

S&D

REFLECTOR

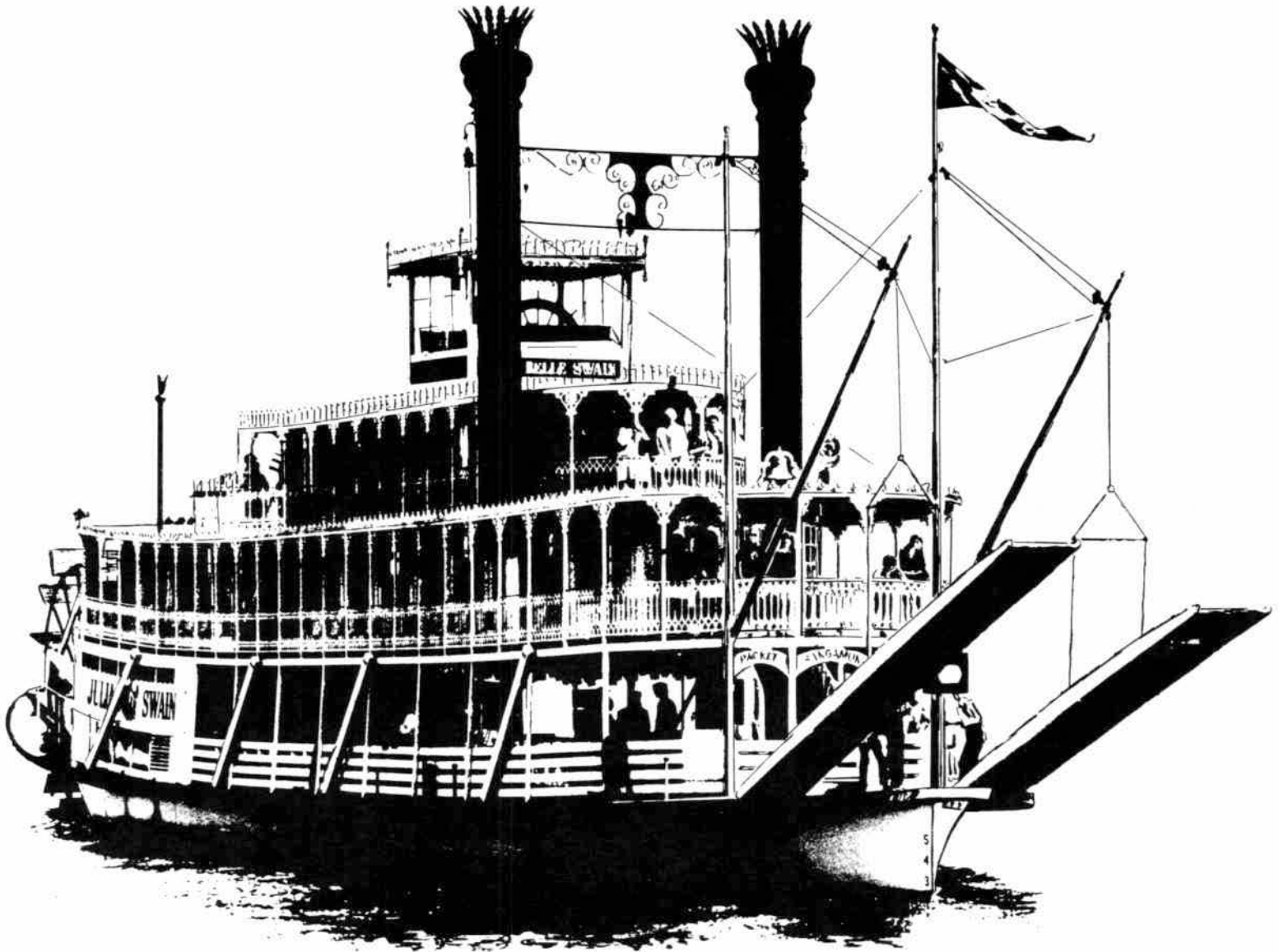
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 10, No. 3

Marietta, Ohio

September, 1973



Annual Meeting



MEMBERS AND FAMILIES ARE CORDIALLY INVITED +++ WEEK-END OF SATURDAY, SEPTEMBER 15, 1973 +++
COME FRIDAY AND STAY OVER UNTIL SUNDAY +++ BRING YOUR MODELS, PHOTOGRAPHS, PAINTINGS AND
SLIDES +++ RESERVE FOR ROOMS AND DINNER TICKETS AT MOTOR HOTEL LAFAYETTE, MARIETTA, OHIO ++
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For the record:

The three Greene Line steamers, GORDON C. GREENE, TOM GREENE and CHRIS GREENE were disposed of as follows:

First to go was the CHRIS GREENE which was sold in October, 1950 to the Dayton (Ky.) Boat Club headed by George W. Harrison.

In the first week of November, 1950 the TOM GREENE was bought by Commercial Barge Lines, Inc.

In December, 1952 the GORDON C. GREENE was sold to parties at Portsmouth, O. She was converted into a floating hotel at Maysville before being towed to Portsmouth and was renamed SARAH LEE. At the time a new atomic plant was being built at Waverly, O. north of Portsmouth, and the old steamboat was to provide living quarters for some of the workers.

The CHRIS caught fire and the upper works were burned off at her Dayton, Ky. mooring in 1968. The hull was undamaged and still is in use there.

The TOM was to have been rebuilt to become a multi-deck automobile barge. She was bought by the Walker's at Paducah and converted into an office and supply boat, where she still remains.

The GORDON, renamed SARAH LEE, ran afoul of sanitation and liquor license problems at Portsmouth and was sold to become a restaurant boat at Owensboro, Ky. renamed STERNWHEELER. This didn't last long. A movie company, needing a steamboat for a motion picture, "The Kentuckian," chartered the boat and had it towed up the Green River where movie shots were taken including one dramatic scene where Bert Lancaster, the star, dove off its top deck into the river.

Then in latter 1956 she was sold again, and was taken to Hopefield Point, Ark., where she remained moored for some time. In 1959 she was towed to Bradenton, Fla., renamed RIVER QUEEN, and there was used as a tourist attraction and, for a time, as a restaurant. This didn't work too well. She was returned to the Mississippi River and was a restaurant and bar at Hannibal, Mo. and finally at St. Louis. In latter 1967 she sank and the wreck was dismantled.

The Waterways Journal, issue of July 14, 1973, published a letter from Capt. Roy L. Barkhau, saying that the GORDON C. GREENE appeared in the movie "Gone With The Wind," and that he was aboard at the time the picture was being taken.

Our cover picture of the JULIA BELLE SWAIN, this issue, prompts a note that she starred in the taking of "Tom Sawyer" on the Missouri River last year--perhaps the best shots in the movie. She was signed up to feature in a movie version of "Huckleberry Finn" this past summer.

The pictures of old-time Wheeling steamboats in the June '73 issue, and mention of Capt. Charles Muhleman, brings a letter from Theodore F. Morf, 75 Glen Aire Drive, Springfield, Ill. 62703. Ted Morf is related to Captain Muhleman. His mother's mother was Emma Muhleman who married a Paulus, and his mother was Louise Paulus who married a Morf. Emma Muhleman was a cousin to Capt. Charles Muhleman.

In 1952 his mother jotted down some family history:-

"The Muhleman family hails from the village of Thun, on the Thuner See near Berne, Switzerland," she wrote. "Early in the 1800's there were two brothers who had a prosperous silk factory in Thun. There was a good living for both of them but when they thought of the four sons that each of them had, they saw that the silk factory was not enough for all of them. So in about 1830 they decided to sell the factory and come to America..."

Ted Morf says Andrew Muhleman came in advance of the others and bought the Buckhill Bottom acres for \$11,000.

"They came in 1833 by sailing ship, Erie Canal, and the canal to Massillon; then on to Buckhill Bottom in Ohio by wagon and boat. John, the oldest son, was already married, and his first child, Charles, was born in Massillon on the way to Buckhill."

Jule Wehrman, a noted steamboat purser and clerk, was also related to the Muhlemans.

Sirs: While I doubt that you ever heard of me, it goes without saying that I have heard of you. I am putting together a 50-volume West Virginia Heritage Encyclopedia and I need all the back copies of S&D REFLECTOR that I can buy, beg, borrow or steal for little river items. Is there any way you can help me?

Jim Comstock,
WEST VIRGINIA HILLBILLY,
Richwood, West Va. 26261

=Jim recently told a Sigma Delta Chi journalism group in Cleveland, O. that he plans to retire next year and either sell or give away his HILLBILLY. We've sent him a smattering of back issues, especially those with W. Va. flavor. -Ed.

The legislation to prolong the life of the DELTA QUEEN five more years sailed through the U. S. House of Representatives on July 17. No formidable opposition was expected when it reached the Senate two weeks later. The signature of President Nixon is needed after that.

FRONT AND BACK PAGES

The pen drawing of the JULIA BELLE SWAIN on the front page was sent to us two years ago by the late Bob Brandstatter. It was unsigned so we deplore that proper credit cannot be extended to the artist.

The back cover depicts an unusual event -- an impromptu race between one of the last of the steam sternwheel towboats, DUQUESNE, and a modern diesel towboat, taken looking downriver from the Belle Vernon bridge on the Monongahela. The photographer was F. J. Merritt of American Commercial Barge Line. He and Glenn M. Crain realized the novelty and detoured to take pictures, the date being January 25, 1960. The diesel prop is either the TITAN or VULCAN of the J&L fleet. The DUQUESNE won precedence at Lock 4.

Sirs: Just home from the Rhine River. That river is well loaded with wing dams a la the Missouri, spaced less than 1000 feet apart. The gradient is so steep that each dike has $1\frac{1}{2}$ ft. of water peeling over it. I'd say the current runs 5 mph. at the SLOWER places. Self-propelled barges abound. Excursion steamers dart in and out among them. Saw two western river style tows, one with six pieces and one with eight. Downbound traffic follows the bends and upstream boats run the points. Traffic snarls at crossings are regular. Saw three bends where manually controlled traffic signals stop the upbound boats to allow the downbounders to slide through. Slide is the exact word, too, for they drive 'em.

Saw two side-wheelers, one with feathering wheels and the other with wooden radial wheels, both steam. Also saw two sinusoidal paddlers. One of them landed head down and I wouldn't have given a nickel for the boat or dock. He slid in there sideways in a nonchalant manner, like Dizzy Dean would say, and at the last possible instant he let the wheels push out and she halted exactly at the gangway. Didn't even bump and the current running so hard you could hear it over the diesels.

But the big thing is traffic. One can seldom see more than a mile or two of river, yet there is always a fleet of boats in sight. Signals are blown to indicate outrage; most passings and overtakings are silent.

Alan L. Bates,
1567 Bardstown Road,
Louisville, Ky. 40205

Sirs: There really is no surprise in the fact that S&D REFLECTOR came up with the complete early beginnings of the SUNCO A-4, but I still was startled to see it all in print. She was demonstrated in 1929 here at Huntington off the 10th Street wharfboat. Many of those who saw her perform opined she was the towboat of the future. I became acquainted with the boat later on, when she was the HARBOR POINT, and while I was with Ashland Oil. I had often wondered what caused the change from the original propulsion system, as had many others.

James A. Wallen,
111 Eleventh St.,
Huntington, West Va. 25701

Elsewhere in this issue is a story concerning the ferryboat service at Ravenswood, W. Va. in times past. Service across the Ohio River there has been spasmodic or nonexistent since Frank C. Smeeks discontinued service a few years back. Announcement now has been made that Ralph Brewer of Newport, O. has entered the towboat LITTLE MIKE in the run, showing the flat SARA M. Bartholomew Fleming procured the original franchise there in 1841.



A WHATZUT ON COW ISLAND

Kathryn Wright, Sunday Magazine editor with the Billings (Montana) Gazette, sends us the above picture taken on Cow Island, Missouri River, this past spring. Jerome Kate, one of a canoe party, ponders the possibility that this section of cast-iron wheel was part of an ancient steamboat. Cow Island is between Fort Benton, Mont. and Fort Peck reservoir and dam. "If this wheel should be a part of an old steamboat that once made a trip to Fort Benton, I think it's certainly a find," writes Kathryn Wright. Then she adds, "Please let me know what you believe this wheel is---I would like to write a story regarding its identity, based on your opinion." Well, for openers, no cast-iron wheel of such dimension was used on a steamboat. We would speculate that it perhaps was the swing wheel for a stiff-leg hoist, but how it arrived on Cow Island is anybody's guess at present. We were more fascinated with an account of the canoe journey as reported by Gazette staff writer Gary Svec. He says that within 100 yards of the concrete boat landing at Fort Benton there is a replica of the Lewis & Clark keelboat. A stone's throw from the ramp is the wreck of the steamer BABY ROSE, a sternwheeler built there in 1909 on a wood hull 71 by 18.

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Mrs. J. W. Rutter, secretary,
964 Worthington,
Birmingham, Mich. 48009

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

THE OLD ORDER CHANGETH, yielding place to new. During this past year we have been disturbed with an uneasy feeling such as comes with an east wind and dipping barometer. Changes in S&D are happening, and there are more to follow.

You will notice in the above paragraphs on this page that the Rutters have pulled up stakes, have departed from Canal Winchester, O., and have taken up residence in a home they bought at 964 Worthington, Birmingham, Mich. Well! First of all we had to get out a map because the only Birmingham we ever were in is in Alabama. Turns out that Birmingham, Mich. is a town, largely residential, northwest from Detroit maybe 15 miles and it isn't on a river and it isn't on a lake nor anything. The reason for all of this upheaval is that Woody Rutter got promoted and now has charge of his company's Michigan business with headquarters in Detroit.

This change precipitated other changes. Henceforth S&D REFLECTOR will be enveloped and mailed from Marietta, O. Richardson Printing will do the whole job---printing, labeling and mailing. Our favorite daughter Mrs. (Bee) Rutter will continue her term as secretary, and correspondence will be handled from her new Birmingham address.

Then, of course, another switcheroo is in progress even as these lines are written. The new Ohio River Museum is to absorb and replace our time-tested and favorite quarters at Campus Martius Museum in Marietta. Sort of like getting shipped away from the home you grew up in to go to college. This calls for many adjustments and the facing up to new situations and to some strangers with authority. Persons reading these lines twenty years hence may smile at the implication that we were exhibiting qualms back here in 1973, and we pray that's the case.

That isn't all. After bumping bottom all of these years, getting along on scant finances, S&D is confronted with the prospect of having some cash in the bank. J. Mack Gamble surprised everybody, and we mean everybody, by willing the major share of his bank holdings to S&D. The details of this will were printed in our June issue, page 45. J. Mack was always predictable in the sense that he was consistently unpredictable. As example we'll not soon forget the S&D Board meeting when everything had been going so lovely, no gears clashed, no earthquakes, that we remarked agree-

ably upon the equanimity. J. Mack thereupon arose and in measured deep tones said, "Sir, you have reckoned without me." Mack said that he had higher regard for S&D than any group he ever was associated with, and got more joy from it, and loved everybody associated with it better than he loved other people, and that he got all of these benefits too cheaply. "I make a motion that the dues of this organization be doubled," he announced, chin out. And they were doubled.

We tell this story to emphasize a conviction which has been growing upon us. As sure as we write these lines, Mack did not leave a considerable chunk of money to S&D with any remote idea that it would be used to varnish his ego and perpetuate his name. He did this to assure, as far as was within his power, the future of S&D. He did this to perpetuate the knowledge of what he believed in, the river he knew, and the people of the river he loved. All of which is a humble plea from Mack for renewed dedication. Mack wants S&D's future officers and members to keep carrying the torch.

The barometer dips, the wind is in the east and S&D changes. There is a French proverb: Plus ca change, plus c'est la meme chose. The more it changes, the more it remains the same.

On the morning of Tuesday, May 15, 1973 your S&D president and two Board members, S. Durward Hoag and J. W. Rutter, met with Daniel R. Porter, director of the Ohio Historical Society, and others, to discuss the future of S&D's river material presently displayed or housed in Campus Martius Museum. The meeting was held at the Selby General Hospital, Marietta, at the invitation of John A. Burnworth, the hospital's administrator, who also is a trustee of Ohio Historical Society.

Several important disclosures resulted:-

The new Ohio River Museum, recently completed at Marietta, will be opened to the public this fall, the target date being October 14, to coincide with the annual Fall Foliage Tour.

Once opened, the new museum will remain opened on a year around basis.

The S&D exhibits presently at Campus Martius Museum will be used in the new three-building complex.

The River Museum rooms at Campus Martius will be used henceforth for other purposes. In the works there is a comprehensive River Library and reference center for river researchers.

Mr. Porter introduced Bernie Stockwell, exhibit designer with Ohio Historical Society, who is handling the displays at the new Ohio River Museum and who presented a slide lecture of his plans and proposals. Mr. Stockwell voiced confidence that he will utilize nearly all of the exhibits owned by S&D presently displayed at Campus Martius.

William G. Keener, state curator with OHS, said that the selection of material for display in the new Ohio River Museum will be based on the authenticity of models and artifacts. The rejections will be placed in storage pending future decisions of S&D.

Actively participating in the discussions also were Mrs. Catherine Remley, curator of Campus Martius Museum; mayor James Schweikert of Marietta, and Charles Pratt, of Ohio Historical Society.

John A. Burnworth expressed doubt that all of the Grade-A material presently shown at Campus Martius could be included in the exhibits at the Ohio River Museum. Following a discussion of this aspect, there was general agreement to wait and give Mr. Stockwell opportunity to show what can be done.

The styling of the exhibits, the lighting, the presentation, and the decor of the rooms will pattern the latest techniques of museum design. Some of the results are somewhat fantastic. Your president requested Mr. Stockwell to come to S&D's meeting on Sept. 15 and present to our members his slide show and remarks. He has accepted and, barring the unforeseen, will be on deck.

THE STEAMSHIP HISTORICAL SOCIETY OF AMERICA is a bit older than S&D, established in 1935, and has attracted a predominantly salt water following, so much so, that its magazine Steamboat Bill usually is 5/8 brack or brine. On June 23 and 24 last a group of these seafarers and tidewater experts changed their Plimsoll marks for increased draft and descended on Louisville, Ky.

We sought out SHSA's president, Donald C. Ringwald, a handsome and capable executive if ever there was one, sort of a steady-as-you-go charm, and found him to be a native of Kingston, N.Y. and veteran of the old Hudson River Day Line. Fact is he is the author of a 488-page book about that line, larded with 625 illustrations. Recently he has brought forth another book about the famous steamboat MARY POWELL 1861-1920, 212 pages and 251 illustrations.

C. W. Stoll had set up this incursion, he being one of SHSA's 15 directors. Most of the some 100+ delegates were berthed in Louisville's new Galt House, a 700-room hotel-motel smack-dab on the riverfront overlooking the Falls of the Ohio, and built atop of a three-level parking garage with a park on top, all very plush and lovely. Louisville ain't what she used to be, the skyline dominated by the new 40-story First National Bank building, and downriver a bit from the Galt House is a concrete-surrounded side-wheel steamboat restaurant, the KINGFISH, loaded inside to the gills with steamboat pictures and seafood fare. U.S. 71 streaks parallel to the river, a modern engineering feat of the age. Focal point of this entire multi-million magnifico is the pride of the city and indeed of entire Jefferson County, the 59-year-old sternwheel excursion steamboat BELLE OF LOUISVILLE. They've got a promenade reached from the second floor corridor of the Galt House they call the Belvedere where natives and furriners assemble to watch this symbol-steamboat come and go, and to hear her distinctive iron-throated whistle. It's as if the town had lavished \$200-million for a proper stage backdrop for their boat, an anachronistic phenomena without precedent.

The lure which hooked SHSA to Louisville was of course this steamboat. Appropriately the delegates were guested aboard for a Saturday matinee upstream to Twelve Mile Island, and again came aboard Sunday for a downstream jaunt through the McAlpine Lock and canal. The late Thomas M. Rees would have blinked his eyes in disbelief had he lived to see such adoration of his handiwork. The SHSA'rs were intent on every aspect of that steamboat, its sounds, sights and smells; they stood with their backs to the scenery to watch and hear those Rees reciprocating engines chug-a-link---chug-a-lunk, and no one knows how long they have been chug-a-link---chug-a-lunking for they came second-hand to the IDLEWILD-AVALON-BELLY OF LOUISVILLE in 1914. Rather odd, seems to us, that the engineer answering bells when we visited this hot-spot with Bert Fenn and Bill McNally (oh, yeh, they were on board--and Jennie McNally, too) was a gentleman with a chief's license last renewed at San Francisco. He's Robert Brewer. Bob Brewer put in time on the Streckfus ADMIRAL, and then--you'd never guess--went on the APOLLO at Wisconsin Dells, fitted her out and engineered her through the '72 season. He said he liked that little plaything, and yet would be with her save for the financial uproar which put her to the bank most of '73. Kenneth P. Howe, Jr. also was at the throttle, moonlighting from a regular position with Jeffboat. Ken, a graduate of the DELTA QUEEN, says he looks forward to helping install the boiler and some of the machinery installations on the new DQ successor there at Jeffboat. The engines are being built at Bath, Maine. Capt. Charles J. Larkin, on watch in the pilothouse of the B/L, pointed out to us the location above Jeffboat presently being bulldozed in preparation for installing a launchways, and space for erecting the hull of the proposed 379-foot long Greene Line

cruise boat. From the dust and activity there, we'd say it's really a "go."

Among the SHSA people we met and dined with were Mr. and Mrs. Frederick C. Shipley, of Dobbs Ferry, N.Y. Fred is executive v.p. of SHSA, and his wife's name is Helen. Melancthon W. Jacobus of Hartford, Conn. turns out to be recent editor-in-chief of "Steamboat Bill" and, so we learn, author of an authoritative book, "Steamboats Of The Connecticut." Cedric Ridgely-Nevitt is with Pratt Institute, and a special pleasure was to shake hands with another Pratt engineer, Conrad Milster, whose letters have appeared from time to time in these columns.

Although the geographic sweep was eastward, the out-of-towners from Helena, Ark. surprised us most, Col. and Mrs. Thomas E. Tappan. Colonel Tappan is president of the Phillips County (Ark.) Historical Society. He about bowled us over when he related very matter-of-fact that he had accepted a post as professor of river history at the National River Academy of the U.S.A. there at Helena. In the two-year course, river history is worth three credits during the initial session. Col. Tappan, with becoming modesty, said that the young men enrolled at the Academy were full of questions about how grandpa and great-grandpa ran the rivers.

We can not imagine a meeting of SHSA without ex-president Jim Wilson and his good wife Alice (who is the Society's secretary) of Staten Island, N.Y. When we walked through the portals of the air-conditioned (Arctic--better word) Galt House for the first time, these two were the first ones we saw and greeted. Somewhere in the middle of things Bert Fenn hosted a whole officer's mess of people, a salad of SHSA and S&D, at a luncheon at a famed hash house which looked for all the world like it had been built from the wreck of the L&C packet KENTUCKY, the staterooms made into private diningrooms. I think there were fourteen at the table. Good visit with Paul Seabrook there.

This was the first SHSA meeting your editor and Lady Grace had attended--the very first. Therefore we cannot say with authority whether what we experienced was representative of their many eastern meetings. But we found the evening dinner at the Galt House not entirely inhibited by the expensive landscaping. The people were nice people albeit many with strange names and faces, and we were shaking hands and visiting with Frank R. Crevier, Alganac, Mich.; John and Mirriam Barges, West Hartford, Conn.; Raymond M. Donahue, Dearborn, Mich.; Martin and Katherine Johnson, Bowie, Md.; Colin and Rosalie Carmichael, St. Petersburg Beach, Fla.; Wilton S. Dillon and his interesting son Harris, McLean, Va.--Wilton is with the Smithsonian; Mr. and Mrs. George A. Bishop, Jr., Fall River, Mass.; Douglas Haverly--with Don Ringwald--and others named in prior paragraphs. There was an unmistakable aroma of S&D about the whole show at Louisville. There may have been a sniff of salt air blowing about, but that's why our family used to go all the way to Atlantic City. A certain amount of salt air, in moderation, is good.

On Sunday evening Lucy and C.W. held open house at Rock Hill for everybody, and about everybody came. Rock Hill was entirely normal with the dogs Flossie, Sugar, Gordon and Duffy entering and exiting, plus the two cats Kerosene and Prudence, and we had good visits with Charles Stoll, and with Lucy's attractive daughters Judith and Susan. Doc Hawley and C.W. did "Alley Cat" on the two pianos, worth the trip. The B/L was running a moonlight that Sunday eve so Doc unwound down the circuitous mountain road. Where did the time go? The moonlight was over, the decoration lights turned off, the B/L asleep, and Doc and Roddy Hammett wound back up the mountain all starry-eyed to see a 40-minute river movie with C.W. running the projector and yours truly narrating. Even after 60 years of it, we are ever astonished that river people are never, never sated; a movie of old steamboats, a photograph album, or plain yak-yak, always invigorating, always 100-proof elixir. The therapy is powerful stuff; the infirm are made

whole, physical pain is shelved. The river and its devotees brook no interference during such precious moments. Heaven for most rivermen is the river. It must be hell to have to work on a river and not like it or love it.

So ended the SHSA meeting at Louisville.

And so would end this tale, except that about the crack of dawn Sunday morning while we were sleeping it off at Rock Hill there wafted in the open window the unmistakable tones of a steam whistle--the DELTA QUEEN returning from Kentucky Lake upbound for Cincinnati. The telephone rang; Capt. Ernie Wagner on ship-to-shore: "Capt. Fred, are you and your wife going to ride with us from Cincinnati to Pittsburgh?--I want to know, and Mr. Simonton wants to know." We answered "yes" with no ifs or buts.

Monday was boiler day for the B/L so Doc Hawley gathered us up in his car and took us to the city dump. Mostly visitors are taken to the Railway Museum, or the Hadley Pottery, or the Zoo, or to Zachary Taylor's monument, ad infinitum, but Doc thought the city dump was better. It was He drove through ruins and rubble and sure enough we came to an old steamboat stageplank. It was first on the G. W. HILL, then the ISLAND MAID (same boat renamed) and then the AVALON. So there stood the two of us in this abandoned quarry full of beautiful junk. "Doggone it," said Doc, "the BETSY ANN's old nigger boiler used to be here--same one that went on her in 1899--but they must have

scrapped it." We hunted up the superintendent who was all apologies but he couldn't remember the old thing. Pax vobiscum. So we went a-calling on Neil and Eleanor Ruth Whitehead and had a lovely visit.

C.W. and Lucy drove us to Cincinnati that Monday afternoon and deposited Lady Grace and me on board the DQ where, with no conscious effort, we stumbled into a huddle (in the sense that animals huddle for warmth) of pedigreed river-Pulitzers:--Richard C. Simonton and his daughter Mary; Jack and Joan Strader; Mr. and Mrs. Paul Blazer, Jr. (of Ashland Oil) and their daughter Barrie, and Betty Blake.

This yarn goes on of course 470 more miles up the Ohio, and then some, interspersed with slews of interesting persons. We'll desist. Let us conclude by picking up a last dangling thread--what happened to our Chevy four-door left at Rock Hill in Louisville? Well, it was this way: C.W. and Lucy Stoll drove it to Sewickley a couple of days later, picked up Clyde Glass and his wife at the Airport, and the four of them went back to Cincinnati on the DQ.

One time Tom Kenny was going to publish a book detailing his experiences chauffering Ashland Oil barges hither and yon and his title was to have been "Uncle Paul Was The Cause Of it All." In this case C.W. Stoll was the cause of it all--he and his SHSA meeting at Louisville. Maybe we'll recover but that part doesn't matter.



Here is the ladies' cabin of the tourist steamboat GORDON C. GREENE photographed by the late W. Hurley Ashby of Indianapolis. About the last of Jesse P. Hughes' artistic accomplishments appears across the skylight bulkhead, the boat's name done in goldleaf and shaded lettering. When the Greene Line pioneered its first tourist trip to St. Paul in 1944 a special guest table was set in this area at which Capt. Buck Leyhe, Capt. Tom Greene, Capt. and Mrs. C. W. Stoll, Capt. and Mrs. Donald T. Wright and others broke bread and talked steamboat.

MORE ABOUT THE CANDY BOAT

Sirs: I note with a great deal of interest the article and pictures relating to the "Candy Boat" POLLY by C. W. Stoll in the March '73 issue.

On Oct. 6, 1926 I shipped out of Prescott, Wis. on the POLLY as deckhand, hired by Capt. E. F. Winans. Later on I became mate, ass't. engineer, cook, plumber, carpenter and driver of their Model T.

Capt. E. F. Winans was son of Capt. George Winans who in his time owned and operated numerous raft boats on the Upper Mississippi. Capt. E. F. passed away about five years ago, aged 94. He was the last of the raft pilots. A. H. Gratz, who owned the POLLY, hired Capt. E. F. in the spring of 1912 at St. Paul. Rafting was on the decline then, and Capt. E. F. had been on the little side-wheel KABEKONA operated by the Guthrie family. There were family differences, so Capt. E. F. delivered the KABEKONA to Stillwater, Minn. and took the POLLY job. He stayed on the POLLY until 1917 when he opened a garage in Prescott and sold Hups and Overland cars.

When I shipped on the POLLY in 1926 Capt. E. F. Winans was back on her again and it all came about this way:- There was a one-hand deckhand on the POLLY, William (Doc) Harwell, who was hired by Capt. E. F. in 1912. He succeeded Capt. E. F. and stayed with the POLLY until she was laid up in 1924 at the old Rohan Boiler Works in St. Louis (now St. Louis Ship). In the spring of 1926 Mr. Gratz decided to put the POLLY back in the river and he called for Capt. E. F. to oversee the overhaul and launch. I understood later that Capt. Doc wasn't recalled because of some differences with Mrs. Gratz. Anyhow, Capt. E. F. was busy with his automobile business and didn't feel he could do this. So, instead of making the overhaul at St. Louis, the POLLY was taken to Prescott for the work, and Capt. E. F. agreed to supervise. That's when and where I came aboard.

I had been around the river most of my life since I was 12, running motor boats, and was the only kid in Prescott Capt. Winans would allow in his garage to fix my bike. He taught me to splice and tie knots, and this acquired art made me the envy of all the boys in town.

Nevertheless when I shipped on the POLLY I was certainly green. The cabin boy, Charles Jones, taught me how to clean up and tie off. He'd been on there several years and he was a top-notch pool hustler to boot, so good he'd make Minnesota Fats look silly.

When we arrived at St. Louis in the fall of 1926 we tied the boat off at the foot of Stein Street, away from the heavy harbor traffic and where we wouldn't be tripping spars. One day an old colored man arrived aboard and wanted to know where to put the candy. Candy? I thought he had made a mistake and

was looking for one of the local excursion boats. But he showed me the way bill reading BOAT POLLY. So I figured to put it in the forward cabin.

The candy was not in boxes as I had figured. There was 12 barrels of the stuff. So we stowed them on the forward deck on 2x4 strips, and covered them with tarps. So much for that. More coming.

About three or four days later the colored man was back, wanting to know where I wanted the baseballs stored. He had 8,000 of them! Charles Jones came to the rescue, and we stowed them on boards over the forward fuel tanks.

When we started down the river I soon learned all about the candy and baseballs. Mr. Gratz carried a supply on the upper deck, and he threw baseballs and candy to the kids on shore. He used an old-fashioned 3-foot sling, and taught me how to do this. I got so I could sling a ball a city block. One time Mrs. Gratz saw an old black man chopping cotton just below the now defunct old Plaquemine Lock. She wondered aloud if I could sling some baseballs close by where he was laboring. So I gave the old heave-ho and hit the target square on the top of his head. Somewhat to everybody's amazement, including the black man, that ball bounced 10 feet straight up in the air. Before it lit back in the cotton patch the air was blue with such profanity that Mrs. Gratz beat a retreat to the lower cabin. I guess no permanent harm was done.

During my career on the POLLY Mr. Gratz told me a good bit about how his boat was built. The boat had a full tunnel stern for her three props, and probably was one of the first, maybe THE first, tunnel stern boat on the rivers. I know that the U.S. Engineers gave it a good looking-over previous to building the A. M. SCOTT.

She was built at the Howard Yard at Jeffersonville, Ind. and Jim Howard placed scant faith in the tunnel scheme. He persuaded Mr. Gratz to build a pair of fantails with pillow blocks, so if the tunnel prop idea didn't work he could remove the aft hull section and put on a stern paddlewheel. This was never done.

The POLLY came out with three 6-cyl. Sterling engines, all turning the same way, through Jones reverse gears. She didn't handle good at first. She had no backing rudders and was steered by Noriveigan Steam (by hand). She was dual controlled from the lower cabin or from the upper deck.

Capt. E. F. Winans saw pretty quickly that the center prop was useless, so that engine was sent back to Buffalo and reversed. It was put in again on the port side, the job done at New Orleans. Also a 6-foot center rudder was put on her, of great help.

The wheels could be changed through the tunnel cap. We had a tapered devil-fork machined over-size to fit the 2½" shafts. By

dropping this in front of the wheel after backing off the hex nut, we could give the fork a sharp rap on the end and so loosen the wheel on the taper. A wheel could be changed in 30 minutes. We also on occasion changed shafts in shallow water where the alligators were scarce.

It was Capt. E. F. Winans who put the horse and dog barn on the aft deck of the POLLY for bear hunts near Vicksburg. Before that was done they towed a barge with a barn on it.

Incidentally in the S&D REFLECTOR story is a picture showing Col. Sparks. He wasn't too well liked by the boat's cook or cabin boy. His English brogue shoes had to be polished daily, and he always had to have something special served at meals. He had a very expensive army issue (British) binocular, with micro adjustment for each eye. The one time I used them I changed the adjustment, and did I hear about that! He ate me out to no end. I never forgot it. The Colonel was a brilliant man and taught me the use of a slide rule. He was chief consulting engineer for the City of London.

The forward capstan on the POLLY was powered, another of Capt. Winans' projects. He put a leather belt on the flywheel of the port engine, coupled to gear box and 2" shaft that went the entire length of the boat to another gear box under the forward deck. The shaft had several U-joints at the steady bearings.

Occasionally we would get a loose hull rivet, and the cure was to knock it out and insert from the inside an oversize rubber rivet, a trick that sealed her tight until the next drydocking.

I quit the POLLY at Wabasha, Minn. and returned to college. We had her at the Peters Boat Yard that summer for extensive repairs. The last time I saw the boat she was in the U.S. fleet above Lock 41 on the Ohio River. I was locking up with the NELSON BROADFOOT on the way to the Cincinnati Shell docks.

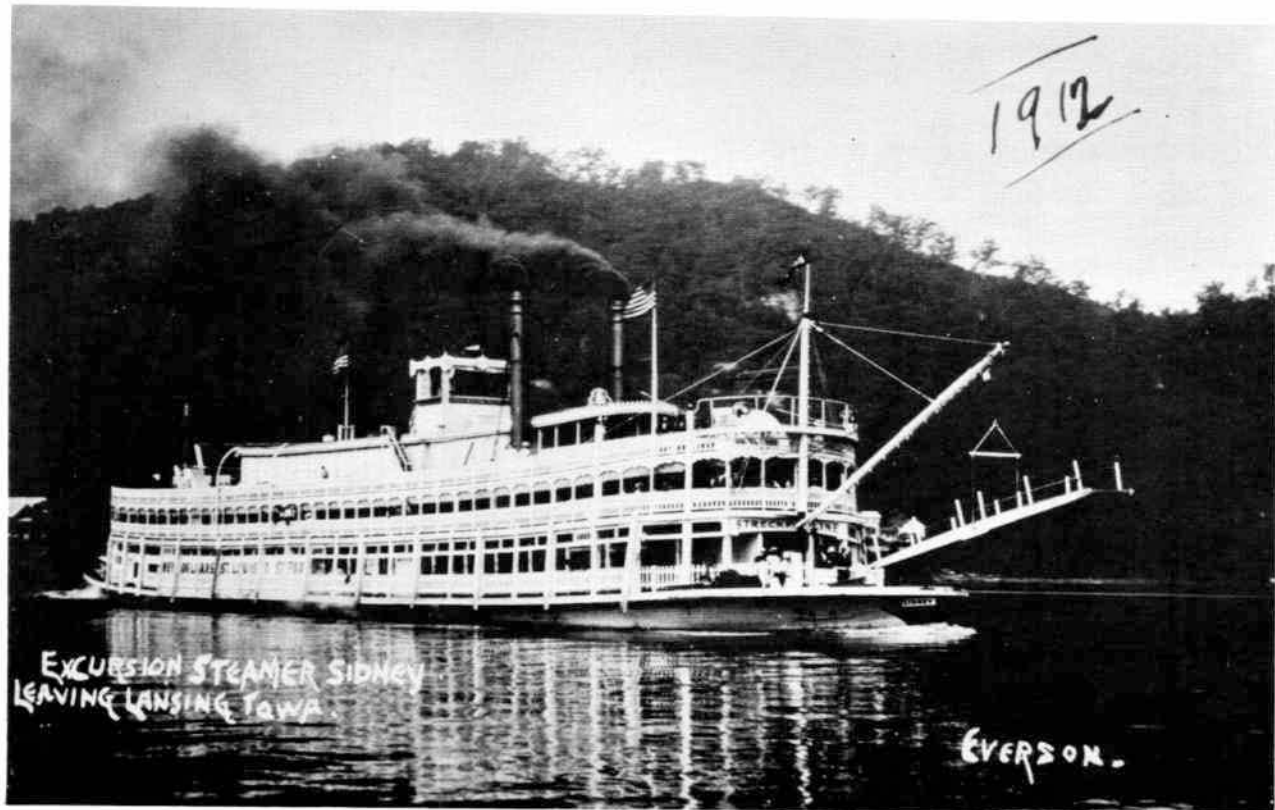
The POLLY was the schooling for my subsequent river career. I now hold license as master-pilot over some 4,000 miles. But these days I usually run yachts around or spell some of my good friends on the larger towboats. It would be a pleasure to see Mrs. Fanny Gratz and talk over old times.

Ray E. Prichard,
Box 50,
Prescott, Wis. 54021

=The above letter was addressed to C. W. Stoll who kindly passed it along to us. -Ed.

Sirs: Please send a copy of the June issue to my friend Raymond T. Jones in Buffalo, N.Y. We used to swim together with Charles T. Campbell at Naples, Fla.

J. Wells Kinkaid,
500 S. Wells St.,
Sistersville, West Va. 26175



When the Streckfus Line brought out the SIDNEY in the spring of 1911, she was declared "the finest boat on the river." She opened the season with her first trip at Cairo on May 18, 1911, and then worked the lower Ohio and up the Cumberland to Nashville for a 10-day stay "breaking all previous records set by the sternwheel J.S. there." When she arrived at Keokuk on June 16 to handle a Unitarian excursion, her crew consisted of Capt. Dan Dipple, master; John H. Laycock and George Nichols, pilots; Andy Klombstein, mate; George Harrington, second mate; Fred Meyers, chief engineer; John Pemberton, second engineer; Miss Anna Streckfus, purser; Miss May Streckfus, assistant purser; Jack Page, policeman, and Lee Bland, steward. Roy Streckfus, treasurer of the Line, was aboard as business manager and purchasing agent. Early in the spring of 1921 the SIDNEY was completely rebuilt at the Mound City marine ways of the Howard Ship Yard and renamed WASHINGTON. She came off the ways there on May 7, 1921. This 221-foot wooden hull boat carried 2000 passengers. Originally under the name of SIDNEY she was built at Murraysville, West Va. (hull) and completed at Wheeling in 1880 for the Pittsburgh-Cincinnati packet trade. Two years later she exploded a steam line at Goose Island, W. Va. and scalded 16, of whom four died. Soon thereafter she was sold to the Diamond Jo Line who used her in packet service on the Upper Mississippi until they sold out to Streckfus in 1911.

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

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

Sirs: Everything in the S&D REFLECTOR is so interesting that it is unfair to refer to a particular article. But, as you know, some of us have known Charlie Campbell during many years and therefore have had a special interest about his public life as written into the June 1973 issue.

It is easy to expect that this must have pleased Charlie very much as it has so many of his friends. In some measure, too, the article provides the background history of Union Barge Line Corporation. For this, too, we are appreciative.

Arthur J. Brosius,
V.P., Administration,
Union Mechling Corporation,
One Oliver Plaza,
Pittsburgh, Pa. 15222

Sirs: Please convey my heartfelt thanks to S&D for the beautiful floral tribute to Jesse P. Hughes and for all of the kindnesses and

recognition given him by all of his river friends. I'm sure you know how much S&D meant to him--the annual meeting was always the highlight of his year. I just hope we can get there this year to carry on for him.

Helen Prater,
(Mrs. B. E.)
Box 1418,
Sarasota, Fla. 33578

BERT FENN ON THE PROGRAM

The feature of the forthcoming S&D meeting at Marietta on Sept. 15 will be an off-beat illustrated tale by Bert Fenn. After the annual dinner Bert's subject will be (unless he changes his mind) "Yesterday In My Backyard." Knowing in advance of his propensity to hunt out old steamboat wrecks, we offer a guess that he aims to tell something of his adventures. Bert has tracked wrecks from his "own backyard" to the Missouri River.

THE ST. LOUIS "REPUBLICAN" had this to say, August, 1879:

The side-wheel TARASCON, now being wrecked by the Howards at Jeffersonville, has had a remarkable career. She was built at Howard's yard in 1863 and ran in the Louisville and Henderson trade until January, 1865, when she was taken by Gen. G. H. Thomas and used as his headquarters up the Tennessee River, and assisted in moving the Schofield corps from the Tennessee River to reinforce General Grant in his Virginia campaign, "On to Richmond." Then she took part of Upton's cavalry from Louisville to join General Nelson in his raid through Alabama. She was then taken to New Orleans to help move General Canby's forces across the Gulf of Mexico to the siege of Mobile, at which event she was the dispatch and flagship of the fleet. She was used in transferring troops from Fort Morgan and Fort Gaines up Task River and various other positions during the siege of that city. If any fast work was to be done, the TARASCON would be called for and she was always equal to the emergency.

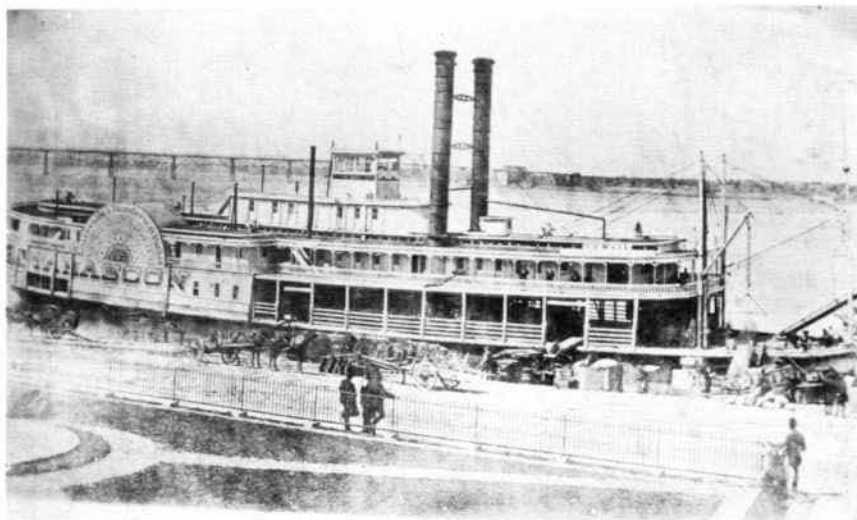
She was the first boat of the Federal forces to arrive at Montgomery, Ala. and also is the longest boat that has ever navigated the Alabama River above Mobile. She made several trips across the Gulf and the lakes between Mobile and New Orleans. After they were through with her services at Mobile she was sent from New Orleans up Red River with army supplies.

She was selected for all kinds of service on account of her speed and quick work. When there was no longer need for her she was returned to Louisville and resumed her trade between there and Henderson. When it is remembered that the lifetime of this class of boat is only from eight to ten years, her long life is wonderful.

And a remarkable feature was her light draft. When new she drew but 28 inches. The superiority of her business capacity is evident, and she is reluctantly being dismantled. Her machinery is being overhauled and renewed, to be placed in the large and fine packet now on the stocks at Howard's yard, which will be launched in a few days.

Also, thanks to the researching of Russell Lintner, we have this item from the Evansville "Journal" dated September, 1875:

The TARASCON was built by J. and D. Howard at Jeffersonville in 1863, launched on Oct. 17. She left the shipyard on Dec. 2 that year and went to Evansville where she commenced her trade in the Louisville-Henderson trade. Her initial departure from Louisville as a regular packet was on Dec. 5. On Dec. 22, 1864 she was at Evansville on her way to the Tennessee River where, with other boats, she assisted in carrying Gen. A. J. Smith's army to New Orleans, from whence she was sent by way of the Gulf to Lake Pontchartrain about



The side-wheel TARASCON pictured at Louisville in her latter days. Bert Fein tells us that the railing and esplanade in the foreground was in front of the old Galt House. The railroad bridge across the falls is plainly visible, built 1867-1870. The whistle discussed in the accompanying story is visible on the forward port side of the pilothouse.

Feb. 25, 1865. The first attack on Mobile was on March 9, 1865. A letter from Capt. Lusk dated March 9 reported the TARASCON safe in Lake Pontchartrain. Mobile surrendered on Apr. 14, 1865, after which she plied the Alabama River. She returned to Evansville on July 31, 1865.

An Evansville dispatch dated Nov. 7, 1866 reports that the TARASCON has resumed her place in the Louisville-Henderson line and came to port with a vast crowd of people including Capt. Ballard and his bride and wedding party.

The whistle used on the TARASCON during her interesting career came from a prior side-wheeler of the Line, the EUGENE. This was perhaps the largest packet built at Parkersburg, West Va. (then Va.) She was built there in 1860, the hull 183 by 32. She entered the Louisville-Henderson trade on Feb. 6, 1861, Capt. Anson Ballard in command. In April, 1862 she made a special trip to Savannah, Tenn. with army supplies, and her clerk said he counted 107 steamboats between Fort Henry and Savannah. On June 11, 1862 she loaded out for Memphis at Louisville, the first departure following the celebrated "Battle of Memphis."

There is a pretty story about this whistle of the EUGENE which we will now repeat (and stop us if we're wrong). She was sent on several trips to New Orleans and on one of these the crew heard the melodious tone of a steam whistle attached to an Italian freighter. By some means, fair or foul, the EUGENE crew "appropriated" this tooter but didn't install it on the EUGENE until she was well on her way northward, thus eliminating diplomatic complications. She hit the wreck of a former steamboat, the ELIZA, at Plum Point, and there sank to rise no more,

this on Nov. 14, 1862. Ten or twelve lives were lost but the Italian whistle was saved.

It is said to have served briefly on the sternwheel HETTIE GILMORE, a boat named for the daughter of Capt. A. T. Gilmore, master of the side-wheel MORNING STAR. The HETTIE was captured by the Confeds at the mouth of Barren River, loaded with supplies for the Union army, and they put her to the torch on Feb. 21, 1863. Apparently the fire was not too severe, for she was afterwards rebuilt and sold to New Orleans. The whistle was transferred to the TARASCON at that time.

Nobody suspected that the TARASCON would be involved in war, and destined to go to distant places, but when she got to New Orleans blowing this Italian whistle, the tones wafted to the ears of the skipper of a freighter there in the harbor. Aha! This son of Italy, with his keen ear for pitch, know now where his whistle had disappeared to. Consuls were called in. Debate raged. The case by mutual consent was handed to the French consul for settlement. He ruled that the TARASCON had acquired the whistle from a wrecked boat, and an abandoned wreck at that. Further, the EUGENE had been under charter at the time of the alleged theft, and the crew of the TARASCON was blameless of crime, and their possession of the whistle was therefore legal.

These events, coupled with the unusual geographical achievements of the TARASCON in the south, made this whistle a valuable property by the time it got back to Evansville in 1865.

The TARASCON wore it all her remaining days; then it went over to the JAMES GUTHRIE when she came out in the trade in 1877, thence to the TELL CITY, thence to the

NASHVILLE and SOUTHLAND. This latter boat was destroyed by fire at Spottsville, Ky. on Dec. 16, 1932 and the whistle, the voice of the steamboat trade in that region for 70 years while children grew up and their children and theirs, was lost.

The notes of this two-chime whistle were chorded high and clear in a soprano tone.

THOSE PILOTHOUSE SASH (Cont'd)

Seldom has a problem created as much interest amongst readers of this magazine. In our June issue there appeared on page 42 a letter written by architect A. Lawrence Bates to Cmdr. R. L. Brown, USCG, New Orleans, requesting permission to install wooden sash in the pilothouse frames for the new excursion steamboat NATCHEZ. Commander Brown's reply follows:

A. Lawrence Bates,
1567 Bardstown Road,
Louisville, Kentucky 40205

Subj: S.S. NATCHEZ
Specifications
Ref. (a) Your letter of 11
March 1973
(b) Your letter of 28
March 1973

Dear Mr. Bates:

Enclosure (1) is approved as a description of your intent to build a river ferry vessel in compliance with U. S. Coast Guard Rules and Regulations. Where any item in the specifications and associated plans varies from the U. S. Coast Guard Rules and Regulations, the latter shall apply. The following comments apply to these specifications:

e. Division 2, Section 5, Paragraphs 2 and 3: The wood sash is unacceptable for use with the pilothouse windows. 46 CFR 72.05-30(a) states that all glass shall be fitted in steel or equivalent metal frames.

Very truly yours,

R. L. BROWN,
Commander, USCG
Chief, Merchant Marine
Technical Branch,
By direction of Commander
Eighth Coast Guard District

Copy to:
OCMI, NOLA, w/1 copy of encl. (1)

On July 2 the following letter was posted:

Commandant (GMMT)
U.S.C.G. Headquarters
NASSIF Building,
400 7th Street, S.W.
Washington, D.C. 20590

Subj. S. S. NATCHEZ/5940

Dear Sir:

We should like to ask consideration for the use of wood sash in the sides and rear of the pilothouse of the subject vessel. We bring the following arguments in favor of this variation to the regulations to your attention:

(1) No steel sash manufacturer makes an aesthetically acceptable window. The vessel in question is to represent a western rivers steamboat of the nineteenth century and the pilothouse is probably the most conspicuous part of the vessel with the exception of the smokestacks. An anachronism of this calibre in such a prominent place will negate much of our effort.

(2) The wood parts will be treated with an impregnated fire retardant rendering them more fire resistant than steel sections. It is well known in actuarial and fire-prevention circles that wood endures fire longer than unprotected steel even without retardant treatment.

(3) The space defined by these windows will not be open to the public and cannot be of any risk to the passengers.

(4) The frames for these sash will be of steel construction.

(5) Since the vessel will be restricted to river use only it is extremely unlikely that the hazards of wind and wave will cause crew members to be thrown against

these sash with sufficient force to break them.

(6) These sash are the only wood parts of the vessel's cabin. The quality of wood involved is less than the minima shown in CFR 72.05-15.

(7) Non-combustible paint shall be used.

(8) Passengers will not be permitted on the deck immediately below these sash and will thus be protected in the unlikely event of breakage of sash or glass.

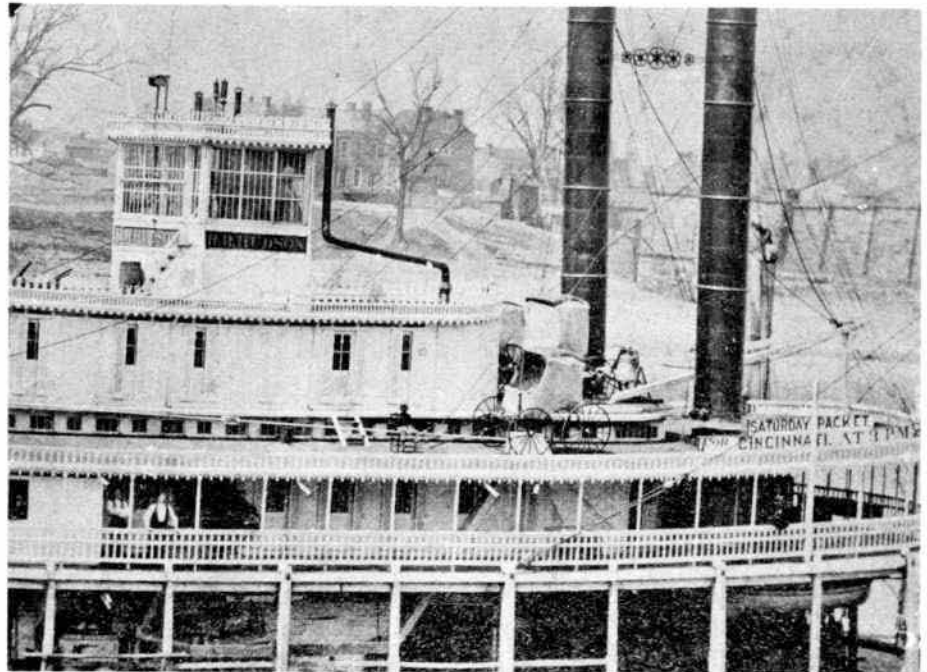
(9) Glazing shall be of materials and installed in accordance with 46 CFR 72.05-30.

In accordance with the law the Eighth Coast Guard District MMT office has refused us this variation and has given us leave to request this variation from you.

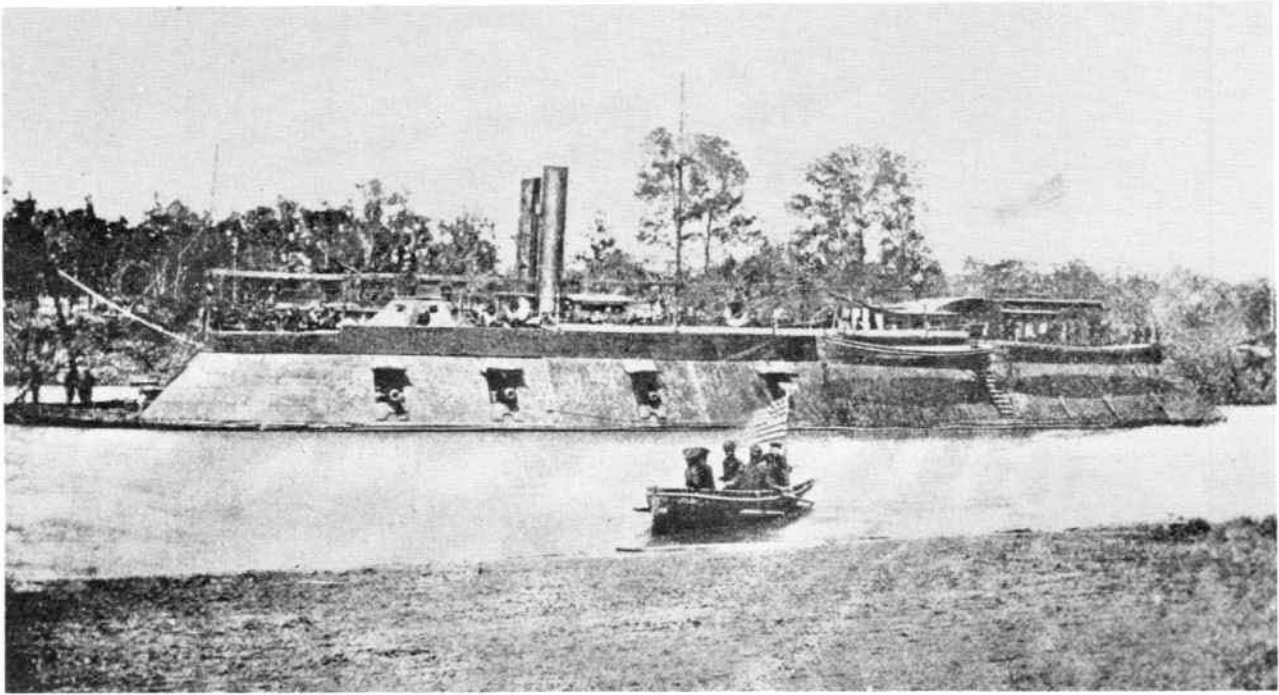
Respectfully submitted,

A. Lawrence Bates, architect
1567 Bardstown Road,
Louisville, Kentucky 40205

=Watch future issues of this magazine as the drama of the wooden sash grinds through the USCG mills in Washington, D.C. -Ed.



For those a bit confused with the pilothouse sash correspondence on this page, take a look at the above. Note the multi-pane windows in the pilothouse of the R. R. HUDSON. Such sash was made up of three sections on each side and at the rear. These slide and could be shoved horizontally forward and aft so's to open up a maximum of two sections. This was the prevailing style on packets and towboats alike during most of the steamboat era. The architect of the NATCHEZ is prepared to specify metal frames (total of nine) for these sections, but the stumbling block is in finding manufactured metal sash to frame these small panes. Hence the request to the U. S. Coast Guard to use wood sash. The law quoted by Commander Brown (46 CFR 72.05-30a) states that all glass shall be fitted in steel or equivalent frames. So OK, that is the architect's intention. What he seeks is authority to use wood sash fitted in to such metal frames.



This picture of the U.S. gunboat PITTSBURG in all likelihood is the photograph mentioned in the accompanying story, taken on Monday, May 2, 1864 while she was moored above the upper falls on Red River above Alexandria, La. Capt. Hoel had the picture made "expecting to have to destroy her to keep from falling into the hands of the enemy." The PITTSBURG was one of the "city" gunboats built by James B. Eads in 1861. She measured 176'6" x 52'0" x 6'6" and her recessed sternwheel was driven by high pressure engines 22" dia. by 6 ft. stroke. She participated in many major engagements and at the war's end was laid up at Mound City, Ill. and auctioned off on November 29, 1865 to J. Ellis for \$3,100. The steel hull was used as a wharfboat and in June, 1870 was abandoned on a rock bar above Smithland, Ky.

THE RED RIVER EXPEDITION OF 1864
Diary kept by skipper of the
U.S. gunboat PITTSBURG reveals
details of the operation.

NOTE: Capt. William Rion Hoel was Acting Volunteer Lieutenant Commander, U.S.N. in the spring of 1864. His charge, the ironclad gunboat PITTSBURG, participated in the ill-starred Red River expedition. His diary reposes today in the Inland Rivers Library at Cincinnati, deposited there by J. W. Rutter. Captain Hoel's uniform coat is one of S&D's treasures at the River Museum, Marietta. We here present the section of Captain Hoel's diary telling of the Red River gunboat and transport operations, climaxed by the escape of the fleet made possible by the hasty construction of Bailey's Dam and wing dams above Alexandria. A map and pictures of these dams appeared in our March issue. -Ed.

1864, Wednesday March 2d

The RATTLER came up in the morning on her way to relieve the MOUND CITY. The FOREST ROSE arrived at 2 p.m. to relieve me upon my station. At 3 p.m. under way to Natchez---after being near six months at Grand Gulf. Arrived at Natchez at 9 p.m. found the EASTPORT and BENTON there.

Thursday March 3d

Took a walk through the city in the afternoon in company with Mr.

Lowndes--spent the evening with Mrs. Wells.

Friday March 4th

In company with Mr. Gould dined at Mr. Nutt's. had a pleasant time --report of an engagement at Trinity and the sinking of one of the Tin Clads.

Saturday March 5th

The GEN. LYON arrived in the morning, also the OZARK. Had a visit from Mr. Nutt's family, Miss Fiske in company with them. Orders from Capt. Greer to get under weigh as soon as possible & proceed to Red River which I did at 4 p.m., the MOUND CITY following--the EASTPORT having left an hour before.

Sunday March 6th

Arrived at the mouth of Red River at 1 a.m. where we found the BLACK HAWK (flag ship), CHOCTAW, OZARK, OSAGE, CHILLICOTHE, MOUND CITY, LEXINGTON, FORT HINDMAN, CRICKET, GENL. BRAGG and LITTLE REBEL. During the day the EASTPORT, LAFAYETTE and GENL. PRICE arrived. Breakfasted with the Admiral. Capt. Richardson & myself called upon Mrs. Acklin. The LOUISVILLE arrived.

Monday 7th

My birthday. A review by the Admiral on shore of the crews of the different vessels present which made quite an impressing appearance. The ESSEX arrived, also the CARONDELET.

Tuesday 8th March

Mark to see me. Spent the evening on board the CHILLICOTHE with Capts. Couthuoy (?) & Ramsey. Mr. McCord rep't for duty. Capt. Langthorne dined with me.

Wednesday 9th

A rainy day. Capt. Dominy dined with me. The news of the sinking of the CONESTOGA by the GENL. PRICE two days before.

Thursday 10th

Called to see Mrs. Acklin.

Friday 11th

A review of the men upon shore. Genl. A. J. Smith arrived with 18 transports full of troops. Received orders to be ready to leave for Red River early in the morning.

Saturday 12th

At 10 a.m. the fleet got under weigh, the FORT HINDMAN leading; CRICKET, EASTPORT, LAFAYETTE, NEOSHO, OZARK, CHOCTAW, OSAGE, CHILLICOTHE, LOUISVILLE, CARONDELET, BENTON, PITTSBURG, MOUND CITY and ESSEX towed by the GENL. PRICE. At the mouth of the Atchafalaya the CHILLICOTHE, LOUISVILLE, CARONDELET, PITTSBURG, BENTON and MOUND CITY turned down it--the balance of the vessels going up Red River. Arrived at Simsport at 1 p.m. Genl. Smith's transports (20) arrived and his troops disembarked, about 10,000 men.

Sunday March 13

Part of the land forces left for the interior at sunrise, they returned again at 2 p.m. Directly after their return I received orders from the Admiral to get under weigh immediately--to lead the way --and proceed up Red River until we joined the balance of the fleet. Laid by for the night 15 miles below Turnbolls island.

Monday, March 14th

Left at daylight--arrived at the pier which the enemy had constructed for the purpose of forming a raft across the river to debar us from ascending the river at 12 at night. Fort DeRusse surrendered to the army which had come across the country from Simsport at 5 p.m. 300 prisoners and 11 pieces of artillery, 7 of them heavy pieces.

Tuesday, March 15

Towed through the raft by the GENL. PRICE, part of it having been destroyed the evening before by our vessels--at sunrise. Passed Fort DeRusse at 8 a.m. having received orders from the Admiral to push on to Alexandria without delay. Arrived at Alexandria at 11 p.m., the first of our vessels having arrived and took possession of the place at dark. Genl. Poglanac (?) having crossed the river during the day with his forces (from the north to the south side of the river).

Wednesday, March 16th

The Admiral arrived about noon with the BLACK HAWK and by sundown all our vessels arrived with the exception of the BENTON and ESSEX which had been left at Fort DeRussy. One division of the army under Genl. Mower also arrived during the afternoon, the other two divisions having remained at Ft. DeRussy.

Thursday, March 17th

Ordered by the Admiral to make a trip above the rapids for the purpose of ascertaining the depth of the water upon them--found six feet. At the head of the rapids, found three pieces of artillery all complete, and ammunition with them, also 20 hhd. of sugar & 58 brl. of molasses which the enemy's transports had left in their hurry to get away up the river. Gave the Admiral a map of the rapids which I had found in town. Mr. Martin accompanied me over the rapids. The GENL. PRICE left at dark for the mouth of the river.

Friday, March 18th

Called on Capt. Ramsey. The OZARK's officers quarenteened for taking articles on board the vessel from out of the town.

Saturday, Mch. 19

Genl. Bank's cavalry, the advance of his army, came into town. Cpts. Couthuoy & Brown spent the evening with me.

Sunday, March 20th

The river risen 5 inches since our arrival here. Dined on board the LAFAYETTE with Cpts. Foster, Couthuoy & Owen.

Monday Mch. 21st

A rainy day. The N NATIONAL arrived in the evening, received several letters. Mr. Sweeney left for the purpose of bringing the FALLS CITY here & delivering her up to the Admiral.

Tuesday Mch. 22d

Sent 40 of my men to guard cotton while being brought in. The GENL. PRICE arrived with 2 barges of coal.

Wednesday, Mch 23d

A rainy and stormy day. Genl. Bank's army still arriving.

Thursday, Mch 24th

Genl. Banks arrived in the morning. The river still raising--dined with Capt. Richardson--sent \$400 home by W. A. Stewart, per NATIONAL.

Friday, March 25th

Sick with fever. The river risen three feet since our arrival--scant 8 ft. upon the rapids.

Saturday, Mch 26th

In company with Capt. Phelps made a trip over the rapids in the morning--found eight feet. The EASTPORT started up at 12M and my vessel to follow her towed by the CRICKET. From some cause the EASTPORT not going farther than the head of the rapids my vessel did not start. Sick in the afternoon with chill & fever. The EASTPORT aground on the falls.

Sunday, March 27th

The CRICKET came along side and took me in tow in the morning. Went up to the falls where we

found the EASTPORT still aground.

Monday, March 28th

The EASTPORT got off at 8 a.m. followed by the OSAGE, NEOSHO & my vessel. The LOUISVILLE & FORT HINDMAN also got over before dark. Did not get over the falls until 3 o'clock. All the iron clads being towed over by the BROWN. Left the OZARK aground upon them. At 10 p.m. came to 30 miles above Alexandria where we found Gen. Smith's command and part of Genl. Banks.

Tuesday, Mch 29th

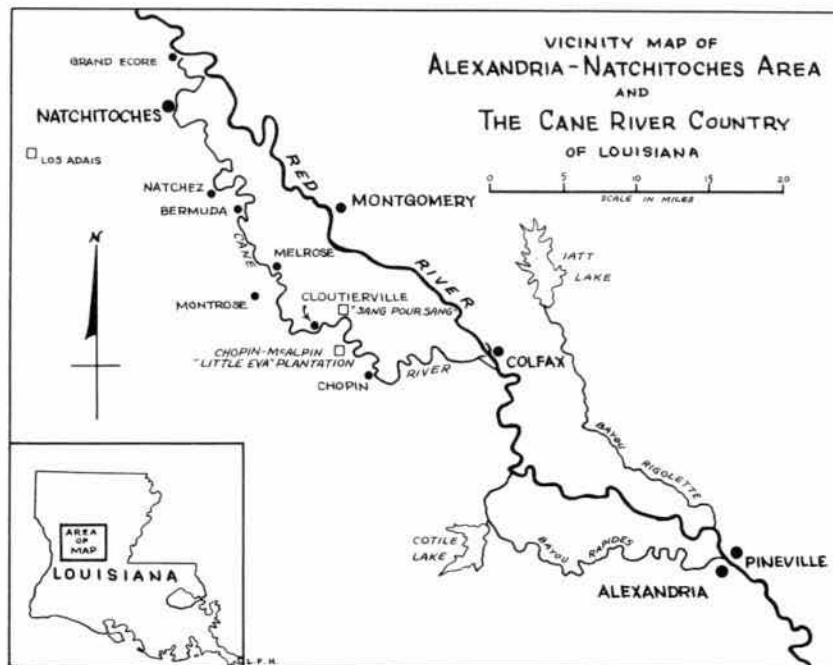
Colonel Dudley's cavalry (4000) broke up camp at daylight & marched at 9 a.m. The EASTPORT, LOUISVILLE, OSAGE, PITTSBURG got under way, went up five miles, when we again landed--on account of shoal water--paid a Mr. Veland a visit, treated very kindly by him & his daughters who sent me a basket of vegetables. Started again before sundown and landed 5 miles above where we laid all night.

Wednesday Mch 30th

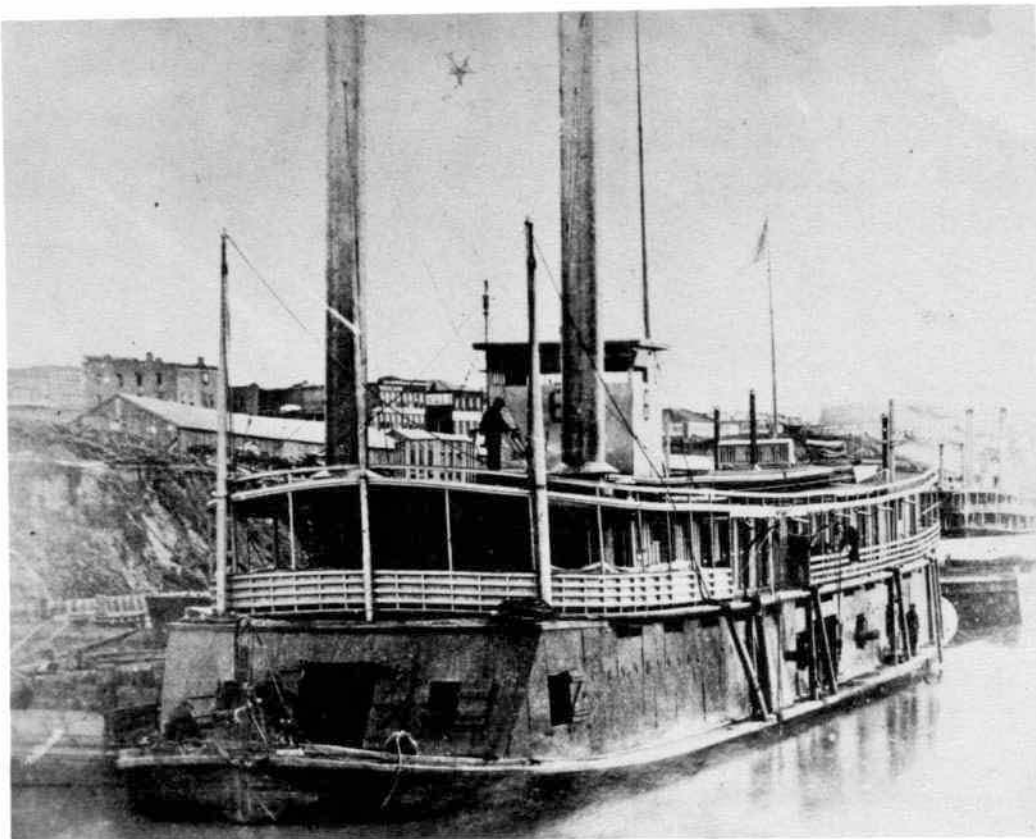
The river fallen through the night 3 inches. Foraged on Genl. Heyams place. Found 32 pd on Roachs Hill which the rebels had buried. Dug it up & bursted it.

Thursday 31st

Left at 9 a.m., came to for a couple of hours at Calhouns, opposite the lower mouth of Cave River. Laid by for the night 20 miles above Cave River, near Montgomery or negroville--the river falling.



This map by Lloyd Hawthorne was used in our June, 1971 issue but once again is called into service to identify the course of the Red River. Capt. Hoel's gunboat PITTSBURG was up to Grand Encore (upper left) and other gunboats and transports went on above. The transports retreated, going down over the two major shoals above Alexandria without much fuss. The gunboats were too deep draft and congregated above the shoals (or "falls") until Col. Bailey's dam and wing dams were hastily built, then escaped through the breach (see March '73 issue).



The CRICKET, above, was the flagship for the Admiral (who never is identified by name in Capt. Hoel's diary) during the 1864 Red River campaign. She was built as a packet in 1860 at California, Pa. on a wood hull 151 by 27'7" with engines 13" dia. by 4½ ft. stroke, then called CRICKET NO. 2. In command of Capt. S. B. Hempstead she ran in the Pittsburgh-Cincinnati trade, principally, until taken over by the U.S. on November 18, 1862. Half owner originally was John Kyle, and Will Kyle did his first boating on her--in our June issue the steamer WILL KYLE was pictured. After the take-over by the U.S. Capt. Hempstead went ashore and ran the "International House" at Hanging Rock, O. At the war's end CRICKET was sold, Sept. 25, 1865 to Capt. William Durbridge, New Orleans, and was out of service in 1867.

Friday, April 1st

Got under way at daylight--passed the Devils Elbow at 3 p.m. where we had considerable trouble in making the turn. At dark landed about half a mile below Grand Encore, where we laid all night--after leaving next morning found we had been laying immediately over where the rebels had laid a torpedo some days before.

Saturday April 2d

Got underway at sunrise and run up to Grand Encore, where we landed. Learned that our army had occupied Natchitoches two days before. Sent a note and some papers to Mrs. Stafford. The FORT HINDMAN sent back to Alexandria with dispatches and our mail. Sent our small boats below the village to drag for torpedos--succeeded in finding and exploded one. Genl. Franklin's corps at Natchitoches.

Sunday, April 3d

The transports commenced to arrive during the morning. By dark most of Genl. Smith's force which were on board of them had arrived. The Admiral also arrived on board

the CRICKET. Capt. Owens dined with me--after dinner called with him at Col. De Russys.

Monday April 4th

A force of cavalry and infantry about 1,000, sent by Genl. Franklin to the opposite side of the river and left early in the morning for Campte, where they met the enemy and in a skirmish lost ten or twelve killed and some fifteen wounded, in return doing the enemy but little damage more than burning the village of Campte. All of the vessels left going up the river early in the morning. At dark ordered by the Admiral above all the transports (2 miles above Grand Encore) where I anchored for the purpose of protecting the camps of our troops on shore. Sent some papers to Mrs. Safford, care of Mrs. Col. DeRussy. Had a visit from Ensign Reynolds, of the SACHEM, who had been a prisoner among the rebels & had escaped 10 days before from Tyler, Texas.

Monday, April 5th

The "B" with 40 men from my vessel went up in the morning in com-

pany with the CRICKET--flag ship--to the assistance of the EASTPORT, which vessel was grounded some 15 miles above. The EASTPORT returned at sundown, also the B and CRICKET. The OSAGE, LOUISVILLE, MOUND CITY, NEOSHO & CHILLICOTHE still up the river. The OZARK, which had arrived the day before, laying at Grand Encore. The river falling--a fair prospect of remaining here the coming summer.

Wednesday Apl 6th

Learned of the death of Capt. Couthuoy, of the CHILLICOTHE, who had been killed on the 4th by a rebel bushwhacker, who had shot him from the bank of the river while the vessel was underway just below Campte. Called to see the Admiral, dined with him and got his permission to go out to Natchitoches the next day. The CARON-DELET, OSAGE & NEOSHO returned from up the river.

Thursday Apl 7th

The army left Natchitoches at daylight on the route for Shreveport - the transports with Genl. Kilby Smith's command also left about noon. The CRICKET--flagship --LEXINGTON & GAZELLE also went up the river.

Friday 8th Apl

Heard firing in the direction of the route which our army had taken.

Saturday Apl 9th

In company with Capt. Griffin, went out riding. Heard heavy firing in the direction of our army about sundown. A note from Capt. Phelps at 12 at night telling me of disastrous news from Genl. Banks, also the arrival of Genl. Ransom wounded.

Sunday Apl 10th

The "B" with 42 of my men on board left at daylight with dispatches for the Admiral. In company with Capt's. Griffin & Lengthorne, rode out a couple of miles upon the road which our army was coming in upon, the road being lined with men, wagons, and ambulances full of wounded soldiers, both officers and men appearing to be completely disheartened and disgusted at the manner in which they had been led into the fight the first day (Friday). By night the most of the army had arrived; as near as I could learn we had lost somewhere in killed, wounded and missing three thousand, also 20 pieces of artillery and a great many wagons and stores. The fight on the second day (Saturday) was made by the troops under Genl. A. J. Smith, who partially retrieved the disaster of the preceding day.

Monday Apl 11th

The army gunboat SILVER LAKE NO. 2 arrived in the afternoon with Genl. Corse on board with dispatches for Genl. A. J. Smith, but did not go any farther up the river. Heard firing at intervals during the day up the river.

The POLAR STAR, with rebel prisoners on board, which had been sent up the river to be exchanged,

returned at dark, bringing the information that our vessels had got up as far as loggy bayou where the enemy had sunk the steamboat FALLS CITY directly across the channel which stopped their farther progress up the river and the Admiral being informed of the retreat of our army to this point he was endeavoring to get the vessels and transports back.

Tuesday Apl. 12th

Heard heavy firing at intervals during the day in the direction of our vessels. The OHIO BELLE and SHENANGO arrived from below in the evening with a couple of Regts for Genl. Banks. A council of war held by Genl. Banks, in which Gen. A. J. Smith was the only officer who advocated an advance upon Shreveport. Heavy firing during the night in the direction of our vessels.

Wednesday Apl 13th

On board the OHIO BELLE to see Capt. Sebastian and Malan McCullough, sent some things home by them. The Admiral arrived about noon bringing the information that the rebels under Genl. Green had attacked the gunboats and transports at two or three different points and that our vessels had driven them back with terrible slaughter, among the killed being

Gen. Green. Just before dark a pontoon bridge was thrown across the river at this point--Grand Encore--and Genl. A. J. Smith's command immediately crossed upon it on their way to the assistance of our vessels and the transports in company with them. The CRICKET--flagship---reported our vessels only 30 miles above here at the time she left them but several of the gunboats and transports a-ground.

Thursday Apl 14th

Received orders to drop my vessel through the bridge and a couple of miles below the landing; the other Iron Clads also ordered to follow me---got over the bar without difficulty but rubbed hard; the EASTPORT in following me stuck fast. Spent the evening on board the EASTPORT in company with Capts Phelps, Owen, Mitchell & Griffin.

Friday Apl. 15th

The "B" arrived in the morning having the body of one of the men belonging to this vessel who had been killed the evening before by a cannon shot from one of the rebel guns above Campte where the "B" was attacked, another one of our men being badly wounded at the same time. Ordered (by the Admiral) to proceed with my vessel to Alexandria as soon as possible.

While on board the flagship introduced to Genl. Banks by the Admiral. The OZARK and LEXINGTON left ahead of me, the EASTPORT following; all the Iron Clads received the same orders as myself. The EASTPORT sunk at Hutchinson's landing 12 miles below G Encore---left the LEXINGTON alongside of her while by Capt. Phelps' orders proceeded on down the river. Laid by for the night 20 miles below G Encore.

Saturday Apl 16th

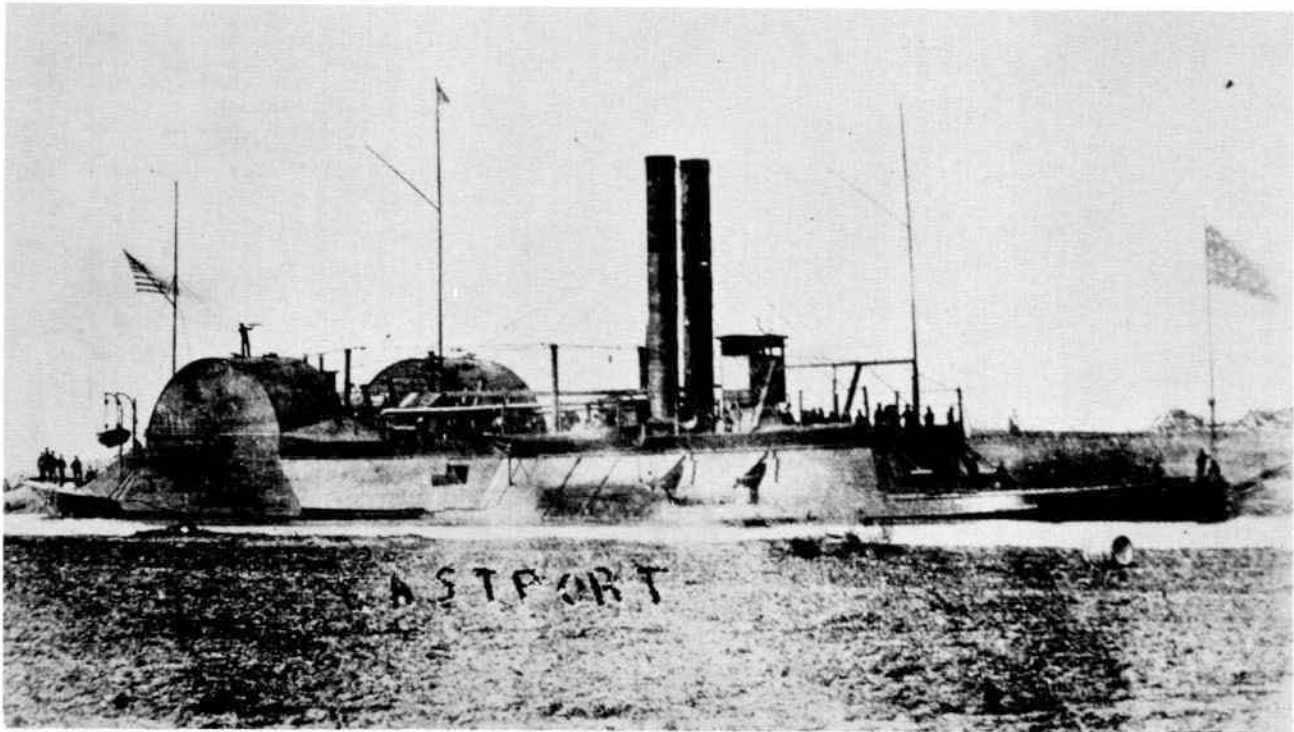
Owing to the fog did not get started until 8 a.m. Passed Montgomery at 12M rubbing at most of the shoal crossings. Ran aground at 4 p.m. at Calhoun's lower place. The Admiral on the CRICKET passed down directly afterwards and told me to stop the GAZELLE & make use of her as long as her services were required. Worked all night to get off. The CARONDELET laid just above us all night.

Sunday Apl 17th

Got off at daylight and run aground again about a mile below where we laid all day endeavoring to get off which we did at sundown & laid by for the night.

Monday Apl 18th

Left at daylight, had no more trouble in getting to Alexandria.



The ill-fated EASTPORT is shown above. She was built as a rather elaborate packet for the trade between Florence, Ala. (on Tennessee River) to New Orleans at New Albany, Ind. in 1852. Her wood hull was 280 by 43 by 5½. She had five boilers working high pressure engines 26" dia. by 9 ft. stroke. At the start of the war she was on the Tennessee and the Confederates went to work converting her into a gunboat. While this was in progress she was captured by U.S. forces on February 6, 1862, taken to Mound City, and the conversion completed. She became the U.S. gunboat EASTPORT on January 9, 1863, and one of their largest. As Capt. Hoel relates in his diary, she was part of the Red River expedition in 1864. She sank 12 miles below Grand Encore but was raised. In tow of the two CHAMPIONS she was being brought down the Red but "not being able to be brought any farther down the river, she was destroyed by being blown up ten miles below Montgomery." (See the April 27th entry in Capt. Hoel's diary).

Met the Admiral on the CRICKET a couple of miles above Alexandria on his way up the river. Landed above the falls at 12M where we found the CARONDELET which had arrived about two hours previous.

Tuesday Apl 19th

The CHILLICOTHE, MOUND CITY and OZARK arrived during the day, also the "B". Capt. Langthorne spent the evening on board with me. 4½ feet on the falls and falling.

Wednesday Apl 20th

The LOUISVILLE arrived in the afternoon; also about a dozen army transports.

Thursday Apl 21st

All the army transports arrived during the day.

Friday Apl 22nd

The army transports going down over the falls during the day.

Saturday Apl 23d

Met Capt. Johnston of the FOREST ROSE below the falls. Learned that the EASTPORT was raised & on her way down in tow of the two CHAMPIONS.

Sunday April 24th

Read the Service in the morning. Went down to Alexandria in the afternoon with Capt. Gregory--who dined with me. A bouquet from a lady. The advance of Genl. Banks' army commenced arriving in the evening. The rebels into Pineville.

Monday April 25th

Heavy firing heard during the morning up the river. The Admiral sent the OSAGE and PITTSBURG to join him at the EASTPORT above Montgomery. My vessel drawing so much water that Capt. Smith--senior officer--would not send her. The CARONDELET & OSAGE left for up the river. Genl. Banks arrived during the day--all transports below the falls.

Tuesday Apl. 26th

The NEOSHO left at 10 p.m. to go to the assistance of our vessels up the river--sent fourteen men and an officer from my vessel on board of her; the MOUND CITY also sending the same number. Heavy firing during the day up the river.

Wednesday 27th Apl

The CRICKET---flagship---arrived at 4 p.m. bringing the information that the EASTPORT, not being able to be brought any farther down the river, she was destroyed by being blown up ten miles below Montgomery. The LEXINGTON and CARONDELET also arrived. The CRICKET, while passing the batteries above Cave river, was badly cut up losing five men killed and several wounded. The FORT HINDMAN, JULIA and CHAMPION NO. 5 left above the batteries. The CHAMPION NO. 3 destroyed by the batteries while endeavoring to pass them, the last seen of her by the CRICKET she then being on fire. The LEXINGTON also lost one man killed at Roachs Hill.

Thursday April 28th

The FORT HINDMAN, JULIA, NEOSHO,

and OSAGE arrived in the morning bringing the intelligence of the loss of the two CHAMPIONS, both being captured by the enemy after having their boilers exploded by the shots from the rebel batteries above Cave River. The enemy attacked our land forces around Alexandria. The army all moved down to Alexandria.

Friday Apl 29th

The Admiral sent for the commanders of the vessels, when he informed them of the intention of Genl. Banks to retreat from Alexandria and that when he did so that he would be compelled to destroy our vessels--telling us to make preparations for that purpose. Took the Admiral down to his vessel---CRICKET---dined with him. On board the MADISON to see Capt. Maratta. Our pickets fired upon during the night. The army all moved.

Saturday April 30th

A Cavalry regt encamped opposite our vessels.

Sunday May 1st

Read the service in the morning. Went to see the Admiral in the afternoon; ordered by him to take the COVINGTON and go down the river--over the shoal water--which I did, some fifteen miles to a Mr. Smith's--found seven feet in the channel. The army engineers busy, having commenced the day before building the dam upon the falls for the purpose of getting our vessels over them.

Monday May 2d

Heard of the capture of the ROY & EMMA--transports--below Alexandria. Had the vessel's photograph taken--expecting to have to destroy her to keep from falling into the hands of the enemy.

Tuesday May 3d

The river falling but very little. Hard at work upon the dam.

Wednesday May 4th

Skirmishing in the evening between our land forces and the enemy.

Thursday May 5th

Still skirmishing above and back of Alexandria between our own & the enemy, the report of musketry distinctly heard on board the vessel--five prisoners brought in who reported belonging to a Texas reg't. Down to see the dam where I also witnessed a piece of brutality perpetrated by an officer in our service---Col. Bailey---. The water risen about 8 inches at the foot of the upper fall caused by the dam.

Friday May 6th

Heard of the destruction of the COVINGTON to prevent her falling into the enemy's hands, also the SIGNAL and transport J WARNER 30 miles below Alexandria.

Saturday May 7th

Sounded the water upon the falls & found 3 ft 9 inches, having risen some 4 inches from the dam. 15 men from the army sent to my vessel to report for duty.

Sunday May 8th

Two engineers---from the COVINGTON & SIGNAL---reported to me for duty. The river having risen enough--caused by the dam--the OSAGE & NEOSHO passed over the falls drawing 4 ft 3 inches; the FORT HINDMAN also attempted to cross but stuck upon them.

Monday May 9th

The LEXINGTON crossed over the falls and also through the dam in company with the NEOSHO, OSAGE & FORT HINDMAN. In the afternoon received orders from the Admiral to lighten with everything possible on board our vessels so as to get over the falls even to taking off the iron plating &c--worked all night. Got six of my guns off also all of my ammunition.

Tuesday May 10th

The CHILLICOTHE passed over the falls in the morning. The CARONDELET attempted it drawing 6 ft. in the afternoon but stuck fast. The river rose 7 inches during the day--the effect of the dam.

Wednesday May 11th

The MOUND CITY dropped in alongside the CARONDELET, completely stopping the channel. Col. Bailey still hard at work building wing dams upon the upper falls.

Thursday May 12th

The MOUND CITY, followed by the CARONDELET, succeeded in getting over the falls about 12M, when I dropped into the channel & succeeded in getting over them in about an hour. The LOUISVILLE and OZARK following me both of them getting over before sundown, when the MOUND CITY, CARONDELET and PITTSBURG passed over the dam without any serious injury to either vessel; but the MOUND CITY after passing over the dam, getting on a rock where she remained. Lost my anchor & also broke one of my rudder irons---struck very hard in passing through the dam, there being about 4 feet fall in the gap.

Friday May 13th

The LOUISVILLE, OZARK & CHILLICOTHE passed over the dam in the forenoon. The army commenced leaving in the morning--a great many buildings and cotton fired by our troops (incendieries) before the army had all left. By 4 o'clock p.m. all the Gunboats & transports under way down the river, the PITTSBURG being next to the leading vessel, the CARONDELET. Genl. Banks' army, the 13th & 19th Corps, following the bank of the river while Genl. A. J. Smiths force took the Cave river road. Laid by for the night at Cummings point, 8 miles below Alexandria.

Saturday May 14th

Left at 8 o'clock a.m. made several halts during the day for the purpose of letting the army keep up with us. Our vessels and transports fired upon from the bank (out of the woods) at several points during the day--one man killed on the OZARK & two on the EMERALD. Arrived at the place where the wrecks of the COVINGTON,

SIGNAL, WARNER, CITY BELLE & lay at 4 p.m. where we stopped and I was sent ahead by the Admiral to see if there was sufficient room for our vessels to pass, which occupied until dark; the army which had been skirmishing all day camped for the night & the gunboats lay by for the night. Found 75 ft. between the SIGNAL and WARNER, the rebels had sunk them with the intention of stopping up the channel. Col. Kinsey of a NY Cavalry Regt. on board at Wilson's plantation to see me.

Sunday, May 15

Left the wrecks at 8 a.m. fired into from shore by the enemy with musketry above Choctaw bayou, no one hit. Arrived at Fort DeRussy at 3 p.m. where we found the CHOC-TAW & BENTON---the river raised by back water about 4 feet. Arrived at Black River at 8 p.m. where I came to with orders to await the arrival of Capt. Smith. Found the AVENGER, ELK & TALLAHATCHER there.

Monday May 16th

The balance of the fleet and transports arrived in the morning when I got under way and accompanied them. Arrived at Simsport at 1 p.m. where we come to for the purpose of awaiting the arrival of the army which was coming across by land. The advance of the army arrived during the night.

Tuesday May 17th

The army arriving during the day. Sick all day.

Wednesday May 18th

Left Simsport at 2 a.m. for the mouth of Red River, where I arrived at daylight. A communication from Capt. Breese. Left at dark again for Simsport where I was ordered for the purpose of covering the landing of Genl. Banks' army while crossing the Atchafalaya. 12 officers sent in their resignations.

Thursday May 19th

The army crossing all day upon the bridge formed by steamboats. The enemy harrasing the rear of the army. Capt. Henly dined with me.

Friday, May 20th

The NATIONAL arrived with our mail and also the news of Genl. Grant's success in Virginia. The army all crossed over before dark and the bridge broken up.

Saturday May 21st

The army all out of sight in the morning having marched across to the mouth of the Miss River. The Gunboats all left Simsport at 8 a.m. when we went down to the mouth of Red River, reported to the Admiral when I got orders to proceed to my old station off Grand Gulf until relieved by another vessel when I was to go to Cairo for repairs. \$50 to M---. Left the mouth of Red River at 1 p.m., passed Glasscocks island at midnight when the flagship passed us on her way up the river.

Sirs: In the Sept. '69 issue, page 31, the story is told of a small sternwheeler named ST. JACOBS OIL in which the writer wonders if the engines on the Greenfield Village (Mich.) pleasure boat SUWANEE are those same old originals. I visited there last summer with my father and we got a chance to talk with the engineer on the SUWANEE. He tells me the engines are 4½" dia. by 18" stroke which gives rise to doubt that they came from ST. JACOBS OIL.

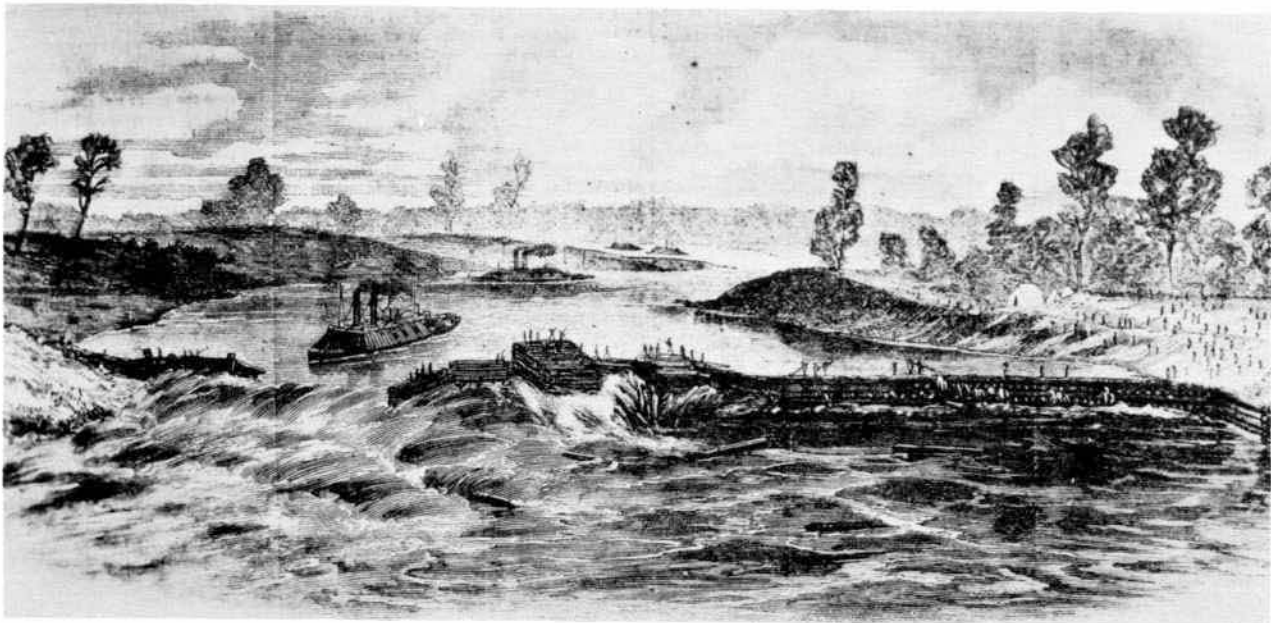
The SUWANEE is a pretty little boat about the same size I plan for Lake Chautauqua. Alan L. Bates is doing the design work and construction will start immediately after Labor Day, 1974. Hopefully, the maiden voyage will be run Memorial Day week-end, 1975.

James C. Webster,
80 Cobbles Drive,
Penfield, N.Y. 14526

Sirs: My copies of S&D REFLECTOR reach me somewhat late but I hope I am in time to have you send me a copy of the James Rees & Sons catalogue and a copy of J. Mack Gamble's Steamboats On The Muskingum, check for both enclosed.

V. L. Birkbeck,
R.D. 1, Silverdale,
Auckland, New Zealand

=The above request was air mailed on June 14 and was in our hands on June 18--not bad. -Ed.



George Slater was the artist who created this drawing for the June 18, 1864 issue of Harper's Weekly showing, with a few dramatic liberties, how the U.S. gunboats steamed through the breach in Bailey's Dam. The "Admiral" who Capt. Hoel does not identify in his diary was, of course, Rear Admiral David Dixon Porter (1813-1891) who later became superintendent of the U.S. Naval Academy and was made a full Admiral in 1870. The most serious loss to the U.S. fleet was the EASTPORT, and next to that the COVINGTON, a "tinclad" ex-ferryboat from Cincinnati. The FALLS CITY mentioned in the diary was an old St. Paul packet. The CHAMPION NO. 3 and CHAMPION NO. 5 were from Cincinnati; the former was later recovered. The SIGNAL was a Wheeling-built sternwheeler. The J. WARNER (properly JOHN WARNER) was a New Albany-built side-wheeler. The CITY BELLE was an ex-Cincinnati-Memphis side-wheeler somewhat distinguished; she was the only boat songwriter Will S. Hays ever worked on.

AS YOU WERE

BY JIM BAKER



-Marietta Times.

For the last several years William H. White, son of the late Capt. Volney (Stogie) White, has been legging for a race at Cincinnati. Now he has lined up the DELTA QUEEN and BELLE OF LOUISVILLE and the date has been set. On Sunday, Sept. 23 these two veterans of ten races staged at Louisville will rough up the yacht harbors in the Cincinnati area. The contest will follow the Cincinnati Bengals' first regular season football game at Riverfront

Stadium. This steamboat contest will be the first one staged at Cincinnati since the TOM GREENE and BETSY ANN vied for antlers in 1930.

Sirs: The June issue is of great interest, especially the article about Charles T. Campbell and his towboats. My husband was in the pilothouse of many of these when they passed home. The article about J. Mack Gamble was great. I attended a dinner party today at the Anchor Inn, Beech Bottom, West Va., honoring the fiftieth wedding anniversary of Capt. and Mrs. Charles Litten of Coal Center, Pa. and also of Mr. and Mrs. Robert Rea of Clarington.

Martha Litten,
(Mrs. Homer)
Box 7,
Clarington, Ohio 43915

Wilbur E. Dow, Jr. and his son William P. Dow, who operate the Lake George (N. Y.) Steamboat Company, and presently are building the 235-foot steam excursion boat NATCHEZ, have joined S&D.

On Tuesday, July 3 the towboat SAILOR, Capt. John Pushak, departed from Fernbank, O. with a petroleum barge upon which was loaded the machinery and chains from the old Fernbank marine ways, formerly operated by the U.S. Engineers. The equipment was sold to the Bergeron Ship Yard, St. Bernard, La.

by Capt. John L. Beatty of Cincinnati. Included were several large shafts which were taken from the wrecks of Eagle Packet boats lost in ice at Paducah in 1918. They were used at the marine ways to turn the drums for raising and lowering the cradles. The Bergerons will use this material for the completion of a new ways below New Orleans where they are presently building the excursion steamboat NATCHEZ.

SHSA's quarterly Steamboat Bill is offering advertising space to customers based at \$54 a page for a single insertion. The one-time rate per column inch is \$9. Estimated readership based on Winter 1970 issue is 3450.

Sirs: It is ironical that the article about Charles T. Campbell in the last issue tells of the formation of Union Barge Line coincident with the present merger in which UBL becomes Union-Mechling.

Philip T. Payton,
138 Orchard Spring Road,
Pittsburgh, Pa. 15220

Sirs: In the Sept. '69 issue, page 31, the story is told of a small sternwheeler named ST. JACOBS OIL in which the writer wonders if the engines on the Greenfield Village (Mich.) pleasure boat SUWANEE are those same old originals. I visited there last summer with my father and we got a chance to talk with the engineer on the SUWANEE. He tells me the engines are 4½" dia. by 18" stroke which gives rise to doubt that they came from ST. JACOBS OIL.

The SUWANEE is a pretty little boat about the same size I plan for Lake Chautauqua. Alan L. Bates is doing the design work and construction will start immediately after Labor Day, 1974. Hopefully, the maiden voyage will be run Memorial Day week-end, 1975.

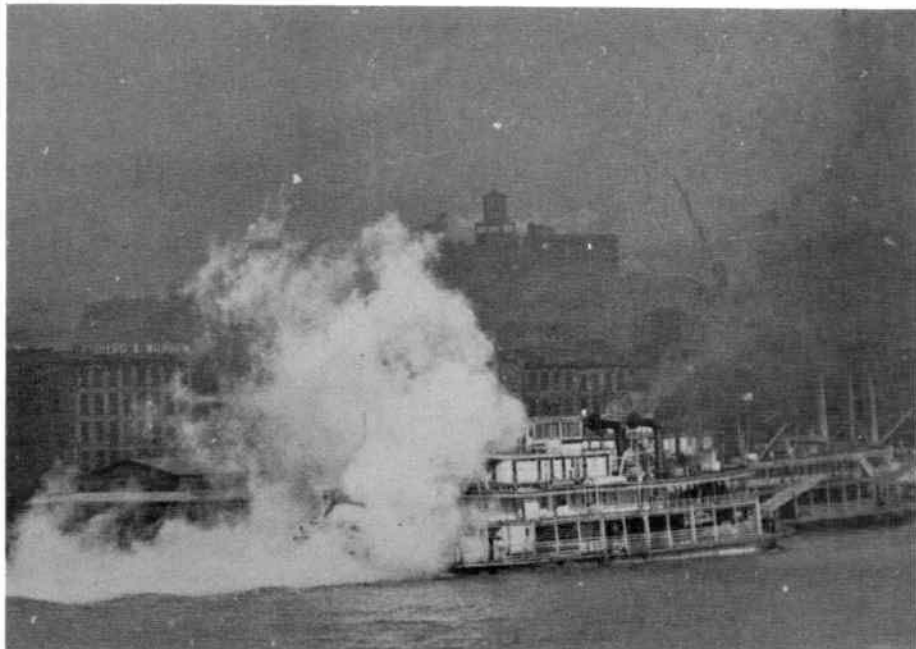
James C. Webster,
80 Cobbles Drive,
Penfield, N.Y. 14526

Sirs: I am a stepson of Capt. Percy Swain and many of the boats pictured in the June '71 issue are quite familiar to me. I worked on the Swain boats while a youngster at Peoria.

Robert C. Haase,
1136 S. Hausen Blvd.,
Los Angeles, Calif. 90019

Sirs: If any one of your many readers does come up with a deck plan of the JOSEPHINE (see March '73 issue, page 20) or any other typical upper Missouri River steamboat, I will be back in the model building kick.

Donald J. Powers,
1109 Yale Ave.,
Billings, Montana 59101



Ernest J. Wilde, 914 Race St., Cincinnati 45202 sends us this steamy picture. "I thought at first that it was the big Cincinnati steamboat fire of 1922, but as I look more carefully I'm not so sure," he writes. The "steamer" is the packet KENTUCKY of the Louisville & Cincinnati Packet Co., moored at Cincinnati, and the picture was made from the suspension bridge during frigid weather and high water. Shoreward, at the wharfboat, is the CITY OF LOUISVILLE. Our surmise is that the KENTUCKY's engineers have a steam hose out on the fantail, melting ice from the paddlewheel.



Capt. Jesse P. Hughes, in his ninety-seventh year, died, peacefully, at Harmar House, Marietta, Ohio, Saturday, May 12, 1973. And so came to a close a lengthy river career of a boat owner, captain, pilot, writer, artist, photographer, builder and designer. And so closed the life of a true Christian whose example influenced for the better the lives of the multitudes who knew him.

Services were held at the Cawley Funeral Home, Marietta, on May 16, followed by burial in the Newport Cemetery. He is survived by his daughter, Mrs. Burnice (Helen) Prater, Louisville, Ky.; three grandchildren, and eight great-grandchildren. Also surviving are three brothers, Howard M. Hughes, Bradenton, Fla.; Henry Hughes, McKeesport, Pa. and Rupert Hughes, Syracuse, N.Y. and two half sisters, Mrs. Eva Schreiber, Clarendon, Pa. and Mrs. Virginia Grover, Gallipolis, Ohio. The Rev. John Dunham (Methodist) conducted the services.

Preceding him in death were his daughter Lillian Hughes in 1938, and his wife Telia Vaughn Hughes in 1950, also buried in the Newport (Ohio) Cemetery.

Cap'n Jesse "went on the river" in October, 1891 at the age of fifteen. He tells of the experience in a book-length manuscript he once prepared, and which he titled "When The Steamboats Ran." Here is the excerpt:

I picked my way almost two miles from the schoolhouse to my grandmother's home. I had my books under my arm, but wouldn't be needing them--school was over. This was in the spring of 1891. The sun shone down warmly but the road was deep with mud. As I neared the house I picked up a stick and with it shaved my shoes of Rae's Run topsoil, then I wiped off most of the rest on the soft green grass bordering the front yard.

Grandmother's home was a square, story-and-a-half frame. A small porch in front faced the road, and from that porch a body could look away yonder up and down the Ohio River. There was a telescope, a long brass one--had been in the family for a generation--and you could magnify the steamboats in the distance. Grandmother's house was at a fair elevation on the hillside. The hill rose up abruptly behind into a deep woods.

Geographically, the place was in the state of Ohio, in Washington County, and Grape Island was a green sponge just below us. The town of Marietta was downriver about 20 miles. Sometimes I was taken there, but it was an adventure not lightly undertaken, and then only after many arrangements had been attended to. The hard way to get to Marietta was on horseback; some better in a carriage; but we country folk had the steamboats to travel on.

Grandma was making cookies this



Cap'n Jesse P. and "Aunt Telia" Hughes on board the TOM GREENE at Dravo's marine ways, spring of 1939.

particular morning and they weren't quite done. There she stood, young for her years, silvery hair, and old-fashioned hoop ear-rings. She was a "widow lady," as the expression went. Grandfather Jim Louderback had passed away seven years before--"Captain Jim" they called him on the river. After retirement he had moved to Rae's Run from Wheeling.

"Hark to that!" Grandma touched my arm and we both listened to the clarion call of plaintive tones. We both recognized it as the whistle of the ST. LAWRENCE. Running to the porch there she was coming up through the island bar, that big, beautiful side-wheeler.

Grandma must have been watching the rapt expression on my face. She said: "Jesse, you're thinking of running on the river someday."

And I said yes, I was.

That October before school took up I was down at the Rae's Run landing watching the T. N. BARNSDALL unload freight. It was early morning and I ran upstairs to find the cook complaining that his helper had quit. He was surrounded with dirty breakfast dishes. I was hired on the spot.

A boy friend of mine was at the landing, so I shouted the good news to him and asked him to relay it to Grandma Louderback. There was no time for me to run to the house and tell her. So that's how I got my first job, washing those dirty breakfast dishes on the T. N. BARNSDALL.

On February 28, 1896 Jesse asked Capt. Gordon C. Greene for a job on the H. K. BEDFORD and was hired on the spot--this at Marietta. He was cook's helper, cub pilot, pilot, master, and an executive of Greene Line Steamers in the succeeding years--putting in a longer span of time with that company than anybody named Greene, and working on every boat they ever owned, including the DELTA QUEEN.

When he and Telia Vaughn were married on April 3, 1904 they took their wedding trip to St. Louis on board the GREENLAND.

Jesse, with an unerring sense of navigation problems, picked a warm sunny May day for his funeral--the week prior had been cold and rainy, and so was the next. His daughter Helen went out and bought him a pair of longjohns so's he'd feel natural, and Doc Hawley sent up from Louisville a uniform coat, and in the casket was draped an American flag sent from the DELTA QUEEN. The flowers were gorgeous and plentiful, and the minister, the Rev. John Dunham, had done his home work. He had visited with Helen and Burnie Prater in their trailer for an hour the evening before, and had picked up an entire cargo of information about Jesse P. Hughes---his remarks were so intimate and touching that no one would have imagined other than that the Reverend had been a lifelong friend. The mourners were of all styles and ages, kids, 'teenagers, and including steamboat engineer James A. Harmon, up in his eighties who had been with Jesse on the TOM GREENE. Later that day at the Newport Cemetery with fleecy white clouds in an azure background, the sun shining warmly, Jesse joined ranks with the mortal remains of his wife, his daughter Lillian, and adjacent to his long-time friend, Capt. Gordon C. Greene. Down on the Mississippi by prearrangement the DELTA QUEEN blew a farewell salute.



FINISHED WITH ENGINES





FROM 1906 UNTIL 1921 there were two boats on the rivers named CONTROL. For most of those fifteen years or so both were usually on the lower Mississippi.

The above picture, taken at Vicksburg, shows the U.S. steamer CONTROL nosed in during some fairly high water, and to the right of her, with the double stages, is the packet SENATOR CORDILL. The stern of the packet ALICE B. MILLER shows at extreme right, and at extreme left is the U.S. towboat NOKOMIS. On a wild guess we'd date this picture about 1909-1910.

The above CONTROL was built at the Howard Ship Yard, Jeffersonville, Ind. in 1904 as a private pleasure boat named SCIMITAR II. A

photograph of her, as such, appeared in our March '72 issue, page 18, accompanied with a description. We've learned a few other facts since; the St. Louis family who had her built were A. Hart, wife and son. She had two boilers 40" dia. by 26 ft. long, and high pressure engines 13" dia. by 5 ft. stroke. They sold her, lying at Paducah, to the Third District U.S. Engineers, Mississippi River, in 1906. At that time the name was changed to CONTROL.

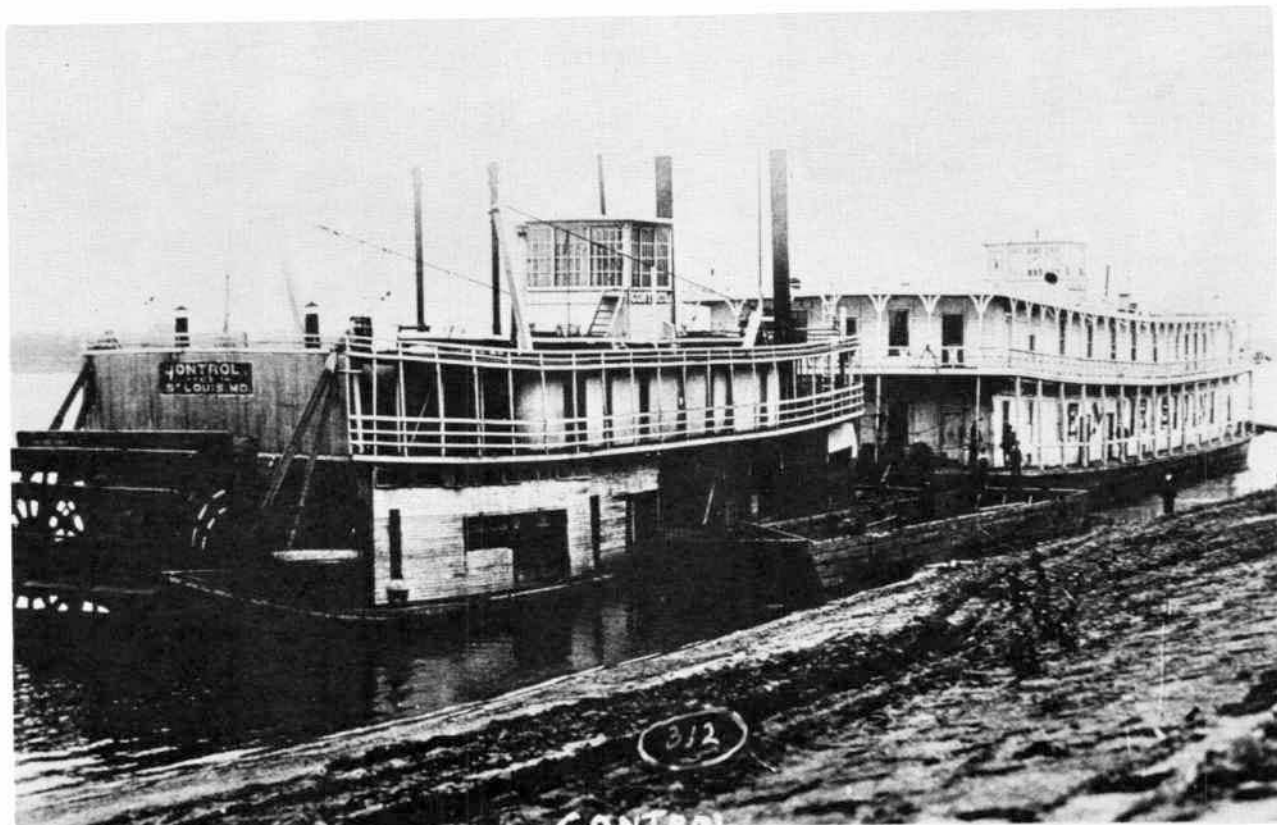
The other CONTROL, pictured on the opposite page, then was in operation.

The U.S. Engineer' CONTROL enjoyed a relatively long career. In 1921 a new steel hull was built for her at the Dravo yard, Neville Island, Pa., which was towed to Vicksburg and slipped under the old upper works using the original machinery. A picture of her taken after this alteration appears on this page at the left. The new hull was three feet wider than the original wooden one. In March, 1932 the Engineers took her up the Yazoo River away above Yazoo City--on up to Silver City--where a crevasse was being repaired and closed. This was said to have been the first steamboat up that far in many years. The crew at that time was composed of Capt. Sam F. Haney, master; Frank Burdick and Robert Young, pilots, and Sid Bigbee, chief engineer. The Engineers decommissioned the CONTROL in 1940 and sold her at public sale to Capt. George Prince, Vicksburg. He kept her about a year and sold her to parties at Harvey, La.

Could be that her steel hull, dinged and greasy, is still in use as a derrick or spar boat in the South country somewhere. What's left of the other CONTROL (next page) if anything, is bedded in mud in the Ohio River above Yellow Bank Island.



(U.S.) CONTROL after alterations



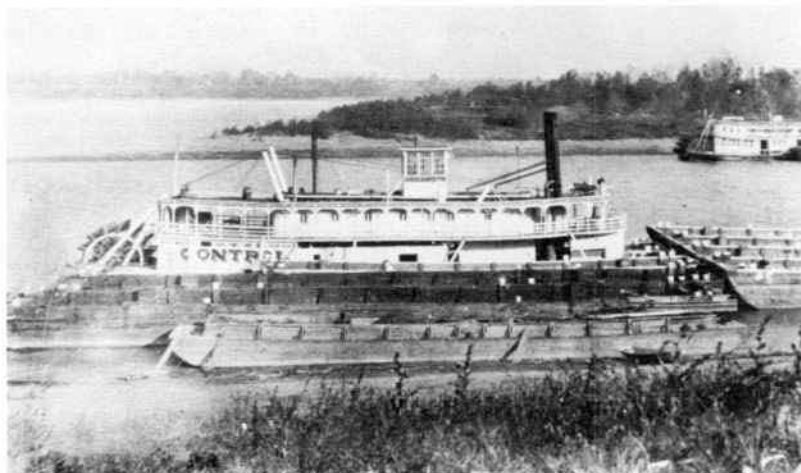
THIS TOWBOAT named CONTROL was built from an old Upper Mississippi rafter named SAM ATLEE, the work done at Jeffersonville, Ind. in 1904.

At the conclusion of her rafting career, the SAM ATLEE was sold to Robert Cottrell who worked her on the lower Mississippi out of New Orleans. Then he brought her to Jeffersonville and used what was usable, apparently not including the engines, on a new hull, and so emerged the CONTROL. The ATLEE, according to old-time Upper Mississippi authorities, had the engines from the old center-wheel ferry KEOKUK on her, 10" dia. by 4½ ft. stroke, made by Snowden & Sons, Brownsville, Pa. in 1867. The CONTROL had 13" dia. by 6 ft. stroke machinery, and three boilers.

She was used on contract jobs, and was sold to the Gray-Winans Construction Co. and then to the Missouri Valley Construction Co. This latter firm sold her (she was at Greenville, Miss. at the time) in Feb. 1920 to Capt. Ralph Emerson Gaches. Capt. Gaches, who called himself simply "Ralph Emerson" was usually in need of a towboat to shove his EMERSON showboat. These towboats of his seldom lasted long. The CONTROL was no exception. He made the 1920 season with her and early in 1921 was coming up the Ohio shoving the showboat when the CONTROL succumbed in 30 feet of water at the head of Yellow Bank Island. This happened about 5 o'clock on the evening of March 15, 1921.

Nobody was hurt, fortunately, but the U.S. Inspectors were curious as to what had sunk her. At a hearing called by Inspectors R. H. Williams and Baylor Spratt various crew members were interviewed including Theodore Johnson, the acting pilot; and George Emmick, the chief engineer. Old wood hulls often are vulnerable to wind and wave; there

had been wind swells in the foot of French Island, fairly rough, and again while passing Owensboro. Engineer Emmick testified that he had tried the syphons "every few minutes" on the way up the river and found the hull dry. Both Emmick and pilot Johnson were of the opinion that the sudden sinking was not due to striking a snag, as newspaper accounts had stated. Their version was that a stop had been made at Evansville where 1,600 bushels of coal had been taken aboard. This weight sank the CONTROL lower in the water and the chains and ratchets leading from the boat's head to the showboat had not been slackened. This resulted in a lifting action at 45° angle and the boat's deck parted from the hull.

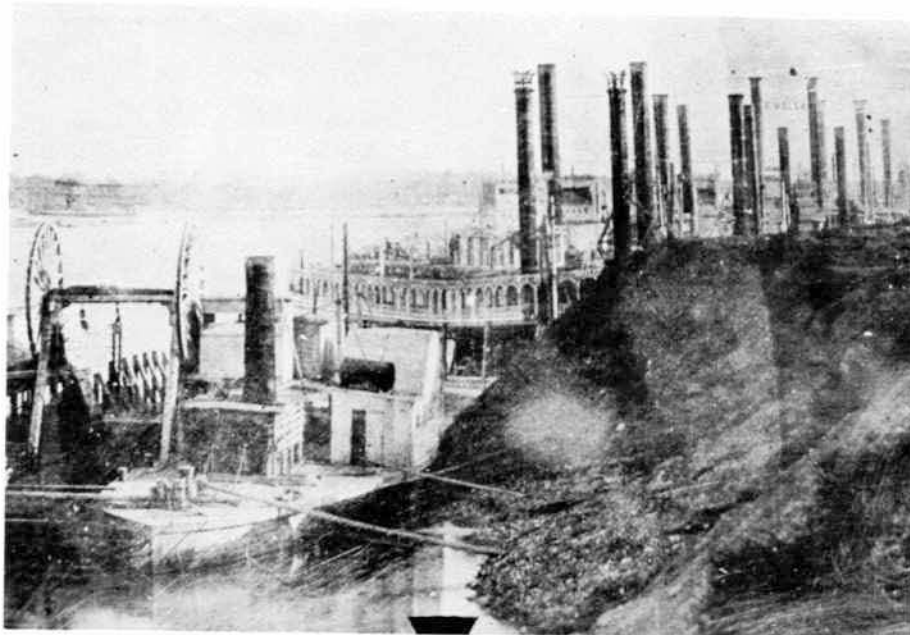


TOP OF PAGE: The CONTROL with Emerson's showboat.
JUST ABOVE: The CONTROL at Paducah. The packet ALABAMA is moored at right along Owen's Island.

Sirs: I am writing a biography of Francois-Xavier Aubrey, the famous Santa Fe - St. Louis merchant of the 1840's and 1850's. Most of the accounts of the steamboat F. X. AUBREY say that it had a mounted man somewhere on the deck. Naturally I would love to get an illustration of this, or photograph, but doubt if one will show up. I'd be happy to settle for one of the boat, it that is possible.

Donald Chaput,
Senior Curator of History,
Los Angeles County Museum
of Natural History,
900 Exposition Blvd.,
Los Angeles, Calif. 90007

=Far as we can see, no mounted man appears on the F. X. AUBREY in the picture shown at the right. -Ed.



It was bound to happen, and did. Betty Blake got written up by an expert, Mary Scheier of the Associated Press. What Mary Scheier wrote is worthy of historical preservation. We'll not put it in quotes but the following is it:

Betty Blake is a Kentucky lady born and bred. But when she hears her coworkers swear she's flattered.

"It makes me feel good because it means I'm really a participant and that's what we've got is a big team effort," she said.

"We" is Greene Line Steamers, Inc. which owns and operates Cincinnati's 47-year-old steamboat, the DELTA QUEEN.

Miss Blake, 42, is the company's vice president and general manager. She earns more than \$20,000 a year, and travels throughout the country and the world promoting the DELTA QUEEN.

"For something like 17-18 years I've been looking to find me and to not have a lid on me," explained the Carlisle, Ky. native.

"Most jobs seemed to have built-in lids," she said during an interview aboard the DELTA QUEEN. "You could sit behind somebody and stare at the back of his head for 20 years and then maybe move up."

Miss Blake says she is so independent it "sometimes scares me to death." She has never been shy. The daughter of former Kentucky State Senator Stanley Blake, she started campaigning for her father when she was 5 years old.

After graduating from the University of Kentucky with a business administration degree, the petite brunette said to herself, "OK, I always wanted to do everything myself. I kept thinking that if I lived at home and got a political career it wouldn't be mine--it would be my father's."

So she went to Cincinnati in 1952 with a \$50 loan from her parents. After doing promotional work for a local television station she chartered tours for Steamer AVALON, Inc., which owned the boat now BELLE OF LOUISVILLE.

When AVALON, Inc. sold the boat to Jefferson County, Ky., Miss Blake joined Greene Line, Inc.

She went from public relations

This is the only known photograph showing the packet F. X. AUBREY (see letter at the left). She is in the center, her starboard side in view. In the left column on this page is a letter telling who this boat was named for, first news we've had of Francois-Xavier Aubrey. The boat was built at Brownsville, Pa. on the Monongahela in 1853. Commanded by Capt. Ambrose Reeder she ran on an advertised schedule between St. Louis and St. Joseph, one trip every two weeks. Capt. Grant Marsh relates that he made his first trip up the Missouri on her in 1854, and that Reeder was master, and that the cook--Henry--and two sons, were slaves owned by the boat. In the Dec. 1954 issue of TRUE Magazine appeared an article relating that the wreck of the F. X. AUBREY was "under the willows across from the Park College campus, near Parkville, Clay County, Missouri." They went on to say that the boat was snagged there on Aug. 10, 1856, Capt. Dan Able, and on board were 500 barrels of Kentucky bourbon which have not yet been located. We might suggest that the reason no wreck has been found is that the AUBREY came out of the Missouri safely and later ran several seasons in the St. Louis-Chester trade replacing the WM. GARVIN. In 1860 she was taken to Pittsburgh, torn up, and her machinery put on the side-wheel ARAGO built at Brownsville that year. The "wrecking boat" moored on the left in the above picture is probably one of the SUBMARINE series operated by James B. Eads prior to the Civil War. The packet EMERALD lies next to the F. X. AUBREY, and on down the line, the name E. WALSH on her stack spreader, is the EDWARD WALSH. This was taken at St. Louis, presumably in 1859, and was handed to us by the late Capt. Sam G. Smith.

to marketing director until she was named general manager and a member of the board of directors in 1971.

She is also leading a campaign to get the DELTA QUEEN a five-year exemption from federal safety regulations.

"I find it very easy to do business just as I am," said Miss Blake. "It's ever so refreshing--everybody puts on a tough veneer--I don't find that necessary at all."

She says that while soliciting charters for the AVALON "a lot of men laughed--then they signed the contracts."

Miss Blake was married for six years and now is divorced. "Yeh, sure, I would try that again," she said. "I liked it. I miss bein' married."

She has an older sister and a younger brother, both married. "I'm the only one who flunked

out," she laughed. "The divorce was kind of difficult at first," she said, explaining that people in her home town didn't approve. "But it's all right now."

Sirs: My husband and I would like to join S&D. My maiden name was Talbot. My grandfather Bruce Talbot was on the river many years. A great uncle of mine was on the Missouri River. My father William Talbot owned and operated the New Matamoras ferryboat until he died. Ray E. Baker, my husband, was in the lumber business. His father, William Baker, and brothers, operated sawmill boats on the Ohio. I talked with Charles T. Campbell recently and he gave me your address.

Mrs. Ray E. Baker,
101 Broadway St.,
New Matamoras, Ohio 45767

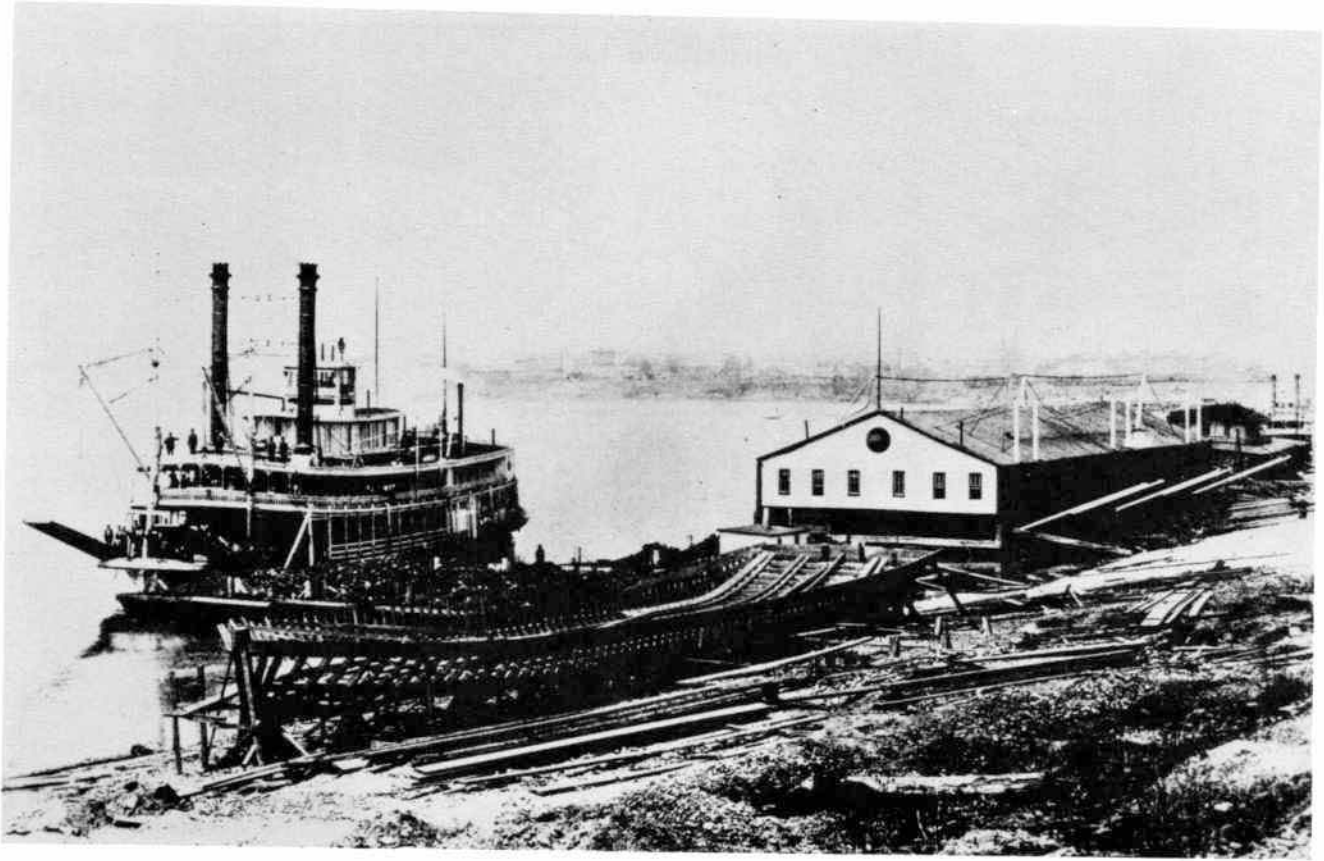
PORTFOLIO OF EVANSVILLE WHARF SCENES
 Seven pages of views collected over the past
 forty years by your editor.



The above picture, taken in 1915, shows the following boats, from the right: JOHN S. HOPKINS, TARASCON, BOWLING GREEN, RUTH and HOMER SMITH--not including the small steamer nosed in above the wharfboat whose identity we don't know. The HOPKINS then was the local excursion boat. The TARASCON was loading for Louisville; the BOWLING GREEN for Bowling Green and the RUTH for Paducah. The HOMER SMITH, very new, was on a "tramping trip" running excursions.

BELOW: Probably taken in 1905. The "big" wharfboat (see next page) had gone out in the ice and packets were landing at shore. The Louisville-Henderson local, JEWEL, is at the right, moored outside the JOHN S. HOPKINS which is loading for Paducah. The BOWLING GREEN, just new, is loading for Bowling Green, and the PETERS LEE was running Cincinnati-Memphis.

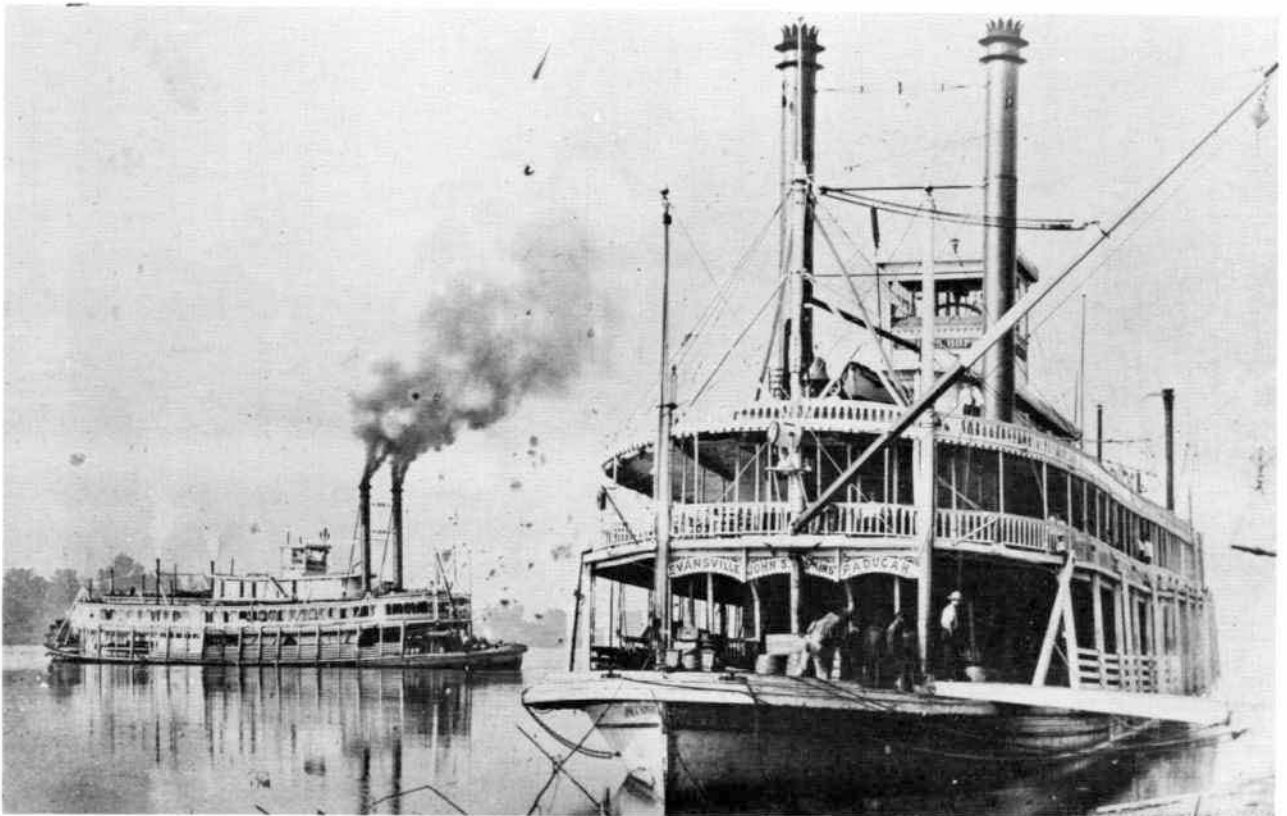


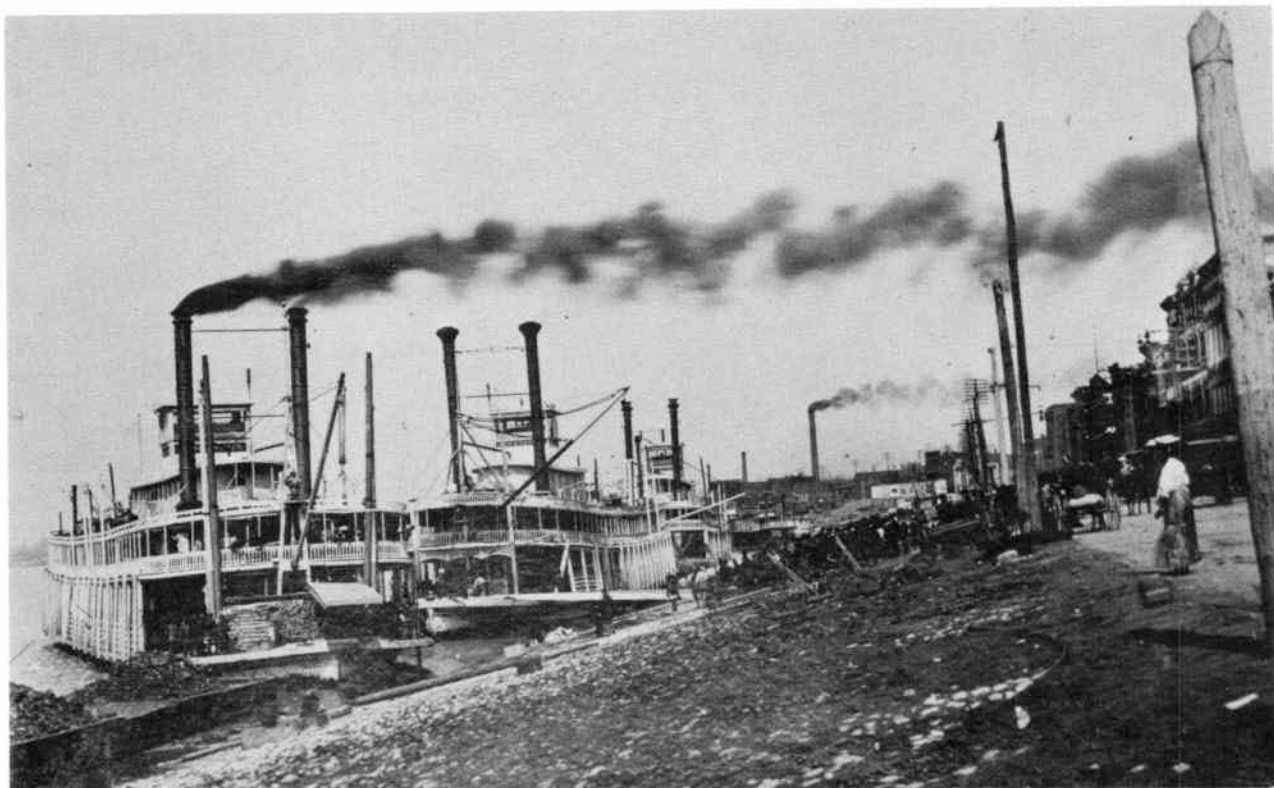


ABOVE: Some sort of a "goings-on" is being staged; the JOE FOWLER at the left is arriving at Evansville with swarms of people aboard and another swarm awaiting her on several decked barges. The "big" wharfboat at right was 285 by 40, built on the hull of the old side-wheel ELEANORA CARREL built at Cincinnati 1865 and burned at Louisville less than a year old. It

was lost in the winter of 1904-1905, sunk by ice, and was carried behind Wabash Island. The hull under construction in left foreground is not identified; the packets ROYAL and JEWEL were built there, plus several towboats.

BELOW: The two partner packets in the Paducah-Evansville trade 1888-1912 were the JOE FOWLER (left) and the JOHN S. HOPKINS which is landed at Evansville.





ABOVE: A south-west or west wind blows almost dead on shore at Evansville, making the landing of a packet somewhat tricky. The TARASCON (left) is just arriving from Louisville. The JOHN S. HOPKINS (center) is loading for Paducah and the BOWLING GREEN for Bowling Green. Again no wharfboat in sight. This may have been taken in 1911 when Capt. Billy

Lepper's wharfboat had been destroyed by fire along with the packet JEWEL.

BELOW: The JOHN S. HOPKINS (left) rigged up for excursions with a fence around the fore-castle, and below her the PETERS LEE laid up with spar set and stages up. The TELL CITY is partly showing at the right, also laid up. Our guess is high water and ice. Date about 1914.



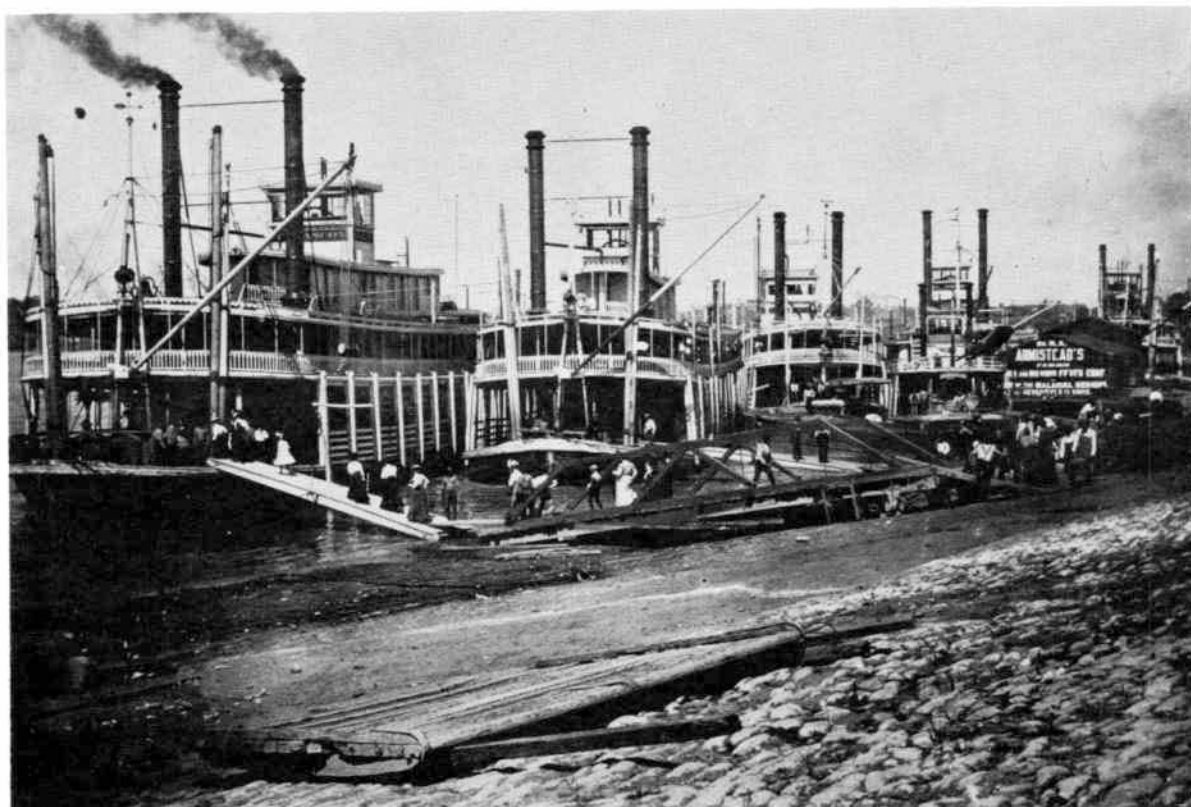


ABOVE: Along the riviera at the Evansville wharf any hot day in the pre-McCurdy Hotel era and before wharf improvements. The supreme brag of any athletic 'teen-ager was that he had "swum the river," meaning that he had gone clear across and without taking along any old board or piece of plank. The record river swim, far as we know, was from St. Louis to

Caruthersville. The gentleman was headed for Memphis but he couldn't stand the catfish nibbling his well-greased body.

BELOW: The Flood of 1913 reached into the business district of Evansville and deposited a vast amount of debris on streets and wharf. The JOHN S HOPKINS (left) and ABIGAIL are riding it out.





UPPER The original print was marked "Monday morning at Evansville." From the left: TARASCON, WILL J. CUMMINS, JEWEL, SCIOTO (look hard for she's alongside the JEWEL), JOHN S. HOPKINS and ROSE HITE. You may walk aboard and engage passage to Louisville, Florence, Ala., Henderson, Ky., Hartford, Ky. (on Rough River, tributary of the Green), Paducah or Nashville. The WILL J. CUMMINS lately had come down from the Upper Ohio. Capt. J. Mack Gamble, who had

owned her, sold her to the Louisville & Nashville Railroad Co. Date is about 1900.

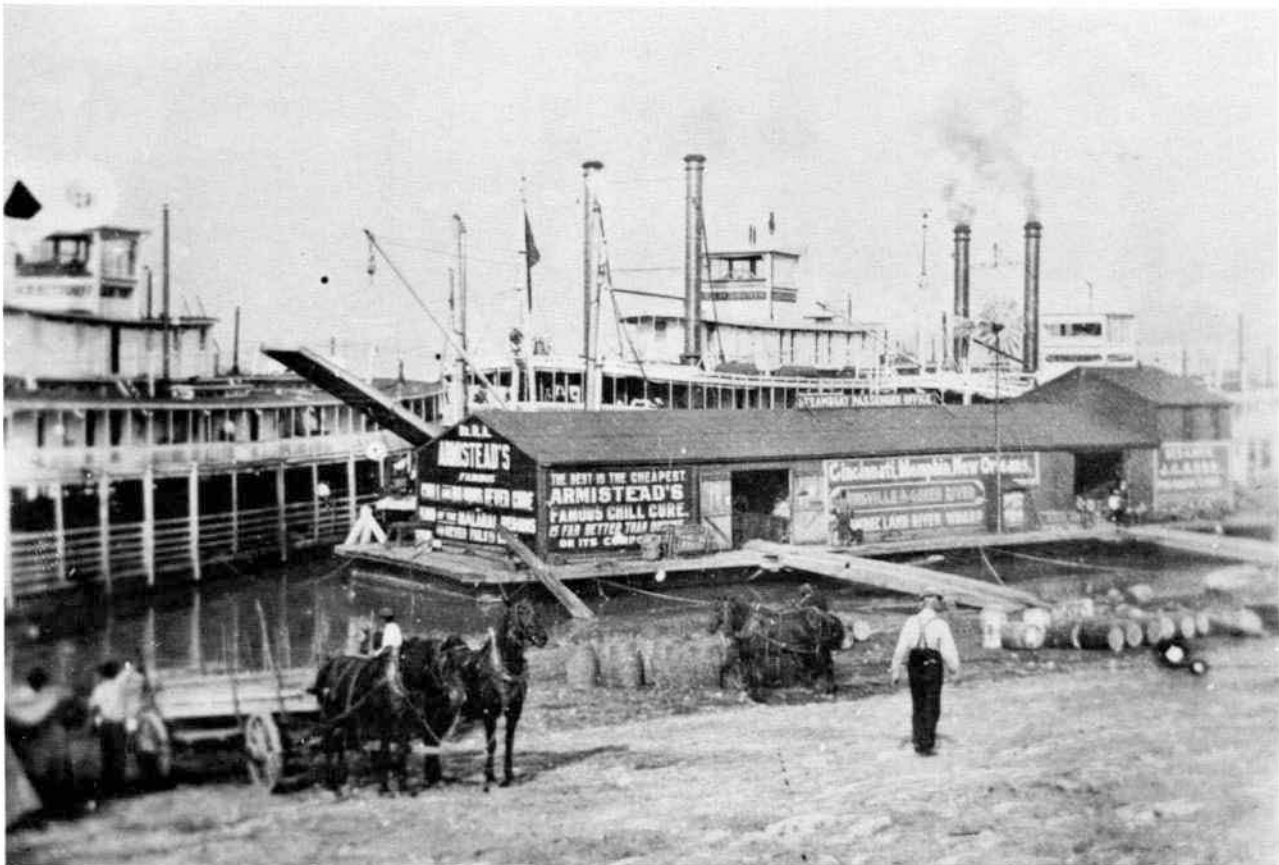
LOWER: The JOHN S. HOPKINS (left) and J. C. KERR at Evansville. This was taken prior to 1904 when the KERR was rebuilt and renamed CHAPERON. The KERR was built at an unusual place, Chambersburg, O., not far below present Gallipolis Locks and Dam on the Ohio River. Most of the coal sold to steamboats at Evansville was barged out of Green River.





UPPER: Holiday group at Evansville--and we have not learned what's cookin'. Feathered hats are the rage, and we'd bet on 1908-1910.
 LOWER: Partly showing at left is the H. W. BUTTORFF loading for Nashville. The TARASCON

(center) goes to Louisville, and the JEWEL is the Henderson local. The upper end of the wharfboat is devoted to large ads for ARMISTEAD'S FAMOUS CHILL CURE. Photo was taken by Capt. Jesse P. Hughes, 1903.



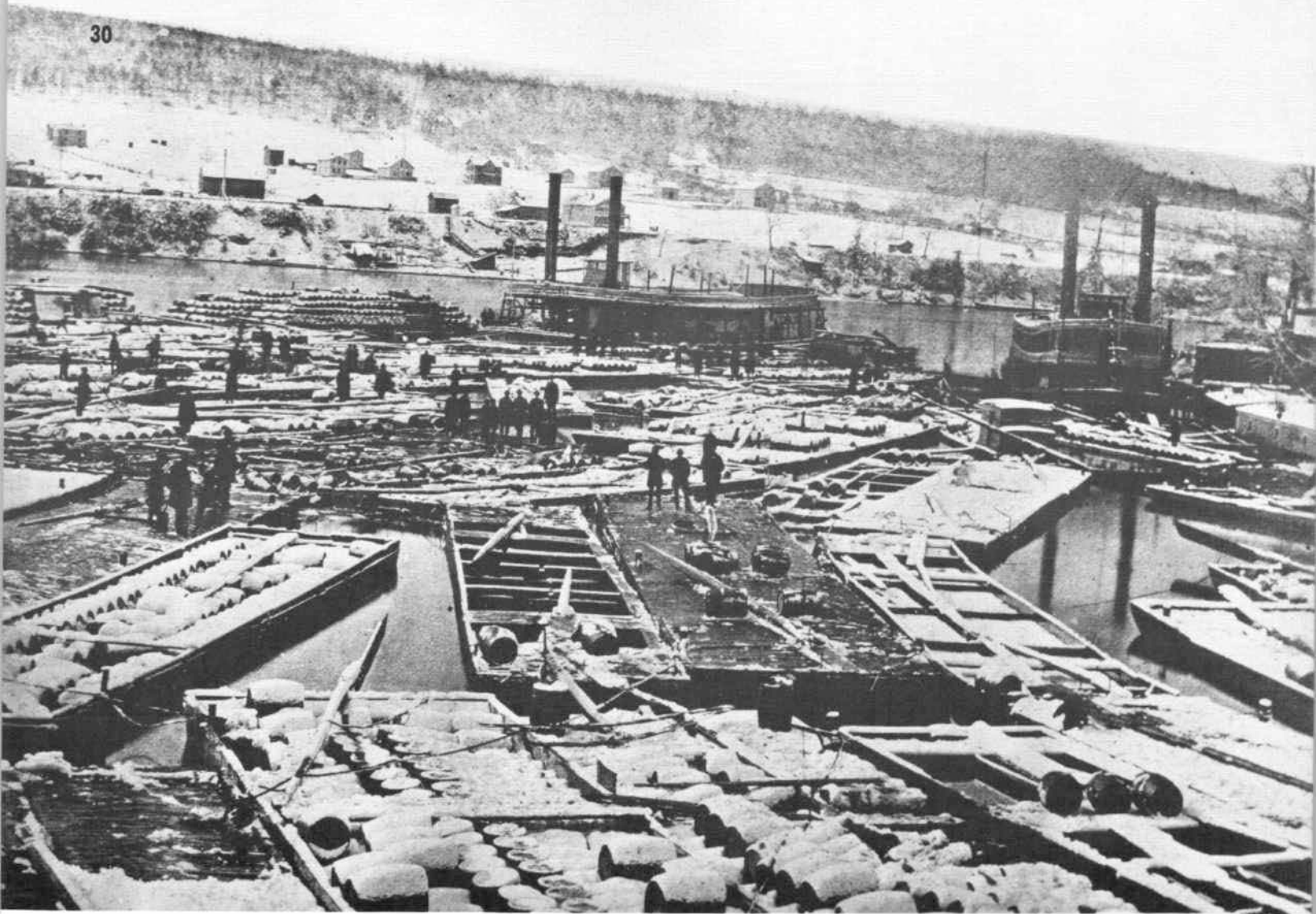


UPPER: Evansville wharf in 1901, photo by Capt. Jesse P. Hughes. The MARKLE & SWALLOW SHOWBOAT is moored under the wharfboat, towed by the CRICKET. The white-collared SUNSHINE is loading for Memphis. The PARK CITY (center) is going to Bowling Green. The lady with the parasol, gazing demurely toward the

photographer, is an actress from the showboat, name unknown, but her portrait lingers on.

LOWER: The BOWLING REEEN at Evansville during a period when there had been a wharfboat calamity and all freight was being handled to and from the shore.





PETROLEUM TRAFFIC 109 YEARS AGO ON THE ALLEGHENY

This is the best picture taken of Allegheny River traffic during the "oil boom" days. It was taken at the mouth of Oil Creek, Oil City, Pa., on March 18, 1864. Most of the small wooden barges in sight are loaded with barrels of oil brought out of Oil Creek. Assembled here, they were towed or floated out to Pittsburgh, 134 miles. In the center of the view is the packet IDA REES. Ahead of her, to the left, are barges piled high with empty barrels. These were dragged up Oil Creek, pulled by mules and horses, to the wells and tank farms for loading. The packet at the right is the URILDA.

The IDA REES was built at Elizabeth, Pa. on the Monongahela in the fall of 1863, 156 by 30, two boilers, engines 13" dia. by 5 ft. stroke, and four rudders. She was owned by Thomas M. and James H. Rees (sons of James Rees, Sr.) and Ezekiel Gordon, her master. Her first trip was from Pittsburgh to Nashville, Tenn. and return. She wintered 1863-64 at Oil City. In Nov. 1865 she was sent from Pittsburgh to St. Louis with a tow of oil, reported at the time as the first full oil tow to leave Pittsburgh bound down the Ohio. In the fall of 1866 a passenger cabin was added. She often ran Pittsburgh-Cincinnati. In the spring of 1868 she made a Missouri River trip to Fort Benton, Mont., a 68-day round trip from St. Louis described as "most successful." On Nov. 11, 1868 she departed Pittsburgh for New Orleans, Galveston, and Trinity River, Capt. Thomas Stubblefield. Thereafter she remained in that area. Capt. Stubblefield was murdered in 1870. She sank in the Sabine River on her way to New Orleans with 500

bales of cotton on Feb. 28, 1873. There also was an IDA REES NO. 2, built 1865, which was partner to the one pictured above in Allegheny River traffic, and which also ran the Missouri to Fort Benton later on.

The URILDA, a double-cabin packet (seen at the right above) was built at Tidioute, Pa. on the Allegheny in 1863, owned by William S. Evans ($\frac{1}{2}$) and D.S.H. Gilmore and S. B. Coulson. In 1868 she was sold to Capt. William J. Kountz and, commanded by Capt. G. J. Hazlett, ran on the Missouri to Fort Benton. That winter she was caught in ice at Farm Island on the Missouri and although Capt. Hazlett came on to Omaha, he left aboard a good crew to protect the boat from Indian plundering. She was wrecked there on April 23, 1869 when the ice moved out, foot of Kate Swinney Bend.

The following paragraph is taken from "The Allegheny River" authored by Serepta Kussart, page 251: "The IDA REES, largest packet in use on the Allegheny River, arrived at Pittsburgh, March 15, 1864, with 1,557 barrels of crude oil, 'the largest amount ever brought by one boat.' This packet later exceeded this record. The URILDA, while not so large as the IDA REES, was a favorite with the traveling public. On her arrival at Pittsburgh, April 21, 1864, the URILDA 'brought down 731 barrels of oil and 165 passengers. On her trip to Oil City and back she had near 700 registered passengers.' Capt. Hamilton Kelly, of Armstrong County, Pa., was master and owner of the LECLAIRE at the time she was enrolled, March 21, 1864. (The LECLAIRE shows in the above picture, hardly visible, at the extreme right.) She was sold on April 13, 1864 to parties on the Kanawha River.

Sirs: The book "The Great Suspension Bridge at Cincinnati, Ohio--100 Centennial Year 1966" there is on page 13 an excellent photograph of the two stone piers with the cables strung across the Ohio. The caption reads "The great cables in place, June, 1866." In the extreme left margin about 1/3 from the bottom a very large side-wheel steamboat is visible. Only half of the paddlebox is visible, but I make out the letters ..TATES. There is smaller lettering fringing the circular margin of the paddlebox too faint to decipher. The boat is double-cabin and she lies below the suspension bridge. No doubt I am wrong, but could this be the big UNITED STATES that collided with the AMERICA?

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

=No doubt you are right. This is the sole known photograph showing this famous steamboat. -Ed.

John W. Zenn is convalescing at home following exploratory surgery and among his recent visitors have been C.W. and Lucy Stoll and H. C. and Margaret Putnam. His wife Jean doubts that Johnny can "hold forth" at the S&D board meeting on September 15.

Adam Kelly, editor of the Star-News, Sistersville, West Va., has our thanks for a brochure titled "Walter's Corner" which contains reprints of items and stories contributed by never-to-be-forgotten Walter W. McCoy. Walt started the project in the Dec. 30, 1969 issue and continued, barring occasional interruptions (one time the space simply announced GONE TOWBOATIN'--ON VACATION) until shortly before his death. One of his pieces, entitled "The Great Horse Opera" won first place in the 1970 West Virginia Press Association's Better Newspaper Contest for Feature Writing. Roy Thistle mailed the booklet to us.

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This means about 600 pages of stories, articles, photographs and drawings.

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ALSO we still have full color prints of the celebrated race showing the ROB'T. E. LEE and NATCHEZ under full steam, made from the original oil painting by muralist Dean Cornwell. 12" by 25" and no border.

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



C. W. Stoll handed us the above, made from a negative taken by Jesse P. Hughes from the B&O bridge across the Kanawha River at Pt. Pleasant looking toward its mouth with Tu-endiwe Park and the Ohio River in the distance. In the left foreground is the TACOMA at the Enterprise Docks, her stacks down, and undergoing an overhaul. Capt. Jesse was probably in charge of the work. Off to the right, below the Docks, is the ferryboat RELIEF built in 1910 to pinch-hit for other ferryboats brought to the Docks for repairs. Shoreward of her is the partially dismantled EVERGREEN which had been out of service some years. There are three towboats in the cluster two o'clock from center. The W. C. MITCHELL is the uppermost, having been renamed in October, 1920, formerly the GEORGE MATHESON NO. 2. The PLYMOUTH is headed downstream, and the J. T. HATFIELD is next shore below her. The packet in the distance is the GENERAL CROWDER, just rebuilt at the Pt. Pleasant Dry Dock Co. under the supervision of Capt. Jesse P. Hughes. This view was taken in the late summer of 1921. Shortly thereafter the GENERAL PERSHING landed in alongside the CROWDER, transferred kitchen, cabin and office equipment over, and also the whistle, after which the crew of the PERSHING raised steam and sailed away with the CROWDER. The PERSHING, left behind, never again rolled a wheel. Away down near the Point is the hull and cabin of the big towboat PITTSBURGH, originally S.H.H. CLARK, in use as a floating machine shop and office boat for the Pt. Pleasant Dock Company.

The Watergate hearings and the demands upon President Nixon to produce White House tapes has reminded historians of a similar case involving President Thomas Jefferson. It had to do with the celebrated case involving Aaron Burr and his alleged intrigue with Harman Blennerhassett.

Burr and his compatriots were arrested and the stage was set for the trial of the century. Jefferson was so intent on convicting Burr that he sent U.S. Attorney George Hay, chief prosecutor, several blank and signed Presidential pardons that might be used to elicit damning testimony from Burr's colleagues. Extensive perjury was committed, much of it with presidential approval. Presidential pardons were promised.

Burr had anticipated perjured testimony against him and mysteriously obtained documents from the

files of his enemies to assist him in preparing his defense. At another point in the pre-trial proceedings, Burr filed a motion to subpoena President Jefferson to appear in person with Gen'l. Wilkinson's letter to the President and other documents related to the charges. Judge Marshall, after much debate, decided that the President might indeed be compelled to testify but President Jefferson promptly informed the court through prosecutor Hay that he had no intention of appearing before the court, and it was here that executive privilege was first invoked. Jefferson refused to testify.

All of which points up a current connection with Blennerhassett Island pictured in this issue on page 45. We are indebted to a story in the Marietta Times for much of the information reported above.

The March '73 issue mentioned the flood relief activity in which Clara Barton participated, spring of 1884. Further information has been located. Clara Barton arrived at West Point, Ky. on February 17, 1884, and established emergency headquarters in one of the few homes which were on dry ground. She arrived aboard the MATTIE HAYS and remained in West Point about two weeks directing disaster relief operations. The MATTIE HAYS was leased by the Quartermaster Department to distribute relief supplies in the lower Ohio valley. On arrival at West Point, Clara Barton relayed the following mes-

sage back to her organization:

"As our boat neared West Point, inhabitants were still moving from their homes. Several times the MATTIE HAYS was forced to deviate from its travel to rescue families from the rooftops of houses as the boat neared West Point. After numerous stops, we reached the town and a most deplorable condition of affairs was found. Of the 50 houses in the village all were flooded except seven. Over 250 people are in desperate need of food, 100 of them are Negro inhabitants whom are crowded together almost to suffocation in one building. Thus far there is

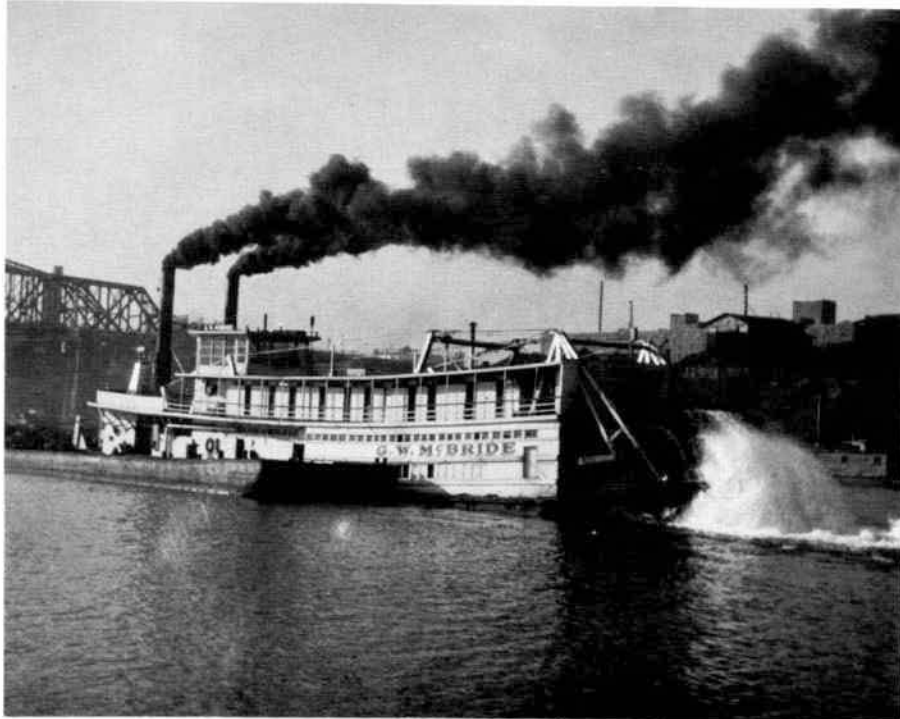
little sickness. The town has been cut off for one week, and there is no work for anyone. One quarry has been shut down throwing 40 men out of work. There has been no mail or communications for over a week. Trains come within a mile of town but no further. Only a very narrow ridge is out of the water. The farmers on Salt River suffered a heavy loss in hay and corn. The local ferryman, and Capt. Sauerhaver, with his tug boat, have done wonders to assist the stricken."

Dr. Leland R. Johnson, who furnishes the above, adds a comment:—"To Miss Barton's account, I should add that the river crested at West Point on February 21 and remained at crest stage for about 48 hours. On February 22, a windstorm struck and high waves destroyed many homes. Water Street at West Point, lined with beautiful homes, slid into the river and was destroyed. Six blocks of homes, owned by the most prosperous residents, were thus lost in the 1884 Flood. The turnpike road from West Point to Louisville was partially destroyed, and for the next three years traffic between those places was limited to either train or boat."

The MATTIE HAYS which brought Clara Barton to West Point was a small sternwheeler, a combination packet-towboat, and named for the daughter of song-writer Will S. Hays of Louisville. The wood hull measured 100 by 20, and was owned by the Louisville & Henderson Packet Company. When the water was up, this boat made trips up Salt River to Shepherdsville with some regularity, and she was taken once to Woolridge Ferry on Rolling Fork. The boat's demise came by sinking near the mouth of Mill Creek in 1891.

Miss Barton's 1884 Flood activities aboard the JOSH V. THROOP, and later with the MATTIE BELLE are well authenticated.

The Ohio Historical Society has scheduled a board meeting at Marietta for October 13, 1973. This will mark the first time OHS has convened its board there. The Ohio River Museum will be dedicated the next day, October 14.



We are indebted to Ben Gilbert, Huntington, W. Va. for the above portrait of the towboat G. W. McBRIDE passing down through the Cincinnati harbor with a coal tow. When first built at the Elizabeth (Pa.) marine ways in 1916 she was named CONQUEROR, the third of the "alphabet boats" for the Pittsburgh Coal Co., the first two having been named ACTIVE and BEACON. All three had wood hulls. Pittsburgh Coal sold the CONQUEROR to Wheeling Steel for service between Steubenville and Portsmouth. She was caught in a windstorm at the Sciotoville bridge on Feb. 25, 1927 and overturned. Capt. Pat Allen was master of her and, having survived this accident, he was sent to the TRANSPORTER just in time to be on hand for the Joppa, Ill. tornado which upset that boat. The CONQUEROR was raised and rebuilt to become the G. W. McBRIDE owned by Capt. Birch McBride and others. Later she was acquired by The Ohio River Company, bought by them to replace the E. D. KENNA in upper Ohio River service, the KENNA having been sent to the Illinois River. About 6:45 a.m. on Sunday, Feb. 22, 1942, Capt. Roy Edgington on watch, she hit a pier of the L&N bridge at Cincinnati and was demolished. It was one of the worst accidents in late years; three women and thirteen men were drowned. Among those lost were Capt. Pete Lallance, 67, Ashland, Ky.; Capt. Roy Edgington, 55, Augusta, Ky.; Kenneth Peck, 48, Pt. Pleasant, W. Va.; Charles Sayre, 40, Pt. Pleasant, W. Va., and James Crumm, 34, Catlettsburg, Ky. Peck and Sayre were her engineers, and Crumm was mate. The three women were Mrs. Jessie Foulks, Huntington, W. Va., Mrs. Arley Henderson, Millersport, O., and Mrs. Verna Conner, Millersport, O. The PEACE, Capt. Elmer Culp, tied off her tow and came to the scene. The WM. LARIMER JONES, Capt. James D. Cypher, rounded up some of the tow. The OMEGA came to the scene later. The KASKASKIA was lying sunk near the L&N bridge at the time, having been caught in heavy ice.

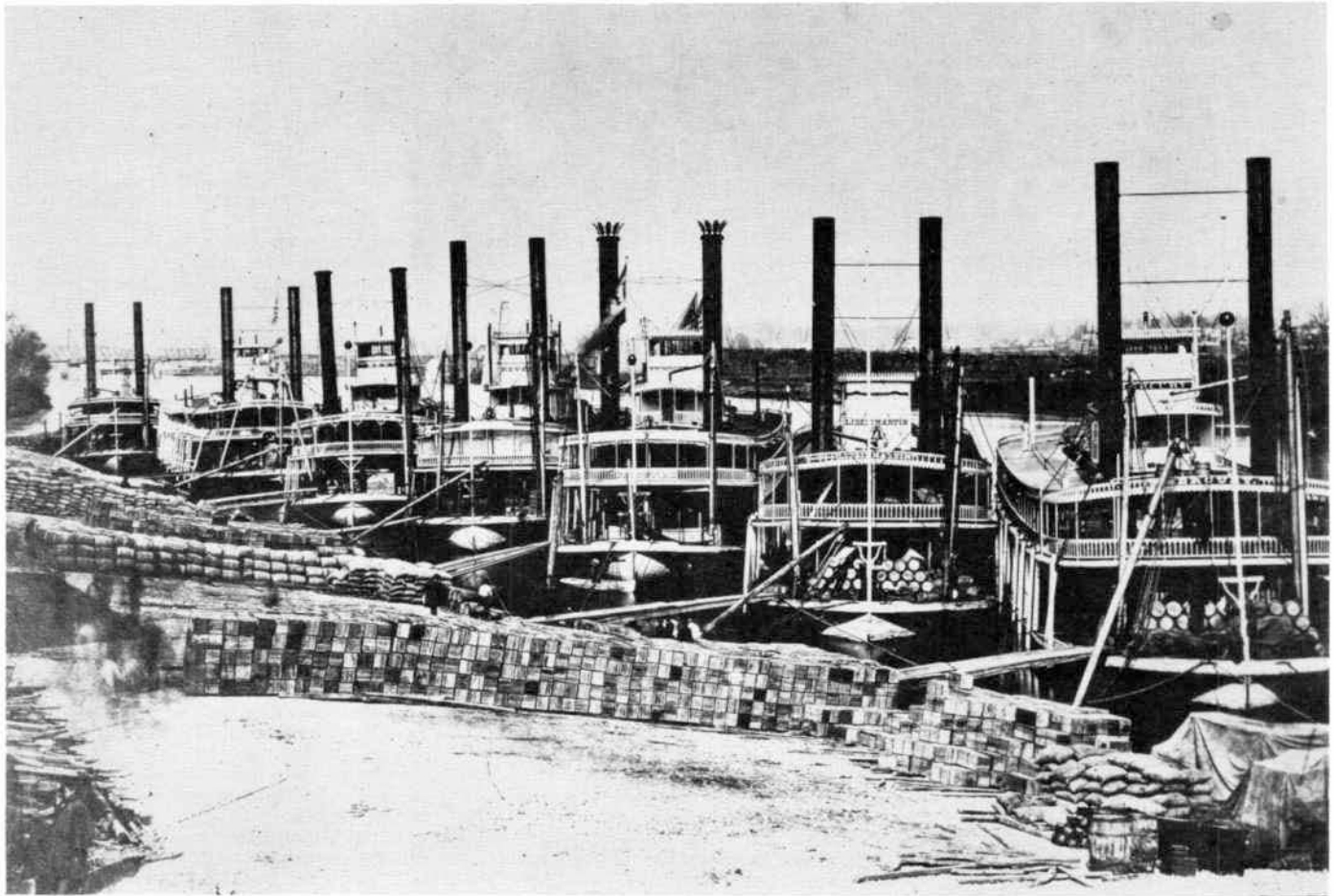
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ROB ROY BELLE PEORIA IRENE REVENUE PALESTINE LIZZIE MARTIN MERCURY

TAKEN AT NASHVILLE, TENN. during the progress of the Civil War, seven transports are unloading military supplies. The long row of boxes in the foreground contain hardtack. This photograph was taken, quite likely, shortly after Gen. George Henry Thomas's troops had captured the city in December, 1864.

The packets are interesting. Over the years we have assembled bits of information concerning them which now will be passed on to the reader.

MERCURY Built at Brownsville, Pa. in 1863 and first notice we find in old newspapers is a report that Capt. Pink Varble had bought her for \$32,000 in May, 1864 for the Louisville-Nashville trade. During the progress of the war the boat was engaged in handling troops, supplies, and in latter May of 1865 she was coming up the Mississippi from Vicksburg with hospital-bound soldiers. At Harrison's Landing, not far below St. Louis, she met the downbound **HARD TIMES** and the boats collided. The **MERCURY** was run ashore and sank within 30 minutes. Wiley McGee was the pilot on watch. The **HARD TIMES** took aboard the soldiers and delivered them to St. Louis. Soon thereafter the **MERCURY** was successfully raised. In March, 1867 she was coming through the Arkansas and White River Cut-Off with a load of cotton and cattle and was cut down by a snag. The rivers were high, and she went down with 15 feet over her roof. Two lives were lost.

LIZZIE MARTIN Built at Belle Vernon, Pa. in 1857, Capt. David T. Brown. She operated between Zanesville, Marietta and Parkersburg. In latter 1858 she was returned to Pittsburgh to receive a full-length cabin after which she resumed her trade. By 1862 she was running Zanesville-Pittsburgh and for a time that spring ran Pittsburgh-Wheeling taking the place of the **JOHN T. MCCOMBS**

which had been sold south. In 1863, commanded by Capt. Laughlin, she ran Pittsburgh-Wheeling, and so continued into the fall of 1864 when she made a trip Pittsburgh to Cincinnati in charge of Capt. Laughlin and with Thomas S. Calhoun in the office. The next and last news we have of her is proof in the above picture of her appearance at Nashville. To quote the record, she was abandoned in 1865.

PALESTINE Built at Louisville, Ky. at the yard of Daniel Richards, 1864. Original owner was Capt. Pink Varble and she was planned for the Louisville-Nashville trade. Note the feathered stack tops and a large new banner is hoisted on her forward jackstaff. Later she was acquired by the Louisville & Henderson Mail Line and in 1867 was running two trips a week Evansville-Louisville and two trips Henderson-Louisville in charge of Capt. E.P.T. Hollcroft and with M. D. Warren in the office. In March, 1873 she collided with the railroad bridge on the Tennessee River at Danville and sank. The cabin floated off and burned. No lives were lost.

REVENUE The first thing that strikes us about this one is her striking resemblance to the latter-day **LORENA**. She was built at Murraysville, West Va. and completed at Wheeling in 1863. Commanded by Capt. Charles Muhleman she ran Pittsburgh-Wheeling and frequently made Pittsburgh-Cincinnati trips. Whether Capt. Muhleman was aboard on this trip to Nashville we have no present means of knowing. In the fall of 1865 she was in the trade from Pittsburgh to Cincinnati, Capt. J. T. Russell in command, and with W. M. List, clerk. Capt. Wash Kerr was associated with her operations in 1866 but sold out of her that September to buy the **ROBERT MOORE** for the Pittsburgh-Portsmouth trade. About this same time--in fact Aug. 31, 1866--she was snagged "off Widow Mitchell's brick house be-

low Boone Furnace Landing, Ohio."

IRENE Built at Louisville, Ky., 1864, original owners not known. After the war she served in the South, running New Orleans and Opelousas in 1866, Capt. O. Hinckley, master. In 1868 she was running on the Ouachita to Camden and Arkadelphia, Capt. William Underwood--who hailed from Louisville, Ky. On a trip up Red River she was wrecked 20 miles below Shreveport on Nov. 10, 1868.

BELLE PEORIA Built at Monongahela, Pa., 1859. She ran St. Louis-Peoria as an independent packet, and in 1862 was impressed into U.S. service taking supplies to Cumberland River. In 1863 back again on the Illinois, and next we see her in this picture at Nashville. In the spring and summer of

1865 she made a Fort Benton trip up the Missouri, during which she grounded on a bar five miles above the mouth of the Cheyenne River. The river fell away and left her there all winter. The following spring when the ice broke up she was demolished. Early settlers later found her pilot-house on the prairie near the river, and the locality was afterwards called "Peoria Bottoms."

ROB ROY Unfortunately, two packets, both stern-wheelers, were built and operated simultaneously in the 1864-1870 period. We have no means of knowing which one appears in the above view. Our surmise is that this is the one built (hull) at Portsmouth, O. and completed at Cincinnati in 1864 for Capt. Kenniston. The other one was built at Madison, Ind. in 1861, some smaller.

THE HULL for the sternwheel packet DEL NORTE was built at the Ben Coursin yard, Elizabeth, Pa. and she was completed at Zanesville, O. on the Muskingum. She was built lock size for that river on a wood hull 136 by 25, and her owner-skipper was Capt. William Bowen. She came out in March, 1846.

There was profit those days in loading up with Muskingum produce, maybe taking a laden flatboat in tow, and peddling out to New Orleans. Came November and Capt. Bowen did just that. His chief engineer was Andrew Jackson Printz of Zanesville. They got to New Orleans with no special trouble, sold their wares, and also sold the DEL NORTE. And there's where the trouble started. The new owner would pay cash on the barrel-head when the boat was delivered to him at Houston, Texas.

We now present chief engineer A. J. Printz's log with no further comment except our thanks to his son, S. W. Printz, for making this diary available.

Dec. 28, 1846: DEL NORTE left New Orleans for Houston, Texas, at 3/4 past 7 p.m. evening of the 20th, entered the mouth of Bayou Plaquemine; that night we landed in Grand River to wood, which took until next day at 12 o'clock. We took 60 cords, enough to run us through to Bayou Sorrel, then through Lake Sheco, Berwicks Bay, then Grand Lake, then into Vermillion Bayou.

Dec. 31, 1846: We landed in Vermillion Pass, in sight of the lighthouse, to await a northwest wind; that night the wind rose and drove the tide out of the bay. The next morning we got up and found our boat with the larboard knuckle hard aground on the island and nearly capsized. We unloaded part of the wood and sparred off and got under way at 1/2 past 4 p.m. At 1/2 past 5, we went in the Gulf and out of sight of the lighthouse. About 11 o'clock that night we got out to sea. In the heavier sea, too heavy for our boat to stand, the wood caught fire. We put in for the land next morning about 3 o'clock. Our boilers collected so much salt that it became impossible to make steam. We came to anchor about 80 miles (2 of Jan.) from the Vermillion Lighthouse and

cleaned out.

Jan. 2, 1847: 1/2 10 a.m. weighed anchor and got underway. At 3 o'clock we entered Sabine River and harbor. Went up the Sabine River about 5 miles to the city of Sabine; laid there until the next morning, which was Sunday.

Jan. 3, 1847: 2 o'clock, we raised steam and got underway. Before we got out of the river, the wind changed round and we had to come to anchor again.

While laying in Sabine Harbor on Sunday, my partner and I started across the prairie to hunt deer. He had a big rifle; I had 3 pistols in my starboard peajacket pocket and had the larboard pocket filled with ham and bread. After we had been out about half an hour, there came up a tremendous rain-storm. The grass being knee-high made it hard to get along. After a while there came a drove of 8 deer, so fast that a six-pounder couldn't have caught them. We stood and looked at them, the rain falling in torrents; we couldn't see to shoot so we thought we would take a little of our grub. While doing so, standing in the rain, and grass up to our knees, about a mile and a half from the boat, we heard the bell tolling. We couldn't see her, it was raining so hard. The Captain had got alarmed and thought we were lost; he rang the bell so that we might know what direction the boat lay in. We thought that was the idea so we got back as soon as possible to ease his mind. We were out about three hours and got a good soaking.

Early that Sunday morning, before we were out, James McClary and one of the deckhands went out; James shot a deer--it jumped in a marsh and sunk. Tom, the deckhand, went in after it and sunk to his middle. James had to cut grass to walk to him and help him out. When they came back, they were mud all over.

Jan. 4, 1847: Nothing happened until Monday morning, 3 o'clock. The wind was blowing a gale from the south; the Steward came and waked me up and said: "We are blowing out to sea--our lines have broken loose!"

I jumped out without shoes, hat or coat, ran down below to assist the sailors to heave the anchor.

The yawl was laying across the forecandle, half full of water. I tried to jump over it to get the anchor but lit in the yawl and sprained one of my toes. We got the anchor hove before the boat had gone far, all snug, and all hands but the watch turned in.

At daylight, the Captain woke me up to raise steam and put out for Galveston. At 8 we set sail; the tide was running out of the river so that there was but 3 feet of water on the bar. We had hard work to get out of the river. The sea looked pretty heavy but we went on until about a mile from land. The waves got heavier. The DEL NORTE rolled and tumbled. Things got desperate; the hog-chains gave way, the steam pipes across the boilers sprung a leak and about to let go. The swells of the sea were beating in the planks of the forecandle. The women and children were in the yawl across the forecandle in charge of a sailor; one of them going along the side to the yawl fell through and was caught by the Carpenter. All this, while the boat was rising with the sea and the water beating the bottom of the boat, the wind blowing off-shore. When we all had given her up for lost, the Captain ordered the Pilot to put her back for the harbor. When she rounded to in the trough of the sea, I thought she would capsize and throw the boilers overboard. But she came around handsomely and at 3 o'clock p.m. we hove our anchor and landed safe and snug.

Commenced making preparations to repair the boat. Laid in the Sabine until morning.

Jan. 8, 1847: At 2 o'clock, we commenced to raise steam. The wind being favorable from the north, we weighed anchor at 5 in the morning. At daylight, we crossed the bar, went on beautifully until 10 when, passing High Island, on the coast 30 miles from Galveston, the wind chopped around from the South and in five minutes the waves were driving on shore mountain high.

Every countenance changed. The boat began to heave and roll; first one hogchain and then another let go. Several times, the firemen were washed about the

Continued bottom of page 47.

We procured a copy of LONG LIVE THE DELTA QUEEN from the publisher and sat us down and read it in one gulp. Letha C. Greene, who wrote it, is the widow of Capt. Tom R. Greene who defied all laws of fate and gravity by acquiring the DQ in this modern age of air travel. Tom died in the middle of the DQ's fourth season of Greene Line service and left Letha with "four steamboats, four children, a broken heart and a puzzled mind."

Such tragedy is frequent in Ann Landers--but without four steamboats. That's what makes this bit of Letha's autobiography quite special. We got all fired up with curiosity to know how Letha was going to cope. Children adjust, broken hearts heal and a puzzled mind gets unkinked with practice. But what does a widder-lady do with four steamboats?

Letha projects this problem but for THREE of these steamboats no further mention is made. Were they no problem after all? Not even worth the mention? The fourth one is the DELTA QUEEN, predominant problem of all, and we forgive Letha for cold-shouldering the TOM GREENE, CHRIS GREENE and GORDON C. GREENE. In her preoccupation with the DQ she forgot they existed.

Much of her participation in the

operation of the DQ was that of a bewildered farm gal from West Virginia who, by marrying Tom, became enmeshed in this DQ steamboat proposition when Tom died. We get the impression that she would a heap sight rather have been doing something else--most anything else --other than managing the DQ.

Letha's book is that of a lone maid lost in a woods where every stalwart tree knows exactly where it stands, where every furry critter she sees is equipped with built-in survival instincts. She has no path, no compass, no gun, and clutches tightly her personal funds partly from instinct and also, as she writes, because "all of my friends had advised me don't put your own private funds in that boat business."

How Letha blunders her way out of this mess is a modern Wizard of Oz trek to the Greene castle, beset with witches, cowardly lions, and some straw-stuffed scarecrows.

The Greene family commenced running passenger-carrying packets in 1890 when Capt. Gordon C. Greene went to Nashville and bought the H. K. BEDFORD. Letha tells in her book about the finale. She signed away her rights at the airport in Hilo, Hawaii on a November night in 1969.

It was all over. So now we have this book in which Letha tells her story. Her son Tom, Jr. does the illustrations, good pen sketches. Like Dorothy of Oz, Letha is safely home at the end of the story, rubbing her eyes in wonder--was she dreaming or was it all real? The end of the rainbow brought her many friends and reward undreamed of.

The MIDWEST RIVER BUFFS have issued Vol. 1, No. 1 of a magazine dubbed RIVER RIPPLES. The editor is David Tschiggfrie of Dubuque. This initial release is a four-sheet job run off on a duplicator, printed on one side only. The lead story announces that the membership roll has reached 72 since the initial organizational meeting at Keokuk on October 21 last. The annual dues have been set at \$3, which includes getting the magazine.

Robert L. Miller has a by-line story also on the front page telling of the dry-docking of the U.S. Engineer dredge WILLIAM S. MITCHELL at Keokuk this past April. We had forgotten such a boat existed, a terrible lapse, for she's a side-wheel steamboat 270 by 87 with Marietta compounds, 20" and 40" by 7 ft. stroke engines driving independent side-wheels 24 ft. dia. She was built at the Marietta Mfg. Co., Pt. Pleasant, W. Va. in 1935. She operates from the mouth of the Missouri up to Rulo, Neb., which means she does not go to Omaha or Sioux City. Maybe you can find Rulo on your map and maybe not; it has a population of about 800.

Editor Tschiggfrie has loaded his four pages, double column, with copious news of excursion boats and their personnel. And, of course, he gives the spring floods their due. All in all, it is a newsy and refreshing addition to a region which has been overdue for such newsy news for too long a time. S&D REFLECTOR sends greetings. And also a subscription.

Send three bucks to William L. Talbot, 226 High St., Keokuk, Iowa 53632.

S&D member Jerry J. Clarke who has been running the Davenport excursion boat JULIE N. DUBUQUE II sends us a feature story from the "Times-Democrat" of that place. A new calliope has been installed on JULIE, operated by air, which can be played manually or by using piano rolls. It was built of components, some of which were made at Muscatine prior to 1920, the job engineered by David Ramey, of Chicago. Capt. Art Bull, owner of the JULIE, is presently completing another excursion boat named BETSY ANN, and to quote the article it is named "after the last packet operated by Capt. Fred Way who is still living." In this story Capt. Art also dropped the news that the calliope on the Streckfus ADMIRAL was recently scraped overboard and lost when that St. Louis based excursion boat hit a bridge.



Several S&D's actually saw a tornado this past spring for the first time in their lives, and little wonder. There were 750 funnel clouds reported in the U.S. during January-May, resulting in 59 deaths and 1,000 injuries--double of 1972--and tornado sightings during April and May broke all records. The largest number struck within a 400-mile radius of Memphis which has the dubious title of the nation's "tornado capital." The only tornado your editor ever saw was the one in the picture above. This TORNADO was built in 1895 at West Brownsville, Pa. on the Monongahela River, designed by J. M. Hammitt for Cumberland Posey, the celebrated black who ran river towboats and was one of the five founders of Pittsburgh's black newspaper, the Courier. Posey dubbed other towboats he built VOLCANO and CYCLONE. The TORNADO started off for the Pamuco River in Mexico in the summer of 1917 but never got there. She capsized off the Jetties enroute. Other "weather" boats were the STORM, and several named SUNSHINE. Today there is a twin-prop diesel owned by the Delta Concrete Co., Bellaire, O., named STORMY II, successor to a sternwheel STORMY.

In the last issue we mentioned that the GEN. QUITMAN "was the only big-time packet of the South to survive the war." This brings up an interesting and relevant story of another large side-wheeler, the LOUISVILLE. What we are about to relate comes to us from S&D's architect Dewey A. Somdal of Shreveport, La.

After the fall of New Orleans, Capt. John W. Cannon took the GEN. QUITMAN into hiding on the Big Black River which enters the Mississippi from the east at Grand Gulf. She was soon removed from there and impressed into Confederate service. As the Yanks closed in, the QUITMAN, thanks to high water in the Red, was taken to Shreveport.

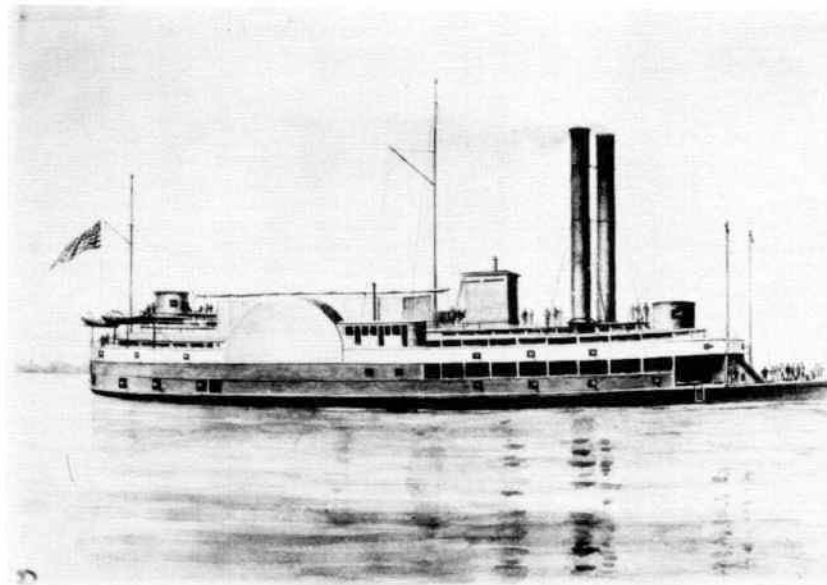
The LOUISVILLE, built at New Albany, Ind. in 1861--only a year old at the time--was hidden in the Yazoo. She had briefly operated in the Louisville and New Orleans trade commanded by Capt. Holcroft. Then came a change of plans, the details not known to us, and this steamer was transferred into the Ouachita River for hiding.

In July, 1863 the Yank tinclads MANITOU and RATTLER scouted up the Ouachita and captured the LOUISVILLE intact. Admiral Porter reported this capture to his Secretary of the Navy, Gideon Wells, describing the LOUISVILLE as "one of the largest and perhaps the best steamer now in western waters." She measured 220 by 38, a five boiler side-wheeler working engines 28" dia. by 7 ft. stroke. These engines had a peculiar story worthy of a moment's digression. They were built in 1853 by James Nelson & Co., Pittsburgh, for a side-wheeler which was shipped, knocked-down, to San Francisco intended for Sacramento service. The owner, Capt. Roswell Riley Frisbee, veteran of the Gold Rush, changed his mind and shipped all of this stuff back to Gretna, La. and assembled the boat there--which he named KATE FRISBEE for his daughter. He ran the boat on the Mississippi until 1859 and then dismantled her. The engines went in the LOUISVILLE.

The captured LOUISVILLE was taken to Cairo, perhaps thence to Mound City, and converted into a lightweight gunboat bristling with fourteen guns. Admiral Porter requested that she be named OUACHITA inasmuch as that's where she had been found.

The OUACHITA participated in many engagements, based most of the time in the Ouachita River, and then was a patrol boat along the lower Mississippi. At the war's conclusion she was returned to Mound City and decommissioned. At a public sale held on Nov. 21, 1865 she was sold to Daniel T. Head of New Orleans, then was completely rebuilt into a cotton packet and renamed VICKSBURG. She was entered in upriver trades from New Orleans commanded by Capt. John W. Tobin.

Then came the loss of the GEN. QUITMAN at New Texas Landing. Her skipper and part owner, Capt. T.



U.S. GUNBOAT OUACHITA
Not only survived the Civil War, she operated before and after (see article at the left).

P. Leathers, immediately arranged to secure the VICKSBURG as a replacement. The New Orleans Picayune reported: "Punctually at 5 pm. today, will the veteran Capt. T. P. Leathers back out his truly splendid passenger packet VICKSBURG. Mr. Sam Ayles will be found in the office, assisted by Messrs. R. A. Owens, Chas. Grice and Ed Ryland. Mr. John Kenthan is the obliging barkeeper; indeed all of the crew of the GEN. QUITMAN will be on the VICKSBURG. The VICKSBURG connects with the Yazoo, Memphis and St. Louis packets as usual. We congratulate Capt. Leathers in securing such a fine boat to take the place of his popular packet. The VICKSBURG has just been completely repaired, repainted and refitted, looking as nice and clean as a new boat."

On the first trip upriver, the crew of the VICKSBURG reported that only the bow, a portion of the hurricane roof railing and the chimney tops of the QUITMAN were all that showed above the muddy river's surface.

Captain Leathers was using the VICKSBURG only as a stop-gap until he could find a better boat. He went to Louisville and arranged to procure the big BELLE LEE. In February, 1868 the VICKSBURG was sold to George P. Work of New Orleans and Capt. F. A. Blanks went master of her. She burned at Cairo along with the UNDERWRITER in July, 1869.

Under these three names, LOUISVILLE, OUACHITA and VICKSBURG, this steamboat was a pre-war packet, a gunboat, and then a cotton carrier with 3,000 bale capacity.

To cemetery searchers we pass along this item which has come to our attention. In the "great bend" of Meigs County, Ohio, the Ohio River loops south from the Belleville Locks and Dam, tumbles

down the map to Ravenswood and Le-tart, then bounces back northwest to Pomeroy. Somewhere in the neck of this bend is an abandoned cemetery, and in it is a marble monument showing a canoe and the words U.S. MAIL. Buried there is George Warth, Jr. The Meigs County Historical Society many years ago put up this memorial to honor one of the pioneer river mailmen. George Warth and his brother John handled U.S. Mail by canoe between Pittsburgh and Gallipolis, this before the steamboats arrived.

Anybody really looking for this tombstone will do well to start his/her search across from Ravenswood where George Jr. owned land, and where he died.

George Jr.'s wife was Ruth Fleehart. Fact is George and his brother John married sisters; John's wife was Sally Fleehart. When George and his wife settled on the farm opposite Ravenswood their daughter Hannah married a substantial widower from across the Ohio at Sand Creek, Bartholomew Fleming. There were nine children of this union, one of whom, Henry Fleming, also carried the U.S. Mail by river, during low water when the steamboats weren't running, using a skiff between Ravenswood and Parkersburg--this just after the Civil War. Henry also was the local ferryman dating back to 1835. He once tried a steam ferry at Ravenswood, the KITTY WOODS (built at Gallipolis in 1871) but soon got rid of her and put in a cable ferry. Henry's brother George ran the Ravenswood wharfboat many years.

The Hon. Dan B. Fleming, state senator of West Virginia, and one of S&D's enthusiastic members during his lifetime, was a son of Henry Fleming.

A WELCOME GIFT ANY TIME--INCLUDING CHRISTMAS--IS A MEMBERSHIP IN S&D.
See page 4 for particulars.



OLD HOMES BORDERING the navigable inland rivers hold special fascination. This one pictured above stands along the right shore of the Allegheny, in Pennsylvania, facing the channel side of Meads Island, about nine miles below Warren. In the summer of 1945 your editor and Woody Rutter yielded to a combined curiosity (such as kills cats) while gliding by this imposing edifice in a rowboat. We put two round turns and a half hitch on the sycamore at the left and climbed up the bank somewhat warily for, to be plain, the whole place looked somewhat foreboding. It looked empty, unused, abandoned. But still and all, we half expected a Charles Addams character to glide from the Gothic front door, lure us inside, and thence to the chains and thumbscrews. For our crime, weighing upon us heavily, was that of trespass on private property.

"Look," said Woody, pointing. Aha, fresh potato peels on the stony ascent. Dag nab it, those peelings! They didn't belong there (and neither did we). We stood on the front driveway (doesn't show in the picture but it's there) and cased the place. A wooden shutter hanging by one hinge. Chairs and tables on the porch at the right in the picture, but, and this was a revelation, two of the rockers had morning glory vines twining up them. If only a cat would come rubbing around our legs, or a dog bark or something.

"This place is deserted," announced my partner. So we entered that Gothic portal (right center) which is for show, and on in a bit is an enormous oak door with a plate-glass upper part. No doorbell. We pressed our noses against the glass and when our eyes got adjusted to the interior gloom we could see in there a panelled hallway with oil portraits, swords, and such trappings. "Good grief," said Woody, "what gives here---no other house for miles around and here is this super-elegance down here in this isolated location." I shrugged, and tried the doorknob. Locked, of course.

"Maybe the kitchen door?" said Woody. It was locked. We wandered around in a greenhouse at the lower side---somebody had been at work in it.

We decided to go back to the boat, but were standing on the front driveway taking a lingering last look. Woody's elbow reached mine with a nudge and he gestured upward toward a second floor window with a slight hitch of thumb. Something was moving up there. Swaying would be a better word. A white haired old lady, her back to us, was gently swaying; we could see but her head and shoulders. "If I may be permitted to encroach upon your magnanimity let's get the hell on down the river," I whispered to Woody.

We were out of drinking water and full of wonderment so about a half-mile below the island we sighted an old street car made over into a cottage and there was an elderly man puttering about. He had a johnboat and a dock and we tied there and took our empty jug up the path. "You two stopped at the Newbold place!" He was completely amazed. "I been here fifteen years and never yet have I set a foot on that property," he exclaimed. "Yeh, it's inhabited; two old gals live there and they have a hired caretaker who's just as not likely to shoot you first and ask who you are afterwards. I mean nobody goes there--nobody."

So that's the story Woody and I have to tell about our adventure at the Newbold place along the Allegheny below Warren in Meads Island. The accompanying picture was taken four years later, on April 5, 1958, from the forecastle of the (big) sternwheel LADY GRACE by H. C. Putnam who knew these old ladies. He said they were really hospitable, but didn't like to be taken by surprise. Since then they have died, and the furniture is gone, but the old house lingers on. It's worth a trip down the river to see it--and the only dramatic way to really see it is from the river approach.



Capt. John L. Rhoads

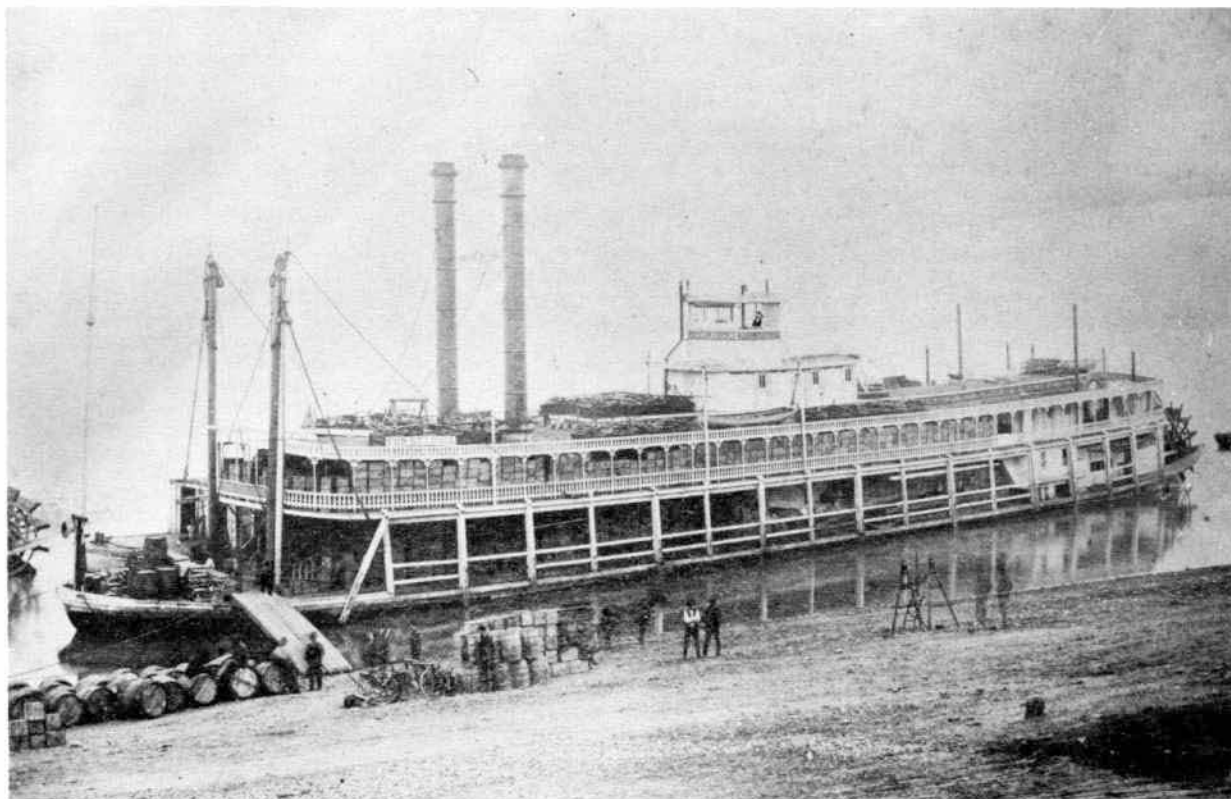
The recent upsurge of grain shipments on the rivers recall the traffic in sacked wheat shipped in boat and barge loads from St. Louis to Huntington during the 1872-1885 period. The arrival of the C&O RR. at Huntington in 1872 provided convenient access to the Eastern seaboard. A fleet of large sternwheelers commenced running between St. Louis, Huntington and Pittsburgh handling grain, ironware and miscellaneous freight.

The first of these large carriers was the JOHN L. RHOADS built in 1875. Her wood hull measured 222 x 36 x 5. She was a three boiler job with high pressure engines 16" dia. by 5 ft. stroke. Her paddlewheel was 19 ft. dia. with 23 ft. buckets. In her first three seasons she had racked up 28 round trips Pittsburgh-St. Louis, and two Pittsburgh-New Orleans rounds.

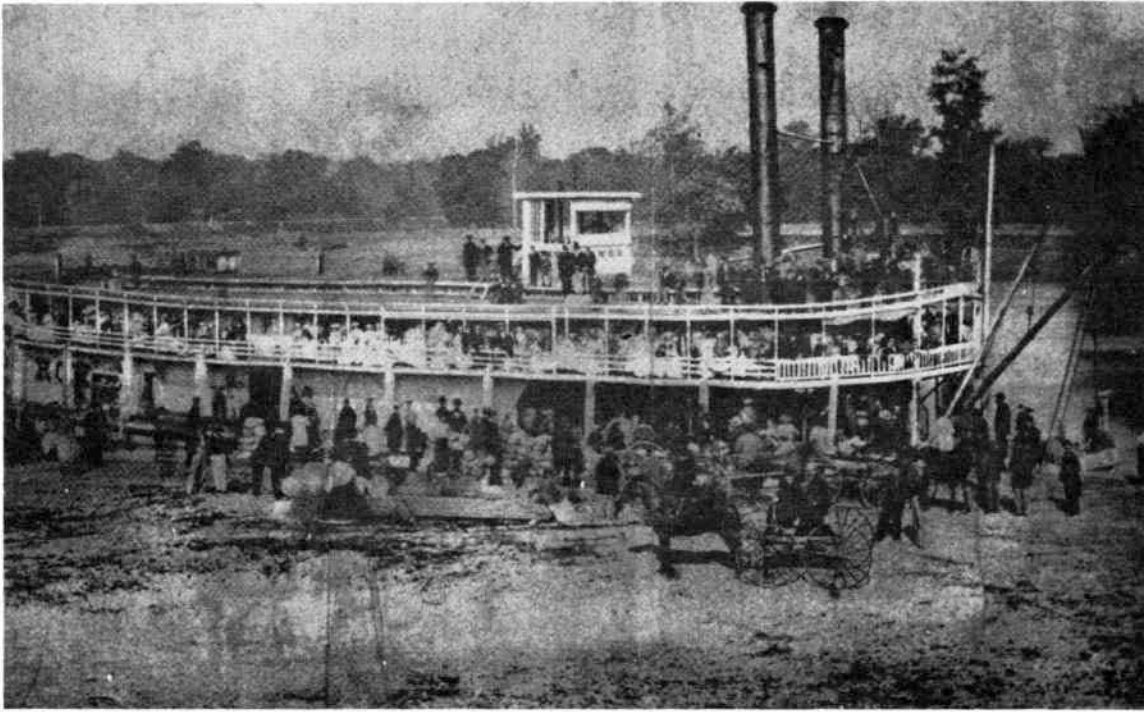
Capt. John L. Rhoads started in as a carpenter, became yard foreman at a Monongahela River boat building operation, and then commenced contracting for complete steamboats (mostly packets) and built scores of them. Two of his best known in the Civil War period were the ROMEO and JULIET. Both were built at Brownsville, Pa. in 1862. A photograph of the ROMEO and a description are on the next page. The JULIET was a U.S. tin clad from Nov. 1, 1862 until Aug. 17, 1865, and during the Red River campaign was a dispatch boat.

Another of his packets was the EXCHANGE, sternwheeler built at Brownsville in 1869-1870. She was run in the Pittsburgh-Cincinnati trade four or five years and then sold to the Cincinnati & Big Sandy Packet Co.

The JOHN L. RHOADS later was sold to the Missouri Transportation Co. and renamed CHAS. C. CARROLL and as seems the penchant for most Missouri packets, she wound up on a snag in 1886. Capt. John L. Rhoads in his latter years removed to a hilltop home at Haysville, Pa. overlooking the Ohio River at the foot of Neville Island. It was in this same home that R. M. (Dick) Halvorsen was raised, our S&D member who now lives at 610 E. Olympia Ave., Punta Gorda, Fla. 33950.



Steamer JOHN L. RHOADS at Cincinnati.



This photograph is at Terre Haute, Ind. on the Wabash River, showing the ROMEO in 1869 taking a Fourth of July excursion up to Clinton and back. On board are members of the Centenary Baptist Church. The pilot is Uriah Shewmaker.

The ROMEO went in U. S. service as a tin clad Oct. 31, 1862 and was sold in Dec. 1865 to become an Evansville local, Capt. J. Ham Throop, master; Geo. Throop, clerk. Dismantled in 1870.

Sirs: Recently the DELTA QUEEN had an open house when it returned to Cincinnati, and I want to share my experience with everyone who didn't have a chance to see her.

My husband and I are great admirers of old paddle wheelers and, this being the last, we have been wanting to take a trip on the DELTA QUEEN someday for some very special occasion. Also, I wanted my children to see the boat that will soon be a part of the past.

So they had an open house, and we toured the boat. There was not one person who even smiled at us the whole time we were on the boat. Every step we took I hesitated to be sure we were allowed. We saw quite a few official-looking people with tags who just walked by and glared at us. I was sure they'd have said something if we didn't belong. The whole time we felt as though we were trespassing.

Whatever happened to that old Southern hospitality that is supposed to be a part of the DELTA QUEEN?

There were a few people being escorted by these official-looking people, and they were being treated royally. But they were extremely well-off-looking people. The Southern hospitality and just plain friendliness must be reserved for those who have prestige. And not even a smile for us ordinary people to know that we were welcome to look and to dream.

So we disembarked very quickly and disappointedly from the DELTA QUEEN. And gone were all the desires to ever take a trip on her, because we realized that we just didn't belong. If the people are like that during an open house, when they only have to be nice for a few hours, I can imagine the treatment we'd get on a tour.

But this experience made me

think: What about all the people who wrote their congressmen to save the QUEEN? Would all these people also get treated this way? If so, what are we saving the boat for? A few hundred who can afford to cruise on her? My thought is: Why bother? We have other, better things to preserve. Why preserve snobbery?

(Mrs.) Nancy Kaelin,
409 Foote Ave.,
Bellevue, Ky.

=This letter appeared in the Cincinnati Enquirer, issue of Monday, May 14, 1973. By that Friday we had received from S&D members one copy and one stat; by the following Wednesday we had a total of eighteen. -Ed.

Walter E. Quiggin, aged 101, died at Lakeside Place, Highland Heights, Ky. on Wednesday, May 9, 1973. In former times he was associated with the Consolidated Boat Store on Main Street, Cincinnati, and owned the Licking Coal & Towboat Co. which supplied fuel to the packets of the Louisville & Cincinnati Packet Co. and others. On the occasion of his 100th birthday, Feb. 6, 1972, he was given a considerable party by his friends. He had a bad fall last January but recouped to enjoy a small celebration given on his 101st. On the day of his death he went for a stroll and returned to sit in the lobby. About fifteen minutes later he fell from the chair--and that was all. Walter was a twin--the other was George, who died at the age of three. He leaves a sister, Miss Berthalie Quiggin, of Price Hill, and a niece, Mrs. Myrna Nahrup, Florissant, Mo. Burial was in the Evergreen Cemetery, Southgate.

As these lines are written there is a grand lady living at Parkersburg, West Va. who celebrated her one hundred and sixth birthday last February 16th. She is Mrs. Irene Creel, and her daddy was William N. McClintock. In early times the area around the B&O RR. bridge at Parkersburg was known as McClintock's Landing where the family operated a boatyard up until Civil War times. Helen M. White, staff writer for the Parkersburg News, asked Mrs. Creel if she was related to Hon. Spencer Creel. "He's no blood kin to me," she replied, "but he comes to see me now and then."

Henry A. Wood, 50-year veteran news reporter for the Cincinnati Enquirer, recalled in the May 27 issue that Capt. Mary B. Greene was the 'most colorful' of all of the women he had interviewed in his career.

William L. Talbot, 226 High St., Keokuk, Iowa 52632, is just back from a cruise on Canada's Mackenzie River. He and a nephew flew to Hay River on Great Slave Lake and boarded the boat at Fort Providence. They spent eight days going down the Mackenzie (up the map) to the Arctic Ocean. He will have some tales to relate when he appears at S&D, Sept. 15.

Capt. Howard Tate, 5065 Byrnsdale, Memphis, Tenn. 38118, well known as pilot on the DELTA QUEEN, is also a builder of steamboat models. He has built two of the DQ, one of them for Dr. Thomas H. Gandy, Natchez, and the other is in Washington, D.C. owned by the National Trust for Historic Preservation. Lately he has completed models of the J. M. WHITE and the Anchor Line CITY OF CAIRO.

Sirs: Well, sir, I called on Sid Coventry while I was in England a couple of weeks ago.

This fellow is quite remarkable. He is a fine model builder and is a retired machinist. His work includes vessels of various kinds and he is presently finishing a bat-wing side-wheeler named J. P. HUGHES, live steam and radio controlled (someday). He is also rebuilding a side-wheeler that galumphed around England in days of yore named ROYAL SOVEREIGN for a museum in Yarmouth. Between times he builds toys and mobile pictures. One of the latter has a music box buried in its vitals that plays "The Happy Wanderer" as a sailing sloop plows the undulating waters. Another is a pure-foolishness affair with oval gears and pendulums and odd-ball feet and hands that come and go.

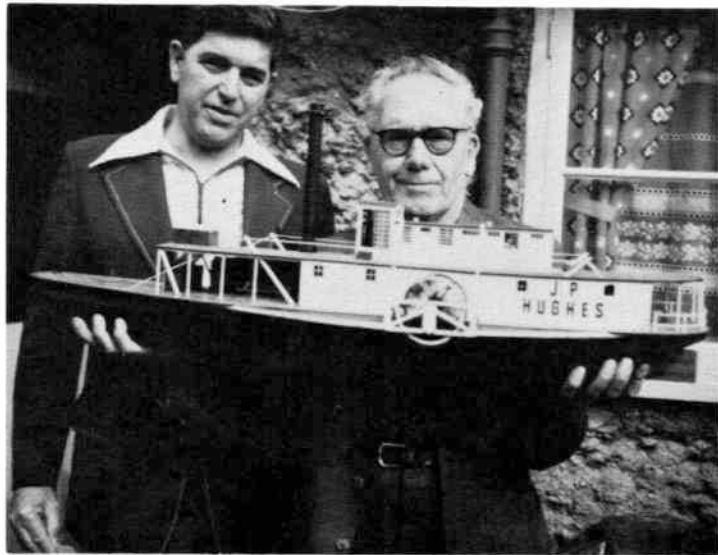
Sid Coventry lives in an out-of-the-way town spelled Halesworth and pronounced Hall'ez-worth. Bye the bye, we understood each others' dialects almost as well as the Germans and I did. My southern midwest and his back-country argot could never be collated into English, no matter what, but we got along just fine except when the train horn blew or a bus driver clashed gears.

He is a soul-mate of Harlan Hubbard's in that he is blithely independent of others' opinions and he lives the same life of disciplined and austere freedom, cooking his own meals, making his own bed and keeping his own counsel. His home is a 600-year-old 'umble cottage obviously built for the medieval man. Ceiling heights are too low for you and me. He just fits, being about five feet four, but even his hair brushes the door heads. Everything is snug and tidy and right at hand, like in a Texas stateroom.

All in all Rita and I enjoyed Sid with great gusto. He is a true one'r as the crossword puzzles say.

Alan L. Bates,
1567 Bardstown Road,
Louisville, Ky. 40205

Mrs. Georgiana B. Baldwin, Arts and Sciences librarian of the California State College, California, Pa. 15419 has our thanks for a stat copy of an original ms. prepared by A. R. Parkinson in 1892, 12 typed pages on "Navigation Of



Holding the bat-wing model J. P. HUGHES is S&D's English member Sid Coventry (see letter at left) who on several occasions has sent photo Christmas greetings shown in S&D REFLECTOR. His address is 61 Chediston St., Halesworth, Suffolk, England. The lad at the left in the picture is Alan L. Bates who recently sprang to fame as the architect for the new steamboat NATCHEZ now under construction below New Orleans.

the Monongahela River."

One item which caught our eyes concerns the voyage of U.S. president-elect William Henry Harrison by steamboat from Pittsburgh to Brownsville. He had come up from Cincinnati on the BEN FRANKLIN, a handsome new side-wheeler of the U.S. Mail Line Co. in Feb. 1841. At Pittsburgh he boarded the small sternwheel LOYALHANNA. Just below Elizabeth the LEBANON tied alongside, loaded with well-wishers, and the two boats continued up the Monongahela lashed together. Stops were made at various towns. The ordeal of handshaking, and wading through riverbank mud and slush, was believed by various of the participants to have caused General Harrison's death less than two months later. He caught pneumonia during the inauguration ceremonies at Washington.

There is a 78-year-old retired riverman living at Wewahitchka, a small community in northwest Florida and he's lately built a good big model of the Chattahoochee Riv-

er packet W. C. BRADLEY. His name is Capt. Poley Ford McDaniel, and that's because he was born on Poley Ford, which runs into the Chipola. His dad was captain, pilot and purser of steamboats running from Apalachicola to Bainbridge and Columbus, Ga. Capt. Poley took up a river career and followed it some years.

John McKay, executive vice president of Jeffboat, Inc., predicted in an AP release dated July 18 that their Hull No. 5999 would be under construction at their marine ways, Jeffersonville, Ind. "some-time in August."

Hull No. 5999 is the replacement for the DELTA QUEEN, called so because no official name has been decided upon. Greene Line Steamers, Inc. have announced that a contest will be run to choose the name for the new 387-foot stern-wheel steamboat.

Meanwhile, anticipating the contest, INLAND RIVER RECORD '73 in its annual comments, suggests the name PRISCILLA. No steamboat on

the Mississippi System has carried that name, says the editor of IRR. The Greene Line now is owned by easterners and the most noble and elegant of eastern steamboats was the PRISCILLA built 1894, operated by the Fall River Line. She was over 425 feet long, side-wheel, and will be remembered when most good steamboats are long forgotten. Henceforth in these columns we'll refer to Hull No. 5999 as PRISCILLA.

THE DELTA QUEEN 1973 Summer and Fall Sailing Schedule

CRUISE NO.	CRUISE DATES	PORTS (ORIGINATIONS & DESTINATIONS)	SAILING DAY & TIME	CRUISE ENDS DAY & TIME	STEAM-BOAT DAYS	FARES PER PERSON - Includes: Berth, Meals, Entertainment & Steamboat Passage					
						C	B	A	AA	AAA	
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., 6 PM	Fri., 9 AM	5	Chartered by State Bank Travel Tours				
58	Oct. 12 - Oct. 14	St. Louis Weekend *	Round Trip	Fri., 6 PM	Sun., 2 PM	2	\$ 106	\$ 116	\$ 136	\$ 156	\$ 170
59	Oct. 14 - Oct. 20	St. Louis to St. Paul	One Way	Sun., 9 PM	Sat., 9 AM	6	Chartered by National Trust for Historic Preservation				
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	Thur., 9 AM	6	\$ 300	\$ 324	\$ 396	\$ 450	\$ 492

ALL STATEROOMS have two berths - there are no single rooms. ■ EXCLUSIVE OCCUPANCY of stateroom by one person requires two full fares. ■ PUBLIC SHOWERS and toilets on each deck. ■ CHILDREN UNDER FIVE pay 1/2 applicable adult fare if not requiring separate berth, under 12 pay 1/3 applicable fare if not using separate berth; 12 or over pay "C" fare if not using separate berth. ■ DEPOSIT IS 25% of total fare. ■ CANCELLATION FEE IS 25% of total fare within 60 days of sailing. ■ NO AUTOMOBILES are carried for passengers aboard the Delta Queen. *Departs and arrives port city listed.

According to the late E. P. Anshutz a wooden steamboat hull lies upside down, 235 by 36, under Clifty Creek bar, right shore, on the Ohio River several miles below Madison, Ind. It has long been buried under sand. His father, Capt. E. P. Anshutz, had it towed there by the LITTLE ANDY FULTON and purposely abandoned it.

"Dad owned 9/16, and Jake Voegtly and Jake Heatherington the balance; they built her at Madison in 1876. She was a sternwheeler with engines 16" dia. by 6 ft. stroke used formerly on the ALLEGHENY BELLE NO. 4 which had been lost in ice on the bar opposite New Albany, Ind. several years before. She had three five-flue boilers 26 ft. long and 42" dia. Dad built her with an open boiler deck that ran 100 ft. back to the cabin to stow light freight on, but she had skylights run away forward overhead with the idea that later on the cabin might be extended. She had no texas, and her name was CALUMET. She was built complete on the marine ways and was ready to raise steam when launched.

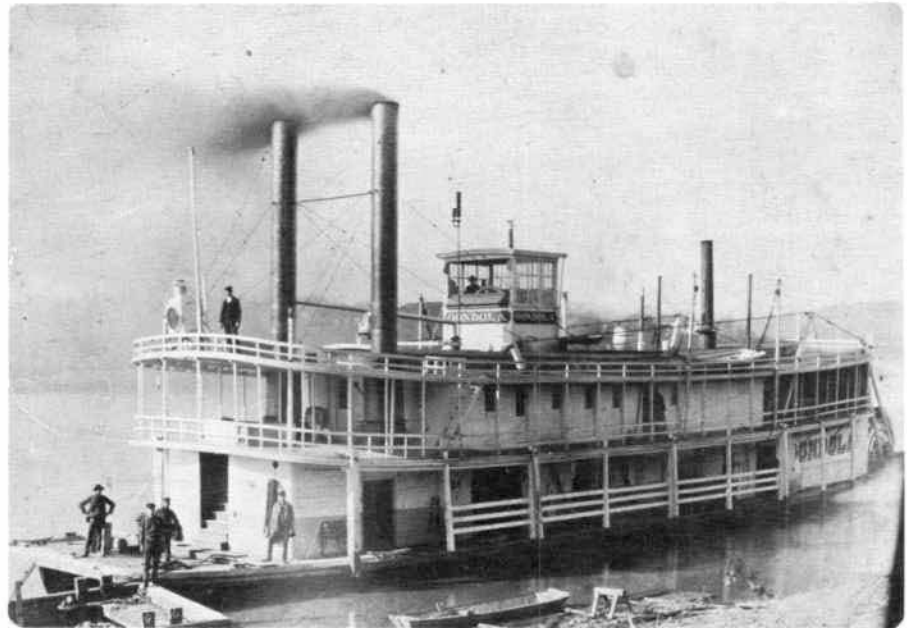
"Dad brought her to Cincinnati with the following crew: Capt. Dan Moore, master; Ed Anshutz, clerk; Jake Voegtly, second clerk; William Page and Sam Nispley, engineers; Bruce Talbot, mate; Dick Talbot, watchman; Henry Salade, steward and Jack Ferguson, cook. They were loading freight for New Orleans when the river filled with ice. Dad wanted to take her down to Louisville and put her in the Canal for protection but the insurance people said no. So she was tied at the foot of Broadway above the Big Sandy wharfboat when the ice moved in and cut a 40-foot hole in the starboard side of the hull.

"This was on January 27, 1877. They were trying to hold her with five new 2-inch lines, and when things got to looking dangerous Dad moved off a good bit of equipment several days before the ice got her. The gorge took her down the river and a couple of days later Dad located the hull upside down close in to shore below the starch factory at Madison, about one-fourth of a mile from where she was built. He located the boilers just below where the C&O bridge crosses; for that's where she turned over. The capstans and the levers off her engines were on the bar along the Kentucky shore below the Southern bridge.

"Capt. Campbell Sweeney bought the outfit Dad had taken ashore at Cincinnati, and some of the other stuff, and used it on the CORONA. Dad and his partners kept the roof bell. It was taken up to our farm at Buckhill Bottom, and afterwards was sold to the DIURNAL.

"Dad tried with the LITTLE ANDY FULTON to flop the hull, but did not succeed, so then decided to beach it below Clifty Creek Bar. Far as I know it is still there."

--The above appears in a letter E. P. Anshutz wrote to J. Mack Gamble on Sept. 5, 1929. We are indebted to Woody Rutter for a photostat of the original. -Ed.



Here's a boat, the GONDOLA, about which we know very little. She was built at Pittsburgh in 1883, hull 120.2 x 23. She looks like a towboat, but who ever heard of a towboat with bull rails? According to records, the Mississippi River Commission bought her at Jeffersonville, Ind. in 1887 and changed her name to VEDETE. She probably spent many years in that service on the lower Mississippi, on inspection trips, etc., and about 1904 was disposed of by public sale at Cairo at which time her original name, GONDOLA, was restored to her. We have another picture of her taken about then with a big letter "B" between her stacks, like she might have been in the Barrett Line. S. G. Gardner, Pt. Pleasant, W. Va. bought her on August 14, 1905. Boyd Taylor of Neare, Gibbs & Co. gave her a looking over in June, 1906 and noted that she was in good condition but needed new boilers. A swinging stage was added, and early in 1907 she was in the Gallipolis-Charleston trade, rode out the 1907 flood at Gallipolis, and then went in the Gallipolis-Huntington trade and apparently did well. Two years later the Gardners built the C. C. BOWYER for that same run. The GONDOLA was dismantled in 1911. The above picture comes from the collection of Charles H. Stone, and our thanks to Jerry Sutphin for a copy print of it.

Those who rode the W. P. SNYDER, JR. from the Monongahela River to Marietta in 1955 will have no trouble recalling "Dud" Chamberlain, columnist for the Columbus (Ohio) Citizen. "Dud" died some years ago leaving two sons and a daughter. One of these sons, Dudley, Jr., lately has been night news editor for the Chicago Daily News-Sun Times. His body, badly beaten, was found in his apartment where he had died Wednesday night, May 16 last. He was 56. Chicago police held his roommate on murder charges. Dud Jr.'s sister, Anne Chamberlain Brown, achieved national success as a novelist. Her book, "The Tall Dark Man," was screened and presented on TV.

Pittsburghers heaved a sigh of relief when Ohio's U.S. representative Michael J. Kirwan died some years ago. With him, they hoped, also had died Kirwan's "Billion Dollar Ditch." For it was Mike Kirwan, Youngstown Democrat, who was a one-man-band pushing construction of a canal to link Lake Erie with the Ohio River by way of the Beaver and Mahoning rivers.

Now, by golly, a phoenix has arisen from Mike's ashes. Charles J. Carney, another Ohio Democrat, wants the U. S. Engineers to build a "stub" canal from the mouth of the Beaver River at Rochester, Pa. to Leavittsburg, O. on the Mahoning.

Who's ever heard of Leavittsburg, Ohio? Very few. But then who had any idea that there was a place in Oklahoma named Catoosa until a few years ago. Leavittsburg is just far enough up the Mahoning to put Youngstown, Girard, Niles and Warren on the canal. Access to the Ohio-Mississippi system would place this highly industrialized region in keen competition with Pittsburgh's steel mills.

Sirs: It is ironical that the article about Charles T. Campbell in the last issue tells of the formation of Union Barge Line coincident with the present merger in which UBL becomes Union-Mechling.

Philip T. Payton,
138 Orchard Spring Road,
Pittsburgh, Pa. 15220

It turns out that the showboat which played at Coolville, O. on the Hocking River (see March '72 issue, page 17) was the WATER LILY built on a ferryboat hull from Pt. Pleasant, W. Va. J. Mack Gamble listed her as owned for several years by Messrs. Farnsworth & Luzzell, prior to 1930. Mrs. Clinton M. Burdette in a recent conversation with John and Gladys Aiken at Parkersburg, learns that WATER LILY was shoved by a towboat owned by Al Thornburg.

Also during this period, in the late 1920s, the owner of the Coolville Mill, William Aiken, also owned and operated a boat named ALARM which, for a while, carried a flat ahead of her and ran scheduled trips from Coolville to Parkersburg carrying produce and general freight. Mrs. Burdette recalled two of the crew members, Hugo Wigel and Arlo Root.

Business firms and individuals at Montgomery, Ala. have formed a non-profit corporation called the River Front Development Committee, Box 6001, Montgomery, Ala. 36106. Their objective is to build or buy a paddlewheel excursion boat of about 250 capacity. According to Jim T. Inscoe about \$100,000 has been pledged.

Mr. and Mrs. James A. McConathy announce the marriage of their daughter Jane Mitchell to Ted Clifton Pearsall on Sunday, June 3, 1973 at 1307 Judson Place, Henderson, Kentucky.

During the recent flood the big towboat JOHN H. MacMILLAN, downbound with 25 loads of grain, had a collision with the notorious Greenville bridge. The last barge in the starboard string hit a pier, knocked out, turned sideways, and then the towboat turned and came to rest sideways against the port side of the barge. The other 24 barges went on through the bridge, but current pressure against the port side of the MacMILLAN was so great it forced a 40° list. Luckily she was fully fueled and of wide girth; the center of gravity was low. The list of the MacMILLAN was so extreme that water actually came in the second deck windows. The engine-room wound up with six feet of water in it. Luckily she got into the trees below the bridge before the circuits shorted out.

The mate was lost and four crewmen required hospital treatment. Damage to boat and barges (two were sunk) totals close to \$600,000.

What made of this incident the most lucky of lucky accidents is the fact that on board were two VIP's, the Japanese Ambassador to the United States and his First Assistant Secretary. The latter is reported to be related to the Prime Minister of Japan. Luckily they weren't hurt, although plenty scared. We don't recall a foreign dignitary being involved in a riv-



Those who were at S&D last fall will recognize George W. Schotten's PIONEER even under this snow job. He parks this 20-foot model in his back yard at Hubbard, Ohio. So--when it snows, it snows.

er accident since the Marquis de Lafayette was dunked in the Ohio River when the steamer MECHANIC stabbed a snag below Cloverport, Ky. in May, 1825.

Albert Sidney (Sid) Morgan, who built and cruised four or five gas sternwheelers to New Orleans, and on the Ouachita, Red and Arkansas (see Sept. '72 issue, pages 20-25) died, 90, in the Thomas Memorial Hospital, South Charleston, W. Va. on Wednesday, April 25, 1973.

He last resided in the 125-year old Morgan homestead along the left shore of the Kanawha River at Morgan's Landing. Union soldiers assembled there prior to the battle of Scary Creek on July 17, 1861, the first major engagement of that area. The kitchen and fixtures were removed last year to St. Albans, W. Va. where they were restored as a museum structure alongside of U.S. 60.

Prior to 1972 Sid Morgan operated what was known as Morgan's Museum at the home place, bountifully supplied with Indian artifacts and guns.

Services were held in the Winfield United Methodist Church and burial was in the Morgan family cemetery near Winfield, West Va.

A book called Stanton's American Steam Vessels was published at New York in 1895. The artist who produced it, Samuel Ward Stanton, had spent years and years making ink drawings of steamboats and in assembling data pertinent to them. His volume became a classic, both for the beauty of the artistry and for the information it contained. The inclusions ran the gamut; Hudson River, Florida, lakes, the west coast and Mississippi System. Among the latter were the CHARLES P. CHOUTEAU, PEYTONA, JACOB STRADER, GUIDING STAR, NEW MARY HOUS-

TON, ED RICHARDSON, J. M. WHITE, JOHN W. CANNON, BELLE MEMPHIS, HUDSON, OUACHITA, JOHN K. SPEED and the IRON QUEEN.

We now learn that the Meridan Gravure Co., Meridan, Conn., is reproducing these drawings with up-dated text in a series (eight in all) in books the same page size and style as the James Rees & Sons catalogue. Sponsor and editor of the work is Mrs. Elizabeth Stanton Anderson, Box 216, Jamestown, R.I. 02835, daughter of Samuel Ward Stanton. The eighth, now in preparation, will be titled, "The Mississippi and Ohio Rivers, Southern and Western Inland Steam Vessels."

The story of Capt. and Mrs. Tom S. Calhoon and the steamer VIRGINIA which appeared in our March '73 issue was reprinted in the June 6 issue of the Washington (Pa.) Observer-Reporter. Good pictures of Capt. and Mrs. Calhoon were shown. Jim Mullooly, who edited the rewrite, was lavish in his praise of S&D REFLECTOR.

State sponsored museums are dependent on adequate appropriations to keep staffed and running. When austerity rears its ugly head such museum appropriations are high on the priority list for lopping. An exhibition of this vulnerability closed Campus Martius Museum at Marietta for several months in the fall of 1971. Pennsylvania was having its turn this past summer. Restricted state appropriations had closed or curtailed many museums. The Lumber Museum in Potter County, completed in 1970 and price-tagged \$727,000, was getting along with but three employees. The Somerset Historical Center in Somerset County (\$179,200) was being kept open with volunteer help. Others were shut down entirely.

There has been but one overnight passenger boat on the Mississippi system since the GORDON C. GREENE was booted out of the Greene Line camp and ceased to be teamed up with the DELTA QUEEN.

Now, after more than 20 years, we have in prospect a Second coming.

John F. Trotter, Little Rock, has teamed up with Capt. Gary B. Davis, Alligator, Miss., in the purchase of an overnight tourist boat to operate between Little Rock and Fort Smith through the scenic section of the new Arkansas River improvement.

The ARKANSAS EXPLORER, starting early in 1974, will depart North Little Rock Tuesdays at 2 p.m., arriving at Fort Smith p.m. on Thursdays. Departs Fort Smith each Friday 2 p.m., returning to North Little Rock Sundays p.m.

Styled after sea-going cruise ships, the 112 ft. long ARKANSAS EXPLORER has 20 staterooms and is allowed 42 guests. Rooms have private showers.

What's happening is this: Jack Trotter and Gary Davis have bought the MOUNT HOPE, built in 1969 by Blount Marine Corp., Warren, R. I. Her eastern owners, operating as American-Canadian Cruise Line, have her booked solid for the 1972 season. Delivery is to be made in November.

Although young in years, the MOUNT HOPE is a much traveled twin-prop cruiser. In the summer of 1972 S&D member Dale Flick boarded her at Warren, R.I., through Narragansett Bay into open sea and through Long Island Sound to New York. Thence up the Hudson to Albany and through the N.Y. State Barge Canal to Oswego, N.Y., transiting Lake Oneida. Thence east to the St. Lawrence by way of the Thousand Islands to Montreal. Then she went to Sorel and navigated the Richlieu River and the famed Chambly Canal system into the upper reaches of Lake Champlain. Thence down the Hudson, around Manhattan and through Hell's Gate into Long Island Sound.

The boat's measurements were designed to fit her into the Chambly system locks, where she was a tight fit with her 112 by 23 ft. hull. American-Canadian also runs another cruiser, the SHOREHAM. Both have made tours to the Saguenay River in Canada. Blount Marine Corp. of Warren, R.I., parent of American-Canadian, is a fairly large yard producing yachts, fishing boats, you name it.

Jack Trotter, of course, is the owner of the excursion paddlewheel boat BORDER STAR at North Little Rock. Gary Davis, his partner in the ARKANSAS TRAVELER, is a 48-year-old master-pilot, 18 years with the U.S. Engineers, licensed on both the Arkansas and the White rivers, in addition to the Mississippi, and he's been standing watches on the DELTA QUEEN when she goes to Little Rock.

One way fare between Little Rock and Fort Smith, three days and two nights, will run \$125-\$135 each, two to a room, meals included. No



ARKANSAS EXPLORER
When she arrives there will be two overnight cruise boats on the Mississippi system.

way passengers. Advance reservations and information are being handled through the BORDER STAR office, 111 East Third St., Little Rock, Ark. 72201.

Sirs: My father was Capt. E. Baird Gribble, and at one time he owned the towboat ELEANOR which had the engines from the BOB CONNELL. Also he was interested in the towboat ANDREW AXTON which later had another name. Can you give me other information about his river career? I think he was an engineer and a captain, both. He was wonderful at starting things but was generous to a fault and usually wound up broke.

Eleanor M. Gribble,
Box 504,
Grindstone, Pa. 15442

=Capt. E. Baird Gribble bought the BOB CONNELL in Oct. 1900 and lost her in June, 1901 when she sank on two coal flats at Woods Run, Pa. He salvaged the machinery and

built the ELEANOR at Brownsville, Pa. later that year. Sold her to Lewis Pope & Sons, Parkersburg and they sold her in 1912 to Crucible Steel who renamed her MIDLAND. He was partner in building the ANDREW AXTON at Brownsville in 1903. She burned at Duquesne, Pa. in 1906 and John F. Klein sold the wreck to Marine Coal Co. who built the VOLCANO from her. Yes, Gribble also was an engineer and was on the ALICIA and others. Born in 1861, he boated until 1936. -Ed.

Frank L. Teuton, 9102 Riverside Drive, Oxon Hill, Md. 20022 authored a story on Tennessee River rafting which appeared in the summer issue of Tennessee Valley Perspective, a quarterly issued by TVA. He tells of his grandfather Robert E. Teuton settling about two miles from Coffee Landing in Hardin County to become a lumberman and raftsman. Frank's father was born there on the Mud Creek farm in 1846 and also rafted. The story is well illustrated.

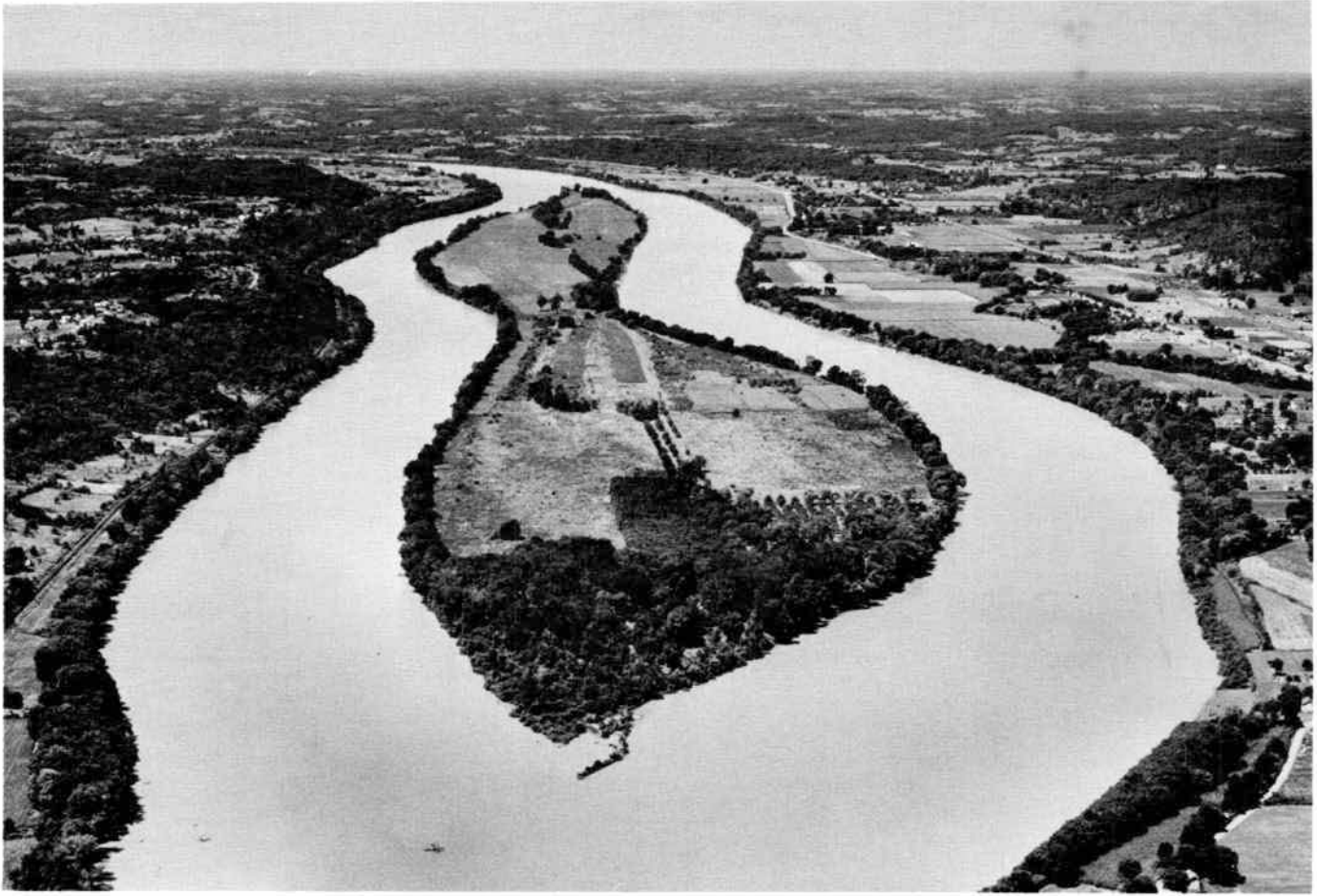


We did some tall wondering about this view until Charles H. Stone set us straight. It was taken looking up Shade River which enters the Ohio a mile below Long Bottom, O. The gasboat near the bridge at the left is the GRAY EAGLE and the one at the right partly hidden by bushes is unknown. Our guess is that the date is 1916 when the GRAY EAGLE ran between Long Bottom and Parkersburg towing a flat. Charlie Stone produced this picture and Jerry Sutphin had it copied.

The center view was taken several years later when Hope Natural Gas Co. owned the GRAY EAGLE. Bill Pollock and a friend got permission and rode her to Creston on the Little Kanawha River.

GRAY EAGLE was built at Catlettsburg, Ky. in 1908 and rebuilt at Long Bottom in 1916. The Hope Natural Gas Co. sold her in 1919 to J. H. Noll of Ravenswood, W. Va. and in her last days, 1923, she was owned by M. H. and Rolla Smith, Pt. Pleasant, W. Va. Charlie Stone also furnished this view with an excursion aboard but when or where it happened we can't say. Looks like it might be up behind Raccoon Island but that is a guess.





A PRELIMINARY ARCHEOLOGICAL SURVEY is under way on Blennerhassett Island by the Archeology Section of the West Virginia Geological and Economic Survey, financed by a grant from the Blennerhassett Historical Commission, matched by additional federal funds.

The island, shaped something like an hour glass, lies in the Ohio River below Parkersburg, West Va. and was occupied by Indians for at least 12,000 years before it was occupied by Harman Blennerhassett and his beautiful wife. It sprang into national fame when Aaron Burr, who had mortally wounded Alexander Hamilton in a duel, arrived on the scene. He and Blennerhassett embarked on a grandiose scheme and were accused of conspiring to create a new republic in the Southwest. This combination of gunpowder, treason and plot has made this particular island more famed than any along the Mississippi System.

This airplane view was taken by S. Durward Hoag on August 11, 1954. It looks downstream. The navigable channel is down the right side. A stone dike crosses from the head of the island to the left (West Virginia) shore, partially visible at the island's head. When this view was taken the normal shoreline in pool water was from Dam 19 located below the island away around in the bend at upper left. Since then the Belleville Locks and Dam have raised considerably the normal level and commercial traffic uses both of the island channels.

The Blennerhassett mansion was built in the wooded area on the island's head in the foreground of the picture. It burned. The foundation stones and the original water well are still there. For some years past the entire island has been owned by the E. I. du Pont de Nemours & Company, Inc. which operates a plastics plant below the island on what was the old Capt. Ben Stout farm, barely visible in this picture on the West Virginia side.

Reference to this island has been made in past

issues of this magazine. Capt. Ben Stout's picture and a write-up may be found in the Dec. '66 issue, page 16. Just lately, in the March '73 issue, the story was told of the packet KATIE STOCKDALE crossing the narrow neck in the island's center during the Flood of 1884.

In pre-slackwater days, Ames Riffle was a sticking place in low water. Old pilots figured that downbound boats could go on to Cincinnati if they managed to squirm over that bar. It was located in the right channel, the straight stretch above the island's narrow mid-section.

You will note in the picture that most of the island is under cultivation. The Neale family farmed it many years; George Neale, Jr. owned the upper portion, at least, back to 1827. In 1935 his grandson, Amos K. Gordon, acquired 87 acres of the upper end. He had more than a passing interest inasmuch as he grew up there--the farmhouse is visible at the narrow neck. Mr. Gordon, who was vice president of Standard Oil of Louisiana (one of their towboats was named for him) when he made this purchase, lavished energy in beautifying the land. Back in Jesse Hughes' prime-time, the area containing the Blennerhassett ruins was called Gordon's picnic grounds, and many summer excursions were made there by steamboat from Marietta and Parkersburg. Photographs survive of the T. M. BAYNE and SONOMA arriving with crowds. Then in later years, the BETSY ANN, GORDON C. GREENE and others landed summer excursionists.

Anyhow, during this past summer two field crews, each consisting of a field supervisory archeologist and three experienced field assistants, were working on the island. One crew worked on a "dig" at the foundation remains of the Blennerhassett mansion, and the other made a survey of the island seeking evidence of prehistoric Indian cultures. Visitors were discouraged, and those who did appear got permission from the Du Pont company to do so.

Sirs: In the picture taken at New Orleans appearing in the June issue, page 39, you wonder as to the identity of the Anchor Line side-wheeler at the left.

Let me quote some newspaper reports of that year, 1885:

Feb. 11: The WILL S. HAYS left Memphis on her first trip to New Orleans (having been a weekly packet Memphis-Vicksburg). The DAVID R. POWELL was down for New Orleans in the Anchor Line.

Feb. 23: The CITY OF BATON ROUGE and the CITY OF NEW ORLEANS tied up at Memphis upon arrival there due to heavy ice between Hickman and Cairo.

March 2: The WILL S. HAYS was making her third trip to the Cotton Centennial Exposition at New Orleans.

March 5: The CITY OF BAYOU SARA down past Memphis this day for New Orleans.

March 6: The WILL S. HAYS was taken over at New Orleans by the Anchor Line, departing upriver under their banner on March 8.

Now look again at the picture: the eye of the anchor between the stacks is on the starboard side, denoting a New Orleans boat. The stern jackstaff is over the center

window in the after recess, and there are four windows to either side--only the CITY OF BAYOU SARA and the CITY OF NATCHEZ had nine windows back there; the others had eight. Hence the boat in view is the CITY OF BAYOU SARA.

William H. Tippet,
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We are grateful to a group of marine insurance executives headed by Jess Weaver for inclusion in their jaunt aboard the DQ from Pittsburgh to Montgomery Locks on July 2. The party was composed of Ralph Gardner, Ray Martins, Earl Stevens, Dick Ackerman and Ed Burke.

The Floyd County Museum, 201 E. Spring St., New Albany, Ind., has on display an exhibit of the steamboat era which will continue for a year. In a case are two candlesticks made from wood from the LUCY WALKER which exploded its boilers Oct. 25, 1844 below the falls. New Albany residents were involved in that catastrophe, as twenty-five bodies were brought to

Wesley Chapel, later known as the "Old Ship" at First and Market Streets. The Rev. William R. Daniels conducted services, a pioneer Methodist. Eight of the bodies were unidentified and are in Fairview Cemetery, near New Albany, in unmarked graves. One of the lucky survivors was a young girl, adopted at New Albany by Mr. and Mrs. Joseph Louehmiller.

Irna Planmoeeller of Georgetown, Ind. painted a large mural showing steamboats and activity at the New Albany waterfront in the 1850's.

There is a small table on display used aboard the side-wheel HOMER built at New Albany in 1832 for the Louisville and New Orleans trade, too big to fit in the old Louisville-Portland canal. John Curry of Louisville built her engines, a native of Danville, Pa. where he was born in a sleigh in the winter of 1796.

There are many photographs, maps and drawings to be seen.

The tentative launching date for the new excursion steamboat NATCHEZ is Saturday, Sept. 15 at the Bergeron Yard near New Orleans. The original idea was to use much of the equipment from the former towboat CLAIRTON in building her. The engines will be used, but the NATCHEZ will get two new Scotch marine boilers allowed 300 psi. Her stern paddlewheel will be constructed of steel.



When the STONEWALL J was originally documented in 1900 she was classified as a "passenger and freight barge" built at Clarington, Ohio. This sounded sort of odd, so we asked Roy Thistle to enlighten us. "It was built as a houseboat for a man and his wife," says Roy. "They came to Sistersville in the oil boom days, lived aboard, and during a typhoid epidemic the wife died." Thereupon the passenger and freight barge was sold to Ephriam Wells, Sistersville (he built the Wells Inn) and he converted it into a private sternwheel pleasure boat. "Mr. Wells, some friends, and a local crew took a trip to New Orleans in it," continues Roy, "with a side tour of the Tennessee---after which the towboat SAM BROWN towed it back to Sistersville." The above picture, produced by Roy Thistle, was taken in 1903 while Ephriam Wells owned it. The man in the pilothouse is Eph Wells, and on the bow is Eli Wells. Back on the fantail are Charles Hubbard (who built the MILES H, named for his son, at Sistersville in 1902) and Bill Russell. The man on the roof is not known. Mr. Wells sold the boat to other Sistersville natives later on. They took a pleasure trip to Green River on her, and operated her as a low water boat.

The August '73 Reader's Digest contains a feature "The Many Sides of Mark Twain." One of the illustrations is a photograph of the side-wheel EDWARD J. GAY, under which is the caption "One of the riverboats piloted by Sam Clemens." Which just plain ain't so. This picture, furnished by the National Archives, depicts the GAY built at Cincinnati in 1878, 17 years after Twain quit the river. This is one of those goose-greased mistakes which slither through a whole passel of research editors without a ripple. You can't blame Reader's Digest, really--nobody in that outfit knew what was what. Only a crumb-bum river nut knows that there were two separate side-wheel steamboats on the Mississippi named EDWARD J. GAY. The one Twain piloted was the early edition, built at St. Louis in 1859, which apparently never stood still long enough to be photographed. Photographs do indeed exist of a few of the side-wheelers (Reader's Digest makes the point that he was on sternwheelers, page 192) Twain piloted, notably the JOHN J. ROE and NEW FALLS CITY. Otherwise it's a good story but S&D's are advised to have Pepto-Bismol handy for possible reader's indigestion.

The photograph on page 30 showing Allegheny River steamboats was bought at the Drake Museum, Titusville, Pa.

American Heritage's August '73 issue runs an illustrated story by Liva Baker "The Burning of Chambersburg." Brigadier General John McCausland, of the Confederacy, ordered the torch put to this Pennsylvania town on July 30th, 1864. After reading the story and gazing at the stern countenance of the General (which the editors picked up at the Museum of the Confederacy, Richmond, Va.) we dug in to Jesse Hughes' old map book to find out exactly where the McCauslands lived. They had a farm bordering the Kanawha River--that we knew for certain--for it was while landed at the farm in 1921 we saw the General--the only Civil War general we ever did see, and a Confederate one to boot.

Yes, Jesse Hughes has it marked. The McCausland's landing was on the left shore about a mile below old Lock 10, and opposite the mouth of 18-Mile Creek.

In 1921 we were filling the shoes of second clerk on the packet GENERAL PERSHING, one round trip a week Pittsburgh-Charleston. We regularly landed, when hailed, at McCausland's to pick up produce and livestock shipped to Wheeling. The General, if we were there in daylight--which we usually were--contributed no vocal part to the transaction. He sat astride his horse and observed, saying nothing to anybody. A son, if we recall correctly, tended to the details.

The old McCausland home still stands back out on the bottom and Bob Barr pointed it out to us not so long ago. You can see it with no trouble following along U.S. 35 which parallels the Kanawha on the south shore from its mouth up to Charleston.

Historians of the Kanawha River credit the ROBERT THOMPSON as being the first steamboat up that stream to Red House, this in 1821. In Feb. 1822 she left Steubenville with freight for Fort Smith, Ark. and chocked up another "first," the first steamboat up the Arkansas.

Those same Kanawha historians claim that the side-wheel ELIZA was the first to Charleston coming up in 1822.

Now we have another interesting possibility. Dr. Leland R. Johnson has uncovered evidence that this ELIZA was rebuilt at Cincinnati winter of 1822 and was renamed VIRGINIA. She started up the Mississippi from St. Louis in April, 1823 and was the first steamboat to reach the mouth of the Minnesota River.

Dr. Johnson, with characteristic caution says "Though the number of boats named VIRGINIA is a source of confusion, it occurs to me that the pioneer to the Minnesota River may be the remodeled ELIZA."

LOG OF THE DEL NORTE

Concluded from page 34.

deck; they would watch their chance and catch hold of the stanchion when the swell would go off;



The wording on this gravestone plaque reads: "Here lie buried thirteen unknown persons killed by the bursting of the boiler of the Steamer BUCKEYE BELLE, November 12, 1852 near the guard gates of the Beverly Canal. Twenty persons were killed and forty injured in this, the only major tragedy in the history of navigation on the Muskingum River. This monument is erected to the memory of the unknown dead and also to Captain Henry Stull, the owner of the steamer, by his grandson, Edward Matthews Ayers." Woody Rutter snapped this picture on Sept. 21, 1968 in the Beverly Cemetery. The BUCKEYE BELLE was less than a year old, having been built at Marietta earlier in 1852 for the Marietta-Zanesville trade, handling freight, passengers and the U.S. Mail. Recently Jerry Devol found in the attic of the Washington County courthouse, Marietta, old papers filed in a suit against the BUCKEYE BELLE following the explosion. The complaint was brought by Andrew Fulton, Pittsburgh, who had furnished for the boat a 349# roof bell (\$113.70), the stand for mounting it (\$10), two large engine bells (\$6) and two small engine bells (\$4). Also an iron safe (\$11) and sundry engineroom goods. The total claim came to \$260.10. M. J. Morse, sheriff of Washington County, went to the scene of the wreck and took possession with a warrant. He made inventory of what he found there, a lengthy list including "remnants of the doctor," "the remaining pieces of two boilers," and "the remaining pieces of two chimnies." Somewhere amongst "9 chairs and pieces of chairs" he located Andy Fulton's 349# bell and some of the smaller bells.

then they laid in a fire and shut the furnace doors quick, and they had been regular seamen for 15 years. We gave up for lost this time, certain. She would lay on her starboard side and lay so for sometime before she would right again. All this while some of the men were bracing the cabin to keep it from going off. She rolled so, we could not get from the engines to the boilers to try the water; we had to get one of the sailors to do it for us. My partner had a line made fast to the upper guard in case she would go. We had a line made fast to the bench and a jug full of fresh water and our peajacket pockets full of rations to run us till we got ashore. There was not a man who left his post; we weathered it out for five

hours and got in behind the bar at Galveston at 3 o'clock that afternoon. The wind blew so hard that we came up to anchor. It blew a gale all that night.

The next morning, we started for Houston. Arrived there at ½ past 4 that evening. It blew cold that night which was Sunday the 10th of Jan. It hailed and froze all day, hard.

Log keeper Printz's son S. W. Printz in 1893 built at Zanesville a steam yacht, and at his mother's suggestion named it DEL NORTE. We pictured it with a brief story of its career in our March '72 issue, page 9. The original DEL NORTE, so reports the Lytle List, was lost by snagging on the Rio Grande River, Texas, in 1849.

