallen wrote up a trip he took aboard for The Waterways Journal. This boat earlier, in 1932, took part in the Cotton Carnival at Memphis, with Capt. John L. Kerr, master. In 1948 UBL sold her to O. F. Shearer & Sons who towed coal with her out of Kanawha River until they dismantled her about 1957.

C. W. TALBOT

An unusual picture by Russell Lintner showing her stacks back about to go under the Smithfield St. bridge at Pittsburgh in the Monongahela River. Two captains were identified with this boat over most of her days in Union Barge Line; Charles A. Gebhardt, Sidney S. Booth and Robert Lips. The three much alike towboats on this page were kept spotless, and often called "the candy fleet." The TALBOT operated into 1952 when UBL sold her to the McDonough Construction Co., Parkersburg, W. Va. who--runs in our mind--made of her a sand and gravel dredge used in that section of the Ohio River.



J. D. AYRES

When the original Ohio River locks and dams were completed in 1929 this boat, with a tow, left Pittsburgh and made 'em all---said to have been the first to do it. Capt. Clark Sheets was her master a long time, leaving her in 1940 to go in command of the new WM. PENN for UBL. Capt. Alfred L. Edgington replaced him. UBL sold the AYRES in the fall of 1947 to Island Creek Fuel & Transportation Co. who operated her principally between Huntington and Cincinnati until she was retired and dismantled in 1954. In retrospect it is rather singular that these three mike-&-ike towboats never were renamed.



a lot like the VIRGINIA in the cornfield, a useful implement in a foreign element, needing an Eichleay to get him afloat. He formed a new barge line in 1931 which he called the Campbell Transportation Company. The deal, he recollects, was inexpensive---\$32,000 or so--- and he bought an old J&L towboat originally named HENRY A. LAUGHLIN when she was built by Rees in 1905 at Pittsburgh. Charlie renamed her FAIRPLAY after one of the early boats his Grandpa Talbot had boated on, and owned in, years past.

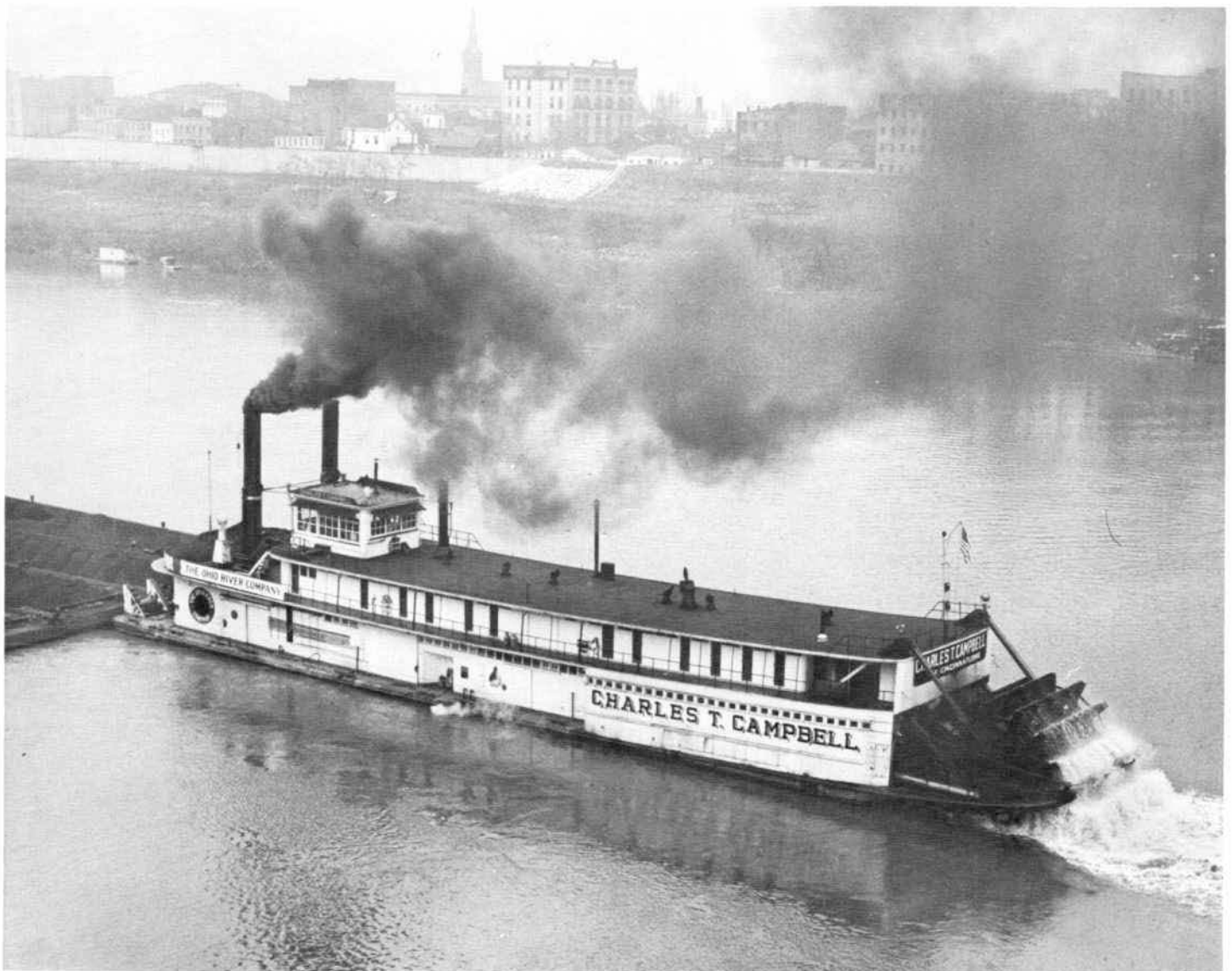
Campbell Transportation established a landing down at the Point in Pittsburgh, and for his uptown office Charlie moved in to the Granite Building and had a room in the same office occupied by John W. Hubbard. A moment ago we spoke of an antithesis, and had to look up the spelling of antithesis in our Webster's, but not this time. If any two persons were at antipodes, these two were. "Jack" Hubbard was Pittsburgh's favorite playboy, outgoing, breezy, the

life of the party (he sang solos with gestures) and his avocation was running river packets. Right then he was president of the Ohio River Transportation Co. (QUEEN CITY and SENATOR CORDILL) and of the Louisville & Cincinnati Packet Co. (CINCINNATI, JOHN W. HUBBARD, KENTUCKY) and he had squandered thousands of dollars on these boats---which is to say if he ever made a dime on them we have overlooked something.

Charlie planted himself right in the midst of this three-ring circus where rivermen of all stripes brought their woes and big ideas to "Uncle John" who was handy with a check book. Capt. Ralph Emerson Gaches, the "showboat king," was one of the regulars. He had just jerry-built a towboat using scraps of this-and-that, including the engines from the GREENWOOD, and had brought her to Pittsburgh. She was named ECLIPSE, not good for much, but Uncle John's checkbook was involved. Uncle John persuaded Charlie Campbell to take her in to the newly formed Campbell

Line in July, 1932, which was done. Charlie jacked up the whistle and built a new boat under it, almost literally, and so produced the JOHN G. BRITTON, named for the elderly captain-pilot who had been a respected employee since the days of the TIDE in 1918.

We're slightly ahead of ourself here, for Charlie in Aug. 1931 had bought a small-fry towboat from the Hillmans (they got her on a deal) named SHAWNEE. So the Campbell Line actually got started with these three towboats, FAIRPLAY, JOHN G. BRITTON and SHAWNEE. In the meantime Capt. D. Walter Wisherd had bought the DOROTHY McBRIDE (originally LORETTA HOWARD built at Jeffersonville in 1930) and renamed her for himself, D. W. WISHERD. Capt. Wisherd at that time was managing the excursion steamer WASHINGTON for the Streckfus Line on the Ohio River, based at Pittsburgh. He and Charlie were good friends, and it came to pass that the Campbell Line took her into the fold on a charter basis and later bought her.



CHARLES T. CAMPBELL

-Photo by Karl W. Smith

John W. Hubbard was a financial partner in the Campbell Line, and the expansion was rapid. In the course of several years there were two \$600,000 bond issues for the construction of new barges and the building of towboats. The largest and most powerful sternwheelers Charlie Campbell built were the duplicates JOHN W. HUBBARD and CHARLES T. CAMPBELL, steel hulls 171.5 by 34.6, Marietta compound condensing engines 16" and 32" bore by 8 ft. stroke, five boilers, coal burners. Both appeared in 1936, built by the Dravo Corporation, Neville Island, Pa.

The transition to diesel happened shortly after these two big sternwheelers were built. In 1941 the Campbell Line made the switch and Dravo built for them the twin propellers ALBERT E. HEEKIN and ERNEST T. WEIR. Both of these are still operating in 1973, although in 1962 the WEIR was renamed LEA MAE under other ownership.

Charlie lost his wife in 1937 (pneumonia) and in 1939 married Estelle Smith. His son Thomas L. Campbell graduated from Yale in 1938 and then several years later started on the river at Pittsburgh modestly with a sternwheel diesel called COAL CITY, then another named NANCY JANE.

Peculiarly, C. T. Campbell wound the clocks for three major barge lines of his own devising, Water Transport, Union Barge and the Campbell Line. UBL and the Campbell Line were competitive on the Ohio River. Charlie's penchant for starting barge operations included also The Ohio River Company which today is one of the largest. This firm started out as the West Virginia Coal & Coke Co. which went into receivership. Charlie was called in for advice, and helped organize a subsidiary, The Ohio River Company, and acting upon his direction and advice they built the steam towboat OMAR and



PILOTHOUSE INTERIOR, CHARLES T. CAMPBELL

Photo made October 5, 1936 by R. W. Johnston who ran the Trinity Court Studios in Pittsburgh's Granite Building. Second from the left is Charles T. Campbell. The towboat was brand new. Last December we asked Charlie who the other persons are. He said, "Harry Corbett, George Mortimer and Mike Richardson."

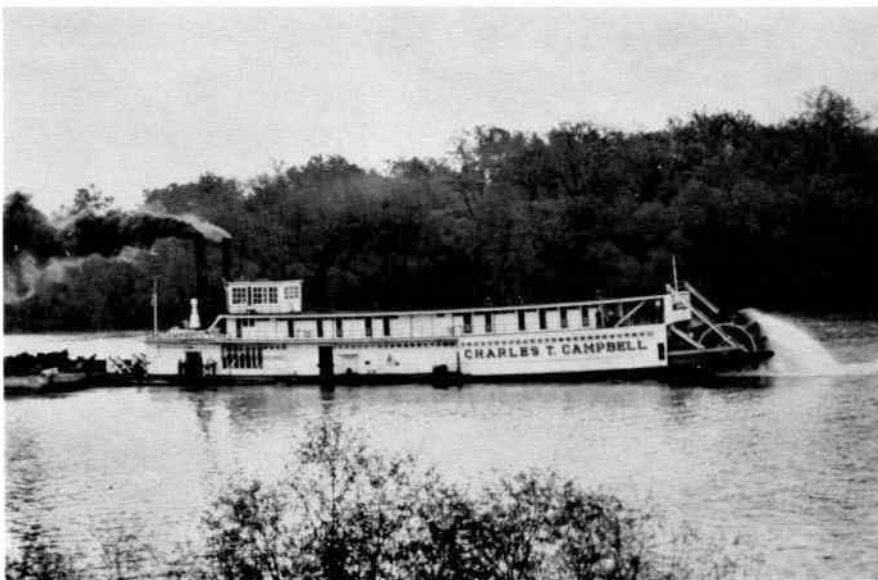
a fleet of modern steel barges. The upshot was that the financial success of this fledgling pulled the parent company out of its receivership.

In the early '40's the three big common carrier barge lines on the Ohio River were UBL, ABL (American Barge Line) and Campbell. A fast-growing St. Louis-based company, Mississippi Valley Barge Line, was

in need for expansion to the Upper Ohio. UBL was being operated on a conservative basis, with healthy growth, but was not out for grabs. ABL and MVL vied to absorb Campbell and shortly after the WEIR and HEEKIN were built the deal was consummated. The Campbell Transportation Co. was sold lock, stock and barrel to MVL. Parcel to the deal, C. T. Campbell remained as operations manager for two years.

The youngster who first had come to Pittsburgh from New Matamoras, O. in 1900 to work in a restaurant at \$3.50 a week was now a multimillionaire. In 1945 he was made assistant to the president of the Dravo Corporation and vice president of the Union Barge Line. He also became a director of the Union National Bank, Pittsburgh Brewing Co. and Thorofare Markets. His two daughters married and today are Mrs. Eloise Campbell Applegate of Philadelphia, and Mrs. Imojeanne Campbell Bradshaw of Winston-Salem, N. C.

In the fall of 1947 when the DELTA QUEEN was brought from California to the Dravo Marine Ways for overhaul, Charlie--then one of Dravo's top brass--took great interest in the renovation. Almost every day he came aboard and was most helpful in straightening out kinks which are bound to develop in a job of such magnitude. He had a conviction that the DQ--fine as she was--was not fine enough to satisfy the modern well-pampered

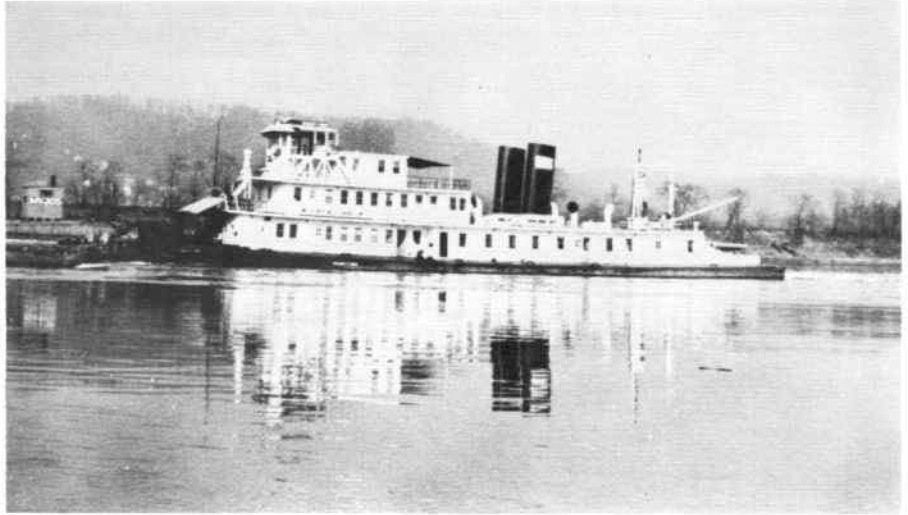


CHARLES T. CAMPBELL
Upbound at Blennerhassett Island.

tourist. The more Charlie talked of this the more he became convinced and one morning he offered to buy, for cash, 50% of Greene Line Steamers with the proviso that Tom Greene would keep on managing the line. Charlie foresaw the construction of one, maybe two, outright new and modern tourist boats. He promptly took up the idea with the Dravo board and the architects commenced preliminary drawings.

Tom Greene asked for time to think this over, and after a talk at Cincinnati with Fred Cramer, decided not to accept Charlie's offer. In retrospect Tom's negative decision seemed to us at that time, and to this day, the wrong one. The whole plan died forthwith. The architectural plans were never completed.

Today Charlie and Estelle live in an apartment at 5025 Fifth Avenue, Pittsburgh. For some years they had a home in Naples, Fla., and later wintered at Fort Lauderdale and at La Jolla, California. But somehow or other Charlie was always glad to get back to Pittsburgh. He has been an S&D member for many years and attended one meeting. Occasionally he went to Sistersville to visit his brother



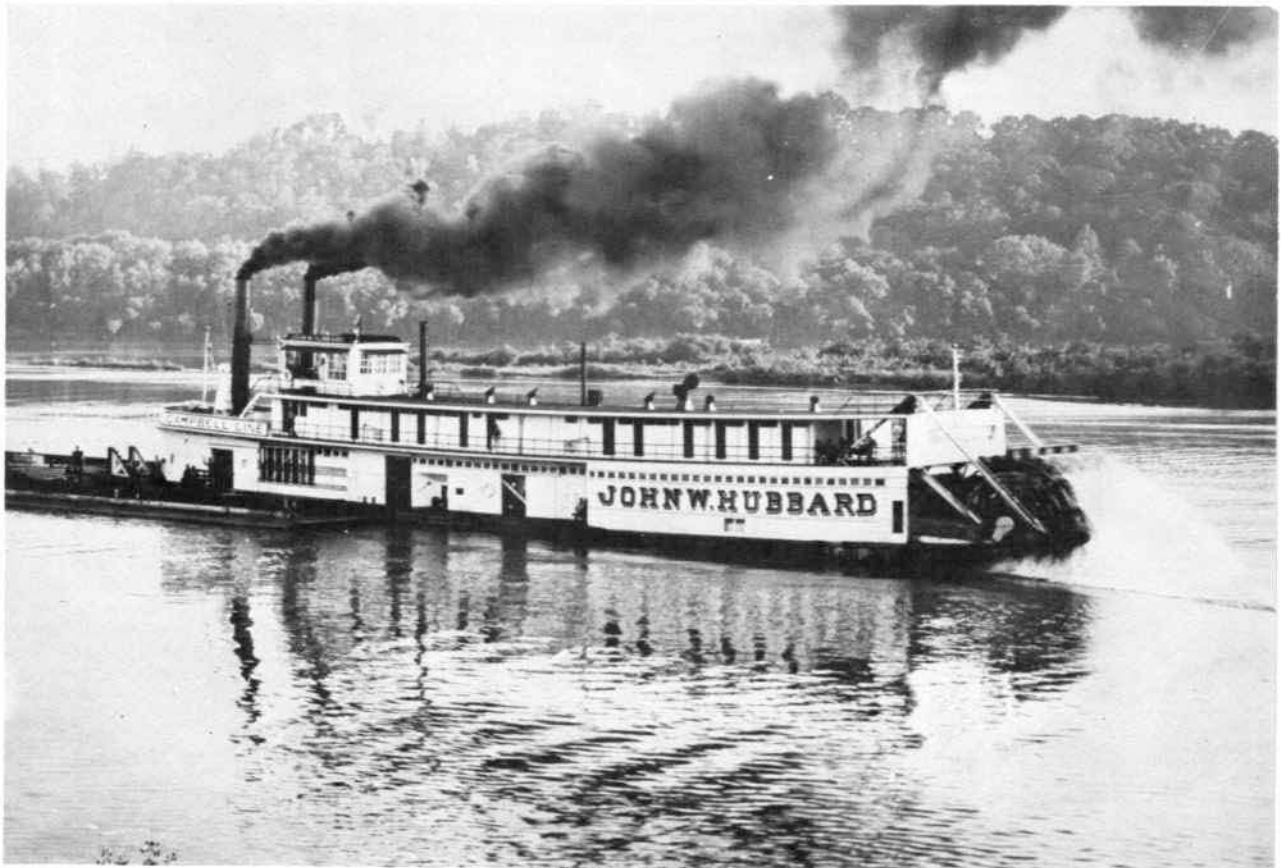
ERNEST T. WEIR

The biggest diesel Charlie Campbell built.

Rodney who ran a mortuary there, and stopped in, without fail, to call on J. Mack Gamble. Now Mack and Rodney both are gone. His long-time friend Hiram Carpenter is gone---they had a ritual of attending the opener Pirate ball game together. Not so long ago Capt. Bill Pollock and your editor were conversing with Charlie at

the apartment--the talk was lively for Bill had piloted the SHAWNEE in the Campbell Line, and then most (maybe all) of the others.

"My active life came just at the right time," mused Charlie Campbell. "Today not I nor anybody else could go on the river and accomplish the things I did; today it's another ballgame."



JOHN W. HUBBARD

Pictured upbound on the Ohio River at the head of Blennerhassett Island. She was launched at the Midland Barge Co. on April 16, 1936 and made her initial trip that July with Capt. Vernon K. Byrnside, master; John (Doggy) Dippold and Homer Varian, pilots; Ellis Koontz, chief, and Chester Gruber, second engineer, and Raymond Robbins, mate. When the Campbell Line was taken over by Mississippi Valley Barge Line the HUBBARD was sold to The Ohio River Company and renamed CHARLES DORRANCE. She ran until 1957 and her subsequent career was reported in our Dec. '72 issue, page 51. Today she is the MIKE FINK restaurant at Covington, Ky. operated by John L. Beatty.



TOWBOAT SPRAGUE IN DRYDOCK AT NEW ORLEANS

Here is Big Mama, all 318 feet of her (including paddlewheel) in drydock at the Avondale Shipyards where she was hauled on Jan. 22 last for extensive repairs to the hull. The picture was snapped by Wade McIntyre, the New Orleans representative of The Waterways Journal, and a print was kindly furnished us by Dan Owen, assistant editor of WJ.

The 330-mile trip from Vicksburg to New Orleans was handled by the towboat YAZOO CITY, a twin prop 4300 hp. job owned by Vicksburg Towing Co. with Capt. Dalton Johnson, master. Lloyd Price, harbormaster at Vicksburg, had overall charge of the operation. The precarious condition of the SPRAGUE's hull had everybody sort of tippy-toe and nine pumps were taken along in case leaks developed. The YAZOO CITY took along two loads and two empires and the trip was run daylight only. A bad wind shortened the run on the first day out, and at Baton Rouge heavy swells caused some delay. Otherwise everything went off smoothly.

This picture dramatizes the almost incredible size of Big Mama built

on a steel hull 276 by 61 at Dubuque, Iowa, launched Dec. 5, 1901. The paddlewheel as originally built was 40 by 40 feet, but the diameter was reduced two feet in 1904. She has 21 buckets each with a 4 ft. dip. The original engines are still in her, tandem compound condensing, 28" and 63" dia. by 12 ft. stroke. The boilers were taken out years ago.

Incidentally, some idea of the size of the replacement tourist boat being built at Jeffboat for Greene Line Steamers can be visualized by looking at this picture. Its hull length of 326'10" will make it about 50 feet longer than the SPRAGUE and it will be about eight feet wider.

Avondale Shipyards, Inc. accomplished the repair work within five weeks, a \$110,000 job for which the state of Mississippi picked up the tab. No attempt was made to make the SPRAGUE operative. The YAZOO CITY hooked her in tow on March 18 and delivered her back to Vicksburg where she will continue as a tourist attraction. Fortunately the upstream delivery trip was made in advance of the great flood.

John (Gentle On My Mind) Hartford sent us an old photograph album he bought in Berkeley, Calif. Pasted in it were about 30 original prints of boats, and no clue who took them. One of these caused us almost to leap with joy, and it is reproduced at the right.

In all of our collecting career (60 years) we never until now have seen a picture of the LITTLE DICK. Here she is.

The photographer was on Carson Street, Pittsburgh, just below the Point (now called the Golden Triangle) and in full view is the old wooden covered Union Bridge across the mouth of the Allegheny River. The loaded coal-boats in the foreground are at the O'Neil landing.

The LITTLE DICK was owned by the O'Neils, so named because the company had a large towboat named DICK FULTON. Her wood hull was built at Sewickley, Pa. in 1881 at which time there was a flourishing boat yard close by where your editor lives today.

James Rees & Sons Co. had the contract for LITTLE DICK and after the hull was completed she was finished at their shop along the Allegheny in Pittsburgh just above the Union Bridge. The hull was 123 by 23.7 and she was given a set of Rees high pressure engines 13" dia. by 5 ft. stroke. She had two 6-flue boilers 42" dia. by 22 ft. long.

The LITTLE DICK was used principally to pool coal from Monongahela River mines out to the Ohio River landing shown in the photo.

Also she pinch-hit as a packet in the summer months of 1894 and 1895, and maybe at other times, running on the Monongahela between Pittsburgh and Elizabeth, Pa. She towed a barge to handle freight. The regular side-wheeler ELIZABETH at these times was more gainfully employed running Monongahela River excursions.

The O'Neils sold out to the Combine in 1899. The LITTLE DICK was included in the deal and ran for her new owners until they scrapped her in 1903. The machinery was placed over on a new hull built at Elizabeth, Pa. in 1904, which became the towboat CRUSADER.

Tom Rickle, Box 391, Ashland, Ky. 41101, brought a large mahogany framed mirror to the River Museum, Marietta, this spring. Tom was told that it came from the ladies' cabin of the packet HENRY M. STANLEY. For many years it was in the Libby Hotel at Gallipolis, and was owned by his late uncle John Clendennin. After seeing the mirror and comparing it with a picture of the STANLEY's cabin, we are inclined to agree that the



LITTLE DICK

After 60 years of collecting she popped up in Berkeley.

identification is correct. The STANLEY collided with a U.S. Engineer dredge, the OSWEGO, at Gallipolis Island during a fog on the morning of Sept. 3, 1907, and sank. Much of the cabin equipment was removed, and her ornate chandeliers have long been in the Greene family at Cincinnati. The packet was named in honor of the African explorer (1841-1904) who became celebrated as the author of "In Darkest Africa" and other works. When the HENRY M. STANLEY was built in 1890, Mr. Stanley was invited aboard at Cincinnati where he was lecturing. He didn't go.

Rear Admiral Charles W. Thomas, 69, retired Coast Guard polar explorer, oceanographer, author and holder of the World War II Legion of Merit, was killed with his wife Lorinda in an automobile accident at Ushuaia, Argentina, on Saturday, March 3, 1973. He had been serving as ice pilot and lecturer on the Norwegian passenger vessel LINDBLAD EXPLORER, which was making a cruise to Antarctica. Admiral Thomas had planned to teach oceanography at New College, Sarasota, Fla., upon his return to the States. He retired from the Coast Guard in 1957.

"Tommy" Thomas is remembered on the rivers as commander of the Second Coast Guard District, based at St. Louis. He got the appointment in March, 1951. That June he organized and headed an exploratory trip down the Arkansas River from Fort Smith to Pine Bluff. Two 20-foot Weaver skiffs equipped

with outboards, LADY GRACE and the ALLEGHENY BELLE, carried the party which included the late Capt. Donald T. Wright, CDR L. G. Haverland and the late Capt. A. C. Ingersoll, Jr. The navigators were your editor and Edward H. Scheibler. The Arkansas at that time was a primitive stream silted with numerous sandbars. Other celebrities went part way, including Jack Trotter who today owns the BORDER STAR at Little Rock, and Clarence F. Byrns, then editor of two newspapers at Fort Smith.

Tommy Thomas had such a good time on that voyage! He sought other rivers to explore, tried the Missouri (sandbars defeated him), and was in the process of organizing an expedition to go from Fargo to Hudson Bay via Red River, Lake Winnipeg and the Severn River when he was transferred to Curtis Bay, Md. and had to call it off.

Those who knew Tommy during his brief connection with our rivers are not likely to soon forget him.

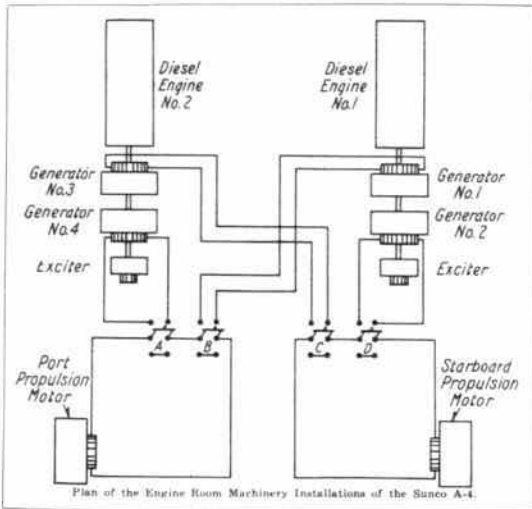
The third annual paddlewheel get-together is scheduled on the Kanawha River at Charleston, West Va. on September 1 and 2, 1973. The chairman of the event, Nelson Jones, may be contacted at home, 1502 Hampton Road, Charleston, W. Va. 25314. Races between stern-wheelers, a shoving contest, fireworks and a boat parade are on the program. Also plans are being made to bring to the area a large steam derrick (afloat) with the idea of staging a "whistle blow."

When Jim Wallen saw the picture of the side-wheel towboat HARBOR POINT (Dec. '72 issue, page 2) he wondered if we might elaborate on her original design. This has taken some doing. Capt. Glenn M. Crain came to the rescue with the pictures and diagram shown on this page, and also an article written in 1929 by H. C. Coleman of the Westinghouse Electric & Manufacturing Co.

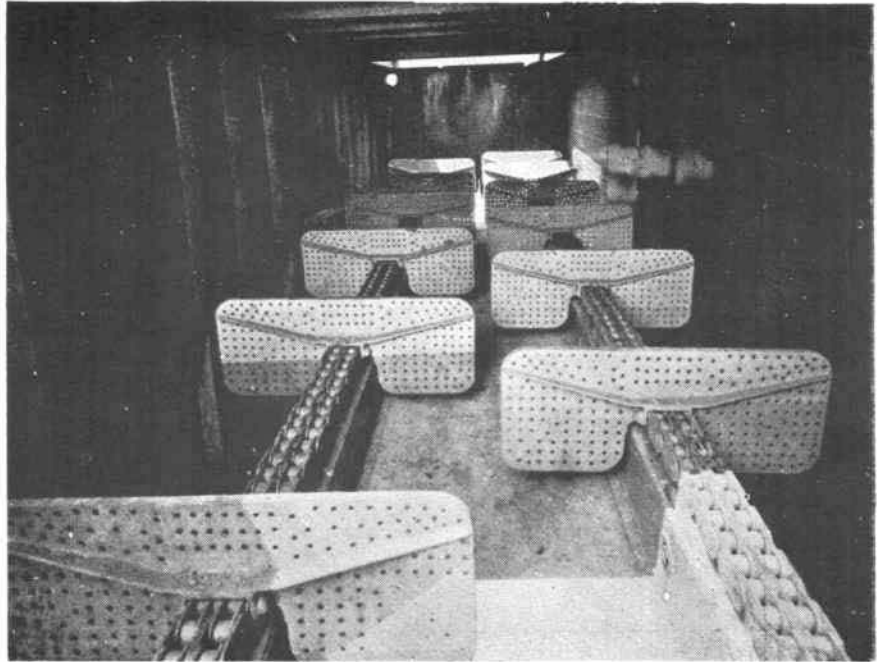
The HARBOR POINT still operates today, owned by Ashland Oil, and they use her in shuttle service in the Catlettsburg-Kenova area. She bears but slight resemblance to the SUNCO A-4, her original name when built at Nashville Bridge in 1929.

The SUNCO A-4 was a radical experiment. She was side-wheel in the sense that she had paddles attached to endless chains on either side. They called her the "caterpillar boat," not with a capitalized "C" because the name had nothing to do with a Caterpillar engine--fact is she had two Winton diesels, each 100 hp.

These Wintons drove Westinghouse generators which supplied power for the two propelling motors, each 80 hp. 250 volts, DC.



When SUNCO A-4 operated at full power, generator set-up switches A, B, C and D were closed in upper position. This connected generators 1 and 3 in series with the starboard motor, and 2 and 4 in series with the port one. This arrangement divided the load equally. If engine 1 was shut down, switches B and D were closed in the lower position. Then engine 2 had individual control for the propelling motors. The field circuits are not shown in the diagram. The main generator and propelling motor fields were separately excited from either one of the direct connected exciters. Speed of the motors was controlled by regulating the direction and amount of excitation of the generator fields.



SUNCO A-4's "caterpillar" paddles.

This is taken on the port side looking forward showing the double chains and paddles as they moved forward (when boat was coming ahead) to dip down around a cogged drum into the river. Note that the paddles are staggered. There was a similar set on the starboard side.

She had pilothouse control and each side was independent--could come ahead on one side and back on the other with great flexibility as to forward and reverse speeds. One of her features, somewhat singular, was that she could back up through the water at the same speed, and with the same power, as coming ahead.

She could be steered with the towing knees. The towing knee assembly was on rollers and could be moved from side to side by a compressed air rig handled from the pilothouse.

Who was the designer? In the absence of testimony, we'd pin the medal on Carl Francis Jeffries, a Gallipolis (Ohio) native, who was

chief engineer for Standard Unit Navigation Co. (hence the boat's name SUNCO).

Did SUNCO A-4 work? That's easy to answer; no. Instead of impelling the towboat with the efficiency of an endless-track on dry land, the initial thrust did most of the work and the paddles then dragged along uselessly. Later on the endless chains--and--paddles were discarded. Usual paddlewheels were put on--with much better results. Our story in the December '72 issue shows a photograph of her with these paddlewheels. Still later these were removed and now, these 44 years later, she is driven with triple props.



SUNCO A-4

This head-on view was taken at Nashville when she was new.

R. Allen Coleman, Box 3412, Omaha, Neb. 68103 has sent us an 18 x 24-inch map he prepared and has had printed showing boat wrecks on the Missouri River 1839-1934 within the Nebraska shoreline. The two large cities of the area are Omaha and Sioux City, and altogether the map covers about 350 miles, we'd judge.

Allen pin-points 117 accidents, of which 69 were totals--usually by snagging or fire. He names the boats, supplies the tonnage, and gives the dates.

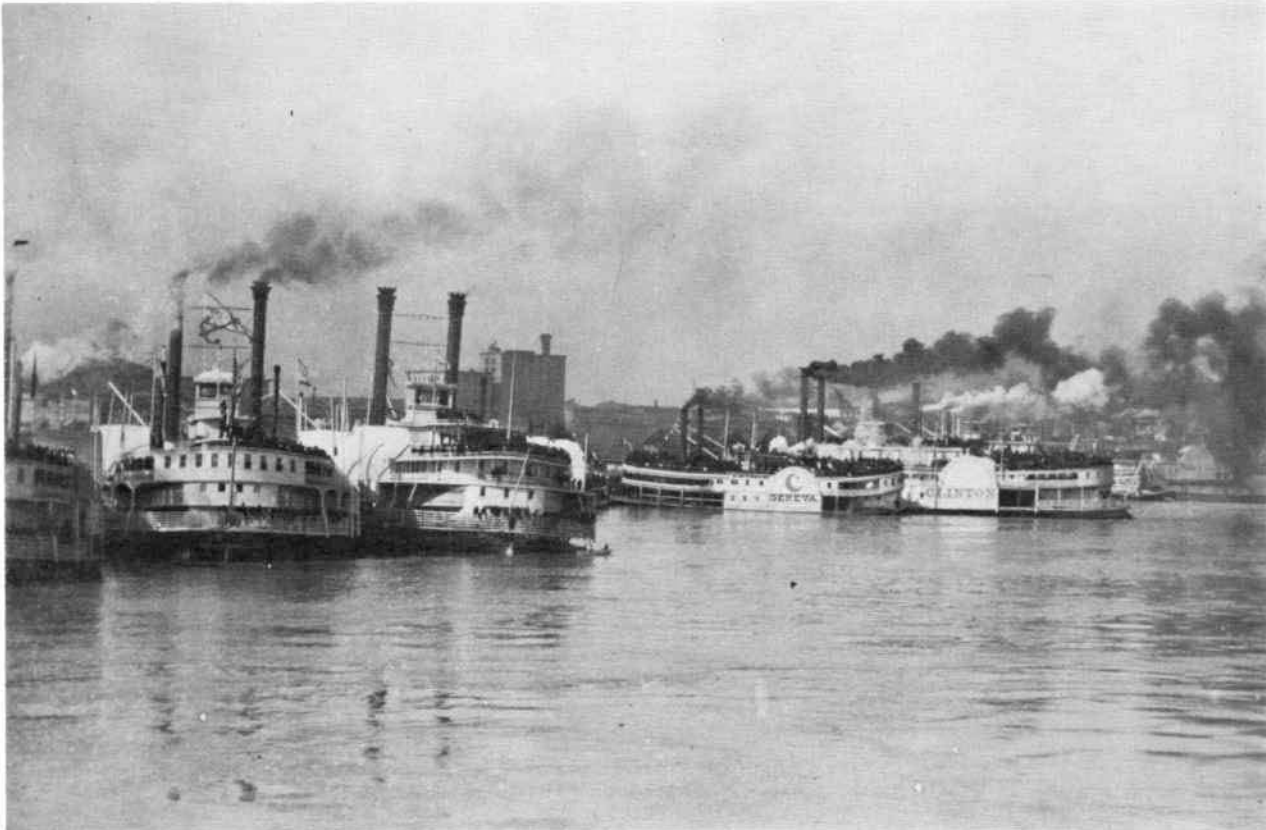
Also he supplies a few words of advice: "A few words for the potential treasure hunter. Boats lost between Yankton and Running Water are generally under the waters of Lewis and Clark Lake. Those between Decatur, Neb. and Sioux City, Iowa are generally in Iowa. Iowa laws make work in the state unfavorable to the artifact hunter. The same holds true for

Federal property."

We are particularly intrigued with the LADY GRACE "str. stw. 387 tons, burned, total loss, Jan. 1, 1870." She was at Council Bluffs. This is the same sternwheel steamboat LADY GRACE built at Madison, Ind. in 1865, hull 159.8 x 33, which sure covered the territory. In 1866, owned at Vicksburg, she was to New Orleans and showed up on Red River. In 1867, Capt. Dave Haney, she made a "mountain trip" up the Missouri. In 1868 she was in the Cincinnati-Evansville trade with Capt. W. C. Watts, master. That winter she ran Cincinnati-Madison and was first to the scene of the AMERICA-UNITED STATES collision. In the spring of 1869 she loaded out at St. Louis for another Missouri "mountain trip" and on the eve of departure, fully loaded with freight and passengers, she was crossed out by the Board of Underwriters. Then she went to

Omaha and a dispatch dated Sept. 30, 1869 says this: "The captain of the LADY GRACE lying at Omaha got himself rather roughly handled Sunday (23rd) by a lot of roughs. It appears she was chartered by some parties to take passengers to a prize fight that came off below Plattsmouth. On the return trip there was a misunderstanding between the Captain and his rough guests whereupon the captain received bad bruises on his head and body. Several cabin doors and the furniture went overboard. There were several arrests upon arrival at Omaha." Next thing she burned.

If you wish to expand your horizons up the Missouri or go treasure hunting, here's a good start. Write to Allen Coleman (address at the start of this story) and send him \$1.50 for one of these maps which will come to you rolled in a mailing tube. If you don't mind creases a \$1 bill will do it.



Dan Owen sent us the original of this, and he got it from a friend of his who lives in--of all places--Owls Head, Maine. Query:- what gives here? No doubt about that for in sight dead center is the side-wheel GENEVA. What's she doing at New Orleans? She was built in 1871 for the Pittsburgh, Brownsville & Geneva Packet Co. and ran that trade 13 years. Then she was sold. The new owners were William J. Caskey who ran a boat store at 115 Smithfield Street, Pgh., and Capt. Lew Clark. They left Pittsburgh with her on Dec. 17, 1884 headed for New Orleans with the idea of running excursions and conveying sight-seers to and from the Cotton Centennial Exposition which opened the day before, Dec. 16, on a 249-acre tract in what is now Audubon Park. So that's what she's doing in this very fine photograph. On April 21, 1885 she was back again in Pittsburgh, so the date of the picture is in the early spring of 1885. The side-wheeler below her, on her starboard side, is the CLINTON, built 1872 at St. Louis for the Northern Line; then ran Cincinnati-St. Louis, Capt. John N. Shunk, and later went to the New Orleans-Bayou Sara trade, Capt. J. J. Brown. The side-wheeler at the left of GENEVA, stern showing (the centermost of the three at left) is the WILL S. HAYS built 1882 at Freedom, Pa. by shifting the cabins, etc. of the THOMPSON DEAN over on a new hull. Note, sirs, that the open guard runs clear around the stern of her boiler deck, so no more talk about the MINNIE BAY being the first so built (HAYS b. 1882; MINNIE BAY, 1883). Wish we could name the Anchor Liner next to the HAYS--your guess is as good as ours on that.

SILVER WATER SET WAS GIVEN
Everybody in Georgetown Invited.

One of the prized possessions of S&D, and exhibited in the River Museum, is the silver water set pictured on this page. The urn is inscribed:

Capt. T. S. Calhoon
-by the-
Officers of Steamer
KATIE STOCKDALE
Dec. 25, 1888.

The KATIE departed from Pittsburgh on a regular trip to Cincinnati late Monday evening, December 24, 1888. The Ohio River was full of floating ice, so the pilots tippy-toed her along, and got to Georgetown (Mile 39) about 11 o'clock.

Lanterns bobbed along the bluff and flickered at the ferry landing. Mrs. Thomas S. Calhoon and her two daughters, Hattie and Mary, had issued invitations to everybody in Georgetown, little and big, boys, girls, married and unmarried, maidens, the young men, aunts, cousins, papas and mamas. The town's population was 300 and most were there. They swarmed aboard soon as the stage was down. This was to be a Christmas party not soon to be forgotten.

Captain Calhoon knew about this beforehand, and his steward George W. Calhoon had prepared an oyster supper for all, complete to nuts, cake, ice cream and candies. A special city string band had been brought down from Pittsburgh and after the tables were cleared the young folks and some not so young "chased the fleeing notes with lively steps."

The Reverend Giles, a Methodist minister who resided in Glasgow (across the river from Georgetown, below Smith's Ferry) presented in behalf of the officers of the boat the silver water service to Capt. Calhoon who "was dumbfounded" to quote one account. Another newsman wrote this:

"The modest Captain was taken completely by surprise, but he managed to say, as everyone could see he felt, that he was deeply grateful for such an unexpected manifestation of good will toward him as was shown in this Christmas gift and the handsome manner of its presentation."

At the conclusion of the festivities, about 2 a.m. on Christmas morning, a resolution was read:

"RESOLVED that we the citizens of Georgetown who have had the unbounded pleasure of enjoying the hospitalities and partaking of the good things provided:

"RESOLVED that we as a body return an unanimous vote of thanks to the officers of the steamer KATIE STOCKDALE for their kindness and abundant provision for us:

"FURTHER BE IT RESOLVED that we return a vote of thanks to our townsman and loyal friend Capt. T. S. Calhoon, the Prince of the Steamer, for favors past and pres-



S&D's Silver Water Set (see article in left column).

ent, and may the God of us all care for and protect him and his interests all along through the many years which we hope may follow."

Reported one Pittsburgh paper: "The boat departed amid great cheering of hundreds on shore."

Another said: "The KATIE STOCKDALE was held at Georgetown for about three hours Monday night as she was on her way to Cincinnati. A party of 200 persons took possession of the boat and had a great time."

The Milwaukee Journal, on Sunday, March 18 last, ran an advertisement you don't see very often.

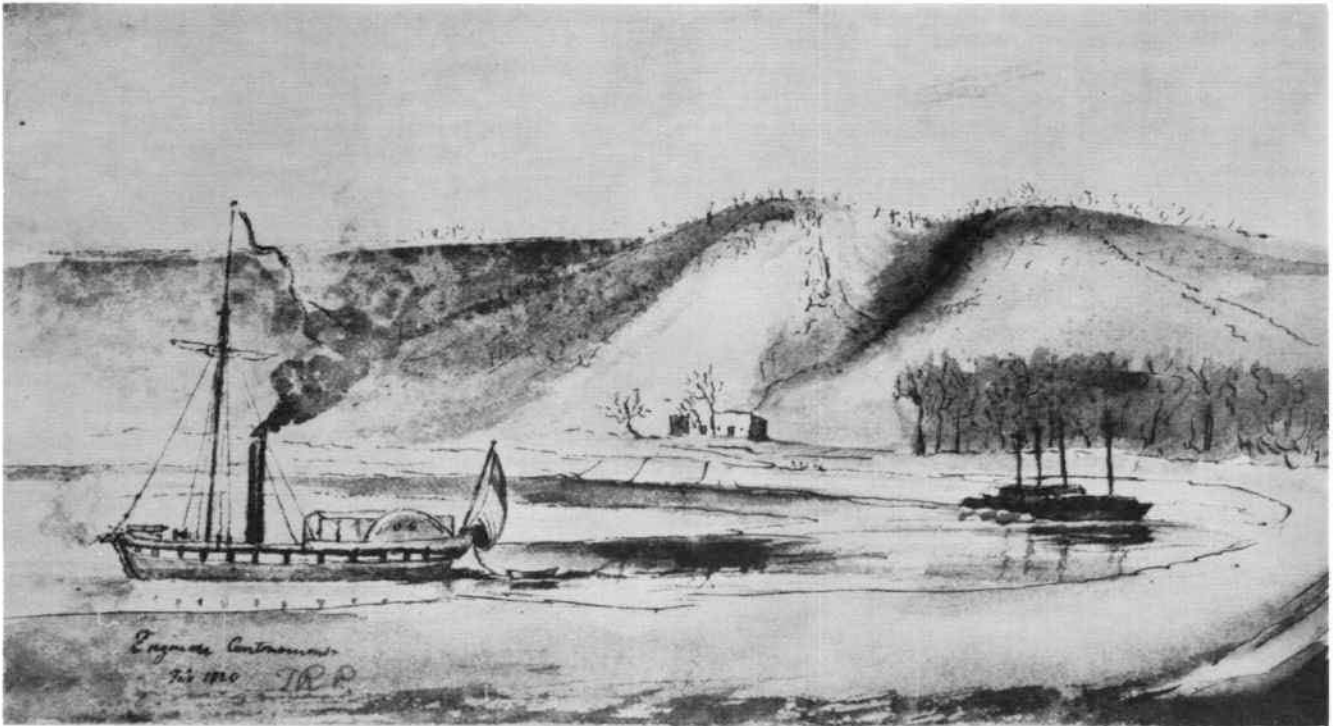
STEAMBOAT

Notice of Private Sale
Steam Stern Wheel Vessel. To be sold pursuant to sealed bids on April 2, 1973 at the offices of the Reedsburg Bank, Reedsburg, Wis. All bids must be received no later than 10 a.m. on said date. Seller reserves the right to reject any or all bids.

The ad went on to say that the boat was built in 1971 and is 108 by 22'4". She has a wood hull and flat bottom. There are two new double-acting slide-valve engines. The boat is licensed to carry 150 passengers. Landing facilities and a parking lot also are available at a reasonable price.

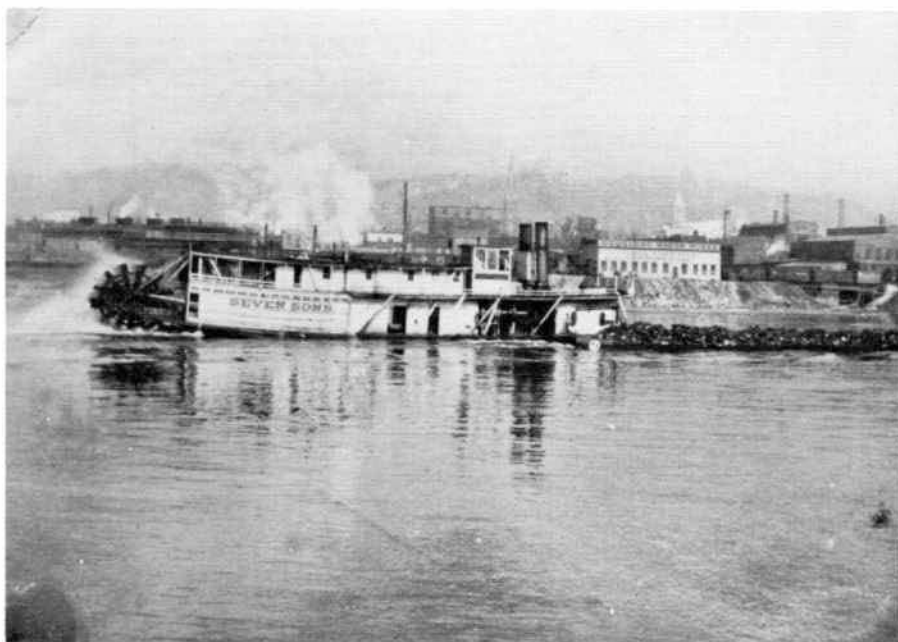
This description neatly fits the steamboat APOLLO pictured and described in our Sept. '71 issue, built for operation on the Wisconsin River at Wisconsin Dells. In our last issue (page 35) we were wondering how she turned out, not supposing in the least that the above news would be mailed to us by Ed Mueller from Jacksonville, Florida.

The news we ran in the last issue of the raising of the sunken NORMA A at Fly, O. was a bit premature. This sternwheeler owned by Paul Seekins, Columbus, O., was still sunk as we go to press May 1st. She went down last November.



WESTERN ENGINEER

This craft was the first steamboat built on the Allegheny River and was launched at the U. S. Arsenal, Pittsburgh, on March 18, 1819. Major Stephen H. Long built her at U.S. expense to explore the Missouri River (Dec. '66 issue, page 22) and put in three boilers (see these boiler drawings in March '67 issue, page 32). She wheezed from St. Louis to a mile or so above Omaha at deplorable speed (three months) and there laid up for the winter. Nevertheless this was the first steamboat that far up the Missouri. On board was a rather celebrated artist, Titian Ramsey Peale, who made the above sketch of WESTERN ENGINEER at the Engineer Cantonment near Fort Lisa, west bank of the Missouri several miles above present-day Omaha. He dated it February, 1820. Titian was the youngest of three sons of Charles Willson Peale (the other two were Raphael and Rembrandt) who is best known for his various portraits of George Washington. Hence there is no doubt as to the accuracy of the above sketch. Titian drew the boat showing her as a "bootjack" sternwheeler, which indeed she was. Also he indicates steam issuing from a serpent's mouth, sort of a bowsprit, put there to awe the Indians. Over at the right are several keelboats moored in the elbow of the bend. The above picture comes to us from Dr. Leland R. Johnson, 7010 Plantation Drive, Hermitage, Tenn. 37076 who presently is writing detailed histories of U.S. Engineer Districts of the Ohio and its tributaries. He procured it from the American Philosophical Society Library, 105 South Fifth St., Philadelphia, Pa. 19106. To Dr. Johnson and to the Society our thanks. Here's a smile:- We thought we had in our hands a "first" showing of this sketch. But then we were talking on the phone with Capt. Bill Bowell who runs the JONATHAN PADEFORD out of St. Paul. "Oh," he said, "that's the Titian Ramsey Peale picture you're looking at." Bill knew all about it, and went on to say that it has appeared in several mid-west historical quarterlies. Evidently Steamboat Bill Petersen didn't know of it when he got up his book "Steamboating On The Upper Mississippi" or else he certainly would have used it. In the fall of 1820 the WESTERN ENGINEER was the first steamboat up to Keokuk. Then, in 1821, she was scheduled to handle a U.S. survey from Louisville to New Orleans but an engine breakdown prevented. The Board of Engineers went instead by keelboat to the mouth of the Ohio, to St. Louis, returned to the mouth of the Cache River near Cairo, and thence by the steamer RAPIDE to New Orleans.



SEVEN SONS

The Kennedys had seven sons in the family.

Here is a new find, thanks to John Hartford, the towboat SEVEN SONS. She wasn't much, but it's quite a tale at that. Back in Civil War days a towboat was built in the Birmingham district of Pittsburgh named WILLIAM BARNHILL. One day she was hitched to a barge loaded high with empty wooden oil barrels destined to the new oil fields up the Allegheny River at Oil Creek. She didn't get far. In passing under the old aqueduct at Pittsburgh (where the Penn-Central's main New York to Chicago bridge now stands) she took a sheer, sank the barge and sank herself. Hundreds of empty oil barrels dotted the Allegheny. This happened in March, 1864 when the BARNHILL was about three months old. When the river fell the steamboat was raised. Not long afterward she was sold to Capt. John Kennedy who used her for job towing. The PRR put the Panhandle Bridge across the Monongahela River at Pittsburgh and there's where the BARNHILL met her doom. She flopped bottom-side up right there at the bridge, or shortly above there, this being about 1874. The engines were salvaged. Capt. Kennedy used them in building the SEVEN SONS, shown in the above photograph. The name he selected, as you may suppose, was due to the Kennedys having seven sons, and perhaps several readers will recall Capt. Ike Kennedy who in his old age lived at Crafton, Pa., there celebrated his 90th birthday on March 15, 1942--and Capt. Ike was the last surviving of the seven sons, and his first command was his Dad's towboat SEVEN SONS. Well, Dad outlived the towboat. The SEVEN SONS was dismantled about 1895 and her engines went to a new hull built at the Axton yard, West Brownsville, Pa. and so emerged Capt. John Kennedy's towboat CLIPPER which ultimately went to the Combine and pooled coal out of the Monongahela River until the days of World War I. Capt. John Kennedy died, 80, at Homestead, Pa. in January, 1905.

MORE ON THE LAIDLEYS

Sirs: It was a command performance at the Louis Aronoff Auctions, 711 Sycamore St., Cincinnati, the evening of Feb. 26th last. Many fine pieces from the Laidley estate were put on the block, along with the furnishings and objects d'art from several others.

Dad and I arrived at 7 sharp and found the lower floor jammed with people seated and standing. Fully 350 were there, the cream of Cincinnati and northern Kentucky predominating. One fine cut glass cake plate and cover from the Laidley home fetched \$345. A

giant Victorian mahogany hall rack with glass and chocolate marble brought \$195. The Laidley family silver (278 pieces of sterling coin silver--everything from lobster picks to tasting spoons) was one-lotted at \$350. The oriental rug noted in the March issue lying "against the north corner of the diningroom" turned out to be a fairly large one in Turkish motif. I think it brought a little over \$150.

The name of Laidley has, for some strange reason, a magical spell even yet. Items at the sale marked Laidley were oohed-&-aahed

over. The auction continued for three days, winding up March 1st.

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

MODERN TIMES

R. L. Brown, Commander, USCG,
Chief, Merchant Marine
Technical Branch,
Eighth Coast Guard District,
Customhouse,
New Orleans, La. 70130

Dear Commander Brown:

In the interest of aesthetic and historical accuracy, we wish to request one exception from the Rules and Regulations for Passenger Vessels for the proposed passenger steamboat NATCHEZ.

The exception is to use wood sash on the sides and rear of the pilothouse. You will note that the wood specified is to be pressure treated for fire resistance. There are no metal sash available which would lend the unique and authentic appearance to this boat which we desire it to have.

Respectfully submitted,
A. Lawrence Bates, Architect.

=The old-fashioned potbelly stove in that pilothouse will burn asbestos briquettes kindled with steel lathe turnings we expect.
-Ed.

The much maligned RHODODENDRON which cut such a caper in West Virginia when a state-sponsored showboat several years ago, now is moored at Clinton, Iowa. She is reportedly owned by the Clinton Park Board. Originally she was the steam sternwheel towboat OMAR, built in 1936. Her machinery is still in place, tandem compounds, 16" and 32" by 8 ft. stroke, built by Marietta Manufacturing Co.

The LITTLE JOE, wood hull sternwheeler built at Parkersburg, West Va. in 1946 as the JOE S, has apparently bit the dust far, far from home. She went to the Arkansas River in 1961, based at Van Buren, and has been removed from documentation.

The former snagboat ARKANSAS II built at Leetsdale, Pa. and completed by the U.S. Engineers at Memphis in 1940, now is moored in the Cimmerina Harbor, Sioux City, Iowa, renamed MISSOURI QUEEN. She is a floating restaurant. We have not learned whether the machinery was removed or not. She was a sternwheeler with tandem compounds 12" and 28" dia. by 5 ft. stroke. This machinery was built in 1920 and first was installed on the CAPT. CHARLES D. HARRIS built for the U. S. Engineers at Hays, Pa. The HARRIS was converted to diesel and became the HARRY Z which last operated for G & C Towing, Point Pleasant, West Va. and lately has been converted into a landing boat by Clarence Boggs, Ashland, Ky.

Sirs: In the last issue I was interested in mention of the packet WILL KYLE on page 11. I was named for an uncle Will Kyle who lived in Aurora, Ind., born 1856 and died in 1927. Uncle Will married my father's sister. He was a cooper by trade---I don't think he ran on the river. I remember him well. I'm curious to learn if there was some connection between my uncle Will and the WILL KYLE.

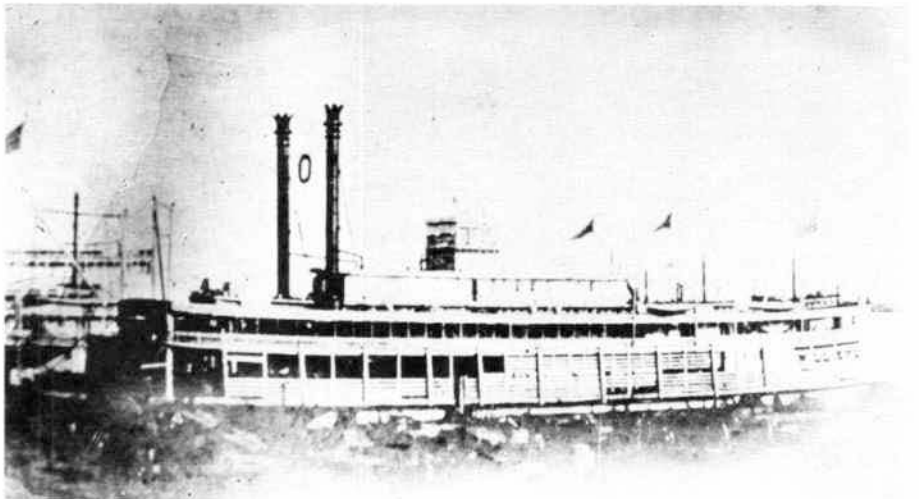
William L. Morand,
6712 Parkland Ave.,
Cincinnati, O. 45233

=Capt. Will Kyle for whom the boat was named was born at Burlington, Ohio, c. 1846. He joined the 7th Ohio Infantry Regiment and served during the Civil War. Upon return he clerked on the CRICKET with Capt. S. B. Hempstead, then on the SHERMAN and DOVE NO. 2. Then he was clerk three years on the FLEETWOOD with Capt. C. M. Holloway. He was continually plagued with ill health (probably t.b.) and had been to the Red River of the North, Florida and Colorado seeking relief. In partnership with his brother John Kyle they built the ASHLAND in 1872 at Cincinnati, a sternwheeler 175 x 36, and ran many trips from Cincinnati to Arkansas River, often to Little Rock and once at least to Fort Smith. They also made New Orleans trips with her, and had her to Pittsburgh on occasion. In the spring of 1877 she was taken to St. Louis and loaded out for the upper Missouri and Yellowstone. Capt. Will H. Kyle was her master on most of these trips. They sold her on the eve of building the WILL KYLE in 1879 to Capt. C. S. Kouns and others, who used her on Red River. The first locomotive seen in Alexandria, La. was taken there aboard the ASHLAND in 1881. She burned at New Orleans on July 14, 1882. Capt. Will Kyle's ambition was to settle on a stock ranch along the Verde River in Texas. He was in San Antonio when he died, 33, on October 4, 1879. The steamer WILL KYLE, named for him, had in the cabin an oil portrait of Capt. Will and also an oil of the stock ranch where the Verde empties into the Guadalupe. -Ed.

The Waterways Journal gave your editor a delightful surprise in a February issue. They ran a photograph of y.t. and Capt. Dayton Randolph taken many years ago at the Reedsville, O. landing. Also in an accompanying article they wished us a happy birthday. Later we found out that our friend H. O. Reynolds of New Cumberland, W. Va. had sent the picture to the WJ. To use an expression often used by the late Capt. C. C. Bowyer, "many thanks."

More surprising was a repercussion. We received the following letter shortly afterward.

"The picture and article from The Waterways Journal was sent to me from Reedsville. The man you are standing beside in the photo



WILL KYLE

She lasted but four years, so is not well remembered. The Cincinnati Marine Ways Co. built her in 1879, 260.5 x 45.7 (floor 43.7) x 6.3. Engines 22's- 7 ft. stroke from the side-wheel ST. MARYS b. Wheeling, 1866. Four boilers. The hull was given a "goose stern" without the usual skegs. She operated Cincinnati-New Orleans commanded by Capt. Lew Kates who had been on the THOMAS SHERLOCK prior to this. Head clerk was James Alexander. Wes Conner and Ike Gough were the original pilots. On an upbound trip she sank at Slim Island, Ohio River, on Nov. 7, 1881, raised. Sank on a log at Australia Landing, Miss. (above the mouth of White River, in what now is a slough in behind Cession Towhead) on Nov. 15, 1883 and was lost. See letter in the left column.

was my brother Dayton. He was quite young when he went on the boats with the ambition to become a pilot. We came from a large family, 11 girls and 2 boys. I was the youngest and now am the only one that is living. I will be 93 this coming July 9th. Our home at Reedsville was where the Belleville Locks now are located. My father had a ferry there for over 40 years. Sincerely, (Mrs.) Lulu Randolph Murray, 525 Grant St., Middleport, Ohio 45760."

Another surprise on that birthday (the 72nd by the way--not 73rd as the WJ reported; we're sure of this because the Social Security people took note and started sending checks) was a Western Union telegram delivered by messenger. We have not received a telegram since Hoover was elected. But here it was in a modernized yellow envelope. HAPPY BIRTHDAY FRED AND MANY MORE ENTRIES IN THE LOG AND REMEMBER THAT GETTING OLDER COMES NATURAL WITH ALL GOOD WISHES RAY SAMUEL. Came from New Orleans.

We were overwhelmed with cards and good wishes from S&D members. Had we answered each and every one you would not be reading this June issue. Thanks, many thanks.

SUPERCALIFRAGILISTICEXPIALIDOCIOUS

We watched the tv movie "Tom Sawyer" one mid-March evening with great expectations beforehand and with a soggy, gloopy feeling after THE END. Well, to be accurate we got glooped about five minutes into the thing. This wasn't the Tom Sawyer we knew, and Huck Finn was a fake---in the movie this guy doesn't know beans how to live in

a hogshead even; he has the open end up like a rain barrel. But why go on. The simple fact is that if you want to wallow in the story of Tom Sawyer, and everybody likes to wallow a bit, the best way is to read the book, the unbeatable volume called "The Adventures of Tom Sawyer" by Mark Twain.

Robert Schickel reviewed the movie in TIME, saying "The entire film is an exercise in false nostalgia, the good life of a Missouri River town in the 1840s being something modern audiences don't really know anything about without they have read the book." Now we wonder if HE read it.

But Mr. Schickel does seem to sum it up when he says "They even empty Tom's whitewash pot of its humor and fill it with one of their characteristically neologistic songs, 'Gratification'---which is not exactly supercalifragilisticexpialidocious."

The Maumee Valley Model Boat Club is holding its first annual meeting at the Belmont Country Club, Toledo, Ohio, on Saturday, July 14 and Sunday, July 15, 1973. Steam and electric scale models will predominate. S&D member Walter J. Stroud, 2816 Rockridge Circle East, Toledo, O. 43606 has contacted S&D's secretary, and also has invited John Fryant, a friend of his, to participate. Letters of invitation also have gone to John H. Leslie, and to others known to have working scale models. Prizes will be awarded. For information contact Dr. John Carle, 4349 Vermaas Ave., Toledo, O. His phone: 419-479-0415.

The WILD GOOSE, diesel stern-wheeler, was removed from U.S. documentation in 1972. This boat was built on a steel hull by Nashville Bridge in 1926 for the U.S. Engineers and originally was named GILLETTE. Harry F. White renamed her when he bought her in 1947 and he sold her in 1951 to the Kenova Coal Terminal, and in 1963 she was transferred to The Ohio River Company. Although inoperative, she now is the property of H. H. Nichols, who heads up the Huntington (West Va.) Asphalt Corp. Mr. Nichols has plans to make a pleasure craft of her.

There now is a submarine moored on the Arkansas River at Muskogee, Okla. It is 311 ft. long, named BATFISH, with a record of having torpedoed 14 enemy ships during WW2, once having knocked off four Jap subs in 4 days, a record. She is being operated as a floating museum.

S&D ANNUAL MEETING

The date is easy to remember, Saturday, Sept. 15, 1973--same day your estimated IRS tax installment is payable. Most come Friday and stay over until Sunday morning. The big doings are always on Saturday. Chief attraction in prospect is the formal dedication of the new Ohio River Museum, and Ohio's Governor Gilligan and his good wife have been invited, both of them Cincinnati persons. The dinner will be served at 6:30 Saturday evening and you would be wise to reserve in advance. Nothing is formal; come as you are, and the Hotel Lafayette allows dogs in rooms if they are nice dogs. Bring the kids--always a lot of mischief they can contrive, and someday they will be our river people. Still a little early to predict a program of events--there just is no way to know until the curtain goes up. S&D meetings are noted for unexpected surprises.

The JAMES REES & SONS CO. catalogue, 1913 edition, contains hull drawings, machinery details and a wealth of steamboat photographs. The text is both in English and Spanish. Priced \$3 the copy, sent third class. Impatient customers may send \$3.50 for first class mail handling. This is a reprint faithful in all details to the original, done by offset with remarkable fidelity.

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

NB: Bookshops ordering in quantity write to G. W. Sutphin, 204 Chestnut St., Huntington, West Va. 25705 for dealer discounts.



CAPT. JACOB POE

Dr. John C. Ewing handed us this portrait of the gentleman who superintended the construction of the packet MOLLIE EBERT built in 1869. We ran a photo of this boat in the Dec. '65 issue, page 11. Then in the Dec. '71 issue, page 50 we introduced Mrs. Judy Nash, great-granddaughter of Mollie Ebert, now living at Georgetown, Pa.

Capt. Jacob Poe (1813-1889) had a sister Nancy who married Capt. George W. Ebert. Their only child was a daughter Mary Ann (Mollie) for whom the boat was named. So the original Mollie was Capt. Jacob's niece.

Mollie married Capt. John A. Trimble who bought and operated the Muskingum River packet CARRIE BROOKS for some years.

Capt. Jacob Poe built and operated packets and piloted the NEW CASTLE on the Allegheny River. He had two sons, George W. E. Poe, and Theodore C. Poe. George lived to be 99 (died in 1943) after a lengthy career as an upper Ohio River pilot. Theodore (Dory) was a steamboat clerk and agent, as well as a weather forecaster, and died in 1950, aged 89.

Mrs. Trimble (Mollie Ebert) lived to be 85, and died in 1925.

IT IS NOT NECESSARY TO BE A SON OR DAUGHTER TO JOIN THE SONS AND DAUGHTERS OF PIONEER RIVERMEN.

The Marietta Daily Times front-paged in its April 24 issue a statement, in quotes, that Campus Martius Museum is labeled by some as "dirty, dingy and dusty." The identity of these "some" was left dangling. If Melinda Howes, who wrote the piece, was using one of those ancient typewriters at the Times office, she surely knows the meaning of dirty, dingy and dusty.

Marine lawyers may ponder this: Our attention has been directed to an instance many years ago when a deckhand of sound mind and body was wheeling coal from a fuel flat moored in the duckpond of a tow of laden coalboats. It was night and the pilot demanded that no lights be displayed to impair his vision. The deckhand got off course and fell overboard. He hung on to the wooden wheelbarrow and got ashore. He had signed up at Pittsburgh for a round trip. He was not missed immediately, so the towboat went on its way innocent of his disappearance. The deckhand discovered upon inquiry that he was at Paducah, Ky. He figured this way: He was under contract to the Monongahela River Consolidated Coal & Coke Company and in his keep and care was a piece of this firm's property--the wheelbarrow. Whereupon this deckhand, shoving the wheelbarrow, walked his way back to Pittsburgh, a trek of forty days and forty nights, and wheeled up to the company office at No. 8 Market St., Pittsburgh, demanding his pay. He had made the required round trip. The Coal Company's superintendent, Lower River Division, called him a boneheaded ass, so the deckhand went to Lowrey Barton, a marine lawyer. Lowrey notified the Coal Company that the steamboat would be attached for unpaid wages soon as it returned from New Orleans. The man got his pay and far be it our wish to burden you with more of this, but he was still unhappy. "I can't bear the idea of leaving that wheelbarrow," he complained. "It has become a part of me and I reach for the handles when I start someplace." The Coal Company did give him the wheelbarrow--a magnificent gesture of good will--and the deckhand gave it to a lady friend of his on South Carson Street and she got him to load it up with dirt and she raised petunias in it. Next case.

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	#4
Vol. 2	#1		#3	#4
Vol. 3			#3	#4
Vol. 4	#1	#2		
Vol. 5	#1	#2		#4
Vol. 6	#1	#2	#3	
Vol. 7		#2		#4
Vol. 8	#1	#2	#3	#4
Vol. 9	#1	#2	#3	#4
Vol. 10	#1	#2		

Also copies of the 12-page story "Incredible Journey" included free with orders for three or more back issues (\$1 separately.)

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



Mention has been made in these columns of a Kentucky blue grass mansion owned by the late Capt. Samuel S. Brown of Pittsburgh. So-o-o, on a recent visit to the home of J. Mack Gamble to remove his collection of river material, Woody Rutter stumbled upon these two views of a mansion. Pencil on the back: "Sam Brown, coalman and boatman, one time owned this mansion and farm at Westport, Ky. and raised race horses here, and he finally gave the farm to a girl."

The handwriting is not that of J. Mack Gamble. Apparently someone had given Mack the pictures. Query: Is this so? And if so, is this mansion still standing at Westport?

S&D INCLUDED IN J. MACK GAMBLE'S WILL

The last will and testament of J. Mack Gamble filed at Woodsfield, county seat of Monroe County, Ohio, on the date of his death, February 13, 1973, contains the following paragraph:

"Item XVI: All the rest, residue and remainder of my property, both real and personal, which I may own or have the right to dispose of at the time of my decease, I give, devise and bequeath to the Sons and Daughters of Pioneer Rivermen, a non-profit organization, incorporated under the laws of the State of Ohio."

The amount of this bequest to S&D is estimated to be in excess of \$100,000.

Mack's former neighbors Donald F. Parr and his wife Emma are also named as large inheritors. They receive Mack's residence and real estate which is understood to include coal rights on the property riverward of Route #7 which Mack retained when he transferred that portion of his land to the Pennsylvania Railroad some years ago. In addition to this, Donald and Emma Parr also receive \$2,500 in cash, each.

Item VI stipulates: "I give, devise and bequeath my collection of steamboat and river books, models, pictures, relics, freight bills, scrap books and all items related to the river and steamboats to J. W. Rutter, 89 Park Street, Canal Winchester, Ohio and direct that he deposit all of these items with the River Museum of the Sons and Daughters of Pioneer Rivermen, acceptable by it. All of such items not accepted may be kept or disposed of by the said J. W. Rutter as he may see fit."

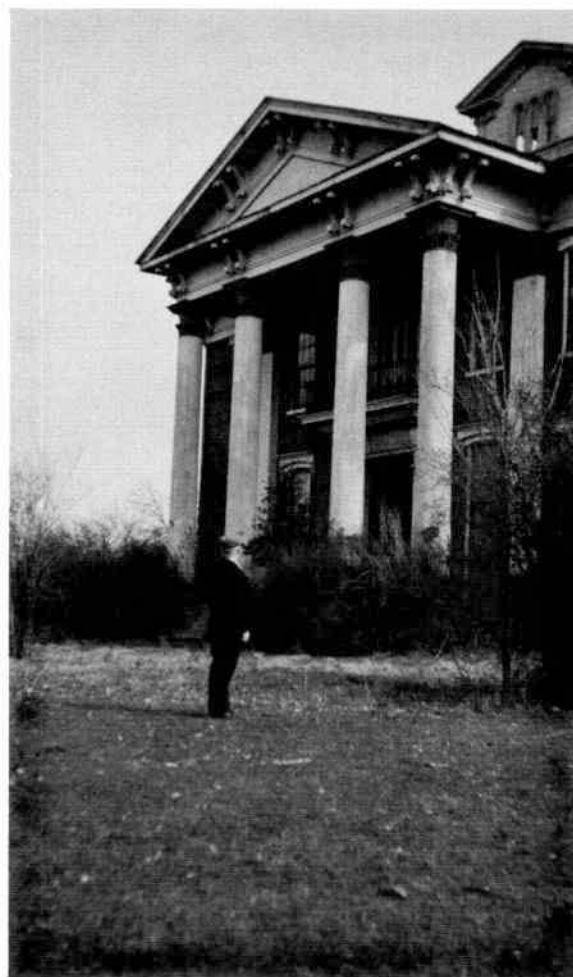
To May Martin, Ruth Martin and Nile Martin of Clarington, O. Mack gave "their choice of any of my household goods and chattel property not otherwise disposed of by this will," with the proviso that the remainder go to Donald and Emma Parr.

The sum of \$1,000 is bequeathed to the Valley Methodist Church, Clarington, and a like amount to the Clarington Village Public School, "to be expended by the teachers (Grades 1 to 8 inclusive) to purchase such equipment as shall be deemed by said teachers most needed by the school."

Five hundred dollar bequests went to May, Ruth and Nile Martin, and likewise to Herbert C. and Margaret Parr.

His automobile went to Nile Martin, and his phonograph and radio equipment, including records, to Lester C. Lehman, Clarington.

Donald F. Parr, Beallsville, O., was named executor. The will is dated May 21, 1965 and was filed by attorney George F. Burkhart, Woodsfield.



As we go to press we learn that John W. (Sandbar Johnny) Zenn has been admitted to the Passavant Hospital, located near his home, for treatment and observation. He and his wife Jean attended a river party at the home of Bob and Virginia Smith on April 7th last, and Johnny at that time was in fine spirits. His home address is 271 Pine Road, Pittsburgh, Pa. 15237.

A whopping 40% of U.S. coal reserves, estimated at 1.3 trillion tons, lie untapped in the region of the Yellowstone River valley in Montana, with pockets in Wyoming and North Dakota. Most of this is close enough to the surface for stripping. The seams are bituminous and lignite, low in sulphur, and ideal for use in these days of pollution-consciousness.

The existence of this coal has long been known, but without urgency--until now. Electric generating plants need it badly. One problem is how to transport the coal to market. Economical barge transportation down the Yellowstone and Missouri rivers would require the construction of locks and extensive channel work above Sioux City. Objectors say the cost would be prohibitive, and, anyhow, those rivers freeze solid in winter.

An alternative would be to build a complex of electric power stations adjacent to the coal, and send the juice via transmission lines to the West Coast and the Midwest.

Not the least of the road blocks is the prospect of tearing up the land. One estimate is that an area about the size of Rhode Island would be stripped. Also the people in Montana are not too happy with the idea of having some 21 generating plants dusting the atmosphere.

The river barging plan may win out. Steamboat traffic in the last century penetrated to Fort Benton on the Missouri and within hailing distance of Billings, Montana on the Yellowstone. (See March '72 issue, page 20, and the accompanying map).

In our last issue, page 2, mention was made of Capt. Ezekiel Gordon, Jr. owning the towboat CHARLES TURNER. His son, 63, is Lennox Gordon who now resides at 4148 Perrysville Ave., Pittsburgh, Pa. 15214. H. C. Putnam, with his keen interest in Allegheny River steamboats--and particularly those which arrived at Warren (Mile 192)--asked us to inquire whether the Gordons are of the same family which ran early packets on the Allegheny to Oil City and Warren.

Yes, they are. Lennox Gordon tells us that Ezekiel Gordon, Sr. was his grandfather, and that William was related.

An item from an early newspaper at Warren, Pa. says this:

"Jan. 2, 1849: The steamer WAVE, Wm. Gordon, master, made another trip to our place last week, laden with flour, iron and a considerable number of passengers. Success to the WAVE, say we, and her energetic proprietors."

An advertisement in the April 3, 1849 issue proclaims:

Regular Pittsburgh and Warren
PACKET

The Steam Boat WAVE NO. 2
Wm. H. Gordon, Master

HAVING been built expressly for the Pittsburgh and Warren trade, will run regularly between the



In column one on this page, at the left, is a story about enormous coal reserves in the Yellowstone River basin shown on this map. In our last issue we told of the exploration voyage of the JOSEPHINE up the Yellowstone to the vicinity of Billings, Mont. in 1875. One year later the FAR WEST ascended the Yellowstone, then up the Bighorn to present-day Hardin, and brought to the world several days later the news of Custer's Massacre. Steamboats ran regularly to Fort Benton on the Missouri (U.S. snagboat MANDAN was there in 1921, see Sept. '69 issue, page 36) and above to Great Falls. Packets named HELENA, BUTTE, DEER LODGE, BENTON, and YELLOWSTONE honored nameplaces on this map which comes to us courtesy of National Geographic Society.

above ports during the entire boating season. The WAVE NO. 2 being the only boat built expressly for the trade referred to, will rely with confidence on the support of the citizens of Warren and surrounding country. N.B. Keel Boats will be furnished for the transportation of freight in low water.

On March 21, 1850 the packet CLARA FISHER is noticed at Warren as "the most splendid one which has ever run between this place and Pittsburgh" with William H. Gordon, captain. Citizens of Warren were treated to "a pleasurable excursion" departing at 7 o'clock in the morning and going downriver to Brokenstraw where a short stop was made before returning.

In April, 1852 while the CORN-PLANTER was enroute upstream from Franklin to Warren, a baby boy was born to Mr. and Mrs. Renshaw, and quite a ceremony was made of the event. S. P. Johnson, Esq. conducted a christening "which went off in the most approved style" and the lad was named Captain Ezekiel Gordon Renshaw in honor of the boat's master.

On April 2, 1859 the ECHO, Capt. Zeke Gordon, is noted as "the first and only boat up this season." She made other arrivals at Warren later that month.

Capt. Ezekiel Gordon, Sr. had two sons. One, James A. Gordon, became a civil engineer. The other, Ezekiel Gordon, Jr., was tow-

ing cross ties out of Cumberland River with his towboat CHARLES TURNER when he took ill and died at Paducah in 1906.

The elder Gordon built the Montrose Hotel along the bank of the Allegheny opposite Verona. He died in 1899 but the hotel was in the family until sold in 1905. It burned not so many years ago, about 1964. Lennox Gordon was raised at Hoboken (now Blawnox) a few doors from the residence where Capt. Frank Valentine later resided. Lennox remembers a trunk in the home which contained family souvenirs, including a portrait of Ezekiel Gordon, Sr., but it became victim of a flood. His mother, a good bit younger than his father, with a keen memory, is now 93.

Roy Thistle tells us that the passenger boat EPH WELLS which was perched high-and-dry ashore at his home town, Sistersville, West Va., all of 1972, has been refloated and taken away. The purchaser is a Nashville firm, Sea-Witch, Inc. A new Ford diesel was placed before she was launched on March 17. She departed Sistersville the next day, Sunday, during the worst snow storm of this past topsy-turvy winter. A low boy was used to get EPH in to the Ohio River and after the successful launch the low boy drifted down the wharf grade, free astray, and went glug, only the top of the radiator and a bit of the hood showing. A successful rescue was managed.



Bruce on the Arkansas
See the following letter.

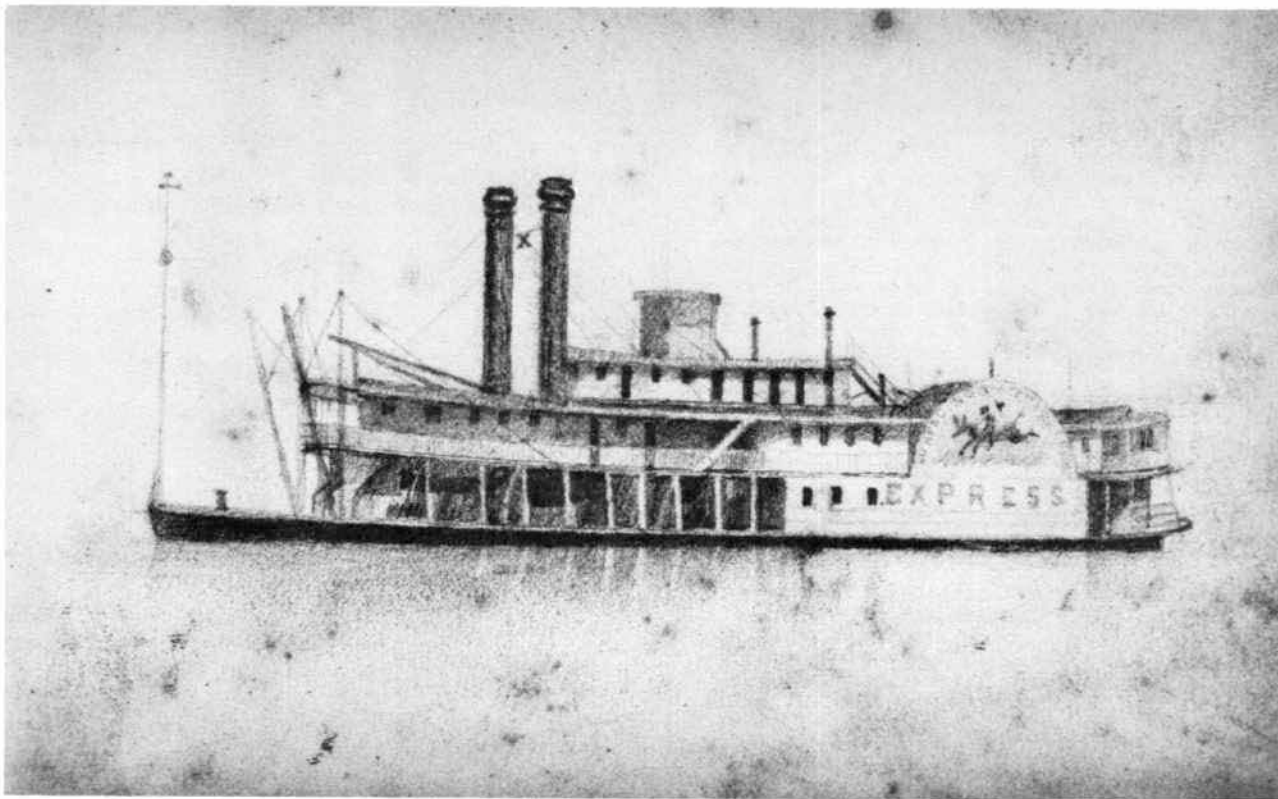
Sirs: As the DELTA QUEEN steamed up the Arkansas River in February, I met opposition by remarking that Bruce Edgington would meet us at Little Rock. One of my shipmates laid a \$5 bet that it wouldn't happen. Of course he was there, and on the way back to New Orleans one spirited widow asked Bruce to dance with her. Said Bruce: "Well you see, mam, I've just had my shoes shined." I got my five bucks.

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

DELTA QUEEN 1973 Sailing Schedule

CRUISE NO.	CRUISE DATES	PORTS (ORIGINATIONS & DESTINATIONS)	SAILING DAY & TIME	CRUISE ENDS BOAT DAYS	STEAM DATES	FARES PER PERSON - Includes: Berth, Meals, Entertainment & Steamboat Passage				
						C	B	A	AA	AAA
11.	Mar. 15-Mar. 25	New Orleans to Memphis	One Way Mon. Noon	Sun. 9 AM	6					
12.	Mar. 25-Mar. 29	Memphis to New Orleans	One Way Sun. 6 PM	Thur. 9 AM	4	\$ 176	\$ 200	\$ 248	\$ 284	\$ 312
13.	Mar. 30-Apr. 1	New Orleans Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 100	\$ 108	\$ 132	\$ 150	\$ 164
14.	Apr. 2-Apr. 8	New Orleans to Memphis	One Way Mon. Noon	Sun. 9 AM	6					
15.	Apr. 8-Apr. 12	Memphis to St. Louis	One Way Sun. 9 PM	Thur. Noon	4	\$ 128	\$ 144	\$ 180	\$ 200	\$ 224
16.	Apr. 13-Apr. 15	St. Louis Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2					
17.	Apr. 15-Apr. 20	St. Louis to Nashville	One Way Sun. 9 PM	Fri. 9 AM	5	\$ 185	\$ 210	\$ 265	\$ 290	\$ 330
18.	Apr. 20-Apr. 22	Nashville Weekend* Easter	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 82	\$ 92	\$ 114	\$ 130	\$ 140
19.	Apr. 23-Apr. 27	Nashville to Louisville	One Way Mon. Noon	Fri. 9 AM	4	\$ 148	\$ 168	\$ 212	\$ 232	\$ 264
20.	Apr. 27-Apr. 29	Louisville Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 100	\$ 108	\$ 132	\$ 150	\$ 164
21.	Apr. 29-May 1	Louisville to Cincinnati	One Way Sun. 9 PM	Tues. 9 AM	2	\$ 82	\$ 92	\$ 114	\$ 130	\$ 140
22.	May 4-May 4	Cincinnati to Louisville Boat Race	Round Trip Tues. 9 PM	Fri. 9 AM	3	\$ 144	\$ 159	\$ 195	\$ 219	\$ 240
23.	May 4-May 6	Cincinnati to New Orleans Derby	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 130	\$ 150	\$ 180	\$ 210	\$ 230
24.	May 7-May 26	Cincinnati to New Orleans	Round Trip Mon. Noon	Sat. 9 AM	19	\$ 741	\$ 836	\$ 1064	\$ 1178	\$ 1292
25.	May 26-May 29	Cincinnati to New Orleans Memorial Day	Round Trip Sat. 6 PM	Tues. 9 AM	3	\$ 150	\$ 162	\$ 198	\$ 225	\$ 246
26.	May 29-June 1	Cincinnati to Louisville	Round Trip Tues. 6 PM	Fri. 9 AM	3	\$ 126	\$ 141	\$ 177	\$ 204	\$ 228
27.	June 1-June 3	Cincinnati Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 100	\$ 108	\$ 132	\$ 150	\$ 164
28.	June 3-June 6	Cincinnati to Louisville	Round Trip Sun. 9 PM	Wed. 9 AM	3	\$ 82	\$ 92	\$ 114	\$ 130	\$ 140
29.	June 7-June 10	Cincinnati to Louisville	Round Trip Thu. 6 PM	Sun. 9 AM	3					
30.	June 11-June 18	Cincinnati to Kentucky Lake	Round Trip Mon. 6 PM	Mon. 9 AM	7	\$ 308	\$ 350	\$ 434	\$ 497	\$ 546
31.	June 18-June 25	Cincinnati to Kentucky Lake	Round Trip Mon. 6 PM	Mon. 9 AM	7	\$ 308	\$ 350	\$ 434	\$ 497	\$ 546
32.	June 25-June 29	Cincinnati to Pittsburgh	One Way Mon. 6 PM	Fri. 9 AM	4	\$ 192	\$ 212	\$ 260	\$ 292	\$ 320
33.	June 29-July 1	Pittsburgh Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 106	\$ 116	\$ 136	\$ 156	\$ 170
34.	July 2-July 6	Pittsburgh to Cincinnati	One Way Mon. Noon	Fri. 9 AM	4	\$ 192	\$ 212	\$ 260	\$ 292	\$ 320
35.	July 6-July 8	Cincinnati Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 106	\$ 116	\$ 136	\$ 156	\$ 170
36.	July 9-July 16	Cincinnati to Kentucky Lake	Round Trip Mon. Noon	Mon. 9 AM	7	\$ 308	\$ 350	\$ 434	\$ 497	\$ 546
37.	July 16-July 20	Cincinnati to St. Louis	One Way Mon. 6 PM	Fri. 9 AM	4	\$ 192	\$ 212	\$ 260	\$ 292	\$ 320
38.	July 20-July 22	St. Louis Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 106	\$ 116	\$ 136	\$ 156	\$ 170
39.	July 23-July 27	St. Louis/St. Paul/Peoria	One Way Mon. Noon	Fri. 9 AM	4	\$ 192	\$ 212	\$ 260	\$ 292	\$ 320
40.	July 27-July 29	Peoria Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 106	\$ 116	\$ 136	\$ 156	\$ 170
41.	July 30-Aug. 1	Peoria to St. Louis	One Way Mon. 6 PM	Wed. 9 AM	2					
42.	Aug. 1-Aug. 2	St. Louis to Hannibal	Round Trip Wed. 6 PM	Fri. 9 AM	2	\$ 96	\$ 106	\$ 130	\$ 146	\$ 160
43.	Aug. 3-Aug. 5	St. Louis Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 106	\$ 116	\$ 136	\$ 156	\$ 170
44.	Aug. 5-Aug. 11	St. Louis to St. Paul	One Way Sun. 9 PM	Sat. 9 AM	6	\$ 264	\$ 300	\$ 372	\$ 426	\$ 468
45.	Aug. 11-Aug. 12	St. Paul Overnight*	Round Trip Sat. 6 PM	Sun. 2 PM	1	\$ 53	\$ 58	\$ 68	\$ 78	\$ 85
46.	Aug. 12-Aug. 17	St. Paul to St. Louis	One Way Sun. 9 PM	Fri. 9 AM	5	\$ 240	\$ 265	\$ 325	\$ 365	\$ 400
47.	Aug. 17-Aug. 19	St. Louis Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 106	\$ 116	\$ 136	\$ 156	\$ 170
48.	Aug. 20-Aug. 23	St. Louis to Evansport	One Way Mon. Noon	Thu. 9 AM	3					
49.	Aug. 23-Aug. 26	Evansport to St. Louis	One Way Thu. 6 PM	Sun. 9 AM	3					
50.	Aug. 26-Aug. 31	St. Louis to Cincinnati	One Way Sun. 9 PM	Fri. 9 AM	5	\$ 210	\$ 235	\$ 295	\$ 340	\$ 380
51.	Aug. 31-Sept. 3	Cincinnati Labor Day Weekend*	Round Trip Fri. 6 PM	Mon. 2 PM	3	\$ 159	\$ 174	\$ 204	\$ 234	\$ 255
52.	Sept. 4-Sept. 23	Cincinnati to New Orleans	Round Trip Tues. Noon	Sun. 9 AM	19	\$ 741	\$ 836	\$ 1064	\$ 1178	\$ 1292
53.	Sept. 24-Sept. 28	Cincinnati to St. Louis	One Way Mon. Noon	Fri. 9 AM	4	\$ 192	\$ 212	\$ 260	\$ 292	\$ 320
54.	Sept. 28-Sept. 30	St. Louis Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2	\$ 106	\$ 116	\$ 136	\$ 156	\$ 170
55.	Sept. 30-Oct. 6	St. Louis to St. Paul	One Way Sun. 9 PM	Sat. 9 AM	6	\$ 264	\$ 300	\$ 372	\$ 426	\$ 468
56.	Oct. 6-Oct. 7	St. Paul Overnight*	Round Trip Sat. 6 PM	Sun. 2 PM	1	\$ 53	\$ 58	\$ 68	\$ 78	\$ 85
57.	Oct. 7-Oct. 12	St. Paul to St. Louis	One Way Sun. 9 PM	Fri. 9 AM	5					
58.	Oct. 12-Oct. 14	St. Louis Weekend*	Round Trip Fri. 6 PM	Sun. 2 PM	2					
59.	Oct. 14-Oct. 20	St. Louis to St. Paul	One Way Sun. 9 PM	Sat. 9 AM	6					
60.	Oct. 20-Oct. 21	St. Paul Overnight*	Round Trip Sat. 6 PM	Sun. 2 PM	1	\$ 53	\$ 58	\$ 68	\$ 78	\$ 85
61.	Oct. 21-Oct. 26	St. Paul to St. Louis	One Way Sun. 9 PM	Fri. 9 AM	5	\$ 250	\$ 270	\$ 330	\$ 375	\$ 410
62.	Oct. 26-Nov. 1	St. Louis to New Orleans	One Way Fri. 9 PM	Thu. 9 AM	6	\$ 300	\$ 324	\$ 396	\$ 450	\$ 492

ALL EXTERIOR BERTHS ARE AVAILABLE - There are no single rooms. * EXCLUSIVE OCCUPANCY of staterooms for one person requires the full fare. ** PUBLIC SHOWERS and lavatories on each deck. *** CHILDREN UNDER FIVE pay 1/2 applicable berth fare if not occupying separate berth, under 12 pay 3/4 applicable berth fare if not occupying separate berth, 12 or over pay full fare if not using separate berth. ** DEPART 15 25% of total fare. ** CANCELLATION FEE 15 25% of total fare within 30 days of sailing. ** NO AUTOMOBILES are carried for passengers on the Delta Queen. *Taxes and surtaxes must apply.



In our last issue, page 36, mention was made of an oil painting going at a N.Y. auction for an unprecedented \$250,000. The artist, Thomas Pollock Anshutz, also made the pencil sketch above of the packet EXPRESS NO. 2 built in 1870. The oil painting on the boat's paddlebox is something of a surprise, as existing photographs don't show it. It seems to be a courier astride of a bucking mule, his hat having just left his head. Also note the "X" between the stacks.



We've become aware that some S&D'rs revel in pictures of wrecks--so here's a dandy. It's most unusual, too; not often does a river boat plow headlong into a mountain under full steam; that's the sort of a spectacular exclusive to adventurers of the briny deep. We used to have a sailor lad in Sewickley who became a local hero when he came home unscathed from a colossal blunder, such as you see above. He was on the U.S. destroyer NICHOLAS when she measured her length on the rocks at Honda Point, Calif. on Sept. 3, 1923, a mass suicide, that one--incredibly six other U.S. destroyers also were ruined, same place, same time. They were the DELPHY, S. P. LEE, CHAUNCEY, FULLER, WOODBURY and YOUNG. Oh, brother, all due to one man's misjudgment.

The TELEGRAPH disaster was something like that; a pilot came on watch at night before getting his eyes adjusted for night-sight. He and his partner were not speaking. One man let go the pilotwheel and the blind one accepted it. Utter silence; not a word exchanged; the relieved man walked out and hadn't gone forty steps into the Texas when the crash came. This happened on the evening of November 22, 1897 on the Ohio River above Louisville along the Indiana shore between Twelve Mile Island and Grassy Flats.

Capt. Harry White only a week or so ago was asking us about the facts of another such bone-headed affair, the time the KANAWHA BELLE vaulted over Dam 3, Kanawha River, the pilot steering along at night confident that he was upbound--he'd just come on watch after supper and his partner neglected to alert him that a turn-around had just been made. Now and again a calamity due to such causes provides an upstanding picture. Pilots get jolted into a renewed watchfulness but being superior mortals by and by again they nod.

Sons and Daughters of Pioneer Rivermen

89 PARK ST., CANAL WINCHESTER, OHIO 43110

NOTICE TO POSTMASTER
Address correction requested
Return postage guaranteed





TOWBOAT SPRAGUE IN DRYDOCK AT NEW ORLEANS

Here is Big Mama, all 318 feet of her (including paddlewheel) in drydock at the Avondale Shipyards where she was hauled on Jan. 22 last for extensive repairs to the hull. The picture was snapped by Wade McIntyre, the New Orleans representative of The Waterways Journal, and a print was kindly furnished us by Dan Owen, assistant editor of WJ.

The 330-mile trip from Vicksburg to New Orleans was handled by the towboat YAZOO CITY, a twin prop 4300 hp. job owned by Vicksburg Towing Co. with Capt. Dalton Johnson, master. Lloyd Price, harbormaster at Vicksburg, had overall charge of the operation. The precarious condition of the SPRAGUE's hull had everybody sort of tippy-toe and nine pumps were taken along in case leaks developed. The YAZOO CITY took along two loads and two empties and the trip was run daylight only. A bad wind shortened the run on the first day out, and at Baton Rouge heavy swells caused some delay. Otherwise everything went off smoothly.

This picture dramatizes the almost incredible size of Big Mama built

on a steel hull 276 by 61 at Dubuque, Iowa, launched Dec. 5, 1901. The paddlewheel as originally built was 40 by 40 feet, but the diameter was reduced two feet in 1904. She has 21 buckets each with a 4 ft. dip. The original engines are still in her, tandem compound condensing, 28" and 63" dia. by 12 ft. stroke. The boilers were taken out years ago.

Incidentally, some idea of the size of the replacement tourist boat being built at Jeffboat for Greene Line Steamers can be visualized by looking at this picture. Its hull length of 326'10" will make it about 50 feet longer than the SPRAGUE and it will be about eight feet wider.

Avondale Shipyards, Inc. accomplished the repair work within five weeks, a \$110,000 job for which the state of Mississippi picked up the tab. No attempt was made to make the SPRAGUE operative. The YAZOO CITY hooked her in tow on March 18 and delivered her back to Vicksburg where she will continue as a tourist attraction. Fortunately the upstream delivery trip was made in advance of the great flood.