

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 10, No. 4

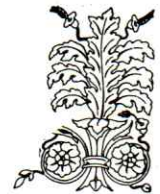
Marietta, Ohio

December, 1973



S&D's board member Bill McNally snapped this lively scene in 1950 from J&L's TITAN as these two towboats raced in the Pittsburgh harbor. U.S. Steel's HOMESTEAD is about to pass under the West End bridge. We have chosen this summertime scene for our 10th annual Christmas issue for its beauty, believing as do we all the words of Keats:

A thing of beauty is a joy forever;
Its loveliness increases; it will never
Pass into nothingness; but still will keep
A bower quiet for us, and a sleep
Full of sweet dreams, and health, and quiet
breathing.



Sirs: During 1935 and 1936 an oil painting about four by six feet was displayed in the Stix, Baer & Fuller department store at St. Louis with a for sale sign on it. It was a beautiful creation showing the CITY OF LOUISVILLE, her decks alive with passengers, under way on the Ohio, rendered with incredibly accurate realism.

At least once a week I would skip afternoon classes at Yeatman High School to gaze upon that fine work in order to study and memorize each detail. The artist was W. M. Snyder who lived, I believe, at Madison, Ind.

Were steamboats the chief interest of Mr. Snyder? Was he a full-time professional, an art teacher, or an amateur?

Does anyone have knowledge of who bought the painting? I for one would travel many miles just to see it again.

Ernst Wahlert,
1800 Linden Drive,
Denton, Texas 76201

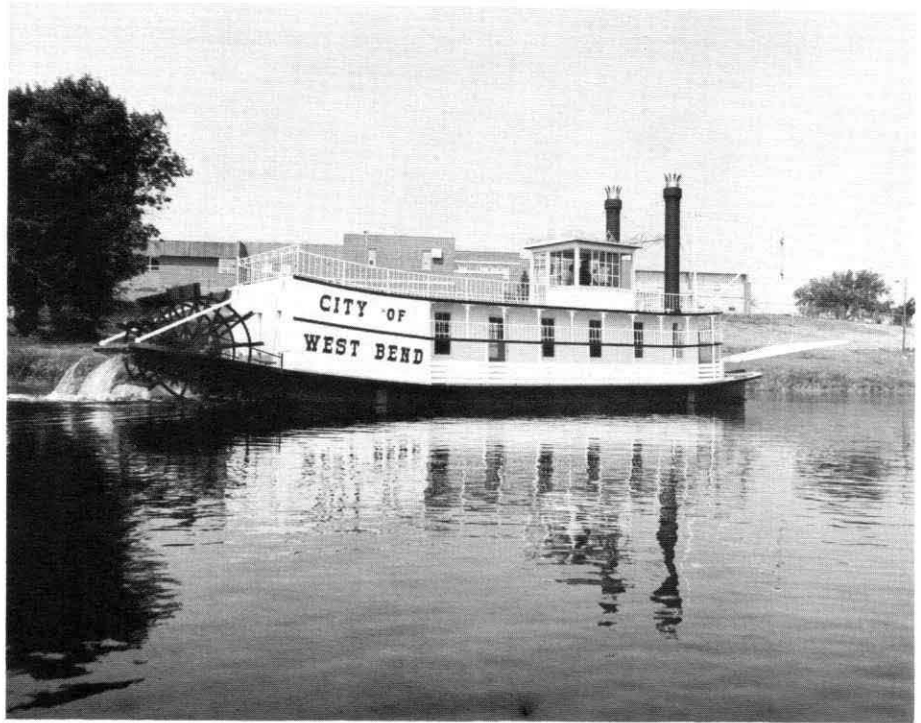
=We recall a photo reproduction of this painting, and it is a remarkable job. Mr. Snyder also did one of the side-wheel UNITED STATES built 1869 for the U.S. Mail Line Company. Where did that one get to? Alene Stottlebower may shed a little light on all of the above. Meanwhile let us say that Ernie Wahlert, an artist of note, has recently completed an oil of the JOHN W. CANNON, about broadside, under full headway, a blue ribbon accomplishment. -Ed.

Passenger boats wander a good deal. The GOOD SHIP LOLLIPOP was built at Erie, Pa. in 1958 and came to Pittsburgh by way of the Great Lakes, Illinois River, etc., then took off under her own power for Fort Lauderdale, Fla., thence to Philadelphia, and back again to Pittsburgh. By the time this item is in print she will once again be back in Philadelphia.

Then there is the case of the SHOWBOAT II, a diesel sternwheeler built at Dubuque. She went from there to Cleveland, via the Illinois and the Great Lakes, paddling under her own power. Then she was sold to Philadelphia Harbor Tours, Inc. and because of her height and size had to navigate there by way of the St. Lawrence Seaway and a lot of salt water. And now, by the time this item is read, and granted she has reasonable luck, she's due to arrive at Pittsburgh via the Intercoastal Waterway, Florida canals, the Gulf, the Mississippi, etc. All of which is the long way around for the young lady of Dubuque to get to Pittsburgh, Pa.

CORRECTION

There is a book called "The Log Of the Betsy Ann" which, in Chapter 18, says that a gentleman named David W. Roberts was sitting on a log down along the banks of the Ohio River near New Richmond, O. thinking idle thoughts and wondering where he might get a hot bit of news for his paper The Clermont



We are in receipt of a letter written on the stationery of the L & M Packet Company, 505 Commerce Street, West Bend, Wisconsin 53095. Capt. John M. Louck enclosed the above picture, and others, and has this to say: "We began building the CITY OF WEST BEND in May, '72 right here at our factory where we manufacture fat filters and pressure fryers for cooking chickens. We finished her in May this year and she measures as follows: hull length 76 ft., hull width 16 ft., hull depth 4 ft. and she draws 18 inches. She is built of steel and aluminum and is diesel powered. The picture was taken Aug. 19, 1973." So by this token the Milwaukee River has a mighty fine twin-stacked sternwheeler. Capt. John gets around a bit--this past fall he helped pilot the JULIA BELLE SWAIN from Peoria to Chattanooga.

Sun published at Batavia, Ohio.

We now discover these 45 years later that the gentleman sitting on the log was not Dave Roberts.

He was Arthur Conner, and he's still active at 87. He still lives in the New Richmond vicinity.

The date was July 11, 1928 and Art watched the CHRIS GREENE and BETSY ANN go by, upbound, neck and neck, black-smoking and racing. The boats drew together and there was a crash of bullrails. They bounced apart and disappeared into the gathering dusk.

Art Conner went home and telephoned Dave Roberts. Dave ran the story in the Clermont Sun. Bob Harris, city editor for the Cincinnati Times-Star picked it up and blackfaced it on page one. The Associated Press, then working out of the Times-Star city room, put a small "take" on the wire. Calls for "more" came from all quarters.

At first it was the papers in the river cities which were interested. But by next morning virtually every newspaper in the land was telling how the old "water-logged wooden hull" BETSY ANN had outraced the sleek steel hull CHRIS GREENE.

Modern steamboat racing was born that evening due to the telephone call Art Conner made to Dave Rob-

erts. High time he gets proper credit.

Not only is Art Conner still perking these days, but also Dave Roberts. Dave recounted the above version in the Clermont Sun's issue of Thursday, Sept. 13, 1973. Appropriately, it made page one.

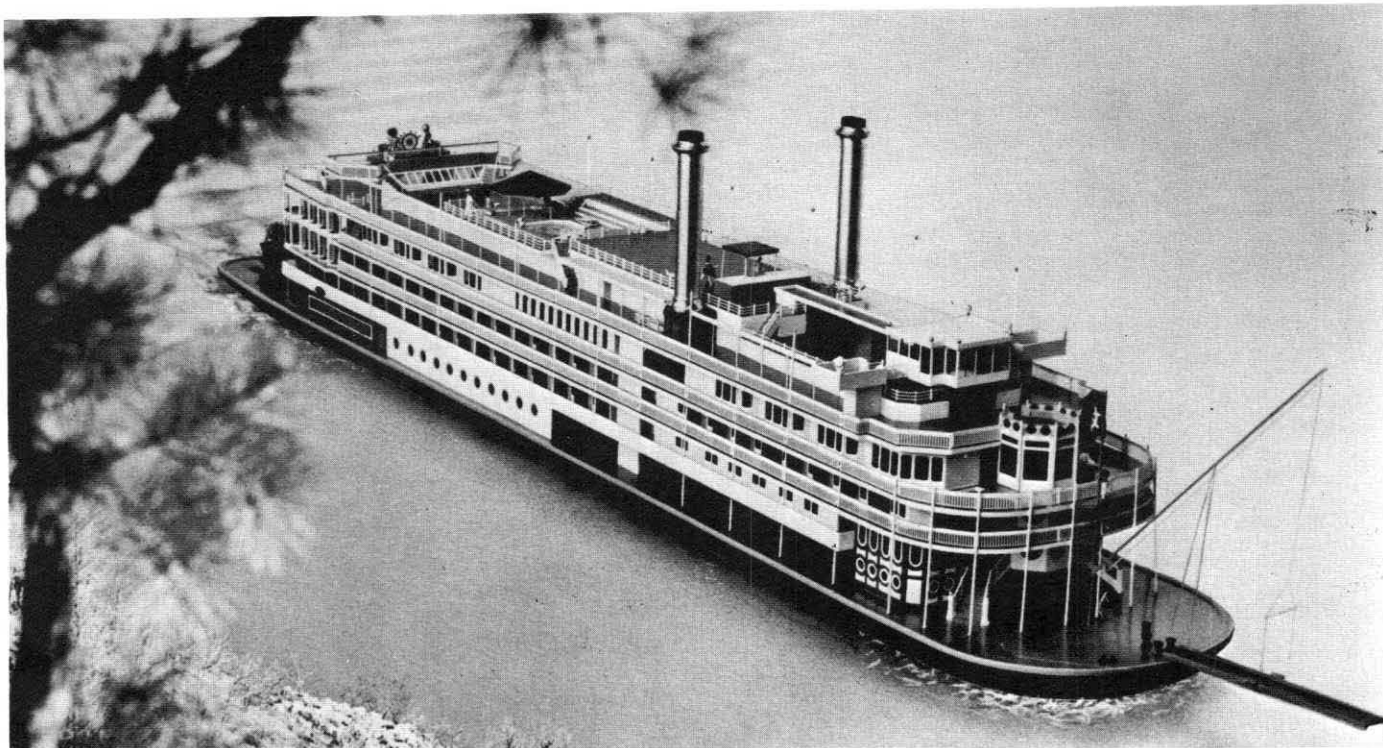
AVAILABLE BACK ISSUES

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



THIS NEW LADY OF THE INLAND WATERWAYS is in the early stages of construction at the Ohio River shipyard of Jeffboat, Inc. says the magazine TXG in issue No. 5 1973. TXG is the official house organ of Texas Gas Transmission Corporation based at Owensboro, Ky. of which Jeffboat is an affiliate. The story says: "Jeffboat people have been at work of the new QUEEN ever since the award last spring of a contract to build her. Part of the time has been and is being used in development of templates, or patterns, for fabrication of the hundreds of steel pieces that will go into her hull, skeleton, decks, superstructure, cabins, galley, dining and recreation areas--her everything. Other parts of the time are going into early preparation of steel, cutting and shaping of pieces, and getting ready to put them all together for the finished product." Other tidbits of news: "Subassemblies will include hull sections, and it is anticipated that keel-laying ceremonies will be held when the first two of them are to be joined." Jeffboat estimates that 1,100 tons of steel will go into the boat's construction. The 365 by 68 ft. replacement for the DELTA QUEEN will not be the longest or widest built at Jeffboat--that honor goes to a barge built for laying pipelines which measured 370 by 85. Nor will the new QUEEN be the first passenger-carrying vessel built at the yard: the mv. E. L. BARTLETT now cruising Prince William Sound was built by Jeffboat several years ago. Completion of the new tourist boat is set for 1975.

A suit of \$2-million has been filed in the U.S. Court of Claims, Washington, the complainants being Jesse Pursell and Sam Corbino of Omaha, Neb.

These two located and dug up the wreck of the sternwheel BERTRAND in the De Soto National Wildlife Refuge after securing permission from the General Services Administration (June '68 issue, page 15, et seq.). The fortune hunters were to get 60%, the Government 40%. By the wording of the contract the Government was to keep any artifacts found, under the 1906 act for the preservation of American antiquities.

What Pursell and Corbino got for two years of work and nearly \$50-thousand expenses was \$4,320 for bottles of mercury brought up from the wreck.

What they didn't get includes 4,090 antique bottles of whiskey and alcoholic bitters, part of the 300-plus tons of cargo. Nor did they get the balance of the cargo, some 2-million items, of which approximately 300,000 have been re-

stored or are restorable to museum quality.

There were nearly 400 cases of the celebrated Hostetter Bitters with 12 bottles to the case. The two complainants seem most bitter about not getting these bitters.

Every year since 1970 representative William J. Scherie (R Iowa) has submitted special legislation so that Pursell and Corbino can recover at least their costs, but the bill has never emerged from committee. The amount of the suit is based on an estimate of what collectors would pay for the bottles alone.

We are indebted to Paul E. Rieger, Sylvania, O. for clippings.

From what we hear tell there is only one ferry operating on the whole length of the Missouri River today. She's the SALLY ANN plying back-&-forth at Niobrara, Neb., a sternwheeler built in 1960 and operated by Paul Hendrickson, 38, and Otis Cogdill, 65. Niobrara is away and gone above Sioux City.

S&D REFLECTOR - CLOTHBOUND

A limited supply of professionally bound books containing mint-new copies of volumes 6, 7 and 8 are available.

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

Priced \$30 postpaid.

PLEASE NOTE that a similar book containing earlier volumes of S&D REFLECTOR is no longer available--all sold.

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. Priced \$2 postpaid.

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

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



VOL. 10, NO. 4

MARIETTA, OHIO

DECEMBER, 1973

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

Mrs. J. W. Rutter, 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

beat-up chair and two cushions (red, kapok, U.S. C.G. approved) confronting an Adler 21d electric typewriter.

Why we keep this up is the \$64 question when here right behind us on the wall is our MASTER-PILOT license good until Oct. '78 with trip wages for pilots @ \$95 a day plus all the expenses you can dream up getting to and from the job. But that's how the cookie crumbles until we get a belly full of S&D REFLECTOR and decide to abdicate, quituate or get impeached (shudder!)--but not so long as S&D is one great big Walton family and we can play John-Boy with his yen to write stuff down on paper.

Boys, a boat and water...

The oddity here is that the scene is set in England and the boat is a Big Sandy batwing side-wheeler...

Turn to page 7 for details.



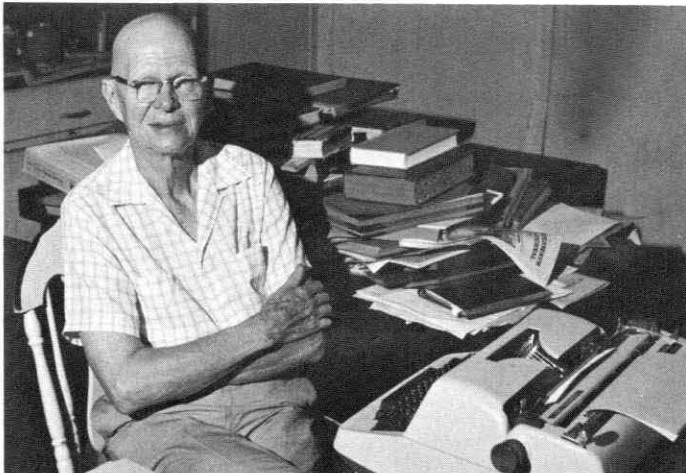
The Marietta Area Chamber of Commerce does not bestow honorary lifetime memberships lightly. The first such award went to C. William O'Neill, chief justice of the Ohio Supreme Court, a native Mariettian. That was last year. Now the Chamber has staged a "Salute to Steve Hoag" dinner held at the Hotel Lafayette on the evening of Saturday, November 10 last. Highlight of the affair was the presentation of a similar award to S&D's board member S. Durward Hoag, innkeeper and Tom Greene Memorial Lighthouse-keeper.

John Hushion, Chamber president, said that Steve has contributed so much to the advancement of Marietta that the board of trustees of the Chamber voted unanimously to honor him. "If any man has achieved the praise of his peers, that man has to be Steve Hoag," he emphasized.

In the same year that S&D was formed, 1939, Steve was elected to the board of trustees of the Chamber, continued for eight terms, and was its president 1958-1959. From 1939 until the present day the recipe for getting a worthwhile project launched and accomplished in Marietta is to first hunt up Steve Hoag. If he "goes" for it, the job is as good as done.

Fortunately for S&D, and as it turns out also for Marietta, Steve fell like a ton of bricks for our river, gang and its objectives right at the start. "Anything you want I'm at your command" said Steve. At S&D's annual meetings Steve is the one who gets the chairs delivered to the Boat Club (no charge), prints the programs (no charge), supplies the identification stickers (no charge), takes the pictures (no charge), and packs those delicious box lunches (you just try and get him to pack box lunches for any other outfit).

No detail of S&D is too trivial for his personal attention. Many S&D members are his personal friends. A whole lot of the warm, beautiful glow which makes it so much fun to escape to Marietta for even one day, or two days, has to do with this beautiful friendship which bonds S&D and Steve. Hoorah for the Marietta Area C of C! They have brought just fame to a man who has been doing services he likes to do...and who never once has courted fame.



-photo by Bud Morrison

WE'VE ROUNDED OUT TEN YEARS with the S & D REFLECTOR, starting off in March '64 with a puny eight-pager and an announcement of uncertainty as to whether the magazine "will be issued twice a year, quarterly, or even occasionally."

Well everybody knows how that turned out; the usual issue runs 48 pages and once, Dec. '71, we hit 64. There have been two "extra" editions, one for the first Whistle Blow; and another called "Incredible Journey." We first started using full color covers in the Dec. '66 issue and have run nine more since, plus a full color double-page spread of the QUEEN CITY in the March '67 issue thanks to Bob Stone and now another double-page color spread in the issue in your hands.

We're taking this time-out to crow about the S&D REFLECTOR before plunging into the next decade which will terminate in Dec. '83 at which time this Ed will be 82 if not extinct or bunged up with arthur-i-tus. Or worse. Make merry while ye may, and our boundless thanks to all S&D members for encouragement and support, and for those letters which keep coming in. Boy, we'll tell you, those letters are Christmas on the Fourth of July to an editor down in the cellar in solitary on a

S&D makes such beautiful sense

ONE OF THE RECURRING MYSTERIES of S&D is how every meeting at Marietta is the best one. The get-together held Saturday, September 15, 1973 was a lollapalooza, the ever elusive theme having new and heady variations.

On Friday morning it looked like a wash-out when a .9" splattering rain descended upon delegates enroute to the party, especially those coming from the east. Then an unaccountable "hole" developed on the weather charts, a circular area of clear skies rimmed with storms. The "hole" all day Saturday was centered over Marietta and the sun shone picnic-perfect.

Things were a bit different this time starting with the Board meeting called at 9:30 Saturday morning in the Ohio Valley Room at the Hotel Lafayette. The roll was called and those answering "present" were J. W. Rutter, chairman, Harold C. Putnam, William E. Reed, William McNally, G. W. Sutphin, Bert Fenn and William Barr. The two members of the Board not present, both absent because of doctor's orders, were John W. Zenn and S. Durward Hoag.

Randall Metcalf, attorney at law, with offices at 326 Third Street, Marietta, addressed the Board and outlined certain steps which should be taken for the acceptance of the legacy to S&D set forth in the will of J. Mack Gamble. Based on an inventory of Mack's safe deposit box at the First National Bank, Powhatan Point, Ohio, a preliminary estimate of the gift to S&D grosses in excess of \$100,000.

Accordingly, the Board agreed to retain Mr. Metcalf as legal counsel, instructed Messrs. Rutter and Way to handle the details of legal fees and matters pertaining to the legacy, and then voted to present to the membership, with the Board's recommendation, a resolution to amend the Articles of Incorporation. The text of this resolution appears in the box below.

RESOLUTION OF SONS AND DAUGHTERS OF PIONEER RIVERMEN

No provisions having heretofore been made to the distribution of the assets of the Corporation in the event of dissolution, the following Resolution is adopted:

Be It Resolved:

1. To amend the Articles of Incorporation for the purpose of providing therein that in the event of dissolution no part of the assets of the Corporation shall be distributable to any or all of the members hereof.
2. Providing further that in the event of dissolution the assets of the Corporation remaining in any form of property, real, personal or mixed, shall be distributed, transferred and conveyed to such nonprofit historical, educational or public entity or entities as selected at that time by the membership as being of similar interest to the purpose of this Corporation or of purposes compatible therewith. If the membership fails to designate such recipient, then such assets shall be distributed, transferred and conveyed to the State of Ohio or any agency thereof.

H. Chase Putnam, Jr. presented to the Board a financial statement for the fiscal year 1973 which showed a cash balance in excess of \$5,000 with all bills paid, the best balance S&D ever has had.

C. W. Stoll brought to the attention of the Board that the S&D REFLECTOR should henceforth be the official publication of the organization, and not The Waterways Journal as stated in Article XII of S&D's constitution. Such change would validate the printing of required notices and information to the Board and to the membership. Inasmuch as such change, or rewording, is the prerogative of the membership, the Board voted its recommendation and requested that the members be polled.

Chairman Woody Rutter explained that an official "agent" must be appointed as required by the laws of the State of Ohio, with the requirement that he/she must be a resident of the state. He suggested Gene Grate, an officer of the Citizens National Bank, Middleport, O., where the S&D checking account is kept. The Board so authorized.

Yeatman Anderson III was heard with a report of the Cincinnati Public Library's Inland Rivers Library. Mr. Anderson disclosed that rare river maps had been purchased with the Walter W. McCoy memorial fund, and invited S&D's to visit the exhibit on display featuring maps, documents and pictures from the Jesse P. Hughes collection. The exhibit terminated on October 1.

Cmdr. E. J. Quinby requested that the whistle of the SPRAGUE be made available on long term loan to Greene Line Steamers for use on the new tourist boat under construction at Jeffersonville, Ind. He was informed that measurements of this whistle had been made recently with the view of using an exact duplicate on the new NATCHEZ being built at New Orleans. All agreed it would not be advisable for two new steamboats to be blowing similar whistles, and the request was withdrawn.

No action was taken on a request that the recent "cleaning up" of the Kanawha River be commended to those agencies responsible. It was pointed out that S&D, with historical focus, takes no sides, pro or con, in current river affairs.

H. Chase Putnam, Jr. suggested to the Board that a resolution of appreciation be drafted and read at the evening meeting giving adequate thanks to Charles G. and Catherine Remley for their labors and efforts in S&D's behalf. This was adopted and Mr. Putnam was empowered to prepare such a resolution.

Two hundred box lunches prepared by the culinary staff of the Hotel Lafayette were ready and waiting at the Marietta Boat Club. The purser's desk was in charge of Robert H. McCann, ably assisted by Jimmy Armstrong and David Smith. Catherine Remley and Juniata Etter presided at the luncheon counter and Chuck Remley was the major-domo of beverages. Larry Semon, commodore of the Boat Club, hosted the occasion.

The objet d'art on the premises which attracted inspection both for its physical size and the genius of its construction was George Schotten's model sternwheeler PIONEER. Last year it closely resembled the old ALABAMA, but now it had a Texas and other alterations to become the SENATOR CORDILL before lengthening. One change many observers noted was the whistle--a model version of the noted tooter from the SPRAGUE.

An exposition of exhibits arranged on tables included the D. T. LANE whistle recovered from the

Kanawha River last year by scuba diver Reg Mahoney. Herschel W. Burford of St. Albans, W. Va. brought it for showing, and Capt. Charles M. Young of Galipolis also was on hand--the man who correctly identified it. The story of this singular recovery appeared in this magazine, March '73 issue, pages 18-19.

William E. (Slim) Brandt, Steubenville, had on display an attractive and historic model of the old towboat JOHN DIPPOLD. Nobody knows with certainty the age of this model, but this writer subscribes he remembers it on display at the Carnegie Museum, Pittsburgh over fifty years ago. More recently it was shown at the Wellsville (Ohio) River Museum. The art of model building evolved from such pioneer attempts as this one, which was done largely by penknife and whittling. The builder of the model is believed to have been Capt. John H. Dippold, who lived at Baden, Pa., son of the original owner of the towboat built in 1871.

A model certainly different than most was that of the U.S. snagboat SWAN brought for display by Ernest S. Gabler, Greensboro, Pa. Those who remembered the real boat were high in praise for the accuracy of the details including the forward A-frame for "hooking" snags.

Larry Walker, president of the Walker Acorn Works, Cincinnati, had with him a beautiful new and highly varnished laminated wooden acorn which is to go on the new steamer NATCHEZ being built at the Bergeron yard south of New Orleans.

A beautiful new oil painting of the side-wheel packet COURIER was unveiled by Catherine Remley at the River Museum. It was presented by Dr. Harold W. Oyster, formerly of Marietta, who now lives at Marblehead, O. The artist was Miss Joanne Joys of the University of Toledo. Dr. Oyster's grandfather T. S. Strickling, then living at Clarington, O., was a crew member on the boat.

The afternoon "get-together" assembled at 2:30 Saturday on the shady lawn at the Boat Club. An informal talk by William L. Talbot, Keokuk, Iowa was the highlight. Bill Talbot was just back from a trip down the Mackenzie River from Great Slave Lake to its mouth north of the Arctic Circle. He and a nephew cruised aboard the NORWETA built at Hay River in 1971. C. W. Stoll and your editor recognized a dozen or so members, among them Mrs. Louise Meldahl Carley, daughter of the late Capt. Anthony (Tony) Meldahl, and Mrs. Dana Cook whose late husband was the first commander of the U.S. inspection boat MISSISSIPPI currently in operation. Both Mrs. Carley and Mrs. Cook had come from Memphis. A round of applause went to Mabel Bartenhagen, Muscatine, Iowa who said that her claim to river fame was that she was in the engine room of the DELTA QUEEN when that boat ran through herself. Capt. T. Kent Booth, on a visit from Florida with his brothers Mark and Bob, also took a bow.

A special attraction of the afternoon was the new excursion sternwheeler VALLEY GEM in charge of Jim Sands. Hourly trips were well patronized and various S&D buffs took a hand at piloting. Lady Grace and ye ed were among those on the 4 p.m. cruise and made the circuit of Marietta Island. While aboard we had a visit with Mr. and Mrs. Roy O. Eichleay, Pittsburgh. Roy is the survivor of the four sons of the late John Eichleay, Jr. whose contracting genius won river fame when he moved the steamer VIRGINIA from a West Virginia cornfield in 1910. Roy is 85 but nobody would believe it. Also aboard were Mr. and Mrs. William Eichleay, Pittsburgh, and we introduced the Eichleays to Dr. John C. Ewing, grandson of Capt. Thomas S. Calhoun who long was the VIRGINIA's master. It was Dr. Ewing who made available the priceless fund of material and pictures in our March '73 issue. Two of the pilots holding the VALLEY GEM on a steady and true course were Bill Barr and John Hartford.

Among those who made last minute cancellations and were sorely missed were Bob and Julia Thomas,

Powhatan Point, O. Bob was in the Bellaire Hospital for minor repairs. The Hon. Spencer Creel and Mrs. Creel, Parkersburg, could not come inasmuch as Spencer was also in a hospital. Mrs. Dorothy Powers, first curator of the Inland Rivers Library Cincinnati, decided not to risk the drive when the rains fell Friday morning. Mr. and Mrs. J. W. Zenn, Pittsburgh, did not come---Sandbar said he didn't quite feel up to it.

Among the "firsts" were Mr. and Mrs. Ober Smith, and Mr. and Mrs. Herbert Smith, Cedar Falls, Iowa. Also Mr. and Mrs. John P. Killoran, Hurricane, W. Va. who honeymooned this past summer on the DELTA QUEEN following a spectacular ride on the Broadway Limited with a special "drum" on the rear car illuminating good wishes. Stephen Frary, Mt. Vernon, O. was another.

There never has been a time when your editor was the first arrival at the meeting. When we hove in Thursday in company with Lady Grace, Mr. and Mrs. H. C. Putnam and Anne Putnam Mallinson, there at the landing was the CLAIRE-E with Gene and Claire Fitch aboard. And up the hill was grandson Tom Way freshly arrived from Adak, an outermost island of the Aleutian Chain, and he had come on a motorcycle from his home in Ashton, Ill. Hardly a surprise, but ever a pleasure, was to see Bruce Edgington in the hotel lobby.

The youngest delegate we greeted was Ian Putnam, aged about two, son of Chase and Mary Putnam, Warren, Pa. Also with the Putnams were their children Wendy, Andrew and Ellen.

Nelson Jones, three-time chairman of the Charleston, W. Va. "Sternwheel Race," had intended bringing his new 20-foot sternwheeler on a trailer but his Dad vetoed the plan. Looked a bit risky. Nelson's new boat is built on a J. W. Weaver skiff from Racine, O. The paddlewheel is somewhat famous, made by J. W. Zenn, and originally on one of the LADY GRACE fleet.

Late arrivals were Mrs. Tom (Letha) Greene in company with her son Tom Greene, Jr. and his wife Shirley and their children Adrian and Thomas R. Greene III. Young Tom III, surveying the riverfront at Marietta for the first time, inquired: "But where's the boats?" Probably a family trait emerging here. Letha was busily engaged Sunday morning autographing copies of her new book, "Long Live The Delta Queen." Bill and Hazel Greenwood were also on deck for the Saturday evening program.

Capt. and Mrs. Tom Kenny came from Ferguson, Mo. Roddy Hammett and his mother were seen in the Gun Room on Friday evening. Alan L. Bates, the steamboat architect, toured the new buildings of the Ohio River Museum on Sunday morning. John L. Fryant braved the rains to come from Alexandria, Va.; Jim and Alice Wilson of the Steamship Historical Society came from Staten Island, N.Y.; Bill and Jeanette Patterson came from Richmond, Ind., C. W. Daily from Toronto, O.; Bob and Nell Hamilton came from Whiting, Ind.; M. G. Hartley from Gasport, N.Y.; Charlie and Claudia Dietz from Louisville; Mr. and Mrs. Garland W. Kimble, from Freeport, Long Island; N. G. Carder from Murraysville, W. Va.; the Richard O. Russell family from Portsmouth, O.; Mr. and Mrs. Doug Wetherholt, Gallipolis; Mr. and Mrs. Jim Paisley, Wheeling; Jim Swartzwelder, Pittsburgh; Paul and Midge Bennett from Beaver, Pa.; R. Dale Flick, Cincinnati; the LORENA Browns from Cincinnati; Mr. and Mrs. Carl Wodraska, Cincinnati; James Poindexter, St. Albans, W. Va.; Bob Kennedy, Kenova, W. Va.; Mr. and Mrs. Paul Seabrook, New Alban, Ind.; James V. Swift, St. Louis; the Ostendorfs, Dayton, O.; Tom Addison, Cincinnati; Virginia Bennett, Fort Thomas, Ky.; Earl Olson, Norris, Tenn.; Larry and Ethel Walker and Dorothy Frye, Cincinnati;--and still we haven't named the half of them. One estimate of the attendance ran 300, about right.

Many delegates visited aboard the W. P. SNYDER, JR. at her new berth adjacent to the Ohio River Museum. The transfer in location was made on

Thursday, Sept. 6 with assistance from the U.S. Engineers, Huntington District.

All three diningrooms at the Lafayette were filled to capacity at 6:30 Saturday evening, following which the members convened in the River-view Room. A business session was called and the resolutions recommended by the Board of Governors, set forth earlier in this report, were accepted by voice vote, there being no nays.

Bert Fenn, Tell City, Ind., gave a slide talk, his subject being "Yesterday In My Backyard." This fascinating tale took the audience to Wolf Creek, Ky. where Bert reenacted the destruction of the large sternwheel STATE OF MISSOURI in January 1895 complete with close-ups of "State of Missouri Rock" which the boat is supposed to have struck and crushed her hull. Bert then visited the Kentucky farm owned by Capt. John W. Cannon's father, where he had rummaged around to find the ruins of the old Cannon family graveyard. A large sandbar stretching along the Kentucky side of the Ohio River almost all the way from Tell City up to Cannelton is called on river maps "Fulton Bar," and Bert disclosed how it got its name, linked directly to the Robert Fulton family and the building of the first inland steamboat NEW ORLEANS. Bert and some friends became fascinated with the tale of the sinking of the steamer MECHANIC with Gen. Lafayette aboard, 1825, and embarked on a project to locate the hull timbers. Instead, they found and recovered an ancient and peculiar hull which they never have identified. Based on the enthusiastic applause and yak-yak afterward, we would judge this talk to be among the top-notch presentations any S&D group has been exposed to.

Bob McCann brought to the members a report of the nominating committee appointed by S&D's president. He announced that all three of the committee, the other two being Jessie Hoyt and Garland Kimble, were in favor of the reelection of the existing officers, and recommended this be done. A voice vote followed and the entire slate was re-elected: Capt. Frederick Way, Jr., president; Robert Thomas, v.p., Upper Ohio; C. W. Stoll, v.p., Lower Ohio; Mrs. J. W. Rutter, secretary, and H. Chase Putnam, Jr., treasurer.

A young man appeared on the scene with two well-used fiddle cases and looking like he might have lately arrived from Paw Paw, West Va. in a Model-T. He brought forth a banjo from one of these and hunched over it. After singing an introductory number he swung over into "Gentle On My Mind" and the roar of approval all but drowned him out. John Hartford, 32, a river buff at heart and a banjo-picker by trade, was at that moment accepted into the hearts of S&D. He did have a fiddle in the other case, and for his third number gave it a lively grate bar and safety valve.

Then followed an old-time river movie in which the BETSY ANN, CHRIS GREENE, TOM GREENE, LIBERTY, SENATOR CORDILL, QUEEN CITY, GORDON C. GREENE and others lapped waves on the river shores, interspersed with close-up shots of river persons now gone but never forgotten--Chris and Tom and "Ma" Greene, Mack Gamble, Jesse Hughes and others--after which the lights came on and the grand and glorious annual S&D meeting was officially closed by the toastmaster of the evening, C. W. Stoll.

But S&D had gained momentum by then. She snapped three 2" check lines and kept going. Not all of the delegates had even arrived! Sunday noon we greeted Capt. Ross Rogers, Jr. who had dropped out of the skies from somewhere, and who was about to depart on a fantastic river mission up the Amazon in Brazil to be gone two or three weeks. By long-standing custom a family dinner party Sunday noon was staged to the geographically separated Ways; Jim, Terry, Therese, Julie, Tom; Fred III and Nell and Fred Jr. and Lady Grace. Woody and Bee Rutter did not join, being antsy-pantsy about their long trip back to Michigan.

Bob Moseley, manager of the Lafayette, sort of summed it up. "Of all the conventions held in this hotel, S&D is the one we all look forward to with real pleasure--and I mean the desk girls, the waitresses, Debby, the maids, everybody; we love to see you come, and we hate to see you go." Approval from those who do the work is praise indeed.

It's because S&D makes such beautiful sense.



BATWING J. P. HUGHES EXPLODES BOILER

Sirs: I wondered whether to call this boat COL. SANDERS or after Captain Hughes but I settled for the latter as I thought it would most likely bring a smile to his lips, but I was sorry to hear he had passed on. All I can say is that he has given me a lot of pleasure even at this distance.

Of course the J. P. HUGHES does not pretend to be a true scale steam-driven model--I think this to be quite impossible in such a small size (36" long). The wind was supposed to be 15 mph when the accompanying picture was taken. There is no smoke as I was using methylated spirits (alcohol) at the time for firing. She is equipped with a cylinder 5/16" bore and 1/2" stroke, working with a pressure of 40 psi; geared down, of course, with final drive by chain.

Some while after this picture was taken the boiler let go in true steamboat fashion, blowing one end out. No damage was done, other than making me jump.

S. Coventry,
61, Chediston Street,
Halesworth, Suffolk,
England IP 19 8BE



Holy cow what a crew! From the left: O. O. Brown, Rosi Miller, Bob and Evelyn Wood, Stephen Frary, Anne Sheep, Roxanne Ostendorf and her dad and mother Lloyd and Rita Ostendorf. Steve Frary is from Mount Vernon, O., an inveterate tourist on the DELTA QUEEN. The Ostendorfs are noted for their captivating cruise side-wheeler ABRAHAM LINCOLN. All of the pictures in this series were taken by Woody Rutter who used the famed "Round & Round" camera loaned by S. Durward Hoag after which Steve processed and made the prints.



S&D's nimble secretary Mrs. J. W. (Bee) Rutter (right center) at her office. The Becketts of Hebron, O. are paying annual dues. Sara has her head hidden behind her dad's shoulder while dad (Bob) counts his change. Over at the right Mrs. (Ginny) Beckett is talking across the table with S&D's distinguished and bearded treasurer, H. Chase Putnam, Jr. In the distance we see a slightly fuzzy profile of Delly Robertson intent with camera.



From the left:
Mrs. Richard Russell
Charles T. Jones and
wife Mary Ellen
Gene Fitch
Steamboat Bill Barr

Mr. and Mrs. Jones
ducked out for Co-
lumbus when the af-
ternoon meeting was
over and were again
on deck Sunday a.m.

George Schotten's
model PIONEER was a
center of attraction
"moored" at the Boat
Club premises. The
admirers include Mr.
and Mrs. Nelson Gar-
dner (right) and at
the left with cigar
is Capt. Charles M.
Young. The resem-
blance of the PION-
NEER to the SENATOR
CORDILL (before she
was lengthened) is
uncanny.



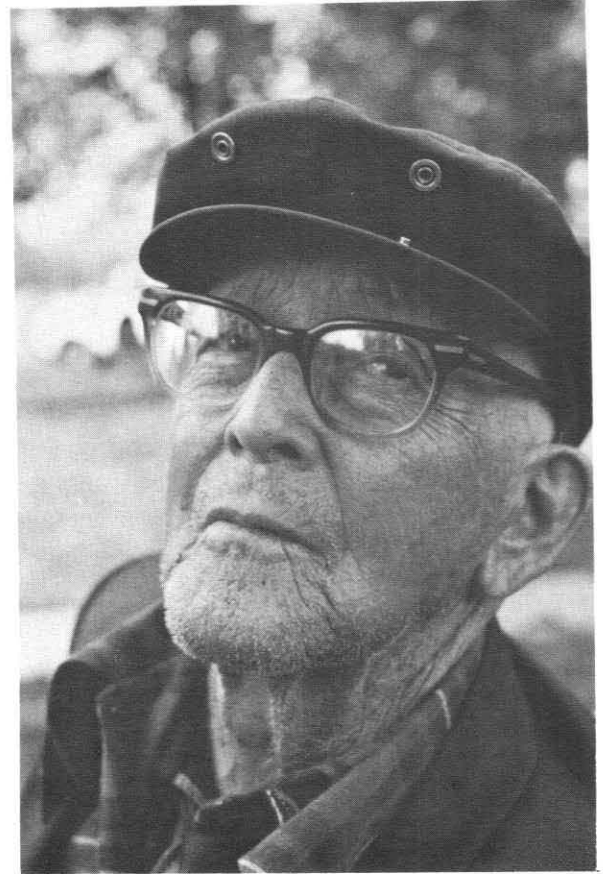


ABOVE: Mr. and Mrs. J. Sheldon Scott, Steubenville.

RIGHT: Mr. and Mrs. Charles F. Deitz, Louisville, pass the time o' day with Lucy Stoll (seated). Charlie Deitz recently had celebrated his 80th birthday.

BELOW: Capt. Roy L. Barkhau (left), formerly with Greene Line and The Waterways Journal, visits with Mr. and Mrs. Paul Seabrook, New Albany, Ind.





UPPER LEFT
 Dianne Duncan
 Dale Flick
 Delly Robertson

UPPER RIGHT
 Bob Smith took this
 excellent portrait as
 he asked Bruce how he
 was getting along.
 Said Bruce:
 "I'm runnin' on
 slow bell."

LOWER LEFT
 Lady Grace
 Nel Hamilton

LOWER RIGHT
 Margaret Putnam



THE NEW OHIO RIVER MUSEUM was officially opened at the conclusion of a colorful ceremony held on the premises Sunday afternoon, October 14. Several hours later it was officially closed again until further notice.

Marietta was in a holiday mood. Drove of visitors were attracted to town for the week-end to see a big street parade Saturday morning. The Ohio Historical Society's president Dr. Harold J. Grimm and the board of trustees held meetings and were hosted, together with wives and civic leaders, at a noon luncheon Saturday. On Sunday afternoon the annual fall foliage tour--a bit premature--the leaves were still green for the most part--had the town hopping.

John A. Burnworth, Marietta's ex-mayor and trustee of Ohio Historical Society, MC'd the Saturday noon luncheon and also the ceremonies Sunday at the Ohio River Museum.

S&D was liberally recognized in most of the proceedings. Your editor was invited to ride in the Saturday morning parade by fire chief John Hege-dus. Oh boy. In all our days we had never ridden in a parade and this was the chance. Somehow the plans for an "official car" went snafu so fireman Jim Warren herded us into his Nova with handpainted cardboard signs slapped on the doors reading HONORARY PARADE MARSHAL CAPT. FREDRICK WAY, JR. Seems that Jim Warren had this Nova souped up to haul his speed boat around on an attached trailer, and it was tuned up to do 70 with a drag behind. Dawdling at 2 mph behind thirty little maids, Brownie Scouts I think, this Nova, nervous as a high-spirited racehorse, bucked and pawed and pranced, and carried on something awful while Jim soothed and cajoled it and fed it lumps of sugar to keep it from charging through the ranks of the thirty little maids. He made it with no casualties. At the end of the route that Nova all at once found itself headed up Front Street with no traffic ahead and before Jim got it stopped we were so far off we couldn't hear the sirens on the 22 fire engines that had been behind us. Yes, we were in the parade but didn't see it nor hear it, a great honor indeed and one we will not be apt to repeat. Unless we can get Jim Warren to be the driver.

Lady Grace was in one end of town and we were in the other, and a parade in between. Forty minutes later, back at the Lafayette, the trustees and civic leaders were convening for their noon luncheon in the Riverview Room. Lady Grace and her shaken husband were invited to participate just as the Msgr. Robert Punke of the St. Mary's Catholic Church was about to deliver the invocation. Seeing as how Lady Grace was just arriving from an uptown shopping spree, innocently unaware of the invitation, even as we were, it took a bit of spirited action to get our heads bowed as the Monsignor asked the blessing.

It came to our notice (by reading the program) that a preview of the new Ohio River Museum had been arranged that Saturday afternoon at 4:30 for the OHS trustees, wives and staff, this in advance of the official ribbon-cutting scheduled Sunday at 1 o'clock. Lady Grace and your editor improved the time beforehand by going calling on that grand lady Edith Reiter at her home, 311 Washington, and found her vastly improved from her recent illness, up and about, and in high spirits. When all the cards are face up, it was Edith Reiter who issued the original invitation and made the arrangements with Erwin Zepp at Columbus to provide space at Campus Martius Museum for the original S&D exhibits. Moreover it was in her livingroom that the decision was arrived at to bring the W. P. SNYDER, JR. to Marietta.

We got to the new Ohio River Museum about three that Saturday p.m. to discover Bernie Stockwell and Bill Keener in the 60-seat theater doing a dry run on the slide show in preparation for the 4:30 arrival of the OHS trustees, wives and staff. We have witnessed a few slide shows in our time, but

never until now had we seen eight projectors and eight screens in play all at once. Bill Keener had prepared the automation, the slides and the narration--an epochal sweep from the glaciated ancient times up to and including a couple of modern diesel towboats. Bill modestly apologized for the hasty preparation but really he didn't need to--the result is fantastic and the future possibilities almost endless for related showings. Wow.

In fact we got so excited about the show that within the hour we got Bill Reed and Jim Swartzwelder on the tow line (they had just arrived) and returned to the new museum for the official 4:30 showing.

So, on official opening day, Sunday, October 14 last, the new Ohio River Museum was in what may be truthfully called the early stages of completion. About two-thirds of the permanent exhibits were still at Campus Martius. The rooms there looked quite natural--most of the models, paintings, pictures and haberdashery about as usual. The whistles, the nameboards, and the half-section models were gone--installed in the new buildings. Those in charge of the work estimated that about six weeks would be required to make the complete transition. Daniel R. Porter, secretary of OHS and director, wisely decided to keep the new quarters closed following the Sunday Oct. 14 ceremonies until the work is finished.

And now for the ceremonies. The Marietta Senior High School Band was scheduled to play at the new Museum at 12:45 Sunday Oct. 14, followed by the national anthem and a flag raising sponsored by the American Legion Post 64 and the Veterans of Foreign Wars Post 5108. Then the Rev. Arthur Boston of the First Congregational Church was to deliver the invocation.

They did these things without benefit of your editor, or Lady Grace, or of a lot of other people. Seems that on Sunday morning the ladies decided to go to church, and this left Bill Reed and Jim Swartzwelder and us with free rein to roam around. Roam we did, and at 11 we were getting on board the sternwheel VALLEY GEM for a one-hour excursion. Jim Sands was doing the piloting, and the day was nigh perfect, and Jim was in an expansive mood. Somebody said to Jim that gee wouldn't it be nice to paddle up the Muskingum to Devol's Dam (No. 2) and back instead of the routine trip out into the Ohio River. And Jim said oh my that is really a great idea and aimed her prow up under the Washington Street bridge.

After one hour had gone by a lady passenger became curious and asked Jim if she had made a mistake. "Am I on the four-hour trip instead of the one-hour trip?" she inquired. No, it wasn't that; we'd just managed to forget what time it was. So at 12:45 p.m. the VALLEY GEM was playing calliope music in competition with the Marietta Senior High School Band, still paddling back from Devol's. On the roof and in the pilothouse we had Fred J. Milligan, Sr., Columbus, Dr. Warren G. Harding 2nd, also of Columbus--both OHS trustees--plus Charlie Pratt and his good wife of OHS and a liberal crew of S&D's including Bill and Jennie McNally and their son Joe.

So here was the president of S&D donned in an old sweater racing down Front Street in Jim Swartzwelder's car, with Bill Reed along, headed for the Lafayette to get S&D's president into a proper jacket to cut the ribbon for the opening of the new museum. Meanwhile the national anthem had been played, the flag had gone up, and then Jim brought the car to a screeching halt down along Muskingum Park. There on the sidewalk and really making tracks was Lady Grace headed toward the ceremonies with the jacket on her arm. Jim rounded to, and in nothing flat we were on the premises even as the Reverend Boston of the First Congregational Church concluded the invocation.

Whereupon we were escorted in somewhat of a hurry to the speaker's section where, unbeknownst to

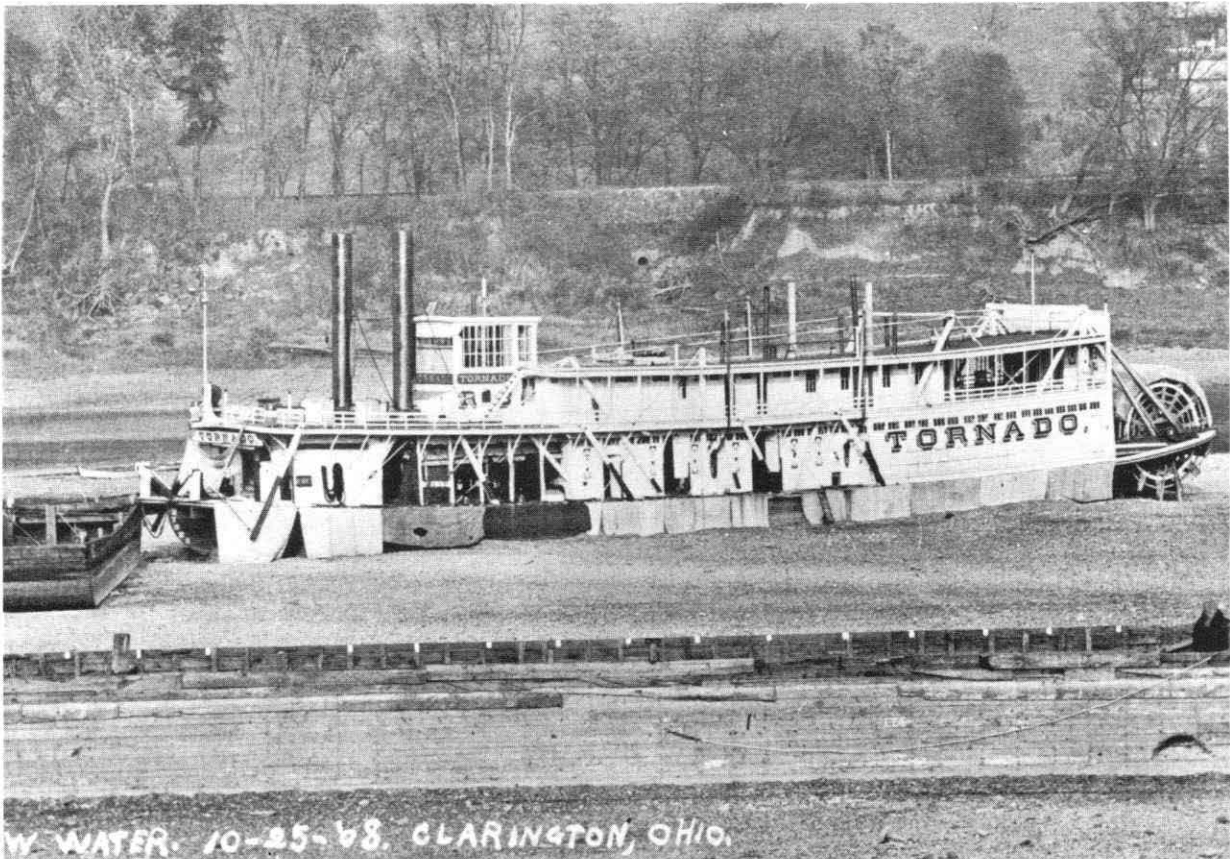
her, a chair had been reserved for Lady Grace in addition to her husband. She was glad to sit down after that walk of about five blocks under forced draft, and she said "I wish somebody would tell me these things," and about that moment right behind us a 3-year old kid fell headlong into the new reflection pool. That incident sort of took the focus of attention from the commotion we had created. The kid was scared, and wet, but the water was only two feet deep.

About the most pleasant note of the doings came when Dr. Grimm, president of OHS, presented to S. Durward Hoag a life membership, and Steve responded. Another notable event was the loan of the original Celeron lead tablet to OHS for display in the new museum. The American Antiquarian Society owns it--the one dug up by some boys at Marietta--and their director Dr. Marcus A. McCorison handed it over to Dr. Grimm and told him he could keep it a year. It's a mangled up old thing--smaller than you'd think--for those early Marietta boys were melting it down (it's made of lead remember) when

it was snatched away from them.

Last but not least was the formal cutting of the ribbon tied across the front double-doors. Using a pair of scissors supplied by Catherine Remley, your president of S&D did the snipping. Steve Hoag was the first to enter, then Della Hoag. According to an accurate count, some 700 persons entered within the next ten minutes. Jerry and Lee Sutphin were there, and Capt. Clare Carpenter, and Mr. and Mrs. Jim Paisley, and Charlie Arnold and Champ (Blennerhassett) Smith, and George and Muriel Schotten, and Mr. and Mrs. Robert W. Maynard (remember Bob Maynard who built the working model of the OMAR?) and Everett "Bus" Longrod, Albion, N. Y. who edits "The Flywheel News," and M. G. Hartley, Gasport, N.Y.

People keep popping up at Marietta. After the ceremonies we were talking with Capt. Ed Smith and his wife Helen who just "happened by" on their way down the river.



Another case of serendipity. In the last issue, page 35, we ran a picture and description of the towboat TORNADO. So now Jerry Sutphin pops up with the above view taken at Possum Bar, below Clarington, O. on the Ohio--about a half-mile above Mack Gamble's hillside home. The TORNADO was upbound with a tow of empties at midnight, Aug. 1, 1908, when she grounded on a fast-falling river. The crew at the time included Capt. George Henning, master; John B. Henning, chief engineer; Reuben M. Brown, mate; Ed Joyce, steward; Joe Mitchell, fireman, and Ed Joyce, steward. She remained on that bar about three and a half months, most of the time completely high-&-dry. She got off when the river raised, the day before Thanksgiving. Fortunately the hull was sitting on a nice flat gravel bar, smooth as a beach, so the main concern was to keep the seams from drying out--for she had a wooden hull. You will note the tarpaulins draped the whole length of the hull for protection from the sun, and a daily job was wetting down the sides. Also a tarp was draped over the paddlewheel to prevent shrinkage. Boats often roosted on sandbars in the pre-improvement days. One time the big side-wheel FALLS CITY perched out on a sandbar below Blennerhassett Island and a tornado came whipping up the valley---took off her stacks, pilothouse, texas, roof and the ladies' cabin, leaving her and we quote "a perfect wreck from stem to stern." That was an 1853 tornado; no relation to the one above.

The following questions were asked applicants for license as mate on inland river steamboats in 1905:

1. How long have you served as deckhand or lamp trimmer and on what boats?
2. Have you ever served as second mate or watchman and on what boats?
3. Which is the larboard and which is the starboard side of the boat?
4. What are the duties of a mate on watch?
5. How would you load freight in the deckroom of a sternwheel boat?
6. Are you reasonably familiar with Marine Law?
7. How are signal lights carried and what is their use?
8. What is the required diameter and length of a signal light globe?
9. What pressure is required on hose?
10. On going aboard a vessel as mate, what would you consult to find the necessary equipment of the vessel? What are the equipments of a vessel?
11. How should the equipment be marked?
12. What are the davits and what is their use?
13. How would you rive up a set of double and triple blocks?
14. What are the dimensions of a wood float?
15. How many pounds of cork must a life preserver contain?
16. What is dunnage?
17. Is it the duty of the mate to examine all packages brought aboard for shipment?
18. What is a station bill?
19. Prepare a station bill.
20. How often should the captain or mate drill crew?
21. What are life lines, how attached and their use?
22. Where would you store dangerous liquids and explosives?
23. To whom would you report a serious accident?
24. What would be the mate's duty in laying a boat up?
25. How many square feet would you allow each deck passenger?
26. What is the load line of a vessel?
27. Where and how should your license be carried?
28. What is a certificate of inspection? How often issued?
29. What are spars?
30. Explain how you proceed to get your vessel afloat by the use of spars?
31. What lines are used in towing barges?
32. Can you make and mark a lead line up to 24 feet?
33. What does quarter less twain mean?
34. What does mark twain mean?
35. What does quarter twain mean?
36. What does half twain mean?
37. What does mark three mean?
38. What does quarter less three mean?
39. What does quarter three mean?
40. What does quarter less four

mean?

41. What does mark four mean?
42. What is the next sounding?

The above exam was found in the files of the Wisconsin Historical Society not long ago by Edward A. Mueller. The original transcript had been made by Harry G. Dyer, a long-time Upper Mississippi mate who worked on raftboats, a compatriot of George Byron Merrick (Old Times On The Upper Mississippi) at Madison, Wisconsin.

Samuel J. Winer, former steamboat fan of New Martinsville, West Va., recently was elected president of The United States Jaycees at their annual conclave in Atlanta, Georgia. Aged 29, he is the youngest president the national Jaycees ever have had. He runs a clothing store at his home town, has an attractive wife Sue, and they have two children, David, 5 and Greg, 1.

Sirs: As to the STONEWALL J in the last issue (page 46) I remem-

ber when Eph Wells owned her at Sistersville, West Va. and had her tied to a buoy about 200 feet offshore there. While that was going on I was living with my family at Fly, O. across the river, where I went to school with the Tuels and Thomas's. Bob Valentine bought the STONEWALL J and moved to East Liverpool, O. Later he built the GRACE V and moved to Marietta. I worked for Bob and he sure was a good low water pilot. His son Frank decked that boat barefoot at the age of 12.

The reason we were at Fly, O. was that my Dad and Capt. J. M. Hammit were busy building the towboat HELEN WHITE there at the time all of this took place. The ORION was the Sistersville-Fly ferryboat, and oil boom was on, and everyone was happy and nobody said pollution, the fact is no one could spell it.

Lou Seshar,
537 Conrad Ave.,
North Charleroi, Pa. 40205



In the last issue, page 46, we were giving Reader's Digest fits for running in their August '73 issue a photograph of the 1878 side-wheeler EDWARD J. GAY, labeling it as a steamboat Mark Twain piloted, which he didn't. We observed also that no photograph was known of the earlier EDWARD J. GAY which Twain did pilot. Lo and behold, Leonard V. Huber of New Orleans now comes forth with a color lithograph, reproduced above, of this early edition. The original litho measures 7x10" and is signed at lower left, "Drawn by E. Whitefield, 1859." At lower right, "Pr. by A. Jenicke and Co. 3rd St. St. Louis, Mo." Edwin Whitefield (1816-1892) was an English-born artist who arrived in the U.S. around 1840 to paint pictures of Hudson River estates and later was active in the mid-west. The plantation mansion "St. Louis" built by the Gay family still stands near Plaquemine, La. now owned by descendants of Edward J. Gay, Esq. This early boat of the name, the subject of the litho, was built at St. Louis in 1859, hull 267 x 39. Capt. Barton Bowen, raised at Hannibal, Mo., was a crony of Mark Twain. At the start of the Civil War the boat was taken up the Yalobusha River in Mississippi and scuttled to prevent capture. The Lytle List disposes of her as "burned and lost in Yalobusha River, July 17, 1863."

Mrs. Ethel Hopkins Vaught will be 80 on her next birthday in January. She lives on Woodyard Ave., Parkersburg, W. Va. Recently she and Albert Woofter were talking steamboat. Mrs. Vaught was on board the Little Kanawha River packet LOUISE as cook's helper in 1910 or 1911 when Capt. Hiram A. Douglas, owner of the boat, decided to take the LOUISE upriver above Creston. They made a round trip to Grantsville.

Mrs. Vaught was about 16 at the time and remembers the trip vividly. She was living at Elizabeth, W. Va. in 1911, and spent two summers on the LOUISE helping Mrs. Mollie Evans, the cook.

"What was the purpose of the trip to Grantsville?" Mr. Woofter asked her.

"Just to go there," she said.

We are indebted to Mrs. Nellie Engelke of Glenville, W. Va. for the clipping from the Parkersburg News of Sunday, June 24, 1973 in which Albert Woofter recounted the story in his "Town and Country" column.

Doc Hawley was rummaging around in the attic at Rock Hill, Louisville, Ky. on the morning of Aug. 21st last. He came upon a letter written June 25, 1929 addressed to the U. S. Local Steamboat Inspectors, that city. Frank H. Buening acting as agent for The River Excursion Company was reporting an accident. Their big side-wheel excursion steamer AMERICA had taken a crowd of Louisvillians down through the Canal and back the previous Saturday. Upbound, in the Canal, her port stack collided with a low overhead cable, and when the stack fell it landed on the calliope. Capt. M. P. Smith, master of the AMERICA, added his signature to the letter. Nobody was hurt. Doc C.K. (Calliope Kid) Hawley naturally is interested to know whether that calliope was put out of whack. The smokestack was. How's the cable, Mabel?

Sirs: In re. your remarks in the last issue, page 19, concerning the passing of Capt. Jesse P. Hughes:

I never had the privilege of an introduction or a word with Capt. Hughes. But I was with him for a half hour or so in the pilothouse of the DELTA QUEEN. He and several others were visiting on the bench; Capt. Ernie Wagner and Captain J. Emory Edgington were chatting in the for'd starb'd corner and Capt. William Dugan was on watch at the controls. I stood back against the aft bulkhead silently observing, comparing and learning that these rivermen fully were the equals of (and in some respects superior) to the deep-water sailors I've been associated with most of my life. I am aware that Cap'n Jesse and the others took no note of me at the time. Shortly thereafter darkness descended on the Ohio River, and the gentlemen I have mentioned drifted below, leaving Captain Dugan and



Capt. Mary M. Miller

Harper's Weekly, issue of March 8, 1884, ran the above photograph with the following news story: "On the 16th ult. Mrs. Mary M. Miller, of the Mississippi steamboat SALINE, received her license from the United States inspectors of steam vessels at New Orleans, having satisfied them of her competency to command a steamer. Her license authorizes her to assume the command of the SALINE, with permission to navigate the waters of the Mississippi, Red, Ouachita and other Western rivers. Captain Miller took the usual oath demanded of steamboat captains when licensed to pursue their calling, and she subscribed to the articles in a plain hand, 'Mary M. Miller.' Mrs. Miller is quiet and unassuming in manner."

We now have a letter from Miss Sandra (Sandie) Miller, 4223 Cutliff Drive, Louisville, Ky. 40218, who is anxious to learn more of her illustrious forebear. Capt. Mary Miller's husband, Capt. George (Old Natural) Miller, operated the SALINE built at Louisville, Ky., 1882, 178.74 tons. He also had operated a prior SALINE built at Louisville in 1858 and lost in 1865. Mary Garretson and George P. Miller (1809-1898) were married in 1865 at New Albany, Ind. and lived at Portland, Ky. They had three children.

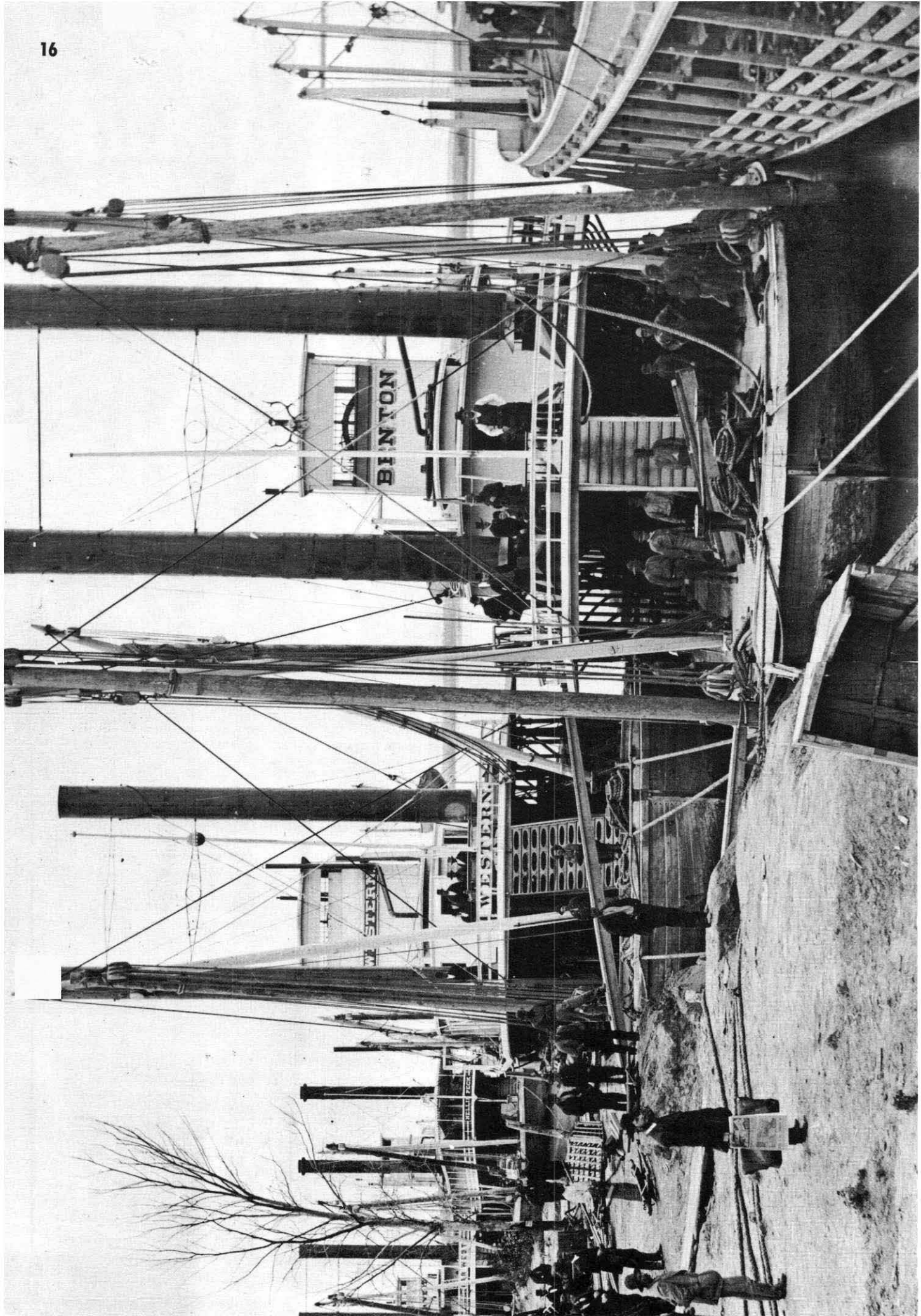
Whether Capt. Mary Miller obtained the first such license--a lady captain--is not certain. But she was one of the first, and one of the very few who held such distinction. All of which has us wondering if there are any lady captains or pilots on the rivers today? Not to our knowledge, there aren't.

me there alone. I never saw Captain Hughes again.

Now I have just read the September issue--the fine tribute to the memory of Jesse P. Hughes. I ended up the reading of that with a lump well up in my throat. How appropriate it concluded with the words "Finished with engines."

Homer L. Burch,
5905 Coit Road, N.E.,
Grand Rapids, Mich. 49505

Bob Thomas, S&D's vice president of the Upper Ohio, spent most of October in a hospital. He was prevented from attending S&D's annual meeting by what was described as a mild illness. Instead of improving he got worse and for a time was on the critical list. He and his wife Julia may be addressed at Box 453, Powhatan Point, O. 43942.



Four steamboats (and part of another) at Bismarck, Dakota Territory, on the Missouri River
Read the story on the next three pages.

Following the FRONTIER

THE PHOTOGRAPH ON THE OPPOSITE PAGE is one of the most unique ever to come out of the upper Missouri River. It was taken at Bismarck, Dakota Territory, about 1876-78 by an expert photographer, F. Jay Haynes. On the opposite shore was Fort Abraham Lincoln from whence Gen. George Custer and his troops departed on May 17, 1876 for the battle of the Little Big Horn in Montana where Custer and all his men were killed June 25.

The steamboat at the extreme left in the picture is the FAR WEST which, commanded by Capt. Grant Marsh, was moored at the mouth of the Little Big Horn when the battle took place. Several days later fifty-two wounded men from the command of Major Reno were loaded aboard, and the claybank sorrel Comanche, mount of Capt. M. W. Keough. The FAR WEST was taken back down the Big Horn and the Yellowstone with her precious cargo--no mean feat--and after a military delay Capt. Marsh and his pilot Dave Campbell got orders to proceed back to Bismarck. They made that run of 710 miles in 54 hours. One soldier died enroute and was buried at Powder River. A wounded scout was unloaded at Fort Buford. Below Fort Stevenson the boat was draped in black and her flag half-masted. At Bismarck, editor C. A. Lousenberry was routed out of bed to write the biggest news story ever to come out of the Missouri, that of Custer's Massacre.

The remoteness of these proceedings is all but incredible today. It was not until July 10, over two weeks after the affair, that the Custer story commenced to dribble into the river news columns of the Pittsburgh "Commercial." A dispatch dated at St. Louis on July 7 reported: "The steamers FAR WEST and JOSEPHINE were on the Yellowstone plying above the mouths of the Big Horn and Little Big Horn when the bloody fight took place between the soldiers and the Indians. These boats and their crews have played an important part in the campaign in transporting troops and supplies. Capt. Grant Marsh is master of the FAR WEST and Mark Coulson is captain of the JOSEPHINE. The Yellowstone River was bankfull when the fight took place on or about the 25th of June."

In the July 18th issue of the "Commercial" this observation appears: "Capt. Grant Marsh, a worthy Pittsburger, has won numerous laurels during the recent Indian operations on the upper Yellowstone. He pushed his steamer FAR WEST up 54 more miles further than any vessel had been, and was within 15 miles of Custer's battlefield. In 60 hours after the fight the wounded were at Fort Abraham Lincoln, 900 miles downstream. But for the FAR WEST and Captain Marsh the wounded would have had to be carried 40 miles instead of 15."

When you think of a Missouri River "mountain boat" the mental impression calls up such boats as the BENTON, WESTERN and FAR WEST as shown in the opposite picture. Many were built that style for reason of lightness, and also because less surface was offered to the wind. Gale force blows lasting days at a time were not uncommon. Photographer F. Jay Haynes returned to Bismarck in 1880 and rode the FAR WEST to Fort Benton. He took another picture (shown in this series) in which the boat has become quite matronly, the boiler deck extended fore and aft. The BENTON got similar changes made to her appearance. Please note that not any one of the four boats in the picture had a headlight of any sort, nor was there any electricity on

board. They were built in 1870, 1871, 1872 and in 1875 in the order of their appearance from the left, FAR WEST, NELLIE PECK, WESTERN and BENTON. The NELLIE PECK has her cabin built clear forward but we cannot say with any authority that she was originally so constructed at Brownsville, Pa. in 1871. She may have been altered to look as she does here.

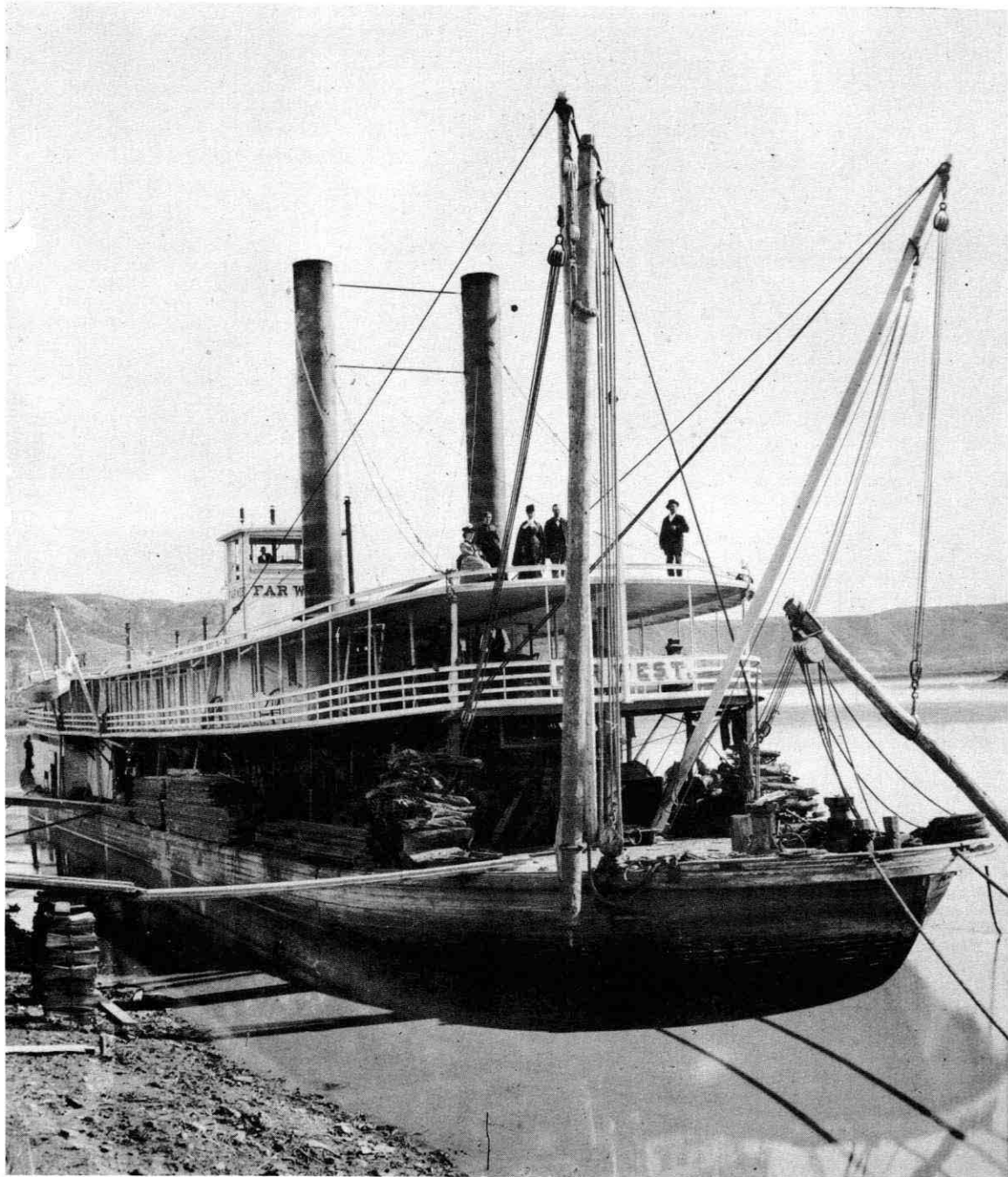
A few notes about these four boats:

FAR WEST Built at Pittsburgh in 1870 for the Coulsons on a hull 190 by 33. High pressure engines 15" dia. by 5 ft. stroke. Three boilers allowed 130 psi. She returned to Pittsburgh once, at least, arriving there Jan. 30, 1871 from St. Louis. She made 18 trips to Fort Benton and for two years was on the Yellowstone on government contract, in 1876-1877. When General Sheridan planned the Indian campaign of 1876 he asked Grant Marsh to command a supply boat, and Marsh chose the FAR WEST. Four days before Custer was killed he visited aboard this boat at Rosebud Creek in company with General Gibbon and General Terry. After the battle the Indian Peace Commission was carried aboard this boat to treat with the tribes. In 1872 the FAR WEST, Capt. Mart Coulson, and the NELLIE PECK, Capt. Grant Marsh, ran what probably was the longest sustained race ever engaged in; from Sioux City to Fort Benton and back to Sioux City, 2,800 miles. The FAR WEST won, and her time was 17 days 20 hours. The NELLIE came dragging in three hours later, having been run aground in the Dakotas by a cub pilot. In 1873 the FAR WEST was the first steamboat arrival of the season at Fort Benton. In later years she was sold to the lower Missouri, owned by Victor Bonnet and Capt. Henry M. Dodds. She was snagged 7 miles below St. Charles, Mo. on October 30, 1883. Part of the cargo was removed aboard the FANNIE LEWIS.

NELLIE PECK Built at Brownsville, Pa. in 1871 for Durfee & Peck on a hull 201.4 by 35.2. Capt. Grant Marsh superintended construction and was her master during the first two seasons on the Missouri. In all she made 14 trips to Fort Benton and was the first arrival of the season there in 1872 and in 1875. There is record that she was above Little Rock, Ark. on the Arkansas River in January, 1876 loading cotton for New Orleans; and in mid-June that year she was at Fort Benton on the crest of a flood which had inundated the town, and didn't get her freight unloaded for some days. Here we lose the thread, and she fades into an oblivion on our records, ending up with something of a wallop, nonetheless. In the U.S. Registry of Steam Vessels, 1892, she is documented at St. Vincent, Minnesota. Now how could that be? St. Vincent is on the Red River of the North.

WESTERN Built at Pittsburgh for the Coulsons on a hull 212 by 34 in 1872. Engines 16" dia. by 5 ft. stroke. Three boilers. She left Pittsburgh on April 6, 1872 for Fort Benton commanded by Capt. Sanford B. Coulson, and J. Todd, clerk. She made nine Fort Benton trips and was cut down by ice and crushed against the bank during the great ice gorges and run-out at Yankton, S.D. on March 27, 1881. The force of the ice crushed the port boiler.

BENTON built at Pittsburgh on a hull 197 by 33 in 1875. This was the first of the steamboats of the "Block P" Line which gained T. C. Power the title of "Commodore Power." Her engines were 15½" by 5 ft. stroke. Three boilers. She was built for T. C. Power & Bro. and I. G. Baker & Co. Her first arrival at Fort Benton was on May 27, 1875 in charge of Capt. James McGarry. Altogether this boat made 44 trips to Fort Benton, plus 15 to other Montana points, in one of the longest careers any boat ever had in the Benton trade. She ran on the Yellowstone in 1876 during the campaign running down Sitting Bull and his Sioux. This boat set a record from Bismarck to Fort Benton on May 31, 1877, coming up in 11 days 1 hour, and bettered this on June 27, coming up in 10 days 18 hours. The RED CLOUD soon did better. She served

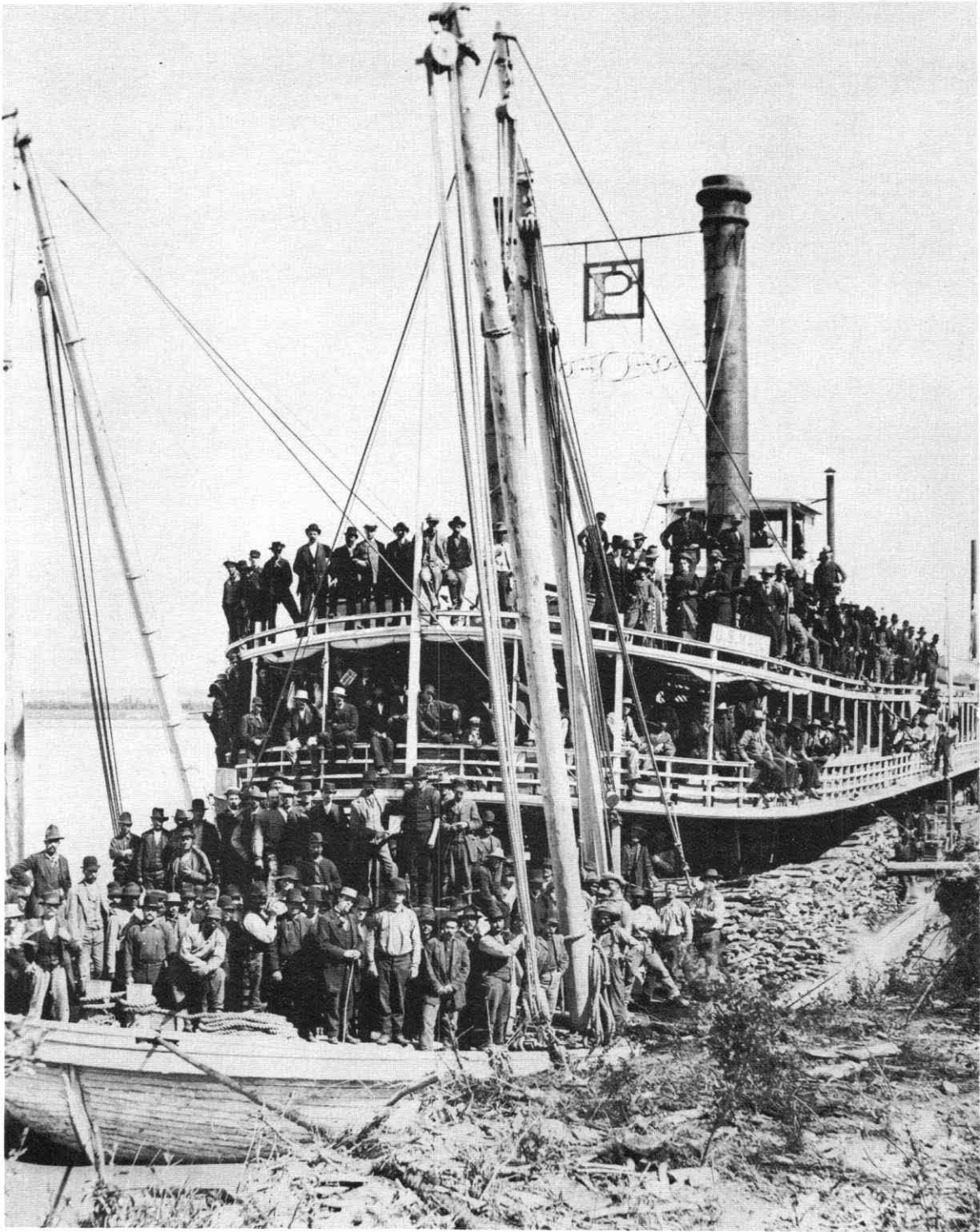


The FAR WEST in later years.

in the wind up of the Nez Perce campaign of 1877 around Cow Island. Altogether the BENTON made more trips, almost certainly carried more freight, than any other boat serving Fort Benton. In 1881 she was aground for 56 hours on Shonkin Bar. In 1884 she took down 250 tons, the largest cargo ever shipped from Fort Benton. By 1886 she was the "old reliable" in the Benton-Bismarck trade. In July, 1887 she made her last departure from Fort Benton looking like a southern cotton boat with 1004 bags of wool and 350 bales of pelts aboard. She was sold in 1889 to James P. Boland and T. B. Sims. Sunk by a snag 5 miles above Washington, Mo. on Sept. 15, 1889, Capt. Asa P. Boland, master; George Keith, pilot. While bound down the river opposite Arrow Rock, Mo. on July 31, 1895, she broke a tiller line, was snagged, and lost 600 sacks of wheat. On July 18, 1897, coming down to run the Sioux City drawbridge, she backed into some piling, partially sank, and

drifted into the bridge, tearing off most of the upper cabin, etc. Then she sank. Thus a slow-acting bridge tender caused her final loss.

The three pictures presented in this series come from a book "Following The Frontier" authored by Freeman Tilden and published by Alfred A. Knopf in 1964. The story follows the photographic career of F. Jay Haynes, illustrated with 244 of his pictures selected from a backlog of 25,000 prints and negatives which had been carefully preserved by the late Jack E. Haynes, his son. The view of the four steamboats moored at Bismarck undoubtedly was taken on what was known as a "wet plate" using a lens with a disc diaphragm series of stops and no shutter. In passing, we might notice that all of the "copy" pictures made by your editor 1936 to date were and still are made using a Rochester Optical Co. lens of this description which some boys found in a dump, and for which we paid them \$2.



The HELENA at Cow Island on the Missouri in 1880.

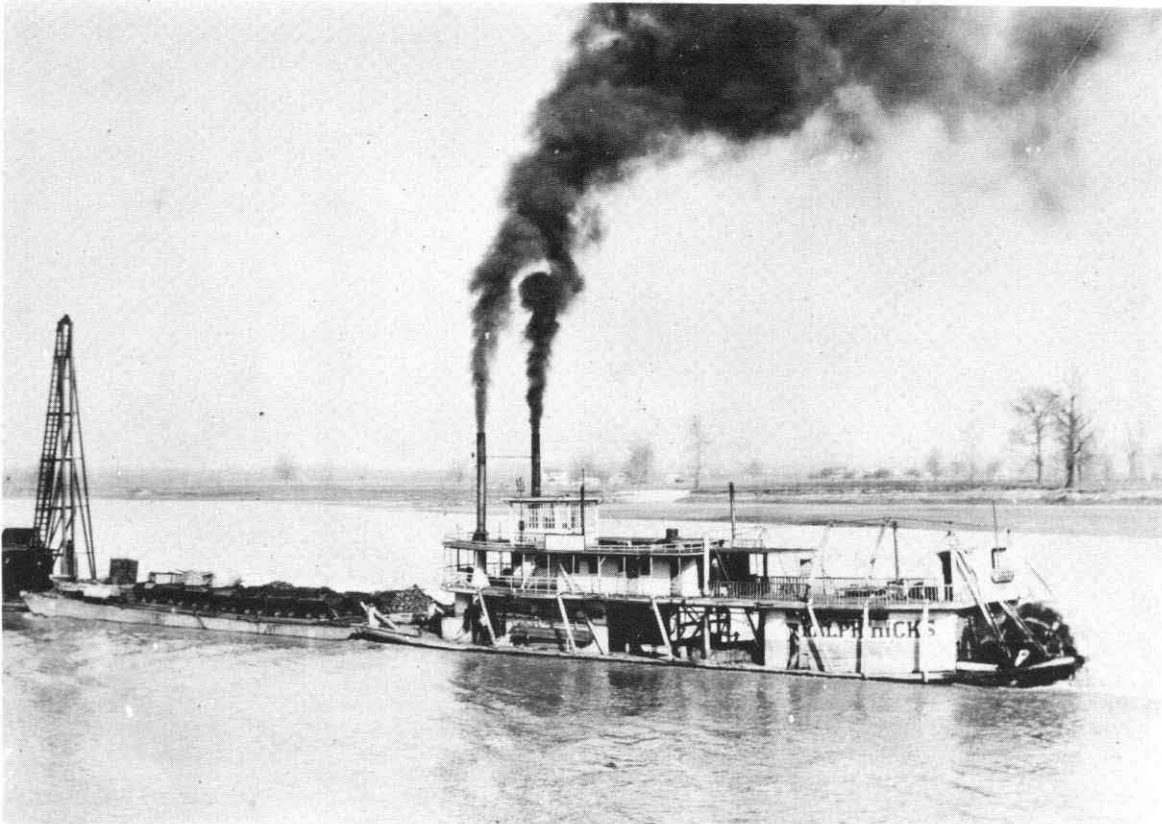
The book "Following The Frontier" is a gold mine of information aside from the historic value of the reproduced photographs. We are eternally grateful to S. Durward Hoag for presenting us with a copy in 1964. The original retail price of the book was \$12.95. Lately we have seen it offered on discount lists for much less.

Above is a superb view of a Missouri steamboat, the picture taken by F. Jay Haynes at Cow Island in 1880. The HELENA was built at California, Pa. on the Monongahela River and completed at Pittsburgh in 1878. She had a hull 194 by 33. She arrived at Fort Benton on her first trip on May 14, 1878 in charge of Capt. James McGarry, owned

by T. C. Power & Bro. of Fort Benton and others. During her first ten years she made more than 50 trips to Montana points. In 1884 she beat all the other boats to Fort Benton by a week, arriving there on May 6th.

Running steamboats to such isolated places had drawbacks. In mid-July, her first season, the HELENA caught a tree in her pitman. The pitman broke, went in the river, and the cylinder-head blew out. She limped to Bismarck and had to lay up while repair parts were shipped from Pittsburgh. The RED CLOUD also was at Bismarck then putting in time while a new paddlewheel shaft was shipped to her over the Northern Pacific.

UP THE ARKANSAS TO PINE BLUFF IN 1920



The RALPH HICKS
Donald Wright stood watches as engineer.

EDITOR'S NOTE: The late Donald T. Wright sent us a batch of typed notes shortly after he made a trip down the Mississippi and up the Arkansas to Pine Bluff in November, 1920. He probably intended, when he had more time, to string the thing together into more orderly sequence. To the best of our knowledge he never did so--undoubtedly because he then was negotiating for the purchase of The Waterways Journal, of which he became owner and editor on January 1, 1921. The tale was far too good to throw away, so we held on to it and now, 53 years later, have straightened out a few of its kinks, and have used Donald's own original wording for the most part. -Ed.

HERE I WAS DOWNBOUND ON THE MISSISSIPPI on the steam pleasure sternwheeler RALPH HICKS as the guest of the owner, Capt. Jeff Hicks, although I must admit that my invitation came after I had asked if I could go along. The purpose of this trip for all of those aboard was pleasure, although there was a commercial angle also; the steamboat was faced to a barge loaded with structural steel for delivery at Pine Bluff, Ark. The voyage had commenced at St. Louis on November 10, 1920. Here we were on the 23rd passing Friar's Point at breakfast time, and playing tag with the KATE ADAMS. We passed her a couple of times when she was tied at landings and then she'd overhaul us, cutting the water beautifully and making 18 miles an hour.

Capt. Rees Downs and I lingered at the breakfast table. He told me that negotiations were going

forward for the sale of the KATE ADAMS to the Liberty Transit Company of Wheeling. In case this deal falls through, A. S. Caldwell at Memphis, representing the KATE, asked Rees to accept the position of master and manager of the KATE in her present downriver trade from Memphis, the salary to be \$3,600 a year.

Later in the day Captain Hicks and I had a sociable time of it. We ate apples and he took a shot at some wild geese. He said being a southerner he had voted for Cox but prayed for Harding. Between 1 and 2 o'clock I wrote to Mary Donald and at 2:30, the U. S. towboat ISSAQUENA went by tearing the river into prodigious waves which rocked our frail barge alarmingly. After the river settled down we continued to make good time, thanks to an absence of wind. After dinner Captain Hicks treated us to a chocolate cake given to him at Memphis by his sister Mrs. R. E. Hunter. To top this off I ate my usual after-dinner bar of Huyler's sweet chocolate.

Our objective was Rosedale but when we got there we found moored at Terrene Landing the KATE ADAMS, CONTROL and LIGHTWOOD, plus two small U.S. Engineer boats. There was plenty of time to do so, so Captain Hicks decided to get into the Arkansas River. We got to the mouth of that stream at 4:30 and spent fully a half-hour sounding the bar at its mouth to enter without going aground. Once we were in the Arkansas we tied at Big Island, the greatest hunting ground of the South, formed by the Mississippi, White and Arkansas rivers and the Arkansas River Cut-Off.

We went ashore there and took a walk, visiting

some houseboaters who had dogs, cats, goats and hogs--all tame--and some ducks (alive) they used as decoys. Captain Hicks pointed out clumps of mistletoe growing in tree-tops. In this twilight the sun set brilliantly up the Arkansas, and a full moon was rising over the wide waters of the Mississippi.

At a quarter of six o'clock the supper bell rang and we returned to the boat to find that our engineer, Louis A. Day, was having severe pains in his lower right abdomen which he diagnosed as appendicitis; nonetheless he took his place at the supper table and engaged in the general conversation. I ate three potato cakes and felt fine.

Next day, November 24, 1920, we proceeded up the Arkansas River which, to my surprise, was narrow and tortuous, the current swift, and the color of the water decidedly red. What we were doing was not usual; more frequently traffic goes by way of the White River, thence through the Cut-Off and into the Arkansas 25 miles above its mouth. I was told by Captain Hicks that when he took the RALPH HICKS out of the Arkansas this past April he used the Cut-Off route for the plain reason that there wasn't enough water then over the bar at its mouth to effect an exit.

In the times of Mark Twain there was a town named Napoleon, Ark. at the Arkansas's mouth, and the grave of the Indian chief Black Hawk. Today the location is obliterated. After going a few miles we came upon a U.S. Engineer operation, where two of their barges blocked the river. We had to move them to get by. At dinner time we were at the first railroad bridge. It has a draw span with 480 feet clearance, said to be one of the largest in the U.S. All morning we had progressed up this river seeing nothing made by man, nor any humans either. Then this bridge. We whistled for the draw and it opened promptly. Whereupon there was a great conference and deliberation between Captain Hicks and Captain Downs and they both judged that the channel had changed course and didn't run under the draw span at all. No, the best water was under the north shore fixed span. The next question was whether the boat's smokestacks would clear it and, following a cautious approach, they did clear. We probably had two or three feet to spare.

This bridge, owned by the Missouri-Pacific, had been built under great difficulty. The piers were set 80 feet (approximately) down, and even so a flood tilted one of those piers making necessary a complete rebuilding of the span. The channel was disposed to continual shifting and, in order to keep it under the draw, a "channel trainer" had been built above at considerable expense. This day, as we passed through, it was not doing its job. The bridge tender did his; he held open the draw span until we had quite safely passed under, using the north fixed shore span. Not until we were safely by did he close it.

When we reached the White River Cut-Off, and so left Big Island behind us, the size and the channel of the Arkansas improved decidedly. Our engineer Mr. Day shot at ducks and geese to no avail. We then came to the only two aids to navigation on this river, the two crossing daymarks at Notribe Crossing. Through lack of attention they were in sorry shape. The talk all day, off and on, was that our destination today would be Arkansas Post. The prospect of seeing the first capital of Arkansas Territory had me quite eager. But, when we landed, there was no sign of anything. After supper Captain Hicks suggested we walk to the Post, and so we traversed a cotton field, then followed a hog path, and then came upon the bed of an old river or slough still partly filled with water. The Post Office and general store at Arkansas Post were 300 yards beyond, yet we did not get there, and returned without having mailed our letters, and without having bought candy for our upcoming Thanksgiving dinner.

We lay up each night because we are running

single crew. This morning as we proceeded up the Arkansas our engineer Mr. Day, apparently recovered from his appendicitis, was hell-bent to shoot at ducks and geese. His ambition to do this knew no bounds and he recruited me to stand his watch in the engineroom while he went aloft and banged his gun. Before departing the engineroom Mr. Day gave me some hurried instructions as I continually protested to him that I never had shoved a wheelbarrow let alone engineer a steamboat. He did not pay attention to my lament, nor did I understand his instructions. So fine, he did shoot a duck, and it landed in the river, so Captain Downs, at the pilotwheel, instantly rang for STOP and then for BACK FULL. I was really frightened. I did have the presence of mind to shut off the spigot that puts the steam in the engines. Then I pulled back a lever and nothing happened save a low groan which probably came from me and not the machinery. Mr. Day after an eternity of time relieved me, sans duck, telling me I had too much steam up the valves--whatever that means. No damage was done.

Nobody paid attention to my mental anguish at having caused the loss of the duck, for now an injured duck had been sighted floating toward us. Mr. Day shut down the engines (without calling upon my assistance this time) and hopped in a rowboat and went out and got it. And so it happened that the duck we had for Thanksgiving dinner was this injured one which somebody unknown to us had winged. All of the bombardment from our crew had fetched us no game at all.

This IS Thanksgiving Day, I have neglected to state. Immediately the crippled duck was killed and taken to the kitchen where instructions of an elaborate and detailed sort were given to Josephine, the cook. Josephine listened to all of this in a stony silence, then told Mr. Day who was doing most of the talking to go grease his engines. What Josephine did was to brew up a big kettle of tomato soup, a mess of turnip greens and a batch of hominy--no potatoes were served at all. The lame duck arrived on the table too soon from the stove, hardly done. Josephine with the near end of a cleaver hacked open a big can of peaches, and another of prunes, and this was dessert. The meal on the whole was fearful. I cannot abide her chickory-spiked coffee, nor do I relish the water dipped into the glasses from a barrel which was filled from the Mississippi River and allowed to settle--some of the mud settled. Being devoid of proper exercise while steamboating, it is good not to be tempted to overeat or drink, I say to myself. Meanwhile I was speculating to myself as to whether the Wright-James family had convened for their turkey and mashed potatoes at Franklin or at Oil City.

When Josephine told Mr. Day to go grease his engines he started for the engineroom but saw a duck before he got there. Bang, bang. In as short a time as that, he had killed two. There was a great uproar getting the rowboat launched and the ducks retrieved. Late that afternoon Mr. Day decided he would cook these ducks himself, for supper, and once again I was recruited to stand watch over those engines while he did this. I had scant choice--I had not participated in the hunt--and above all wished to be helpful. Captain Downs offered me a shotgun and said I could try my luck with it and he would watch the engines. Little did he know that at Camp Lee I had been ordered to shoot at a practice target, the first gun I ever had had in my hands. And the last. That sergeant grabbed that gun from my hands and recommended me for a desk job running a typewriter. In ten shots I had not hit anything. It was my first promotion in the Army. No, the engines were safer. While Mr. Day cooked the ducks, taking an hour to do it, from 4:30 to 5:30, not a signal bell was rung.

It was possible this afternoon to glimpse over the levees and occasionally see a farm house or a barn. About 3:30 we passed the Kimbrough plantation and its old Southern mansion. Mr. Day's duck dinner was palatable, and this evening we

tied up at the Greenback Plantation, about 25 or 30 miles below Pine Bluff.

This last day of our journey, November 26, 1920, started out sunny and pleasant but about 10 this morning the sky clouded and a drizzle set in. We lost an hour this morning attempting to go up the wrong side of an island, or at least what turned out to be the wrong side. We had to back down and try the other side which was quite shallow also, and necessitated repeated trials and soundings before we pursued the deep water. The Cotton Belt bridge at Pine Bluff has a draw span at either side of the river, with three fixed spans between them. The two draws were built, at what must have been considerable expense and agony to the railroad, to allow for shifting channels; sometimes the deep water is on one side, sometimes the other. From the time we signalled our approach to this bridge, which carries the main line from Dallas to St. Louis, we lost 25 minutes waiting due to a problem in getting the bridge's engine running.

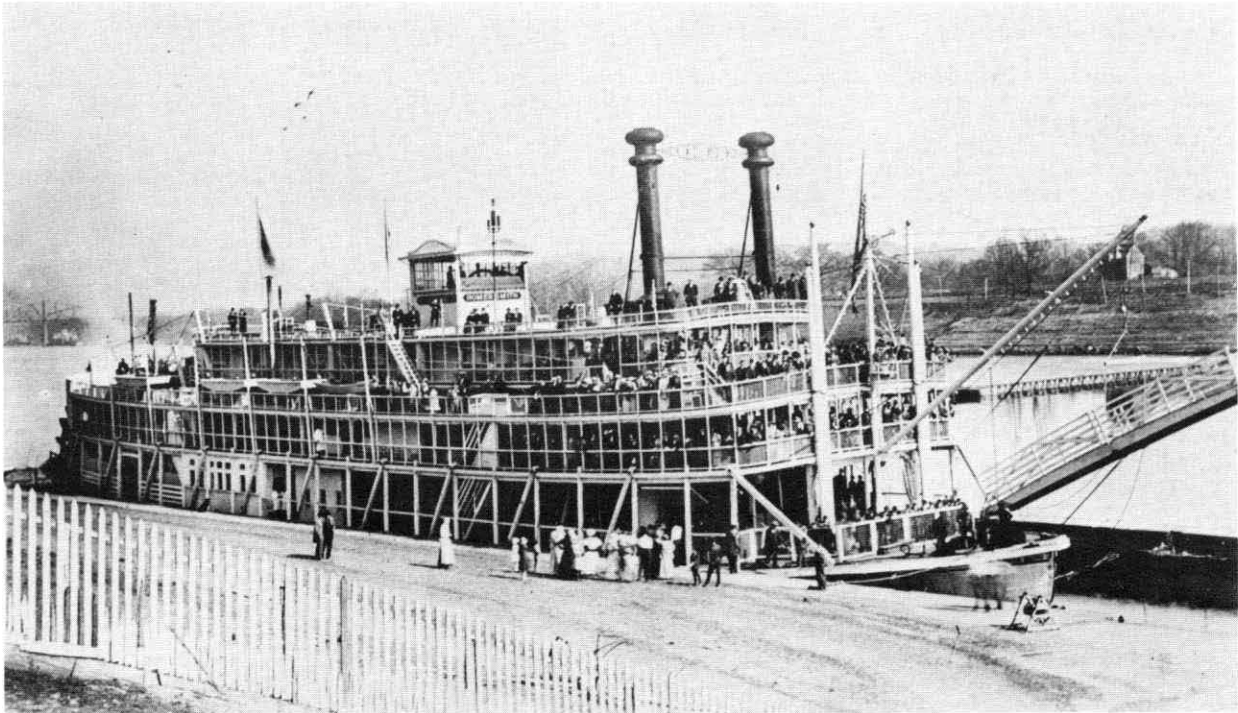
Captain Hicks was perplexed just where to tie up at his home town, Pine Bluff, Ark. He blew a long and loud landing signal which brought to the banks quite a considerable crowd of people. Finally a location was chosen and we tied there. Josephine delayed dinner until the mooring was completed and then served a goose which had been bagged by one of our shotgun crew, and which had been prepared under the care of our engineer-chef Mr. Day. Captain Downs was given the bad news that his sister, Mrs. Jenkins, had been injured in an automobile accident Wednesday, so he hurried ashore en route to Little Rock.

Captain Hicks' Buick roadster appeared on shore driven by a black chauffeur and with Captain Hicks driving, and with me as supercargo, and with the

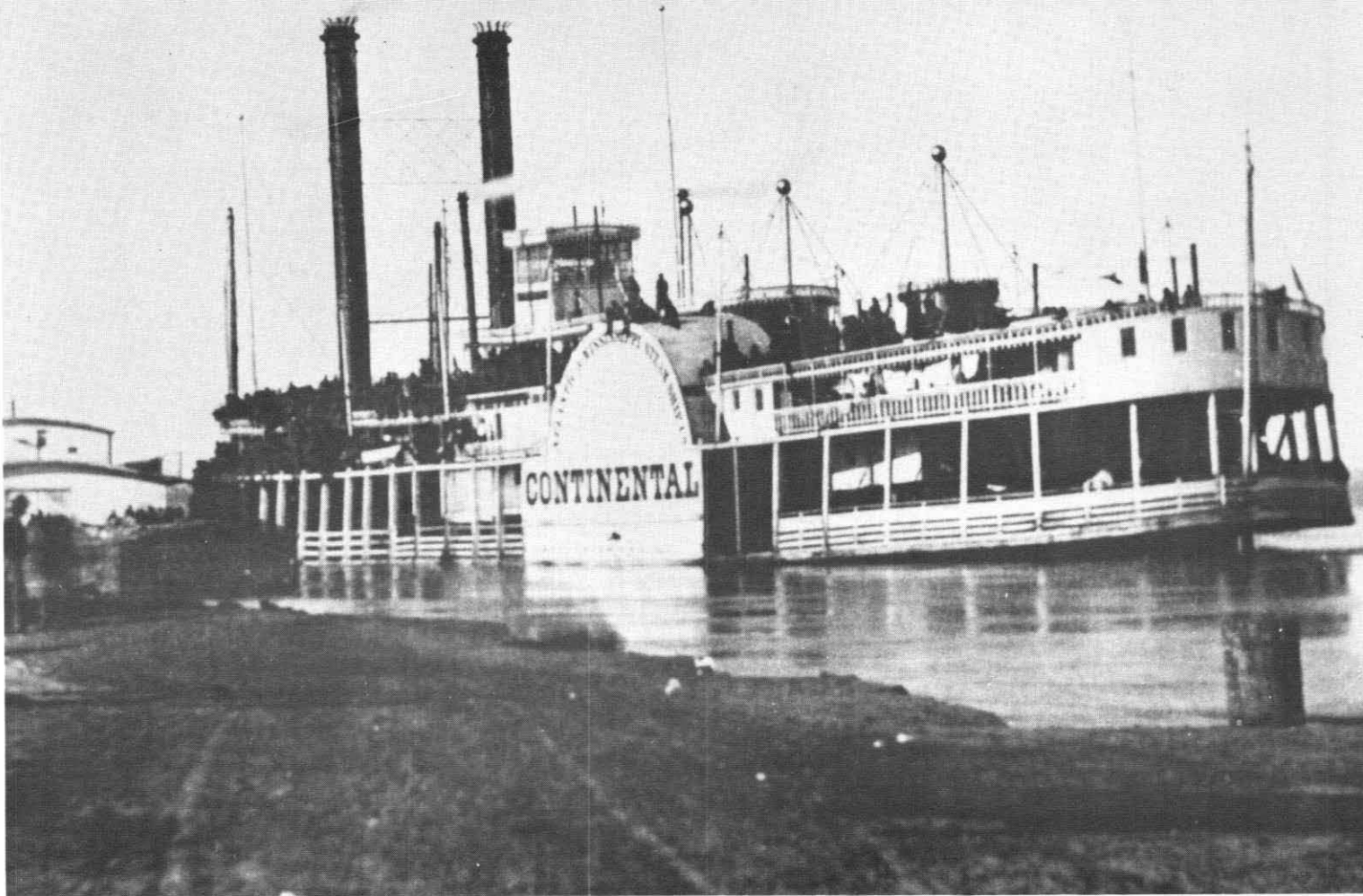
Negro chauffeur huddling on the running-board, we proceeded to the Captain's extensive ice plant. Captain Hicks is locally known as "the ice king of Arkansas." This ex-steamboat pilot Captain Hicks was on watch when the side-wheel NATCHEZ (last) was lost, and also was on watch aboard the great iron-hull CHARLES P. CHOUTEAU when that boat burned in 1887, doing a dive from the upper decks into the Mississippi to save himself. His father, Captain J. Frank Hicks, operated the HENRY FRANK, remembered as having brought to New Orleans the largest cargo of cotton ever to arrive there on one steamboat. Captain Hicks, engineer Mr. Day, and I had supper at a restaurant, and I was invited back aboard the RALPH HICKS that night. The three of us talked steamboat until time to go to bed. Then Captain Hicks tapped on the deck, the sign for the watchman to shut down the electric light plant.

Before leaving on my return to St. Louis we were interviewed by a reporter for the Pine Bluff "Commercial." He was solicitous as to how we got a barge of steel up the Arkansas with the local gauge reading three feet, and the barge drawing four. Good question. Also I notice in rereading his account that another of our crew is mentioned, W. M. Rankin, Little Rock, Federal prohibition officer for the State of Arkansas. I forgot to mention him. The news account ended up quoting Captain Downs as saying he intended to contract for other cargoes, seeking a revival of river traffic.

I would add in closing that the RALPH HICKS was built in 1902 at St. Louis as a pleasure boat, a sternwheeler named ALBERMATIA. When I rode her in 1920 she had been converted to steam with one big boiler allowed 220 pounds, working engines 10" dia. by 5 ft. stroke.



Here is a picture of the HOMER SMITH locking up through Lock 11, Kanawha River, early Sunday morning, April 18, 1915. Says R. Jerome Collins, 2168 21st St., Nitro, W. Va. who produced the view: "She left Pt. Pleasant at 6:15 a.m. on a round trip to Charleston. Got to Charleston at 7:30 p.m. and didn't get back to Pt. Pleasant until 8 next morning. In the picture I am standing on the lock wall at the right of the group looking at the boat, the small boy in the dark suit." In our December '69 issue we ran a complete story of the HOMER SMITH, so popular that all copies were grabbed up. By all odds the most spectacular event of that excursion boat's career was this trip to Charleston, using the old small locks.



-print from a copy negative by William E. Reed

A PHOTOGRAPHER NAMED T. W. BANKES was active with his camera at Helena, Ark. during the latter period of the Civil War. The most famed steamboat picture he took was that of the SULTANA loaded with returning U.S. troops in April, 1865, a day or so before she exploded with a loss of some 1,450 lives.

Later on photographer Bankes removed to Cincinnati and set up shop at 68 and 70 West Fourth Street, opposite Pike's Opera House, in a studio previously known as Landry's. He brought along from Helena the glass plates he had taken there--or some of the prize ones at least. Among these were negatives of the CONTINENTAL, LADY GAY and MAGENTA, all taken from the same position below the Helena wharfboat where he had "shot" the SULTANA.

Now, these many years later, prints made at Cincinnati by photographer Bankes were spotted by S&D's Keokuk sleuth William L. Talbot. They were reposing in a museum. Bill had copy negatives made from them, one of which, the CONTINENTAL, appears above.

The hull for this side-wheeler was built at Shousetown (now Glenwillard), Pa. in 1860, and the cabin and machinery were placed at Pittsburgh. She measured 282 by 41 and was designed for the St. Louis and New Orleans trade. Her principal original owner was Capt. Ben F. Hutchinson, St. Louis. She got to Cincinnati downbound on her initial trip on March 14, 1861 and was described as having engines with 26" dia. by 9 ft. stroke; four boilers 44" dia. by 30 ft. length, and waterwheels 34 ft. dia. by 14 ft. bucket. This account disclosed that Ezra and Nathan Porter had built the hull, and Charles Gearing had put on the cabin "which is quite unusual" says the reporter, leaving us to guess what he means.

While still less than a year old, the CONTINENTAL was entered into U.S. war service. The 7th Iowa Infantry Volunteers came aboard at St. Louis on January

13, 1862, a severely cold day. She left that night and proceeded down the Mississippi 20 miles and froze in. Within a day or so the river was solidly frozen. The troops were marched across the ice to shore and returned to St. Louis by rail. Later they went by rail to Cairo and were in the battle of Fort Donelson on the Cumberland. During the Tennessee campaign the CONTINENTAL was a troop carrier. She was entered in the colossal Atlantic & Mississippi Steamship Company and if you'll look sharp at the lettering on the wheelhouse that's what it says. Without much doubt the picture was taken in 1865 with returning U.S. troops aboard.

While you're looking, note the three "center posts" with huge gilded balls on top. This was one of the last (maybe THE last) side-wheelers built with such center posts.

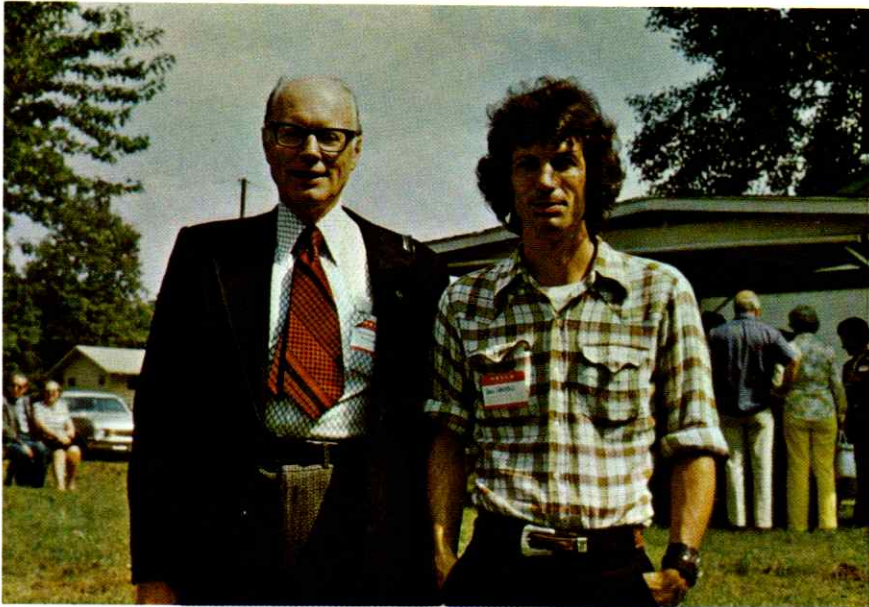
After the Atlantic & Mississippi Line folded, this boat was one of the originals in Capt. John N. Bofinger's "St. Louis & New Orleans Packet Co." which became the Anchor Line.

She was sunk at least once while Atlantic & Mississippi was running her, having stabbed the wreck of the JAMES MONTGOMERY near Cape Girardeau. This was in Dec. 1864. Fortunately the pilot got her into shallow water before she went down, and the HANNIBAL was sent to the scene and got off most of the deck freight. At the offices of The Waterways Journal there used to be a nut from the cylinder-head of the MONTGOMERY presented by the U.S. Engineers who took those engines out of the river in the fall of 1931.

Eventually the CONTINENTAL went to the bone-yard at St. Louis and lay around a while rotting down until she went to forced sale on Dec. 26, 1873 and was bought in by Charles Horton, who was presumed to be acting as agent for a well-known wrecker of those parts, David Campbell. She was dismantled at St. Louis in 1874.

AT THE S&D MEETING
SEPT. 15, 1973

From the left: Bill McNally, Charles E. Montague, Capt. T. Kent Booth, who's the next one --friend of Kent's anyhow, Bob Booth and Capt. Clare Carpenter.



William E. (Bill) Reed, the popular river artist and photographer, chats with the nationally famed ex-deckhand musician (Gentle On My Mind) John Hartford who shows symptoms of becoming a river pilot.

Mrs. Lawrence (Ethel) Walker (on left) whose husband Larry manufactures wooden acorns, shares the scene with Dorothy Frye, the talented painter, and Gene Fitch whose stern-wheel CLAIRE E is a decorative part of the present-day Ohio River activity.





The membership meeting on the lawn of the Marietta Boat Club in full swing, as William L. (Bill) Talbot relates his experiences riding a cruise boat down the Mackenzie River. With the help of a magnifying glass many members are recognizable in this abaft of beam picture.

James V. (Jim) Swift (left) went back to the Waterways Journal office and wrote for their Sept. 29 issue a glowing account illustrated with three pictures he took. Mr. and Mrs. Carl Wodraska, regulars of long standing, were there from Cincinnati.



Capt. Tom Kenny (center) and Capt. Charles Y. Duncan, Jr. talk about towboats as Mrs. (Kay) Kenny is on standby. All of the color photographs on these two pages were taken by Jim Swartzwelder.

Ralph Mallory, Greensboro, Pa., who furnished the picture of the WABASH shown below, told us at the S&D meeting that he was a deckhand on the U.S. towboat KITTANNING during her celebrated trip up the Allegheny River to Oil City, Pa. and return in March, 1928.

Another footnote to history disclosed at the S&D meeting came when H. L. Richter, president of the Wirt County Bank, Elizabeth, W. Va., mentioned that the stern-wheel packet DOVE, operated by his family, once was taken to Grantsville, West Va.

Many members said they particularly enjoyed the talk about Blennerhassett Island. The speaker was A. B. (Champ) Smith III, Parkersburg. Charlie Arnold introduced us to Champ and suggested that he be prevailed upon to say a word or so about his pet project.

Also at S&D was the king-pin of the Chautauqua Lake Steam Navigation Co., James Webster. Alan L. Bates is designing a steamboat for this firm. Headquarters are at 80 Cobbles Drive, Penfield, N. Y. 14526.

Another delightful person at S&D was Carl N. Thompson, Ripley, O., whose masterful book (1,340 pages) "Historical Collections of Brown County, Ohio" was published in 1969.

Late advices from New York indicate that the ROBIN D, recently sold to New Orleans (see page 34), has been renamed COTTON BLOSSOM and was due to leave Charleston, W. Va. in early November for the southland in charge of William P. Dow. Bob Huenemann, associated with Lake George (N. Y.) Steamboat Co., was to go along and arrange some good will stops enroute. At

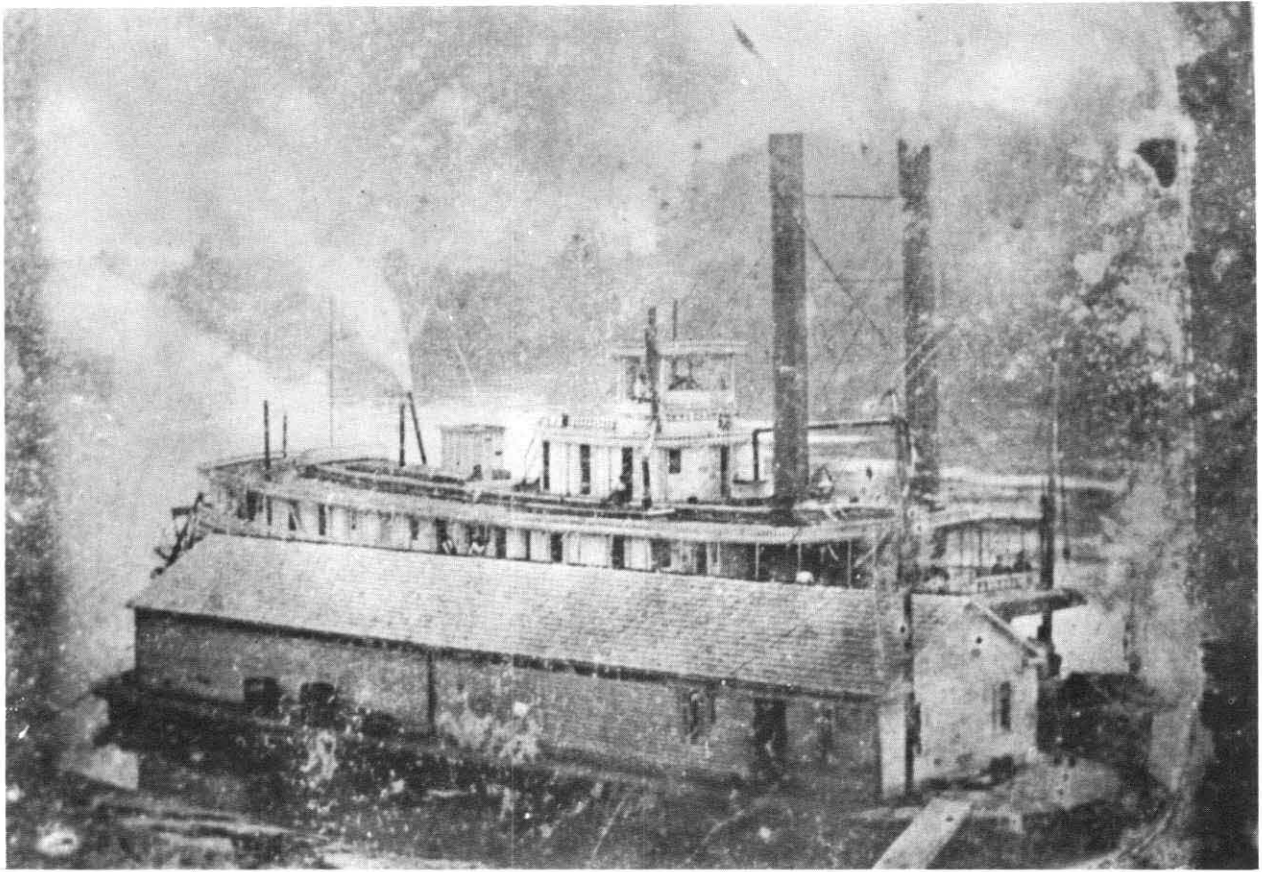
Louisville a historic pilotwheel was to be picked up from the BELLE OF LOUISVILLE's wharfboat and taken to New Orleans for use on the new steamboat NATCHEZ (see pages 36-37 this issue). The delivery trip was expected to take about three weeks. Our thanks to Wilbur E. Dow, Jr. and to Bill Dow for an invitation to accompany the trip.

S&D membership dues are payable annually in September. If you have not yet sent in your check, do so. The schedule of amounts is shown on page 4. The March '74 issue cannot be sent to you unless you are paid up. Dues may be mailed to the secretary:

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



Ralph Mallory of Greensboro, Pa. has kindly supplied us with the above view of the wood hull passenger steamer WABASH, taken on the Monongahela River about 1910. Capt. William H. (Bill) Loyd is standing on the fore-castle just in front of the pilothouse; he has on a vest and cap. The gentleman sprawled on top of the pilothouse is Capt. Frank L. Ganoe who stood watches as engineer. The WABASH measured 85 by 10 and was built at Allegheny, Pa. in 1902, owned in her early days by R. C. Price who was celebrated as a builder of yachts and skiffs. Associated with him in the WABASH were S. A. Price and H. O. Price, all of them from Portland, O. In 1901 R. C. Price had built a somewhat smaller steam prop packet named GAZELLE and both of these boats were operated in short trades up the Monon and there was a good bit of swapping around of the ownerships. In 1908 these two collided twice during some lively competition. Frank Ganoe was severely scalded when a mud drum on the WABASH exploded at Morgantown on Aug. 10, 1910, but recovered. At that time she was running from Morgantown to Martin, Pa. which was the terminus of the Monon Div. railroad. Among those who owned in her at various times were Capts. Wm. Goudy, John S. Faddis and William Syphers.



The original EMMA GRAHAM.

SOME S&D MEMBERS with long memories will recall that a set of old steamboat engines were loaded aboard the GORDON C. GREENE at Pittsburgh in 1935 and were delivered to the Huntington Terminal Co., Huntington, W. Va. Then the great flood of 1937 rolled down the Ohio. Jesse Hughes, in charge of the Terminal, said that the weight of those old engines was all that saved the Terminal from floating off.

Another odd matter, thinking back on it, was that those old engines had been stored in the James Rees & Sons Company shop at Pittsburgh for fifty years. They were from an ancient packet named the EMMA GRAHAM, and there was a date on them--1877--although the valve gear looked like it was more recent than that.

Capt. Tom Greene said those engines were too good to throw away, and were a steal at junk price, so he latched on to them and got Jesse Hughes to store them at the Huntington Terminal. They were 18" dia. by 6½ ft. stroke. The end of this tale is kind of a let-down, for ultimately Capt. Tom did not use them at all, and sold them --or maybe gave them--to the scrap drive during World War II.

Now here's another thing. For years on end there was a white-

painted wooden hotel on the riverbank at Ravenswood, West Va. just above the packet and ferry landing under a fine stand of maples. It had numbers on the room doors, and those numbers came from--you've guessed it--this same EMMA GRAHAM.

This machinery and the room numbers came from what was called the "last" EMMA GRAHAM that ran in the Pittsburgh-Cincinnati packet trade from the time she was built, 1877, until her final sinking in 1885. --And here's another oddity: This boat was named for a prior EMMA GRAHAM, and that one was named for a prior one, and so forth until you get back to 1855 when the original edition was named for a young lady of Zanesville, Ohio.

We've been toying with a limerick which would start off "There was a young lady from Zanesville." But we can't rhyme it. You must have five anapestic lines with the rhyme scheme aabba, three stresses on the a's, two on the b's. The b's we've figured as
Her daddy ground flour
To improve each shining hour
or:
Her sole claim to fame
Was her emmetropic name

--But two aa lines rhyming with Zanesville stop us cold. Too bad Emma Graham lived at Zanesville.

Wheeling would be so much easier; feeling, dealing, ceiling.

In J. Mack Gamble's book "Steamboats On The Muskingum" Clyde K. Swift notices this original packet EMMA GRAHAM, logging her as a regular Zanesville-Pittsburgh weekly boat for seven years, Capt. Monroe Ayres. She had a wood hull 140 by 30.

Mack also notices that Capt. George W. Graham "commodore of the Zanesville line of packets" is the person who contracted for the building of the original EMMA GRAHAM at Benjamin Coursin's yard at McKeesport, Pa. in May, 1855. The boat was named for the daughter of N. W. Graham, commission merchant and steamboat agent at Zanesville. The ownership set-up taken from records was Capt. Monroe Ayres 1/4, and N. W. Graham & Co. 3/4.

This George W. Graham became a riverman of some note, his operations based at Cairo, Ill. He was a partner in the Halliday wharf-boats there, agent for the Illinois Central Railroad, and at the outbreak of the Civil War General U.S. Grant put him in charge of steamboat traffic during the campaign up the Tennessee. A fairly large side-wheeler was named for him in 1861, the G. W. GRAHAM (245

feet long), built at Elizabeth, Pa. under the direction of Capt. C. W. Batchelor. She was completed at Pittsburgh and was lying there ready to go the day Sumter was fired upon (April 12, 1861 in case you've forgotten) and to show you that people were just as nutty those days as now, some person with a vivid imagination was looking over this new steamboat, wiping mud from his boots on the new cabin carpeting, when he got to gazing at the fancifully etched skylight glasses. He made out the shape of a Confederate flag in one of those glasses. Oh boy! Here was his chance to be a hero without exposure to shot or shell. He nudged a bystander, pointing out the discovery. Soon there was a huddle of spectators. The thing got entirely out of hand. The incident grew to mob proportions and demand was made that the new boat be confiscated. Captain Batchelor made the error of trying to explain that the illusion was accidental--that you can look at summer clouds and see Confederate flags if you want to see Confederate flags. Finally, realizing

that he was fanning a forest fire, he chopped the boat loose and set off with her for St. Louis.

So much for the Grahams, but it is interesting that Capt. "Wash" as they called him came from the Muskingum River, superintended the building of the first EMMA GRAHAM, and he was uncle to Capt. William P. Graham (Graham, Halliday & Co. wharfboat at Cairo) who died a millionaire.

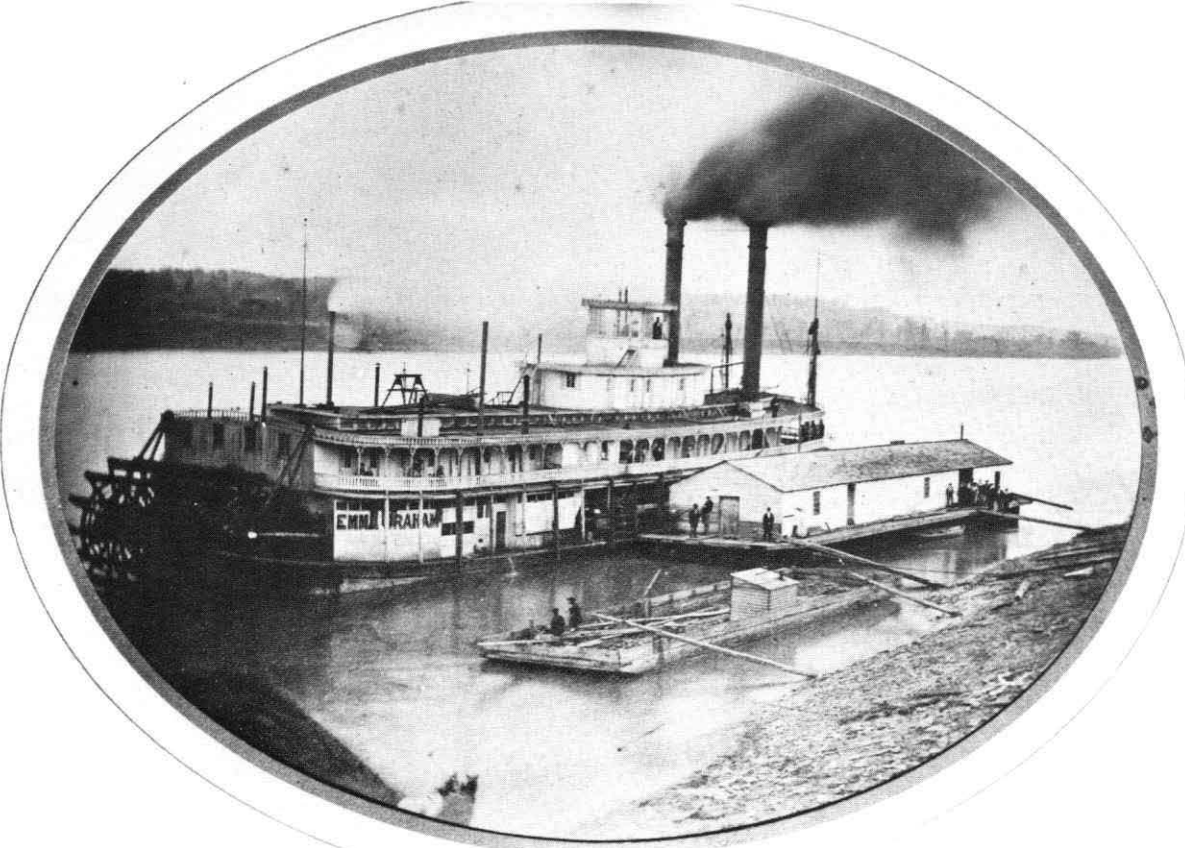
This first EMMA GRAHAM had two oil paintings in the cabin. Back aft in the ladies' department was a scene showing Zanesville--probably done on the aft skylight bulkhead, and out forward was a hair-raising storm at sea admittedly copied from a French original. The artist was Col. W. C. Wall, a Pittsburgher who later won fame when he did the interior of the GREAT REPUBLIC.

According to Capt. Calvin Roe Stull, this first EMMA GRAHAM ran 200 round trips during the seven years she ran Pittsburgh-Zanesville. In 1956 a lady from Ben Avon, Pa. called on us, Mrs. Lucy J. Weil. Before marriage she was

Lucy Jefferson and lived in Sewickley, and Capt. C. R. Stull was her grandfather---owning in the Muskingum packets JULIA NO. 2 and the LIZZIE CASSEL. When he was an old man, Captain Stull came to Sewickley and lived at 33 Thorn Street with his daughter Mrs. E. Z. Jefferson, and died there in 1905. Capt. Harry Stull, owner in the ill-fated BUCKEYE BELLE (noted in our last issue, page 47) was Lucy Weil's great grandfather.

These Stulls bought into the first EMMA GRAHAM in 1861, when the Grahams sold out. From what we gather, the boat was taken to Belle Vernon, Pa. that year and given a new hull. She was advertised later that year as "the new and splendid steamer EMMA GRAHAM," Capt. Monroe Ayres, leaving Pittsburgh every Tuesday at 4 p.m. and Zanesville every Friday at 10 a.m.

Also that year, 1861, she started carrying barrels of crude oil to Pittsburgh, having origin from wells in the Marietta area. She ran right along during the Civil War but by the fall of 1866 she was laid up "because the locks in



This is the EMMA GRAHAM built at Harmar, O. in 1872. We've never been too sure where this was taken. One of the possibilities is at Point Pleasant, W. Va. but, if so, the date is prior to 1884 when the railroad bridge was completed--otherwise the bridge would show in the background. Two other places would be either Ripley Landing, W. Va. or at Ravenswood, W. Va. As you read the text of the accompanying story you'll learn that the last EMMA GRAHAM built in 1877 hit a stave barge at Ripley Landing, and such a barge shows in this view. Barrel staves were in constant demand and barrel makers were always occupied, mostly "dry" barrels for apples, potatoes, and even eggs were barreled in sawdust packing. The first glimpse we had of this picture was about 1919 when Capt. C. C. Bowyer discovered some kids playing with a batch of badly battered old photographs and liberated this one. Bruised as it was, he had it copied. Later we found this better one.



This was taken of the EMMA GRAHAM at the J. H. Best wharfboat, Marietta, O. on April 13, 1882 at 5:30 p.m. The original of this reposes in Campus Martius Museum in an album containing many Marietta views taken about this period by a professor at Marietta College who used a "pill box" camera with no shutter. William E. Reed used this photograph when making the oil painting referred to in the text which hangs in the Gun Room, Hotel Lafayette, Marietta.

the Muskingum seem to be continually out of order and causing interruptions---she will be put up for sale." By this time, according to Capt. C. R. Stull, she had made 191 round trips since 1861. He was master of her part of the time.

And sold she was, in December, 1866. The new owners, who also were principals in the crew, put her in the Parkersburg-Gallipolis trade, Capt. C. B. Smith, master; J. N. Williamson and T. J. Wetherell, clerks. An old freight bill dated February 3, 1870 shows that J. N. Williamson had been promoted to master, and that T. J. Wetherell and Ira B. Huntington were the clerks.

It was probably along about this period that the picture shown accompanying this story was taken. It's no cable-TV job, but it is mighty interesting to look at. The original was a daguerreotype or tintype of some sort, the image reversed, so we had to photographically turn it around to get it right. J. W. (Boone) Weaver, Jr., the skiff builder at Racine, Ohio, handed us the picture in the spring of 1951--so here we are, 22 years later, getting it published. Our guess is that it was taken at

Ravenswood, W. Va. where there was such a wharfboat as you see--and also because other old pictures survive which were made there at the approximate period. So here sits your first EMMA GRAHAM with the new 1861 hull under her, and otherwise probably about the same as when built in 1855.

Capt. J. N. Williamson was a young man of Pomeroy, O., in his twenties while clerking and becoming master of the EMMA GRAHAM. He had a brother George who also boated. Capt. J. N. was slight-built and frail and George was the one who could heave the barrels around. But George is the one who died early.

The EMMA got caught in heavy ice at Antiquity, O. in latter December, 1871 and despite the fact that she'd had her hull completely rebuilt at Madison, Ind. in the fall of '69, she sank and was lost there. Nobody was hurt, and most of the freight was recovered. She was valued at \$8,000 and was insured in the Eureka & Boatmen's Insurance Co., Pittsburgh, for \$2,500. Capt. J. N. Williamson remarked at the time that the EMMA had never turned a wheel without making money.

There must have been some truth to this statement, for Capt. J. N. lost no time getting a contract awarded to the Knox Boat Yard, at Harmar, O., for a replacement. Although the name EMMA GRAHAM did not mean anything to him, other than the good luck associated with it, and the fact that most of the shippers between Parkersburg and Gallipolis had a sentiment about it, the new boat when readied for service early in 1873 was named EMMA GRAHAM.

Now this is the one which is the subject of the well known oil painting framed and hanging in the Gun Room at the Motor Hotel Lafayette, Marietta. S. Durward Hoag commissioned William E. Reed to make this view showing the wharf in the 1870s, with this EMMA GRAHAM moored at the wharfboat, looking at her stern on.

She was a good bit bigger than the earlier one having been built with no thought of Muskingum lock restrictions. The hull was 165 by 35, almost the same as the BETSY ANN used to be. Capt. J. N. Williamson was a principal stockholder but he put this new boat in the Parkersburg-Gallipolis trade in

charge of Capt. J. T. Russell who had been on the R. W. SKILLINGER in the Pittsburgh-Portsmouth run. She carried the U.S. Mail, and her mail clerk was a one-armed veteran of the Civil War, a Pomeroy native named John Roedell.

This Parkersburg-Gallipolis run was a profitable business. There was no railroad paralleling on either shore, and highways were at best quagmires in wet weather, or frozen ruts in winter. But Capt. Williamson, an ambitious mortal, saw his chance to wedge into the Pittsburgh-Cincinnati trade after the side-wheel JUNIATA burned in the spring of 1875 and had created an opening. That October he again took active command of the EMMA and left Pittsburgh every Wednesday for Cincinnati. The scheduling out of Pittsburgh went this way:

Monday: The ANDES left Wheeling and then lay at Bellaire to receive passengers by rail who came down from Pittsburgh. She ran to Cincinnati. The SALT VALLEY left Pittsburgh for Ironton. The MALLIE RAGON left for Wheeling.

Tuesday: The CARRIE BROOKS left for Zanesville.

Wednesday: EMMA GRAHAM left for Cincinnati. MALLIE RAGON left for

Wheeling.

Friday: GRANITE STATE left for Portsmouth. MALLIE RAGON left for Wheeling.

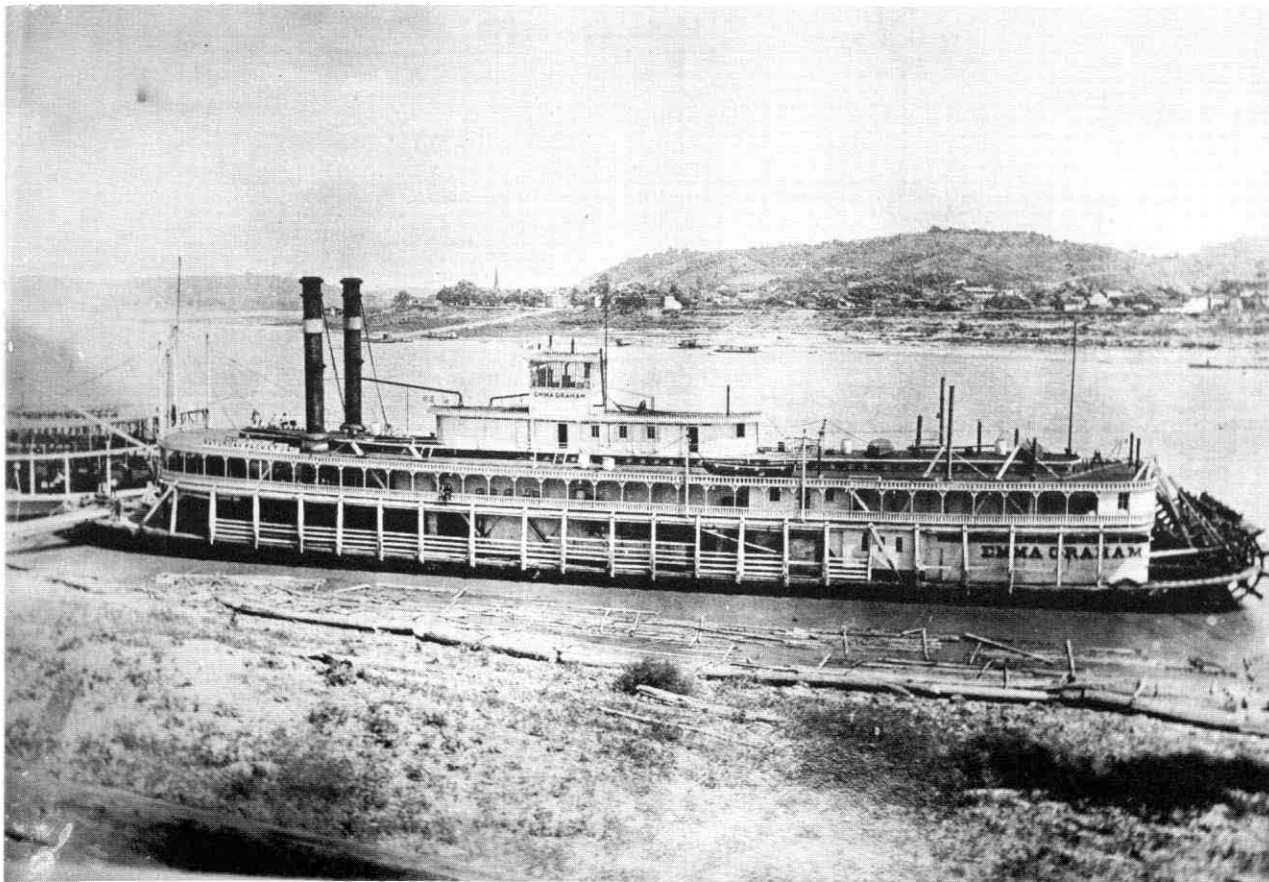
This was not an overly ambitious schedule of packet trade down the Ohio River. Twenty-five years before 1875--in 1850-- there was a daily side-wheeler every morning at 11 out of Pittsburgh for Cincinnati during the navigation season. Even in the first several years of the 1870s there had been two and three large side-wheelers in the run. Now, in 1875, there was only one sternwheeler--the EMMA GRAHAM. And she was no particular shucks as to passenger accommodations or freight capacity. A considerable share of blame goes to a national panic which had disrupted trade and commerce during 1874.

Capt. J. N. Williamson kept a finger in the Parkersburg-Gallipolis pie, becoming a stockholder in the CHESAPEAKE (first) which entered that run when the EMMA was sent to Pittsburgh. Williamson liked speedy steamboats, and this CHESAPEAKE was one of them, and became an instant success. Her builder had been Capt. Uriah Scott whose name (and fame) is better

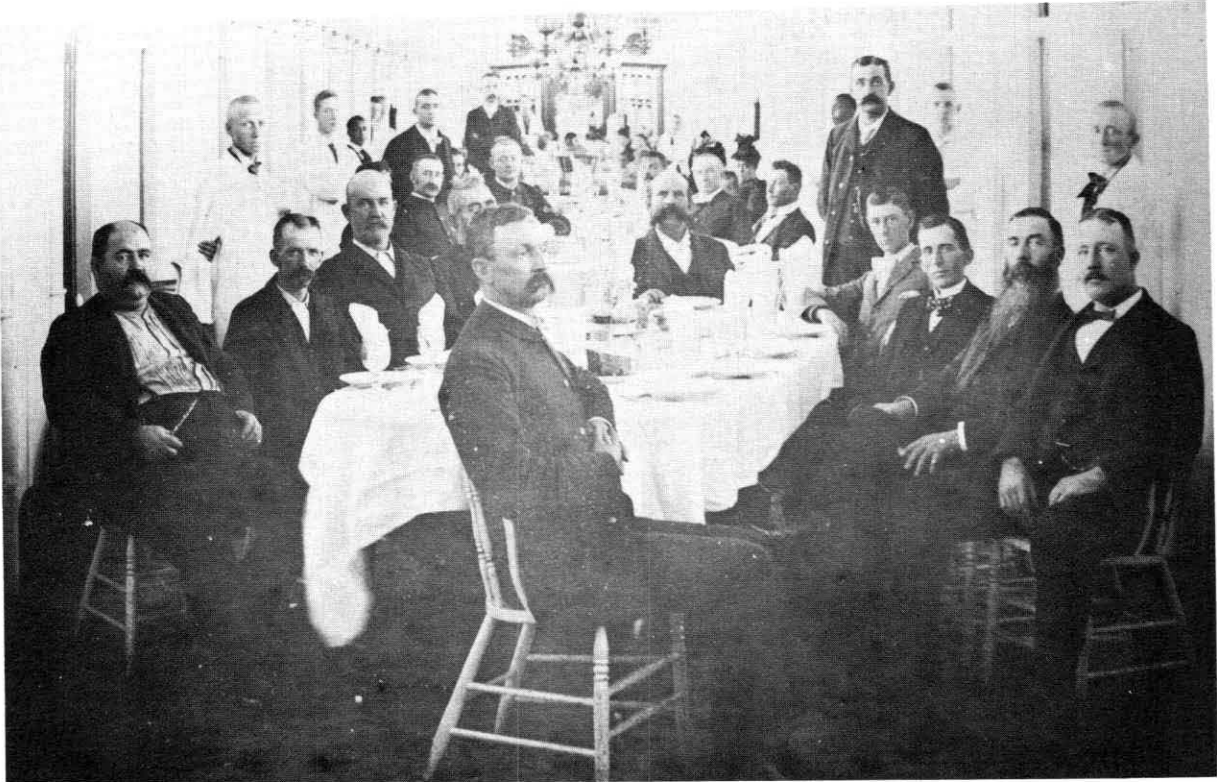
known around Puget Sound than in Ironton, O. where he lived and boated before he went west. Suffice to say it was Capt. Scott who built the TELEPHONE at Portland in 1885, whose speed between Portland and Astoria has not been bettered by commercial craft. His TELEGRAPH was handsome too, and no hind hack in the funeral procession. He owned in--but did not build--the ever-lovin' BAILEY GATZERT (look in your Rees catalogue, page 10).

The EMMA GRAHAM did so remarkably well in the P&C trade that Capt. Williamson teamed up with Capt. Jackman T. Stockdale to form and operate a line of sternwheelers in that trade. The EMMA was replaced by a new EMMA GRAHAM, 220 by 35, built at Cincinnati in 1877 with new Rees engines 18's- 6½ ft. stroke and three boilers. --And this sort of gets us back to the beginning of this tale. It was these engines we were talking about in the first paragraphs of our story. These were the engines Capt. Tom Greene bought from the Rees shop in 1935.

This "last" EMMA GRAHAM eluded picture collectors for a long, long time. The view of her accom-



Here is the "last" EMMA GRAHAM built at Cincinnati in 1877, 220 feet long. We have a suspicion that the prior boat, only five years old, was lengthened and altered in creating this one; the style of the railings, brackets on the stanchions, the pilothouse, etc. look quite the same. This view probably was taken in Cincinnati's East End with Dayton bar showing across the Ohio. This is the only photograph known to exist of this steamboat. Another clue supporting our theory of a rebuilding job is that the hull width, 35 feet, was the same for the EMMA GRAHAM of 1872 and 1877.



This was taken in the cabin of the EMMA GRAHAM after the death of Capt. J. N. Williamson and during the ownership of Capt. Ed Cooper and purser Al Slavin. We also know it was taken at Cincinnati. Purser Slavin is seated in the white chair, center foreground; he was from Parkersburg and was associated with hotels there--in 1915 he was reported as owning the Colonial Hotel in that city, and in the 1890's he had clerked at the Ormond. Seated at extreme right is Capt. William F. Brookhart who was on watch in the pilothouse when the EMMA (last) was lost at Ripley Landing. Next to Bill the bearded gentleman is probably Capt. Henry Brookhart who lived at Belpre, O. where he died in 1897. Then, next to him is Capt. Ed Cooper originally from Wellsville, O. as was his wife Jennie Abrams Cooper--although in married life they lived at Parkersburg. We don't know the identity of the others save the baldheaded gentleman at the foot of the table with the luxurious moustache; he's Eli Mauck, long associated with packets at Cincinnati.

panying this story was in the collection of the late Hubert M. Flora, Madison, Ind. We ran into it one fine day in 1935 while we were piloting the excursion steamer WASHINGTON. Wandering around in Madison we came upon Mr. Flora loafing on a street corner and on impulse we asked could we see his collection of negatives. Mr. Flora, then in poor health, obliged us by taking us to his studio, One of the surprises (there were several surprises) was an 8x10 glass plate of the long missing "last" EMMA GRAHAM. Here we are in 1973 and never have we discovered another view of her. But this one view is a good one, as you can see for yourself.

Capt. J. N. Williamson became the Cincinnati superintendent of the newly formed Pittsburgh & Cincinnati Packet Line, so he did not actively command the last EMMA GRAHAM. Capt. Hod Knowles, who lived at Hockingport, O., had command, and the purser was A. J. Slavin. The original boats in the line were, as of November, 1878, the

GRANITE STATE, Capt. R. H. Kerr
BUCKEYE STATE, Capt. Wash Kerr

W. P. THOMPSON, Capt. Thornburg
KATIE STOCKDALE, Capt. Calhoon
EMMA GRAHAM, Capt. Hod Knowles

All of the steamboats Capt. J. N. Williamson was associated with carried white collared stacks, the EMMA GRAHAM, W. P. THOMPSON, CHESAPEAKE, HIBERNIA and maybe others. His wife was a great temperance worker, and some of this zeal rubbed off on him, and as consequence none of the Williamson boats had a bar aboard, a notable omission in that day and time when a liquor bar was standard equipment.

We've noted earlier that Captain Williamson was a frail individual, and his health depleted to the point that he went to California in hope of relief, giving up his river work. He died out there on Friday, January 2, 1885. He was still a relatively young man, then 42---four years younger than Capt. Tom Greene was at time of death.

Capt. Ed Cooper and purser A. J. Slavin bought the Williamson interest in the EMMA GRAHAM and continued her in the P&C trade as one of the line. On the night of November 26, 1885, during the first year of this new ownership, Capt. William F. Brookhart got in trou-

ble while piloting her at Ripley Landing, West Va.

Ripley Landing, which you've probably never heard of, was an important freight landing in 1885, had two wharfboats, and goods were reshipped overland to Ripley, West Va. which was an oil town. The location is marked on old river maps, not far above old Lock 23, a mile or so above Millwood. The Ohio River Railroad was under construction in 1885 when this accident took place, and a year later a branch line was run 12.3 miles from Millwood to Ripley, called the Ripley & Mill Creek Valley. The B&O later sopped up all of this trackage. The prominence of Ripley Landing vanished forthwith.

What Bill Brookhart did, and he told us this story himself, was to back the EMMA away from the wharfboat, at night, and the paddlewheel ran over a stave barge which somebody had spotted right behind the steamboat while she was moored at the wharfboat. Bill didn't know about the stave barge, of course, nor could he see it. Worse the more of it, a hole was knocked in the stern of the boat's stern rake and the EMMA commenced taking water and a lively clip.

Captain Cooper asked Bill to beach her somewhere. The best and closest place was at Goose Island, just above there, so Bill came ahead on her, and never got to the island bar. She went down just above Ripley Landing lying straight and pretty, the water not up to the boiler deck.

The Ohio River Railroad was doing business from Wheeling to Ravenswood when this happened, so the immediate problem was to get the EMMA's passengers up there to Ravenswood, 10 miles above.

The CHESAPEAKE was at Ripley Landing, laid up for the night, but no pilot was aboard. So when steam was raised on her, and the passengers herded over, Captain Cooper asked Bill Brookhart to pilot her to Ravenswood. Bill was agreeable and went to work, but as soon as he grabbed the spokes of the pilotwheel a great hub-bub arose. Those passengers knew that Bill had caused the sinking of the EMMA GRAHAM, and now they refused to ride the CHESAPEAKE with him on watch.

It became touch-and-go with that mob, but nobody else could pilot that boat except Bill. While all of this was going on, a young man had slipped into the pilothouse of the CHESAPEAKE--Bill knew him, for he was a "chicken feeder" for one

of the regular hucksters. Bill jerked him from the bench, pushed his pilot's cap over the young man's ears, and commanded, "Here you--you're the pilot." Bill juked down behind the stove apron out of sight.

"But I never--I can't!!--"

"Shut up or I'll lay this stove poker across your skull, and you do just exactly what I tell you to do!"

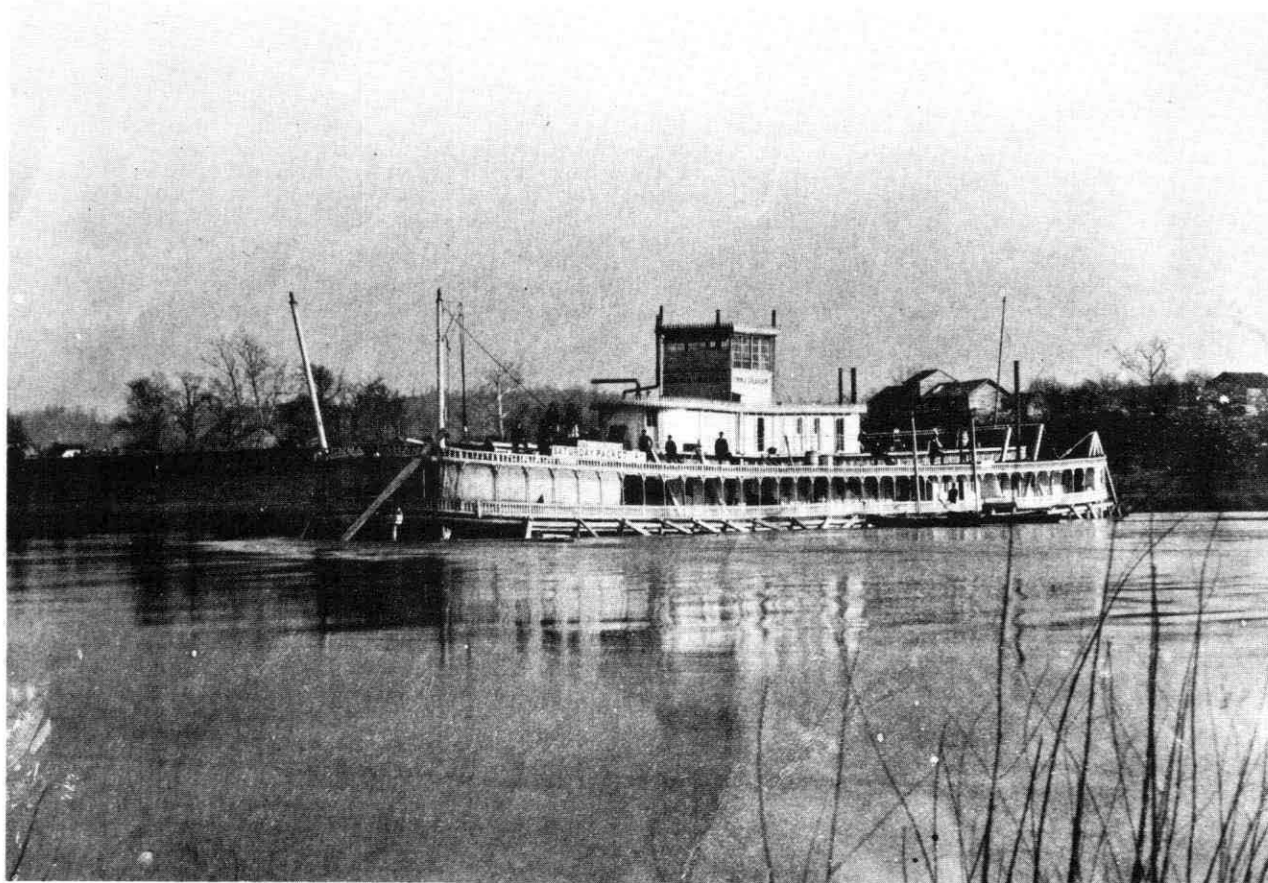
This is how the CHESAPEAKE got to Ravenswood. Bill emerged from hiding at the last moment or so to effect the landing.

There was great expectation that the EMMA could be raised--no boat ever sank in any prettier shape. She'd been in a worse predicament when Captain Williamson owned her, while Hod Knowles commanded. She at that time collided with the big 252-foot MONTANA in Beaver Shoals near midnight March 28, 1881. She settled in four feet of water with no hull distortion, more good luck than good management, for the pilot on watch, Billy Abrams, didn't have much time for choice. The passengers stayed aboard the rest of the night, had breakfast in the cabin as usual next morning, and then were taken to Rochester on the local ferryboat MARY CAMPBELL. The raising operation got into a few complications. The river was

rising, and when she was lifted off the bottom she swung broadside and sank all over again. It took about a week to get her afloat.

But this time, at Ripley Landing, a general rise was coming from above, and Captain Cooper and A. L. Slavin decided to dismantle her where she lay. That's how the engines came to be rescued, and even the stateroom door numbers. This same team, Cooper and Slavin, promptly went to Evansville and bought the big sternwheel FASHION (220 feet long) to take the EMMA's place in the P&C Line and she was outfitted with much of the inventory from the late lamented EMMA GRAHAM.

A few tid-bits are probably in order before closing. One May trip in 1878, 278 passengers were registered aboard the last EMMA GRAHAM on one round trip. One time she took into Cincinnati a freight cargo so enormous and diversified that the clerk's manifest was 17 feet long. Oh boy; in the first place what's a freight manifest? We can't recall the exact size of the sheets bought at Weldin's Book Store, on Wood Street, Pittsburgh (still in business there) for this purpose, but they were about 8" by 24". When a packet arrived at Cincinnati this manifest was immediately handed to the receiving



This shows the wreck of the last EMMA GRAHAM at Ripley Landing, W. Va. As you can see she lies almost broadside to the current, a poor shape to be in with a rising river coming. The original of this view came to us from Mrs. Edgar E. Brookhart, Belpre, Ohio.

clerk on the wharfoat. It was made out to show the consignee of each shipment aboard, what items comprised it, and for reasons we never thoroughly understood--other than a custom demanded it--if more than one sheet was required (which was always) the whole works was pasted into one long, continuous sheet, rolled up like wallpaper. We've never seen a 17-footer, but have pasted up a few that must have been 6-8 feet long.

Of the persons named in this recitation we knew Capt. William F. Brookhart, having met him when he piloted the GENERAL CROWDER in the Pittsburgh-Cincinnati trade in 1922-1923. Later he was with the American Barge Line on the INLAND and others. In Combine days Bill Brookhart commanded the VALIANT for an incredible number of years, 18 maybe. We once did him the great honor of writing up his obituary for The Waterways Journal, two or three columns (this when an obituary was acceptable--recently the WJ dispatched Capt. Oliver F. Bradford in seven lines) before Bill was dead. He answered it in the next issue. The trauma of that episode left us speechless, so when Bill finally did die we wrote nothing--having already said too much. Capt. Ira B. Huntington we did not know, but his son was "Pud" Huntington who came to S&D meetings. Same with Capt. Ed Cooper; we did not know him, but his son Earl Cooper, of Parkersburg, was an S&D regular until his passing.

One further observation: If anyone knows further details of the original 1855 Miss Emma Graham of Zanesville or, hopefully, can produce a portrait of her, we will be ever so obliged.

Lucien Wulcin of Cincinnati was an ardent canoeist and one of the founders of the American Canoe Association organized in 1880 at Lake George, N. Y. His DIANA, a beauty designed by Judge Nicholas Longworth, and which raced at the Association's summer meet in 1882, today is exhibited at the Adirondack Museum, Blue Mountain Lake, N. Y. It measures 14'3" by 2'8" and weighs 134 pounds. It was built by J. H. Rushton who later became the official canoe builder for the Cincinnati Canoe Club. The DIANA was presented to the Museum by Lucien Wulcin III.

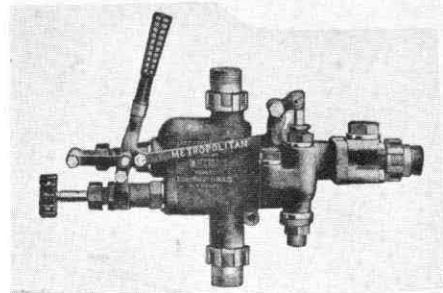
So what's this got to do with the high price of beef? This:- We met Mrs. Wulcin aboard the DELTA QUEEN a year or so ago, and we were some startled to run smack-bang into a Wulcin canoe there in the Adirondack Mountains. More astonishing was a private railroad car parked on a permanent siding at the Adirondack Museum. It was built in 1890, a 69'10" \$40,000 job originally named ORIENTAL when owned by Austin Corbin.

There CAN'T be more than one Austin Corbin who would own a private railway car and also have an Anchor Line steamboat named for him--almost. When the big BLUFF

CITY was under construction at the Howard Yard in 1896 the accounts of her in The Waterways Journal and in river news columns referred to her as the AUSTIN CORBIN. Then at the time of launching there was a switch and she became the BLUFF CITY. Lordy, we don't know who Mr. Corbin was---never bothered to find out--but now since we've seen this private rr. car we'll sit up and take notice.

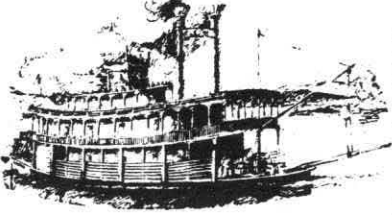
Son Fred III and y.t. went inside this car and lapped up the elegance of it, and then we did it again. After Mr. Corbin got tired of it, or maybe he died--he certainly died; nobody alive would cast away this pearl; then it was acquired by the L&N, renamed the LOUISVILLE, and was used to ride the board chairman around in. That went on until 1952 when she became an L&N office car (#362) through 1958. These people at Adirondack Museum thought so highly of old #362 that they had her brought to Tupper Lake Junction, 35 miles from the Museum---close as you can get on tracks--and then hauled her over winter roads to where she now is exhibited. There may be a status symbol more fetching than a private rr. car but if so we have not heard of it.

Ever see a naphtha launch? This Museum has one, shiny brass boiler and stack---first one we ever saw. Also, afloat at her dock, is an attractive steam launch with upright boiler, the OSPREY, which operated on a nearby lake 1882-1929. She gets her boiler water from an injector, and son Fred looked upon this injector in complete astonishment. For some reason he has sailed through 48 years never having met one. He promptly asked: "How does it shove water in that boiler using the same pressure it works against?" Now that poses a question which in our 72 years we have never learned about. Maybe you, dear reader, have seen an injector and didn't know what it is, or you have heard about it and haven't seen it. Here is a picture of one:



When an injector is kicked in, and takes hold, the sound it makes is something out of this world and once heard can never again be mistaken for anything else. Query: What makes it work? With a diagram please. And while you are at it, why did steamboats use doctor pumps instead?

STEAMBOAT PASSAGE



ON THE STERNWHEEL STEAMER

JULIA BELLE SWAIN

CHATTANOOGA TO KNOXVILLE
AND RETURN

A 4-DAY TRIP ON THE BEAUTIFUL
UPPER TENNESSEE RIVER

DEPARTING CHATTANOOGA EVERY MONDAY
IN OCTOBER AND NOVEMBER 1973

MONDAY -- CHATTANOOGA to KINGSTON
TUESDAY -- KINGSTON to KNOXVILLE
WEDNESDAY -- KNOXVILLE to KINGSTON
THURSDAY -- KINGSTON to CHATTANOOGA

ROUND TRIP FARE -- \$100 PER PERSON -- WITH
ALL MEALS AND 1st CLASS LODGING INCLUDED
DECK PASSAGE -- \$13.00 PER DAY

PHONE OR WRITE FOR COMPLETE DETAILS

JULIA BELLE SWAIN
P.O. BOX 307
CHATTANOOGA, TENN. 37401
PHONE: (615) 266-0006

Our thanks to Earl Olson, Norris, Tenn. for alerting us to the inaugural steamboat service between Chattanooga and Knoxville as per the advertisement above. Although this service will have terminated as this account is read, we learn that Capt. Dennis Trone of the JULIA BELLE SWAIN has said he "will resume next spring if sufficient interest is shown."

At Kingston the passengers were quartered at the Gray Badger Inn. At Knoxville the boat moored at the foot of Market Street and the tourists had their meals and were put up at the Andrew Johnson Hotel.

The Knoxville News-Sentinel took a backward look and speculated that regular passenger service between their city and Knoxville, 180 miles, has been dormant since the JOE WHEELER ran. We'd be inclined to go back another jump and say that the OMEGA in the 1890's probably has that honor.

John Jacob (Jake) Machtetanz died aged 84 at New Matamoras, O. on September 13, 1973. He was associated with the wharfoat there as long as the latter day packets operated. He is survived by his wife, Ada Webber Machtetanz, by one sister, Mrs. Harriet Donnelly, and by one niece, Mrs. Robert Lisk. Mrs. Donnelly and Mrs. Lisk reside at Washington Court House, Ohio. Burial was in the Matamoras Cemetery.

'Robin D' Is Regatta Champ



The WINNIE MAE (left) and ROBIN D ran a close race

THOUSANDS OF SPECTATORS braved blistering 95-degree heat at Charleston, West Va. on the Kanawha River, Sunday, September 2, 1973 to watch the ROBIN D gain a slight lead on the WINNIE MAE to win the heavyweight championship at the 3rd annual Charleston Sternwheel Regatta.

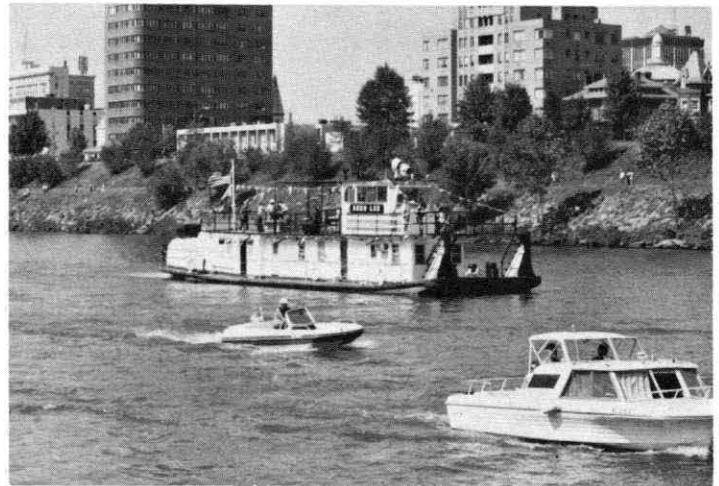
The WINNIE MAE, piloted by Capt. Harry White of Belle, W. Va. had won the two prior competitions held in 1971 and 1972. Some S&D'rs who rode her this year declared she would have won again, and were critical of how she was crowded off course several times.

Anyhow it was a victory for Capt. Pete Denny and as events turned out his last chance with the ROBIN D. Several weeks later he sold her to a corporation in New Orleans headed by Wilbur Dow who currently is building the steamboat NATCHEZ at St. Bernard, La. A Charleston newspaper quoted Pete Denny as saying "People around here thought I should keep the ROBIN D and entertain everyone for free."

A second race for the "middleweight" paddlewheel boats was won by the REED LEE (formerly SEWICKLEY) which came from Cincinnati. Slightly lagging was the LAURA J, and the also-ran was the VIRGINIA.

The third heat for "lightweights" was won by the MOMMA JEANNE. Tailing her were the CLAIRE-E, the KATYDID and MAJOR.

Chairman of the two-day regatta again was Nelson Jones. The program featured shoving contests and fireworks in addition to the races.



The REED LEE, owned by Reed L. Coen of Cincinnati, was a winner. Photo by Jerry Sutphin.

R. Wilson Way, brother of your editor, died, 71, at noon on Saturday, September 29, 1973.

Many S&D'rs did not realize he existed. When we were kids our mother dressed us alike and often we were mistaken for twins; but the fact is Willie was eleven months the younger. We started to school at the same time--when he was five--and stayed together all the way through high school. We shared the same friends all those years, and the same enemies. But we didn't fight the same fights--for Willie was not a fighter. He was stronger, better built, and by all odds more handsome than his puny brother. But when any guy picked on him, black or white, it was "Fritz" who saw red and flailed arms to protect his younger brother. I never, if recollection serves right, fought a battle for any reason other than Willie.

Any time good fortune came my lot Willie about had a catnip fit of unadulterated joy. An old man in New Orleans, C. C. Duple, told me in a letter he was sending me a photograph of the ROBT. E. LEE; this in October 1914 with Willie 12 and me 13. Willie was the first to see it when we got home from school. He nearly knocked down the screen door, prancing out on the porch waving the mailing tube. "You're rich! You're rich! You're a thousand times richer!" Never if I live to be a hundred will I forget that moment--Willie clear off his rocker.

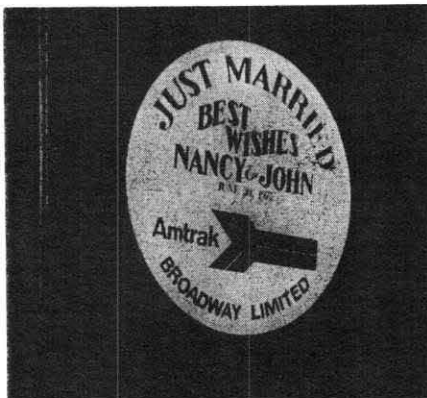
In high school days the teachers all loved him and he got away with murder; he was the best dancer and he always danced with the lady teachers, and he was the best tackler on the High team and never once wore a helmet. The girls were all ga-ga about Willie Way and the guys envied him. He was a hard brother to keep up with, let me tell you, a continual three-ring circus. In fact the chief asset I had those days was this unpredictable brother of mine.

We entered the University of Cincinnati together in 1920 but Willie disappeared after about six weeks and turned up in Indianapolis. He'd seen an ad in Popular Mechanics and enrolled in a school to become a railroad engineer. He quit that to become a Davy tree surgeon. I tried to get him interested in the river but that was too slow for Willie. He couldn't help it; what he really liked were good looking girls, sporty cars and a good time. The uncle he was named for left him \$2,000 so he blew it on a raccoon coat and a '16 Buick roadster.

All of this was a long, long time ago. Willie moved off to Florida, was married five times, and had no children. He always telephoned me on my birthday, rain or shine, and just two weeks before it happened he called up and we talked a half-hour about old times in Sewickley. Then his wife called me. "No, he hadn't been sick a minute," she cried; "he was standing here in the livingroom at noon; he keeled over dead."

Down there in South Miami where he and Annette lived, he was known as Robert W. Way and was called "Bob." If he's looking over my shoulder as this is typed, he's laughing his head off--that he beat me across the river, and that his obituary is showing up in a river magazine.

No, I had no other brothers or sisters, just Willie and me. Now it's just me, and the loss is so staggering I'll be a while catching up with the enormity of it. I don't feel sad; I feel hurt--like it would be a pleasure to get into one good slam-bang fight on his behalf; just one more, please God, just one more.



A drumhead on the rear car of Amtrack's Broadway Limited out of Chicago on June 30, 1973, honored newlyweds John and Nancy Killoran. The couple wed in Dayton, O., and rode No. 40 from Lima to Pittsburgh. The above picture of the drumhead appeared in TRAINS magazine, September issue, and was sent in my Tom Way from Adak on the Aleutian peninsula. John and Nancy spiced S&D's annual meeting with their presence. John is promotion officer for West Virginia state parks and the Cass Scenic Railroad. Both he and Nancy are river buffs too; witness the fact they honeymooned on the Broadway Limited to catch the DELTA QUEEN at Pittsburgh.

A CHIRP FROM CRICKET NO. 2

Sirs: The Hamilton iron furnace formerly at Hanging Rock, O. was once in charge of ironmaster Robert Hamilton who lived there with his family in a fine brick and stone home. The Ironton (Ohio) Tribune in a historical edition some years ago recalled that one of the more spectacular social events at Hanging Rock was the marriage of ironmaster Hamilton's granddaughter Anna Hempstead.

The river was unusually high, almost to flood stage, and the side-wheel FLEETWOOD landed to take the honeymooners to Cincinnati. The boat's stage was swung and lowered to the front porch steps of the Hamilton home.

Apparently there is a connection here between the Hamilton family and Capt. S. B. Hempstead, who was mentioned in the September '72 issue (page 13) as skipper of the packet CRICKET NO. 2 until that

boat was taken over by the U.S. for war service, at which time Capt. Hempstead (so reports the S&D REFLECTOR) went ashore to run the International House at Hanging Rock.

No date is given in the Tribune article for the "high water wedding" but looks like there was a union of the Hempstead and Hamilton families a generation or so before this occurred.

Jim Wallen,
111 Eleventh Ave.,
Huntington, W. Va. 25701

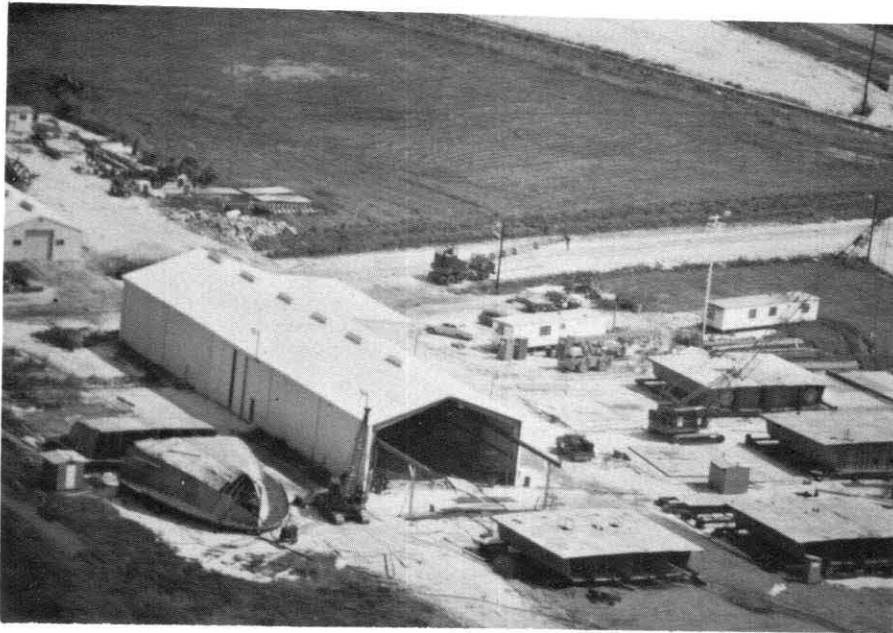
Sirs: I was aboard the (U.S.) CONTROL one day after Capt. Prince got her (Sept. issue, page 20). She had an unusual steering gear, just one lever up through the pilothouse floor, apparently working like a Crawley & Johnson, but with a set of motorcycle handlebars attached. Never saw it in use, and never saw another like it.

Robert H. McCann,
716 Main St.,
Cincinnati, O. 45202

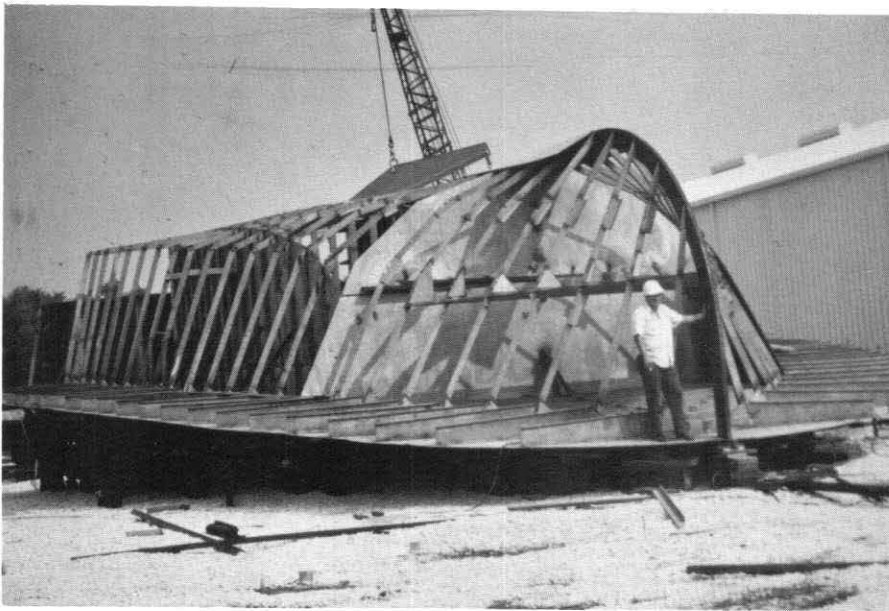
The picture on page 22 last issue, made from a scratchy tintype or wet-plate taken prior to the Civil War--so inferior that we almost decided not to run it at all--shows in the left foreground a peculiar craft which, in ignorance unparaleled, we identified as being a "wrecking boat" built by James B. Eads.

Now for the shocking revelation: That odd craft is Capt. Henry M. Shreve's patented snagboat. Who would know with more authority than Lloyd Hawthorne, the artist of Pineville, La. who a few years ago was commissioned to paint a picture of such a snagboat clearing out the great raft in Red River? Lloyd researched that snagboat high and low, procuring from Washington, D. C. reprints of the original Shreve drawings. These he had to translate into perspective for the scene he did on canvas. This painting was shown in our June '70 issue, page 14, and now we look upon Lloyd's snagboat created from drawings and compare it with the actual photograph; the resemblance is miraculous!

Says Lloyd Hawthorne: "I'd venture to say that the snagboat in this photograph was built during the latter 1830's or in early 1840 soon after Shreve completed his work in clearing the Great Raft from Red River (1838). If so, this particular snagboat would have been only ten to fifteen years old at the time the view was taken. If the scene had only extended a bit more to the left we would have seen the twin hulls and the connecting snag bar. Otherwise it's all there; windlass wheels (18 ft. dia.), cradles and rollers, short stack(s), timberheads, everything. Oh! When I think back to four or five years ago when my big search was on for these details, how precious this photograph would have been!"



The six pictures on these two pages were taken by Larry Huggins who is associated with Wilbur and Bill Dow in the construction of the new sternwheel steamboat NATCHEZ. This view from the air shows the Bergeron shipyard at St. Bernard, La. last September. To the left of the fabricating shop are the bow and stern modules bottom side up, at which time the bow plating was not finished.



This is the bow section as it appeared last August, framed and ready for plating. Dexter Denton with his left hand on the stem is in the right foreground. The completed hull will measure 235 by 38. The parts (modules) of the hull are being erected upside down to facilitate welding. When completed they will be transferred to the marine ways for assembly.

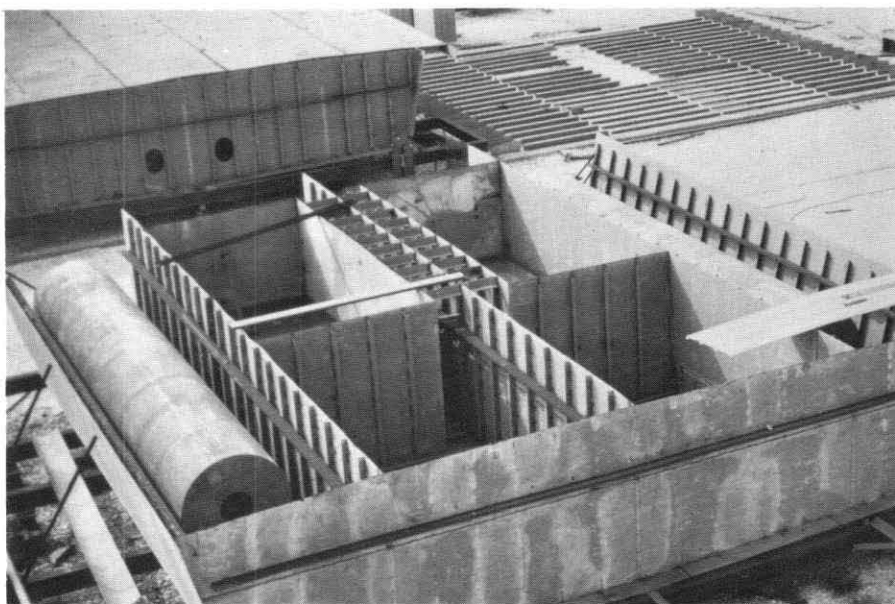


Also taken in August, 1973, showing the stern module with the transom in the foreground and the bilge knuckle started. Yard foreman Eddie Deroche is on a ladder making an after-hours inspection. The bow module shows beyond. The marine ways upon which the NATCHEZ will be assembled and launched is presently under construction.

Raymond Eidissen and Gary Denton are welding up the bow frames in this view taken last August. The centerline bulkhead shows at the left. The hull was designed by architect A. Lawrence Bates (better known as Alan to the river gang) of Louisville, Ky.



This is module #3 as seen last September. The thwartship cylinder at the left is a receiving tank for sewage. Two potable water tanks and two holding tanks for the sewage treatment system are in the center area. The deck for this module may be seen in the upper right of the picture.



Taken in August '73 this close-up of the stern shows the knuckle being applied and at the bottom are outrakers (continuation of the deck beams) and the plated guard which will continue out to the fantail. The stern transom is at the right.



Sirs: While all of the entries in Capt. William R. Hoel's diary are interesting (Sept. issue, pages 11-16) there are three or four I'd like to comment on. Under his entry of March 30th he tells of foraging on Gen. Heyam's place. This is actually Henry Hyams' place, below present-day Colfax. In the story of the DE SOTO-BUCKEYE collision reported in the Dec. '71 issue, pages 51-53, mention is made that Henry was the father of Miriam Ravenscamp Hyams, the little girl who was buried in the old Rapides cemetery here at Pineville.

The March 31st entry speaks of Calhouns (or Calhouns Landing), across the Red from the lower mouth of "Cave" River. Calhoun Landing later became Colfax, under the Grant administration, and was named for Schuyler Colfax, Grant's vice president. Grant Parish, created at the same time, formerly had been parts of Rapides and Winn Parishes. Of course "Cave" River was really Cane River--I don't know how the "v" got into Captain Hoel's spelling. (Probably an error in transcribing the original handwritten text--Ed.)

Devil's Elbow, mentioned in the entry of April 1st, still exists; the map shows it. The little town known as St. Maurice is situated at the top of it. I suspect that this bend will be eliminated when the Red River is improved toward Shreveport. On the map (page 12, Sept. issue) the bend is located just above the word "RED", above Montgomery. The wonder is that Capt. Henry M. Shreve didn't cut a channel across the base of this elbow as he did at so many bends on Red. By the way, one of the bends below Colfax was eliminated last year at a cost of about three million.

The shoals mentioned in the April 16th entry are located at Montgomery. In ages past this outcropping was used by buffaloes crossing the Red during their annual migrations. Indians waylaid them there. Actually the shoals are rich Eocene deposits where even today fine fossils are collected by folks interested in paleontology. These fossils are about 65 million years old.

The May 5th entry is interesting. Captain Hoel tells of "a piece of brutality perpetrated by a (sic) officer, etc." by Col. Bailey. Too bad he didn't elaborate a bit more on this. Lately I have run across an account which refutes that the idea of the wing dams was his. According to this source the plan originated with two other individuals, one of them a black man, which Bailey rejected outright, preferring to try one of his own. Failing in this, he returned to the proposed idea, then claimed it to be his in the first place. Strange how little tidbits like this keep cropping up.

I wish now that I had drawn the map a little longer both ways to take in Campiti to the north and Marksville to the south. That way the entire area of the activities

covered in the diary would have been shown. Oh, well.

The diary truly exceeds my fondest expectations. Captain Hoel's account of that campaign offers something that simply can't be found in history books---it is really exciting. Being somewhat familiar with the area covered, even though a century has lapsed, I found it easy to move right along with his day-to-day entries. Many thanks for making it possible for all of us to share first-hand observations of a little known segment of the Civil War, albeit an important one.

Lloyd Hawthorne,
Box 1000,
Pineville, Louisiana 71360

BULLETIN: The JULIA BELLE SWAIN made but two trips in the Chattanooga-Knoxville trade and then was withdrawn for lack of patronage. See page 33 this issue for the details.

STEAMBOATS ON THE MUSKINGUM

Take note that we have a new stock of copies of this popular illustrated book by J. Mack Gamble, published by the Steamship Historical Society of America.

Clothbound, 143 pages of text and a wealth of historic photographs.

Priced \$8.50 postpaid.

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

SPRING SCHEDULE

The spring schedule for the DELTA QUEEN is different. She does not come out of winter hibernation until March 1 when she makes a New Orleans week-end. She has twelve trips out of N.O., two of them being chartered. She leaves N.O. on April 14 working her way up to St. Louis and her first arrival at Cincinnati is on May 3.

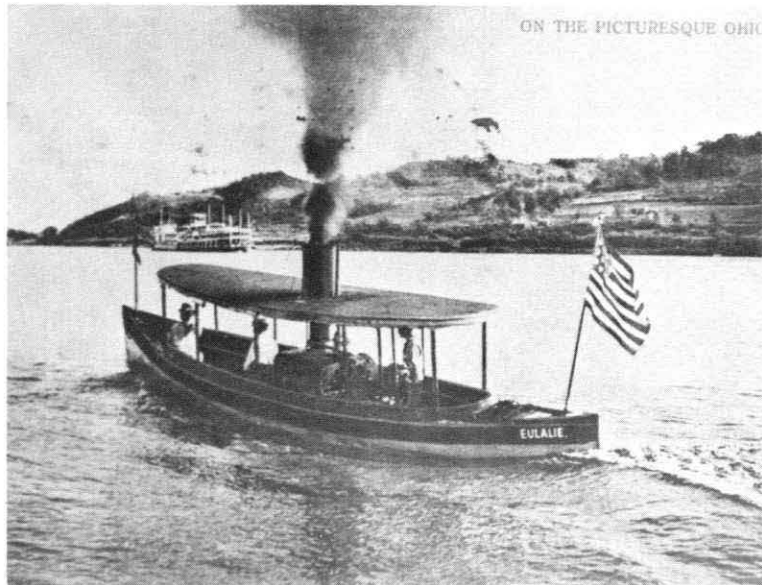
After making the Derby Trip (May 3-5) she makes two Cincinnati-N.O. rounds and then settles down at Cincinnati May 25 making short trips. Only one Kentucky Lake trip is on tap, June 17-24. She leaves Cincinnati June 24 for a trip to Pittsburgh.

Conspicuously absent are trips to Arkansas or Cumberland rivers. The 1974 fares are slightly higher than '73. There is no mention of "Greene Line Steamers, Inc." in the folder. Inquiries are directed to DELTA QUEEN, 322 East Fourth St., Cincinnati, O. 45202.

Invitations were mailed for the dedication ceremonies of "Hull 2999" (not 5999 as reported on page 40 last issue) held at Jeffboat at 3 o'clock Sunday afternoon of November 11 last. William Muster, president of The Delta Queen Steamboat Co. (and this is the first time we've heard that corporate title) invited guests to join the honorable Leonor K. Sullivan to officially witness the event and to inspect model state-rooms for the "river steamboat now under construction."

A reception followed at the Marriott Inn, Clarksville, Indiana.

This unprecedented event comes too late for inclusion of the details in this issue.



Roy V. Heatter, Alsip, Ill., sends us the above photo of the steam launch EULALIE. He says it was made from a post card mailed from Cincinnati to Miss Beatrice Haverstick, Chicago, on Jan. 23, 1908. We've never heard of the EULALIE but surely somebody in S&D recalls her--please write. The side-wheeler in the background is the ISLAND QUEEN (1st).

A DREAM REVISITED

THE SIDE-WHEEL CINCINNATI was the largest overnight passenger steamboat built for service on the Mississippi system in the twentieth century. She had 152 staterooms, two suites and one parlor room for handling paid passengers and had other staterooms for the crew. The actual number of beds and berths available for passengers totaled around 325.

In point of passenger capacity she could sleep more people than any of the nineteenth century marvels including the GRAND REPUBLIC, J. M. WHITE or the ECLIPSE.

The majority of the staterooms in the CINCINNATI were not elegant by today's motel standards. She had 104 rooms with single upper and lowers, all without toilet or shower. Fact is she had showers in but eight, and also a shower in what they called Parlor C, which was the front texas room. Suites A and B, each designed for four persons, had tub bath and private toilet. Sixteen other rooms had private toilets but no shower or bath.

When she made her Cincinnati-New

Orleans round trip in 1926 to the Mardi Gras, the majority of her rooms (single upper and lower, no toilet, bath or shower) were offered at \$175 per person. The two suites (each with parlor containing two day beds, stateroom with two extra-wide double berths, and private tub bath and toilet) were offered at \$250 per person based on four-person occupancy. She had four sets of interconnecting rooms with tub bath and toilet offered at \$200 per person. Her cheapest rooms were those at the paddleboxes on "A" deck, eight of them at \$155 per person.

These prices bought a nineteen-day round trip, including meals, with four days at New Orleans.

The CINCINNATI made seven Mardi Gras trips from Cincinnati consecutively 1924-1930. She was advertised to make one in 1931 but this was cancelled.

During most of the year the CINCINNATI operated three round trips a week between Cincinnati and Louisville. In this service the

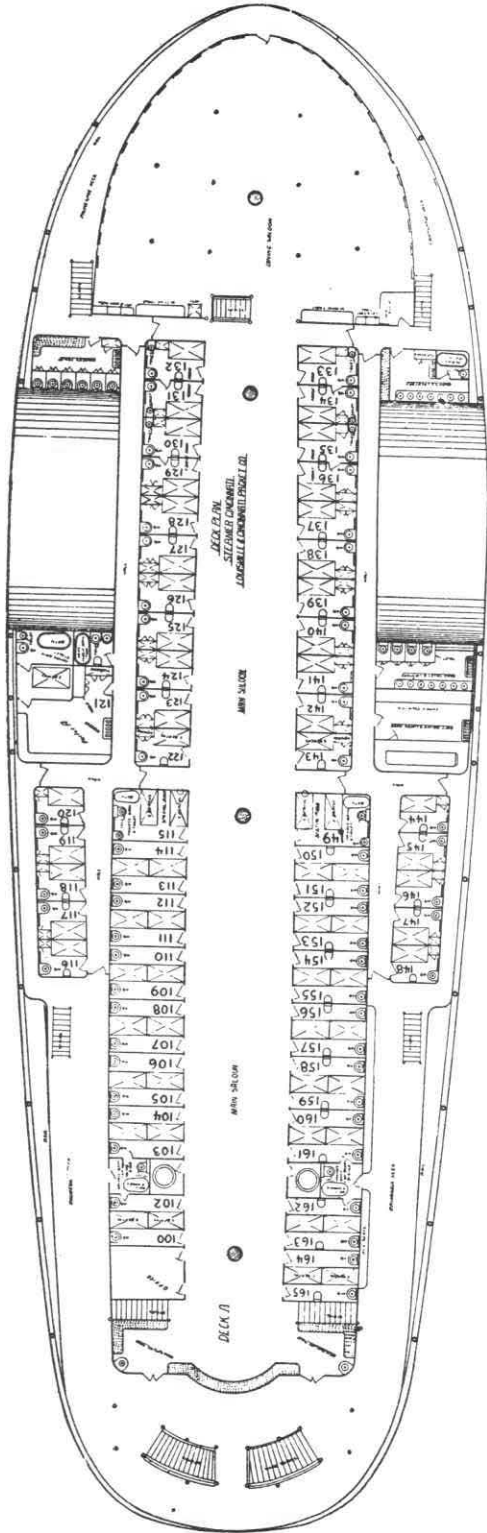
passenger charge was \$5 each way, including two meals and use of an inside stateroom. For toilet equipped rooms the charge was \$6, and for the better rooms with bath and toilet, \$7. The parlor rooms were sold \$15 minimum. You could board her either at Cincinnati or Louisville and pay a "cabin rate" of \$3 for the one-way trip, which charge did not include berth or meals. (If you bought meals, the charge was \$1 extra except for breakfast, which was 75¢.)

Teamed up in this run, on the opposite days, was the sternwheel QUEEN CITY, with a \$5 one-way rate for any of her rooms. Tourists were encouraged to bring along the automobile, drive it on or off the boat if you wanted to, and no need to drain out the gas. Rate one way for a two-passenger car was \$8 and anything bigger, \$10.

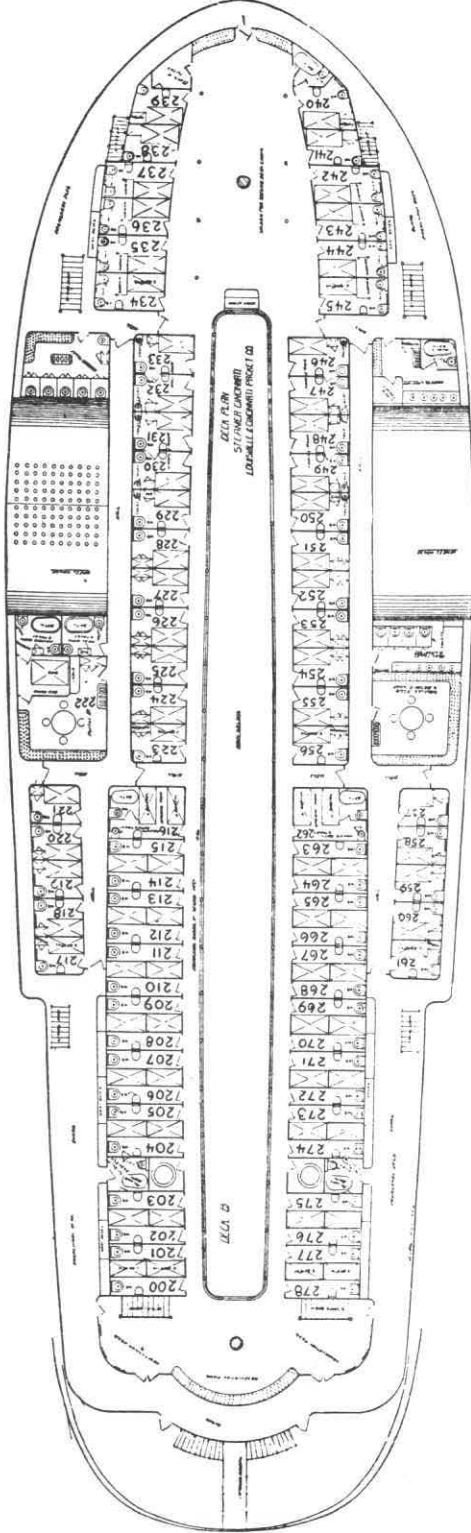
The boats laid over in port on Saturdays. On Sunday mornings they departed at 9 and during the vacation season a "meet the boat" feature was advertised. Go down from Cincinnati on one, and return



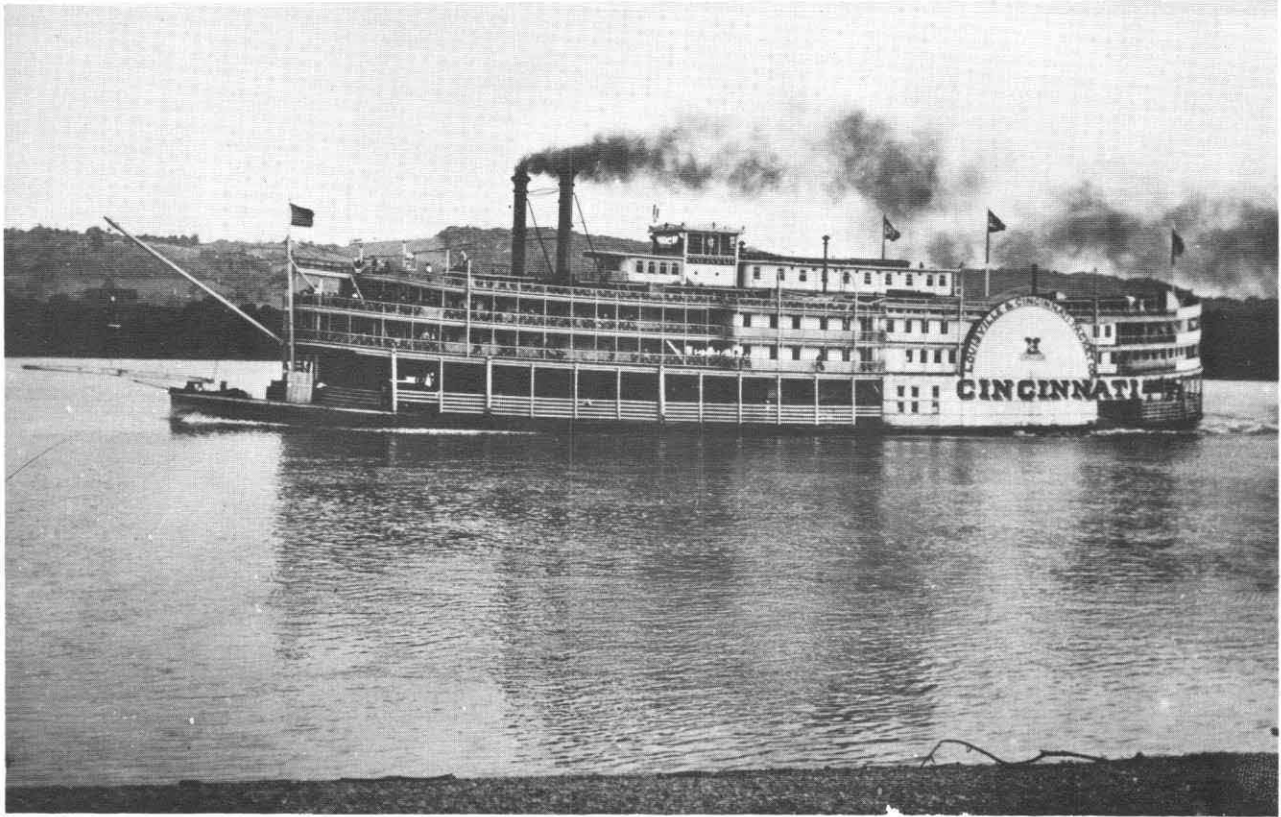
The only double cabin built into a Mississippi System steamboat during the 20th century (so far) was on the side-wheel CINCINNATI, pictured above. This was taken from the forward balcony on the "B" deck looking aft by Wilt Works, Madison, Ind. The only other Western packets so styled were the side-wheelers AMERICA and UNITED STATES in the 1860's. All three operated between Louisville and Cincinnati. On the CINCINNATI meals were not served in the floor space shown on "A" deck and there was a separate diningroom hard aft entered from doors at the starboard side of the grand stairway in the distance.



Cabin Plan, Deck "A," Steamer "Cincinnati"



Cabin Plan, Deck "B," Steamer "Cincinnati"



Steamer CINCINNATI under way on one of her regular Louisville-Cincinnati trips.

on the other, or the other way around. A dance orchestra was carried Sundays; no music during the week.

A splendid blending of two unique personalities brought on the brainstorm which built the CINCINNATI in 1923. John W. Hubbard, a Pittsburgh steamboat philanthropist, and Capt. William E. Roe whose secret soul was a tumult of ambition, got themselves on Cloud Nine. The Ohio River locks and dams between Cincinnati and Louisville had been completed, 131 miles of year-around 9-foot water. Roe painted a rosy word picture to Hubbard (dazzling, undoubtedly) so vivid that both were carried away on the torrent. They decided to build not one--no, not one--but two steel hull 285-foot sidewheelers for the Cincinnati-Louisville trade.

Marine architect Tom Dunbar (see the Dec. '70 issue for his life sketch and portrait) was retained to draw the plans and superintend the construction.

The contract for these two boats was let to the Midland Barge Company along the right shore of the Ohio River at Midland, Pa. During the term of this construction your editor was a clerk on the GENERAL CROWDER and oftentimes we would land there at Midland Barge to deliver kegs of bolts, rivets and the like. Usually it was in the night when we landed there, with the floodlights at the yard revealing the shaping of these two enormous hulls. To say that I was impressed by what I saw there is

to conceal my astonishment. All of the packets of that era were on a choice of bread pudding or prune whip dessert (and these two new side-wheelers were to be packets--combination lcl. freight and passengers). The gold-plated St. Louis & Tennessee River Packet Co. had pulled in its oars and their new TENNESSEE BELLE was nothing other than the old ALABAMA with some gew-gaws added to her. Even the KATE ADAMS was up for grabs. The GENERAL CROWDER, where I was working, owed \$1,900 in wages to the crew--owed me \$250. Well, as the saying is, every eel hopes to become a whale, and here on these marine ways were two magnificent whales in the making.

Of course, as you informed readers know, the outcome of these two side-wheel hulls was far different in aftermath. Instead of duplicate team mates named CINCINNATI and LOUISVILLE which would have been fair recreations of the wood hull CITY OF CINCINNATI destroyed by ice five years before, the first of these was redesigned into the double-cabin CINCINNATI, and the second was sold to the Coney Island Company, Cincinnati, and became the excursion boat ISLAND QUEEN (2nd).

So neither of these boats turned out as architect Tom Dunbar had originally designed them.

Mr. Dunbar and family were living at Edgeworth, Pa. in the Shannon residence most of 1923 when the hulls were under construction at Midland. As soon as the CIN-

CINNATI hull was launched, by which time the new concept for her double cabin had been decided upon, Dunbar gathered up his family and drawing instruments and removed to Cincinnati. The new hull was towed down there and the work of putting up the cabin structure was started at once.

Captain Roe was in a lather to get the new CINCINNATI ready in time for the 1924 Mardi Gras inasmuch as the greater portion of the materials and furnishings were being bought on credit, and a successful Mardi Gras trip would produce sudden and substantial revenue to relieve the situation. One factor in his favor was the Paschal Full Moon which, in 1924, set the date of Mardi Gras on March 4, relatively late (in 1913 Captain Roe ran the QUEEN CITY to Mardi Gras from Pittsburgh when the date of the festival was February 4). This called for departure from Cincinnati on February 25, 1924 at 9 o'clock a.m. in order to dock her at the foot of Canal Street on Saturday, March 1.

A passenger folder was prepared and printed well in advance, a real novelty, for it of course did not include any photographs of the boat which still was taking shape. Instead, a full-page architect's profile, done by Tom Dunbar and rendered in ink, was slapped across page 1, and architectural drawings of the two stateroom decks filled up another two pages. The text writer, Ed Ojeman, had to pull out his dictionary and sell the customers with adjectives.

Here is some of the text:

+++++

The 1924 Mardi Gras Cruise of the new Steamer "CINCINNATI" will be a memorable event. Not only will it be an epoch in the 103 years of existence of the LOUISVILLE & CINCINNATI PACKET COMPANY--the oldest steamboat organization in the world--but in the history of inland waters as well.

For this cruise, the L. & C. Line inaugurates in service the new modern steamer "CINCINNATI"--the largest, most modern and the highest type of river steamer in existence today on the western waters. This new boat will be a revelation to those who have formerly traveled on the Ohio or Mississippi Rivers or their tributaries. It can be safely said that the "CINCINNATI" is without a peer on any river in the United States today. Approximately 300 feet long and 85 feet in width, with extraordinary large state-room capacity and every convenience. The staterooms are large, airy, well ventilated, electric lighted, with hot and cold running water, an innovation on western waters, and comfortable in every respect. Staterooms are arranged two or four berths to a room, for two or four people as desired. There are two parlor sleeping rooms, fitted in luxurious style and many rooms with private baths. The large, spacious dining saloon has a seating capacity of 200 and from it diners get a view of the river and the charming scenery on both sides of the river. The Grand Saloon

comprises the entire inside length and width of Deck A and is indeed a masterpiece of architectural design. On Deck A is also found the refreshment room, barbershop and public shower and tub baths. Deck B has a mezzanine balcony completely encircling the Grand Saloon and the staterooms on this deck are entered from this balcony. The forward end and after end of this deck are observation and lounging rooms. The smoking room and public shower and tub baths are also found on this deck. On Deck C, the crews quarters are located. On the lower deck are located the massive and powerful engines that propel this wonderful boat, at a greater speed than is attained by any river craft today. On this deck are also located the refrigerating plant, the water still which furnishes the distilled pure and filtered water used on the boat. On this deck is also carried automobiles and the large freight tonnage, which the "CINCINNATI" is capable of carrying. The hull and superstructure is entirely of steel construction. The hull has 39 watertight compartments, making the "CINCINNATI" practically unsinkable, while the fibre construction of staterooms has been thoroughly tested and found fireproof. The builders have overlooked no details to make the "CINCINNATI" absolutely safe and as near fire-proof as possible.

The cruise and service will be equal in every respect to that provided by high grade hotels.

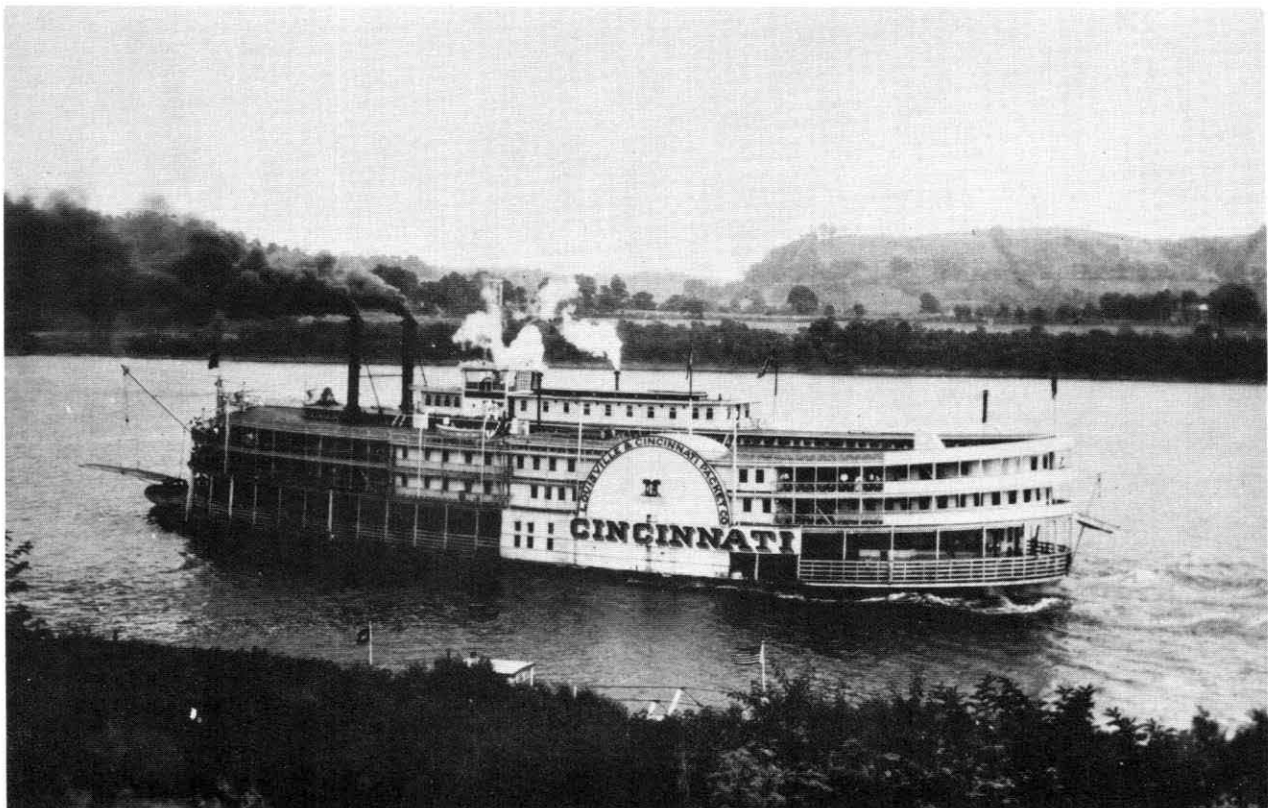
A high class Orchestra will fur-

nish music for dancing and entertainment while an experienced social hostess will arrange and conduct various entertainment features throughout the trip.

The entire crew of the "CINCINNATI" are tried and experienced men, who have been selected for their fitness from the various steamers controlled by the L. & C. Line.

+++++

In a crash program of something like six months the new CINCINNATI was lying at the L&C wharfboat, foot of Main Street, Cincinnati, steam up, passengers coming aboard and the workmen still running here and yon with Stillsons and pieces of pipe, the varnish still tacky, and everybody pooped. The impossible had been accomplished; she was ready to go. Most of the furnishings had been contracted locally--the engines were built by the Charles Barnes Company then located just up the hill at 53-55 Main Street. She was given compound non-condensing engines with 22" and 40" diameters by nine-foot stroke. The vast maze of pipework for fresh and sanitary purposes was put in by the Oliver Schlemmer Company out on Hulbert Avenue; the wrought iron railings around the balcony came from Newman Manufacturing Company, 416 Elm Street; the hardwood cabin floors were laid by the Stanley Jacobs Floor Company, 974 E. McMillan; the diningroom crockery and glassware came from Dean and Kite Company, Walnut and Pearl; the bedsprings from Schott Manufacturing Company;



The CINCINNATI upbound in the L&C trade--not sure of location but probably Vevay.

the mattresses and pillows from Adam Wuest; the blacksmithing by Albert H. Wendt, 209 Lawrence St.; the lighting fixtures came from The Enterprise Company, 219 Main Street; most of the sash, doors and the like from J. A. Brownfield & Son, Covington; the grilles and stair railings from Fred J. Meyers Mfg. Co., Hamilton; and the reed chairs, desks, etc. from Ficks Reed Company, 424 Findlay Street.

The crew assigned to the maiden Mardi Gras trip was composed of Capt. Jacob (Jack) Lindenburn, master; Capt's. Henry Lindenburn and Lester Walston, pilots; William H. (Billy) Suter and Bud Bonduant, mates; Tom Morrissey and J. R. Johnson, stewards; Ed H. Ehringer, chief engineer, assisted by L. Taylor, T. Allen and Phil Clipp; Frank H. Buening, purser, and J. A. Kirby, clerk.

Obviously this change of plan, building on two decks of state-rooms instead of one, decided and done after the hull was completed, caused the CINCINNATI to draw considerable more water than was originally intended. Just what this difference was is not known to the writer. It may or may not be coincidence, but the hull Tom Dunbar designed was almost like that of the celebrated ROBT. E. LEE, and here are the figures:

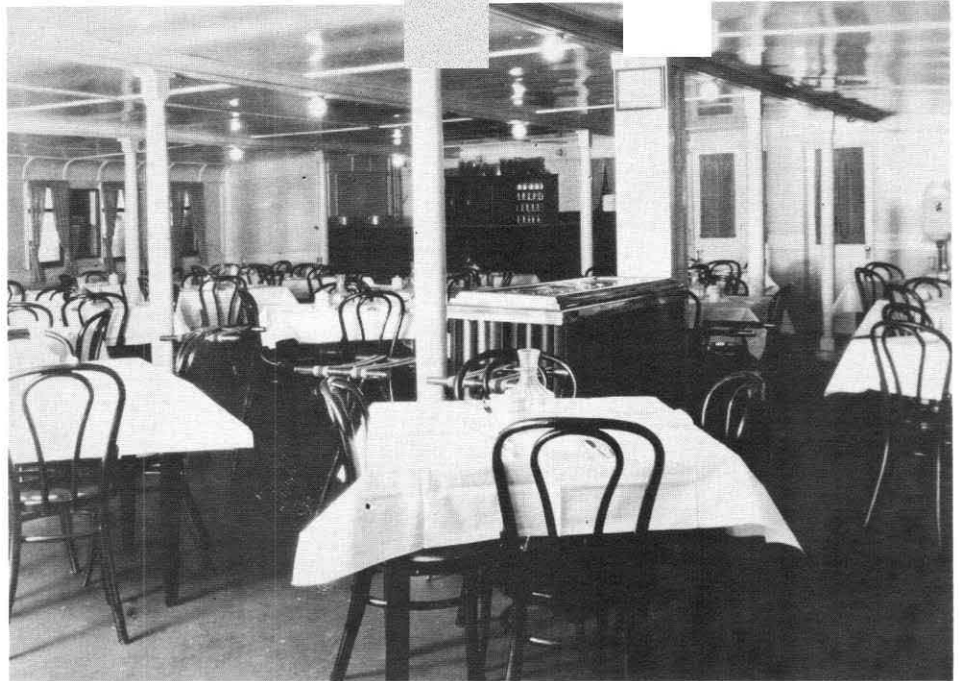
ROBT. E. LEE	285.5 x 46 x 9
CINCINNATI	285.0 x 45.6 x 7.3

Also the engine power and the boiler capacity, when examined, stack up almost equal--if anything, somewhat more favorably to the CINCINNATI. Had these two twin steamboats been built as Tom Dunbar planned them, they might well have been the fastest things with wheels. All of which is in the realm of speculation. Both hulls were overloaded with superstructure not intended for them, and both were heavy even when light.

Also the CINCINNATI was a more expensive investment than she was first planned to be. Capt. Martin F. Noll, secretary-treasurer of L&C, related to us that her book cost at the time of that first 1924 Mardi Gras was \$417,000, an unprecedented figure for a Mississippi-style packet, although something of a bargain when stacked alongside the price tags of the DELTA KING and DELTA QUEEN built soon thereafter at Stockton, California, \$875,000 each.

Anyhow the CINCINNATI cleared something like \$40,000 on that initial voyage, not to be sneezed at, and vindication that Capt. W. E. Roe was right in piling her two decks high with staterooms. Had there been ten monthly Mardi Gras celebrations annually, instead of one, the deckswep on the roof of this boat would have been gathering gold dust into his buckets instead of cinders.

The remarkable American tourist in 1924 was not river oriented, nor had the management of L&C and



The diningroom on the CINCINNATI, after end of "A" deck.

contemporary boat lines of the Ohio and Mississippi learned how to woo him. They knew that the guy in Punxsutawney was a good prospect for the Mardi Gras, and they also knew that same guy, hankering to take a summertime "boat ride," was more apt than not to consult his Sunday newspaper about Great Lakes steamers, and certainly not consider very seriously coming a long distance by rail or automobile to take a \$5 overnight trip from Cincinnati to Louisville.

The L&C summer rates were so very rock-bottom low that the mere thought of handing a percentage to a tourist agency sounded ruinous. They did do business with Cosmopolitan Tours at the Dixie Terminal in Cincinnati, which firm also had an office in the Monadnock Building at Chicago, but L&C much preferred to handle reservations through their own offices on the Cincinnati wharfboat.

So fine, the CINCINNATI was a gee-whiz for Mardi Gras, but what else? In the summer vacation months she made it fairly well in the L&C trade, sometimes to capacity, more often not. The fact is that she was a problem child in the L&C operations; she cost a lot to run, and sometimes when she was withdrawn for a special "charter" or something, the regular QUEEN CITY teamed up with the JOHN W. HUBBARD or the poor old KENTUCKY stood better chance of turning in higher earnings at the office.

Captain Roe had forseen all of this at the start, and the "highest type of river steamer in service today" was frequently called upon to contribute her presence and capacity for worthy matters. Your editor walked aboard of her at Pittsburgh on Tuesday, October

6, 1925. She was in port from Cincinnati with the 31st Annual Convention of the Ohio Valley Improvement Association aboard, and they were off to dedicate Ohio River locks and dams No.'s 30, 32 and 36. She had aboard a rather noteworthy roster of delegates, many of whom I did not know, but within an hour or so I had shaken hands and exchanged greetings with "Ma" Greene, Tom Greene, Fletcher Marsh, James Moren, John W. Hubbard, William E. Roe, Jesse P. Hughes, Dr. E. J. Fithian, Samuel B. Goucher, Col. J. W. Arras, Walter B. Eichleay, H. J. Miller, Phil Kussart, J. Frank Tilley, Thomas M. Rees, Tom Cavanaugh, Warren Elsey, Phil Elsey, Robert P. Gillham, James A. Henderson and William B. Rodgers, Jr. Some of these names continue to reverberate down the hall of river fame even these 48 years later.

Jesse P. Hughes was one of the pilots usually selected when the CINCINNATI went to Pittsburgh. His partner more often than not was the celebrated Jim Rowley who lived at Vanceburg, Ky. Jim was not very big physically but when on watch in a pilothouse he was monarch of the realm. Everything in that circumscribed glass-sided confine went according to the gospel of James H. Rowley.

Your writer was seated on the lazy bench. The CINCINNATI was approaching the Emsworth Dam with Cap'n Jim at the wheel.

Who should pop his head up the stair-well but John W. Hubbard, financial mentor and president of L&C.

"Sorry," said Jim, "passengers are not allowed up here."

Mr. Hubbard blinked owlshly. "I

am John W. Hubbard," said he.

Jim leaned easily on the pilot-wheel and kept his cool. "Hm-m," he decided to say.

"I own this boat and my money pays the crew."

"You work at something for a living I reckon?" Jim inquired.

"I work twenty-four hours a day" announced Mr. Hubbard in a gravelly voice--and now he had come on up the stairs and was standing there.

"You keep that up right regularly--the twenty-four hour business, I mean?"

"I've a mind to fire you," said the boss man.

Jim had both wheels on STOP and was floating that enormous boat in to the chamber. He glanced ahead, then back to Mr. Hubbard.

"Why don't you?" said Jim.

The boat came against the shore wall without any bump.

"Because I like your work," said Mr. Hubbard, visibly impressed.

The captain on the roof called, "All fast, sir." Jim relaxed, and now was stuffing his pipe.

"I've a mind to quit," he said to Mr. Hubbard by way of conversation.

"Well, why don't you?"

Jim paused while lighting his pipe and the crow tracks about his eyes wrinkled into a mischievous smile.

"Because I like the pay," he announced.

These preliminaries over with, these two most unusual persons settled down like a couple of Siamese cats swearing at each other and enjoying it.

Your writer was never called upon to pilot the CINCINNATI. We did stand watches however on the ISLAND QUEEN, the "sister," and may testify that for a steamboat so large, and with superstructure so high and vulnerable to wind, she was a good handler. The pilot on either of these boats had to use a sixth sense while making locks or when landing at cracker-box wharfboats. The vast expanse of roof on all sides completely shut off vision of objectives long before the actual contact was accomplished. A good captain or mate stationed well forward on the upper deck was almost mandatory while doing close work. Capt. Jack Lindburn, and later Capt. James O'Brien on the CINCINNATI issued the handling orders with an expertise of long practice.

A student of such matters may make first-hand observation of the maneuvering of such boats. The CINCINNATI is still in business, now rebuilt into an excursion boat and based at New Orleans, renamed the PRESIDENT. We recommend to such students a close look at the engineroom. Observe how the men at the throttles jockey those two

side-wheels in order to prevent a "centering" or "hang-up." The same observation may be made on the excursion steamer ADMIRAL at St. Louis, similarly operated with independent side-wheels.

When Ed Ojeman wrote in 1924 that the L&C Line was 103 years old and was "the oldest steamboat organization in the world" he was telling the truth, mainly. Packet service between Cincinnati and Louisville was served in 1821 by a side-wheeler named GENERAL PIKE, commanded by Jacob Strader. She was slower than the seven-year-itch (her best upstream time was 38½ hours) but she was the kick-off for the United States Mail Line Company which became L&C. The boats used in those 103 years were side-wheelers--the regulars--until the 1918 ice. Even after that they had the side-wheel AMERICA and, finally, the CINCINNATI.

One night on a Pittsburgh trip the watchman on the CINCINNATI forgot to call Cap'n Jesse Hughes. Jim Rowley eased the boat's head in along the gravel shore at the foot of Belleville Island, left the engines on SLOW AHEAD and went off to bed. Some thirty minutes later the watchman on his rounds found the pilothouse getting along with no pilot in it. Then it came to him with a suddenness that he had forgotten to call Captain Hughes.

The end of L&C was sort of like that. They were country-clubbing around with the CINCINNATI paying off her notes and indebtedness and one day the sheriff arrived with news that they were coming ahead slow nosed into shore.

John W. Hubbard bought the CINCINNATI outright for \$95,000 on April 17, 1931. A couple of weeks later on May 4 the Greene Line bid in all property of L&C for \$13,250 and took over the trade.

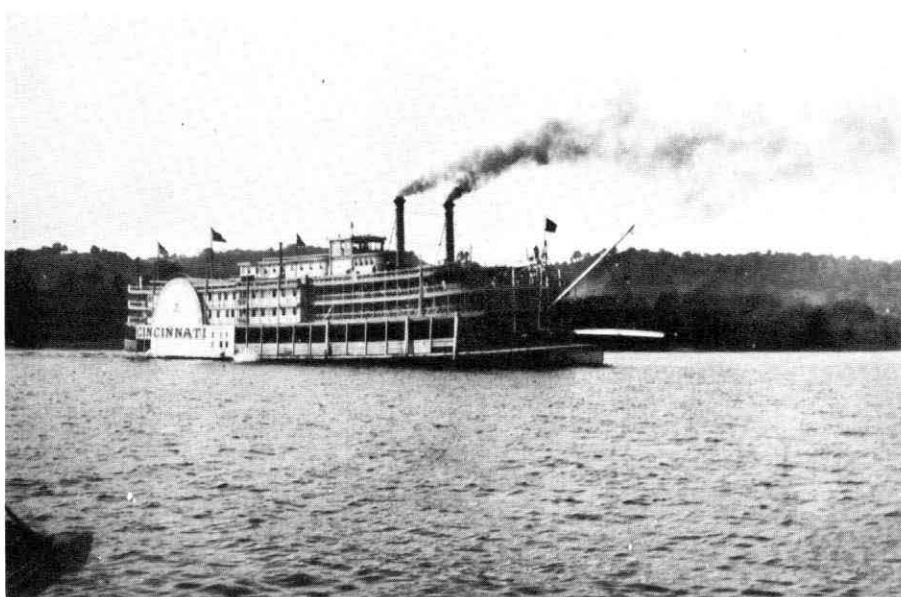
We've elaborated in past issues about the CINCINNATI. She was our front page cover picture in the

March '70 issue, and in the Dec. '71 issue Jesse Hughes told the story of her Pittsburgh to Cairo excursion during the dedication of the Ohio River locks and dams in October 1929. No denying she was the show-piece of the rivers 1924-1931 while she lasted.

But that dern boat was something of a puzzle. There was no particular lament when the news broke that Mr. Hubbard had sold her to Streckfus Steamers, Inc., and that she was to be torn down to the hull and was to be rebuilt into an excursion boat. Nobody was moved to launch a "Save the CINCINNATI" campaign. Probably a few persons appeared to give her a final looking over and to say good-bye old girl. But not many. When the subject came up in pilothouses the main concern seemed to be what had happened to the whistle--it was a soft, deep-toned, two-barrel relic dating back to the side-wheeler BONANZA. Streckfus must have scrapped it--nobody ever saw the whistle again anyhow.

No, she wasn't a KATE ADAMS, nor the GOLDEN EAGLE, nor the GORDON C. GREENE. The CINCINNATI was a loner. She was a letter that never got mailed.

The group of canoe-paddling men widely heralded as the Joliet-Marquette Voyageurs retracing the 1673 expedition of those pioneers got an unexpected thrill on the Illinois River at Hennepin when they arrived there at 3 p.m. on Monday, August 27 last. The 2400 hp. twin prop towboat NEBRASKA CITY, southbound, caught fire and burned in full view of the Voyageurs and 400 spectators who had come to the river to see them land. The towboat's crew of eleven escaped without injury. She was built in 1941 by Nashville Bridge Co. and was owned by the Sioux City and New Orleans Barge Lines of Clayton, Mo. Our thanks to Eugene Hellstrn, Hennepin, Ill. for clippings.



GAS, OIL AND DIESEL TOWBOATS
ON THE MUSKINGUM RIVER
1923-1952

The "gasboat era" really got going on the Muskingum River in 1923 when John Sneed brought the OWL, a few barges, and a derrickboat to Zanesville and started the Muskingum River Gravel Company. The Ohio Power Company built an electric generating plant at Philo, O. and commenced receiving coal from a mine three miles above. Parsons & Rader, owners of the towboats DONALD and GRAND, brought them into this service, having previously operated on the Little Kanawha.

In 1925 John Sneed built the GRAVEL KING, the first gasboat constructed at Zanesville. Parsons & Rader bought the SONNY BOY. For a while the GRAND towed an excursion barge on the Muskingum, named MANITOU, but was returned to the coal trade when the DONALD exploded and was lost on June 4, 1929.

The U.S. Engineers augmented the fleet when they sold the steam towboat MERRILL in 1931 and replaced her with the oil-burning KANAWHA. The Buckeye Sand & Gravel Co. (also referred to as the Webster Sand & Gravel Co.), McConnelville, started in business with the MARY ALICE and C&D.

In 1930 John Sneed built the bowboat MARGUERITE, the first diesel sternwheeler built along the Muskingum. The Ellis Barge Line was organized to transport coal from a mine 8 miles above Zanesville to the Philo power plant. For this purpose they acquired the EAGLE from Louisville, Ky. and the RASCAL from Parkersburg. The former was built low and easily cleared the canal bridges at Zanesville, but the latter, the RASCAL, was a little large to lock with a barge. She was replaced by the EUGENE, and then by the JUANITA. In 1931 the Ellis Barge Line built the PHILO, designed along the lines of the EAGLE.

The transportation of petroleum products started in 1931 on the Muskingum when the STANDARD commenced serving the Muskingum and Licking County Oil Producers. Later, when the charter for this towboat expired, the DIANA and MISS STERLING, owned by A. D. Elliott, St. Marys, W. Va., were recruited.

Muskingum River towboat traffic peaked in 1935. Parsons & Rader acquired the DAWN. The HAZEL was at Lowell, towing for a sand and gravel concern. The Kanawha Sand Co. had the towboat PEARL S and a fleet of barges and a derrickboat moored at Lawhead Lane, Zanesville. John Sneed was building the STORMY.

Shortly thereafter the PEARL S was returned to Parkersburg. Parsons & Rader sold their boats and equipment to the Earl Jones Transportation Co. The Ellis Barge Line quit business.

Ellis sold the PHILO to Earl Jones. Ellis's other two boats, JUANITA and EAGLE, were sold to

John Sneed. Sneed did not complete the STORMY, selling her to H. L. Seabright of Wheeling.

In 1938 John Wilhoit bought the MARY ALICE, renamed her PANTHER, and used it as a living quarters while working at Lock 9. Walter Beisser bought the HAZEL and its fleet. These two boats did not long remain at Duncan Falls. Wilhoit moved out of the river to Marietta and Beisser sold the HAZEL to Muskingum Gravel Company.

In 1944 the Earl Jones Transportation Co. got the TORNADO, the largest oil-burner ever to operate on the upper Muskingum. However, two years later Ohio Power completed a conveyor-belt coal system and discontinued river delivery to the Philo power plant. Earl Jones sold the PHILO and SONNY BOY to Robert Brown on the Allegheny River, and sold the DAWN to John Sneed.

The TORNADO exploded at Zanesville in 1947. The GRAND disappeared somewhere. By 1952 there was no more towboating on the upper reaches of the Muskingum. The Ohio River Gravel Co. bought the MARGUERITE and GRAVEL KING. Hiram A. Carpenter, St. Marys, W. Va., later bought the GRAVEL KING, DAWN and JUANITA.

Other gas and oil-burner sternwheelers making occasional trips on the Muskingum during this period were the JUNE, HOLLAND, CLIPPER, ELAINE, EUELL S, E and L, ATTABOY (towing showboat MAJESTIC) and the U. S. Engineer towboats GILLETTE, SCOTT, NEMACOLIN, FORT ARMSTRONG, TURLEY and GAULEY RIVER.

Of the boats mentioned, the MISS STERLING and PHILO still are in service in the Pittsburgh area. The KANAWHA, now renamed BELLE CAROL, operates excursions out of Nashville. The SCOTT, as pictured and reported in the June '73 issue on page 16, is still on the Tennessee River, operated by Howard Powell & Son. The NEMACOLIN is on the Kanawha, now renamed LAURA J, owned by Charles T. Jones.

=The above article was prepared for the S&D REFLECTOR by Ralph R. Cross, 825 Audrey Place, Dayton, Ohio 45406. Ralph recounts the "gasboat era" as he knew it on the Muskingum. He readily concedes that sternwheel gasboats were used on that stream much earlier than during the 1923-1952 period he covers. We recall the sternwheel KID, built at Marietta in 1906, a presentable gasboat built for Clifton Bros., Zanesville, who dug sand and gravel in the No. 10 pool and had a fleet of flats built in that area. -Ed.

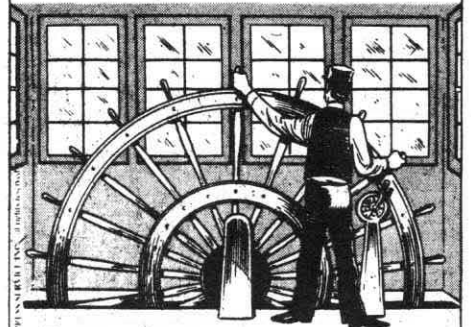
News comes from Panama City, Fla. that the ex-USCG side-wheel steamboat WILLOW "is being authentically restored and refurbished." The owner is Good Life, Inc., an offshoot of Good Life Ship Chandlery & Mfg. Co. and Good Life Nautical Mfgs. of that place. President of Good Life, Inc. is Paul W. Jennings, 5128 West Highway 98,

AS YOU WERE

BY JIM BAKER

BIG WHEELS

EVERYTHING ABOUT THE OLD OHIO, MISSISSIPPI, AND MISSOURI RIVER STEAMBOATS WAS IMPRESSIVE. THE BIG PASSENGER PACKETS MIGHT BE 350 FEET LONG AND 40 WIDE—AND THEY WERE MANEUVERED BY A WHEEL YOU WOULDN'T BELIEVE!



THE GIANT WHEEL STOOD IN THE PILOT HOUSE ATOP THE THIRD OR "TEXAS" DECK, AND WAS PRESIDED OVER BY A PILOT (NOT, AS YOU MIGHT THINK, THE CAPTAIN).

-Marietta Times.

Panama City, Fla. 32401.

The restoration of the main deck will include a 354-seat restaurant, a "radio shack lounge" and two private meeting and party rooms. The boiler deck is to have a gourmet diningroom and 31 marine and nautical shops.

The WILLOW was built at Dubuque, Iowa in 1927 with overall dimensions of 200 by 65. She became a U. S. lighthouse tender and so served until dismantled at Memphis in 1945. Although she had six boilers and 27" dia. by 7 ft. engines she was notoriously slow.

In 1971 we visited aboard while she lay at the Hunt Shipyard in the Harvey Canal opposite New Orleans. She had been used as a quarterboat by the U.S. Engineers, and then by construction and oil-rig firms along the Louisiana Gulf coast. In Nov. 1970 she was overhauled at the Hunt yard to become a lobster factory and was to go to British Honduras. Her engines had been removed, also boilers, paddlewheels, pilothouse, and she'd been completely stripped of all furnishings including door-knobs. The lobster factory deal died aborning, as did a plan to take her to Pittsburgh to become a glorified architect's headquarters and office.

Now she's at Panama City, Fla. and Paul Jennings is looking for a permanent dock space to moor her.

William Eichley informs us that the sternwheel pleasure boat NORMA A remains sunk at Fly, Ohio. Her owner Paul Seekins is anxious to sell. Also sunk there is the towboat TOC-2 owned by the Sistersville Ferry Co.

There is not any one town or city which hath a navigable river at it that is poor, nor scarce any that are rich which want a river with the benefit of boats.

-John Taylor, 1623.

Sirs: Thank you for the article on my uncle, Capt. Jesse P. Hughes appearing in the Sept. '73 issue. The brothers Howard, Henry and Rupert were in fact half-brothers of Cap'n Jesse. Their mother was Annie May Williamson. Jesse's mother was Ella Louderback, the first wife of his father Evan Hughes.

My father, Rupert D. (Lefty) Hughes, passed away at his home in Syracuse, N.Y., 62, on August 21, 1973. He was the wharfmaster at Gallipolis 1930-1932. In 1934 he was a fireman on Carnegie-Illinois towboats, then in six months went striker engineer. Due to lack of work during those depression years he didn't get his first license as assistant engineer until 1939, and then he got his chief's papers in 1941. Although he was in the Monongahela pools most of the time, he did make several trips out to New Orleans on U.S. Steel boats.

On one such trip, in Oct. 1938, he met Janice Elleve Mullen, who was chambermaid on the boat, the CITY OF PITTSBURGH. They were married in 1940. In 1943 Dad left the river to become a boiler inspector for Ocean Accident & Guarantee Co. He is survived by his wife and five children; Virginia, R. Daniel, Jr., Rosemarie, Dolores and Patricia; also by seven grandchildren.

Virginia Hughes Morrison,
12297 Via Roncole,
Saratoga, Calif. 95070

Irwin M. Urling is featured in a new book, "A Walk On the Crust of Hell," by Jack Markowitz, recently released by the Stephen Greene Press, Brattleboro, Vt.

The book tells the story of the Carnegie Hero Fund Commission, with which Irwin has been associated for some years. In one of the opening chapters author Markowitz spends a day traipsing along with Irwin on a case investigation. Says the author:

"Urling stands easily, heels together, shoulders relaxed, belly comfortably extended. He is concentrating. There is a kind of heavy dignity, not quite officiousness, in the way he, taking his time, occupies the middle of the street. If a car came, he would give way, but slowly, so as not to blur the mental fix he is carefully trying to achieve."

Come on Irwin, let's get to the curb.

The former towboat HERBERT E. JONES, according to advices from Charleston, W. Va., has been purchased by Clifford Dean of Dunbar, W. Va., this in Sept. 1973.

The large ex-towboat was moored on the Allegheny River at Blawnox, Pa. at the time the deal was made. Originally named JASON, she was built by the Marietta Mfg. Co., Pt. Pleasant, W. Va. in 1940 on a steel hull 167 by 37.5. She had Marietta compound condensing engines 16" and 32" bore by 10 ft. stroke, and got her steam from two Foster-Wheeler generators.

The JASON was sold to the Union

Barge Line Co. in 1941 and towed under their banner ten years. She then, in 1961, was sold to Amherst Barge Line, and was renamed HERBERT E. JONES. They towed with her until they cooled her down on the night of Saturday, Aug. 1, 1959 at Port Amherst, W. Va. Several years later she was converted into a restaurant and night club called THUNDERBIRD, operated at Blawnox, Pa.

Greene Line Steamers, Inc. considered buying her engines for a new cruise boat but did not do so, whereupon the THUNDERBIRD owners sold them for scrap. Now in 1973 Greene Line is building at Jeffboat a cruise boat to have engines the same size and description made from the JASON drawings.

Clifford Dean of Dunbar, W. Va. owns the pleasure sternwheeler KATY-DID built at Winfield, W. Va. in 1968. His first move after buying the THUNDERBIRD was to ask the Chamber of Commerce at Charleston to consider financing her to become a civic attraction at the Charleston waterfront.

Charles Alden, Marietta, tells us that the big white-painted "C" on the pier of the Marietta-Williamstown bridge was put there by Columbia University students during the I.R.A. shell races.



Capt. Dennis Trone and Mrs. Julia Belle Shelton (for whom the JULIA BELLE SWAIN is named) after the Peoria race. See next column.

George Strother, 90, died Friday the fifth of October, 1973 at the Manley Nursing Home in Bowling Green, Ohio.

George had been in the nursing home for the past four years. Prior to that time he had lived at Coal Grove, O. and at Russell, Ky. He was the well known calliope artist aboard the excursion steamer HOMER SMITH near as long as that boat operated. His eyesight was impaired in his youth, and he went blind later.

He always had a fondness for the river inherited from his father, the late Capt. M. Roscoe Strother, who was associated with Kanawha and Ohio towboating many years and who died at Miami, Fla. in 1944 at an advanced age.

In an article "Music On the River" published in the S&D REFLECTOR (Sept. '65 issue, page 7) the late Capt. C. W. Elder recalled that "George Strother was really good on a calliope, and he doubled on piano, drums and bass in the orchestra, was on the WASHINGTON two seasons and played calliope once on the QUEEN CITY when she had one."

Last Tuesday afternoon a large rock on the hill back of Pomeroy came down with a crash, wrecking the engine house and hose tower and creating considerable excitement. Nobody hurt. The stone was estimated to weigh 3000 tons. -- The Weekly Leader, Marietta, O., Jan. 27, 1885. =Sounds more like Antiquity. -Ed.

Last year the JULIA BELLE SWAIN had trouble with electric circuits and there was no race at Peoria. The DELTA QUEEN was on the Illinois again Sunday, July 29 so they took another whack at it.

The two steam sternwheelers ran 6½ miles downstream to the Murray Baker bridge and a lovely race it was--almost neck and neck. The DQ being the longest got there first, it was that close.

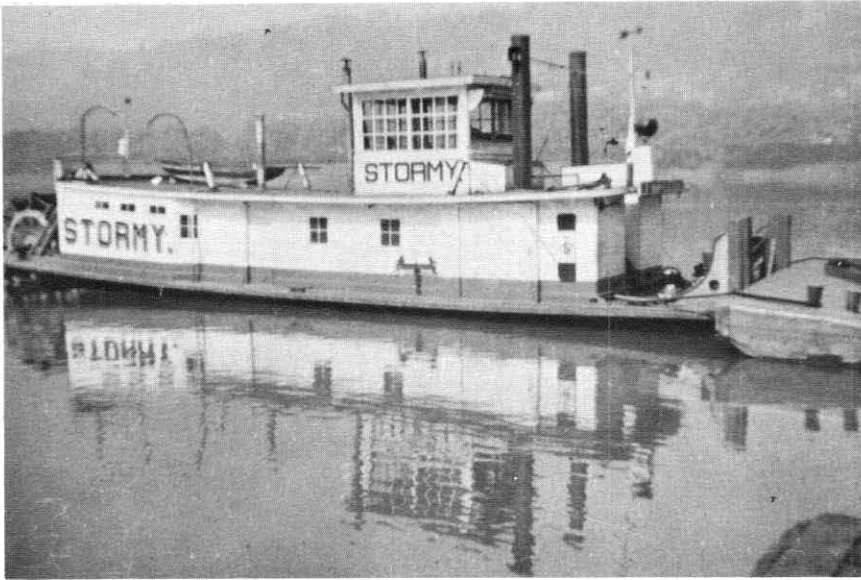
"Go warm up the calliope," said Dennis Trone of the JULIA BELLE, "I don't want to appear dejected." He didn't need to be--there were 304 passengers aboard. At \$20 a throw.

This was the DQ's third victory of 1973. She raced the BORDER STAR at Little Rock in February, the BELLE OF LOUISVILLE at Louisville on May 2, now the JULIA BELLE SWAIN.

There were ceremonies at Peoria that Sunday and Julia Belle Swain Shelton presented Capt. Ernie Wagner with a silver bowl. Other gifts included a clay pipe (Capt. Ernie already had the antlers) and a kiss from Miss Steamboat Days, Angela Filstrup.

Mayor Richard E. Carver said he was "delighted to see a wood boat beat a steel boat." He owns the Carver Lumber Company.

Then--guess you've heard--the DQ was supposed to race the B/L at Cincinnati on Sept. 23. She didn't get to the starting line even; she wasn't there. She was delayed by gremlins.



Last issue on page 35 we talked about "weather" boats while describing the towboat TORNADO. Among these the STORMY and STORMY II were listed as examples. Now we've heard from C. W. (Bud) Daily who supplies the above picture of the STORMY which was named, says he, for H. L. Seabright of Wheeling "because of his temperament." On page 45 of this issue Ralph Cross relates how the STORMY was built at Zanesville by John Sneed, who sold her partly finished, and as yet unnamed, to the Wheeling Seabrights. Bud Daily's father, George E. Daily, took the sternwheel RETURN up the Muskingum to Zanesville and transferred her Bessemer (80 hp.) diesel and other stuff--flat belts, jackshaft, pilothouse--over on the new hull. When STORMY was ready to go, she was hitched to the hull of the old RETURN and brought it around to Wheeling where a fuel flat was made of it. So that's how the STORMY was built. Bud Daily says one of the big kevels on her head had raised letters on it JOHN A. WOOD and he still has it in his back yard at his home in Toronto, O. The STORMY was eventually replaced by a diesel-prop, the STORMY II, and the old boat (1937-1956) became a floating club house at a yacht harbor at Brilliant, O. on the Ohio opposite Wellsburg, W. Va. and served about ten years there before settling to the bottom. So the RETURN, built by Walter Halfhill in 1925, and the STORMY, built at Zanesville in 1937, both used the same Bessemer diesel set thwartship with two flat belts running aft to a jackshaft, one with a half-twist in it for backing. The power went from the jackshaft to the paddlewheel by sprockets and link chain. So STORMY and STORMY II were not named for "weather;" they honored a gentleman with a weatherlike disposition.

Pete Denny didn't waste much time after selling his ROBIN D to New Orleans. According to news from Charleston, W. Va. Pete went to Guntersville, Ala. and bought the former U. S. Engineer sternwheeler SCOTT from Howard Powell & Son. She was built by Ward at Charleston in 1930. Pete Denny also is reported to have sold the hull of the sternwheeler TINA M. WHITE to Pete Grasse, Dunbar, W. Va. who plans to rebuild it into a pleasure boat. The WHITE also was built by Ward in 1930, then named FORT ARMSTRONG, sister boat to the SCOTT.

The SCOTT was pictured in our June '73 issue, page 16, when Ross Rogers, Jr. and Nelson Jones made a trip to Guntersville and "discovered" her in the Powell fleet.

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

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

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

Every now and again someone runs into the expression "ran through herself" and asks about it. Admittedly no river term we know about has a more harrowing implication, although its origin doesn't date back, we don't think, to sword swallows or the torture of impalement. When a steamboat breaks a connection between a cylinder and paddlewheel, such as (and most usually) a crank pin, while she is under steam, the result can be pretty terrifying what with pitman, crosshead, pistonhead and rod all turned loose at once. There always is a mighty lively time until the engineer gets the throttle shut down. If the engine is on her OUT stroke (on a sternwheeler) the jewelry catapults aft and often overboard into the river which is bad enough, but if on the IN stroke she's liable to take away the cookhouse, kitchen range, lard bucket, frying pan and all. She's said to have run through herself, and it's as bad as it sounds.

MY LIFE ON THE MISSISSIPPI OR WHY I AM NOT MARK TWAIN is the title of Dick Bissell's new book released by Little Brown & Co., Boston, \$7.95.

Is it worth \$7.95? Well yes and no. Lady Grace said "that thing must really be good the way you're going through it" because we were watching TV and during commercials I'd snap on the light and read a chapter.

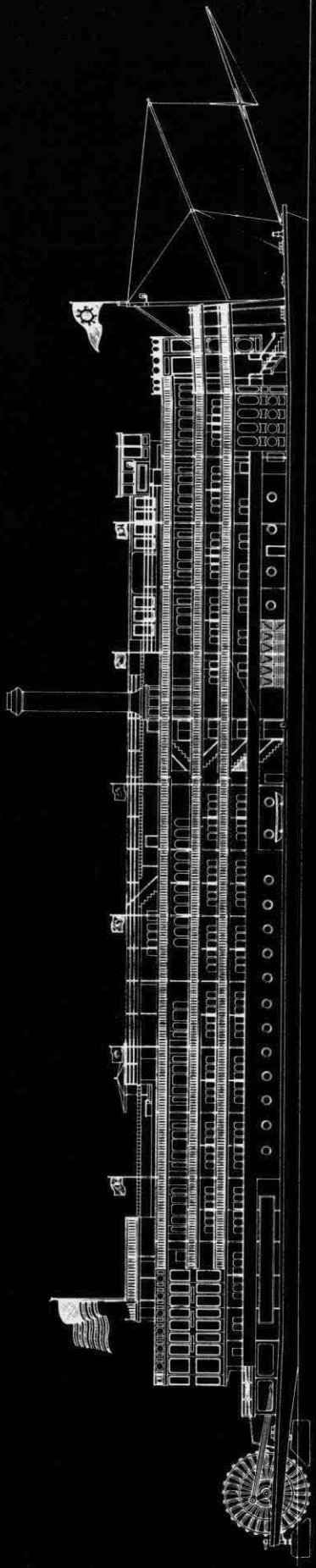
We had no idea that Dick was so bugged about being called "The Modern Mark Twain." But a guy has to be up-tight to spread himself for 20 chapters snarling about an ancient river pilot's shortcomings --not as a pilot--but as an author of books.

Nobody, not even Dick, can criticize Mark Twain's piloting. For Mark left no blemishes such as collisions, groundings or sinkings while he was standing watch. And Mark wasn't chauffering any popcan 150 hp. SHAMROCK either; he was steering the likes of the CITY OF MEMPHIS, a 6-boiler 300-footer.

So what's the beef Dick? Most typewriter persons would preen in the bathroom mirror to be compared in print with the only river pilot who ever amounted to something. And now that we've slept over the thing maybe that's just what Dick is doing in this new book.

You'll like it. Dick writes a book like it was a Holiday Edition of The Waterways Journal with 200 pages of advertising and all the rest personals. The reader never knows what's coming next. It's an art to fill 240 pages with pithy soliloquy and that's what Dick is really good at. He's got 24 pages of pictures in there showing him as a youth and then growing up.

One of these bright days Dick'll have a government light named for him, and we'd be in the front line to promote it. Meanwhile read his WHY I AM NOT MARK TWAIN. You can block out 681 TV commercials doing it (Lady Grace's count, not ours).



Hull #2989, under construction at Jeffboat, Inc., Jeffersonville, Indiana. The Builder: Jeffboat, Inc. • Project Architect: Albert Pope Hincley, Jr. • Marine Engineering: Three Quays Marine Service • Exterior Design: James Gardner • Interior Design: Welton-Becket & Associates

The builders of great steamboats in the 19th century competed to build the biggest, the finest, the most elegant and the most magnificent. This new steamboat, the first of its type to be built in nearly 50 years, draws from a history of elegance and adds a distinctive new note of its own.

statistics

Magnificent floating river palaces were built a hundred years ago, but none can compare in awesome figures to this new giant of the rivers.

- Length overall . . . 379 feet
- Breadth over guards . . . 68 feet
- Draft at loadline . . . 8 feet
- Height above waterline (stacks retracted) . . . 52 feet
- Height above waterline (stacks erect) . . . 77 feet
- Estimated gross tonnage . . . 4,500 tons
- Steam engine horsepower . . . 2,000 hp
- Passenger capacity in lower berths . . . 400
- Crew complement . . . 125
- Electrical generating capacity . . . 3,000 kilowatts
- Cruising speed . . . 12 miles per hour
- Estimated cost: \$15,500,000

schedule of construction

The new vessel is now under construction on the marine ways of Jeffboat on the banks of the Ohio River across from Louisville, Kentucky. Design work actually began in 1966 when the life of the Delta Queen was threatened by new safety legislation enacted by the U.S. Congress. By the time this vessel sails on her maiden voyage, nearly nine years of planning and work will have elapsed.

Those plans were finalized and approved by Maritime Administration in May of 1972. In December, 1972, the shipbuilding contract was awarded to Jeffboat Co. and in January, 1973, lofting and final design work was begun. Steel construction began August, 1973. The launching is scheduled for November, 1974. The first sailing is scheduled for April, 1975.

created by

The dream of a new steamboat came true as the result of many pioneering and creative minds. It started in 1966 when a new law threatened the Delta Queen, former majority stockholder Richard C. Simonton said, "We've got to build a new riverboat to carry on the business." And so Delta Queen Co. President Bill Muster searched for architects, engineers and designers and finally even for new stockholders to finance the venture. Overseas National Airways Chairman Steedman Hincley took on the challenge. The people directly responsible for the design and construction of this vessel include James S. Demetron, Project Director; Albert P. Hincley, AIA, Project Architect; Andy F. Carey and Martin Wakely of Three Quays Marine Service, Naval Architecture & Engineering; James Gardner, Exterior Vessel Design; Gene Seib, Jeffboat, Engineering Supervisor; David Beer and Eleanor Way, Welton-Becket & Associates, Interior Design.

reservations

Advance reservations are now being accepted for both individual and group bookings. Tentative first-year cruises in 1975 are scheduled:

Tentative Cruise #	Month	Description	From	To	Nights
T1	May	Homecoming	Louisville	Cincinnati	1
T2	May	Maiden Voyage	St. Louis	St. Louis	5
T3	May	St. Louis Inaugural	RT St. Louis	Cape Girardeau	2
T4	May	Quad Cities Inaugural	RT St. Louis	Peoria, Hannibal, & Return	4
T5	June	Mark Twain Memorial	RT St. Louis	Hannibal	2
T6	June	Peoria Inaugural	St. Louis	Peoria	4
T7	June	Peoria Gala Weekend	RT Peoria	Kampsville	2
T8	June	St. Paul Inaugural	St. Louis	St. Paul	5

Tentative Cruise #	Month	Description	From	To	Nights
T9	June	St. Paul Gala Weekend	RT St. Paul	Pittsburgh	2
T10	July	Ohio River Inaugural	St. Louis	Winoona	9
T11	July	Pittsburgh Gala Weekend	RT Pittsburgh	Area	2
T12	August	Cincinnati Gala Weekend	RT Cincinnati	Louisville	2
T13	Sept.	Peoria Inaugural	RT Cincinnati	Kentucky Lake	7
T14	Sept.	New Orleans Inaugural	RT Cincinnati	St. Louis	9
T15	Sept.	New Orleans Gala Weekend	RT New Orleans	Baton Rouge	2
T16	Sept.	Memphis Gala Weekend	RT Memphis	Area	2

features and facilities

Our modern age makes it possible to build a steamboat with features and facilities undreamt of 100 years ago when steamboats were in their heyday. All construction materials in the vessel will be fire-retardant. The hull and structural members are of steel with fireproof marmonte paneling.

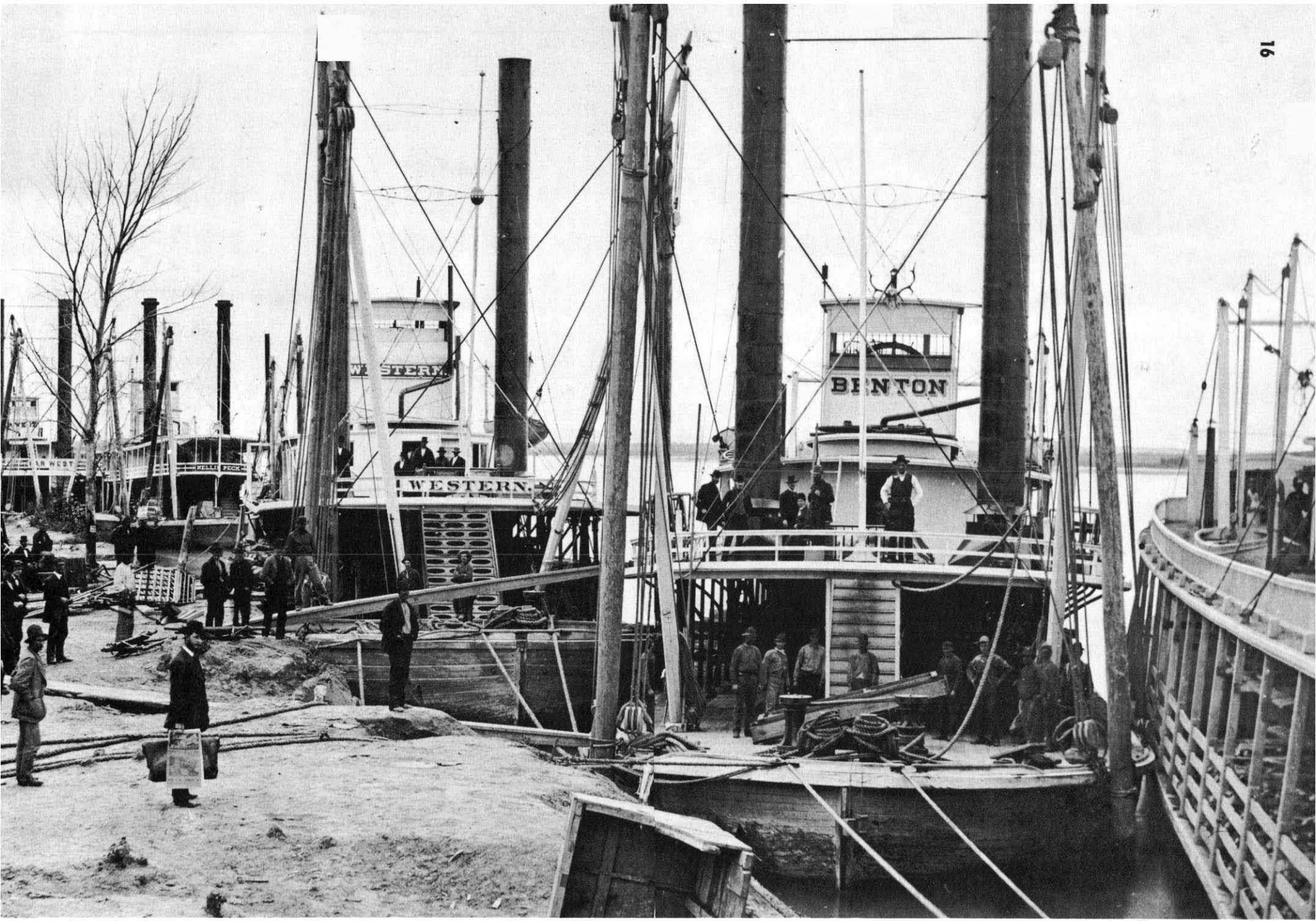
Two 1,500 kw steam turbines will generate electrical power. Steam evaporators will distill potable water. Individually controlled air-conditioning and heating is provided for all staterooms, public areas and work areas.

Navigation aids include a bowthruster, radar, two kinds of radio, fathometer, altitudinal swing meter—but no compass. It is useless on the winding rivers.

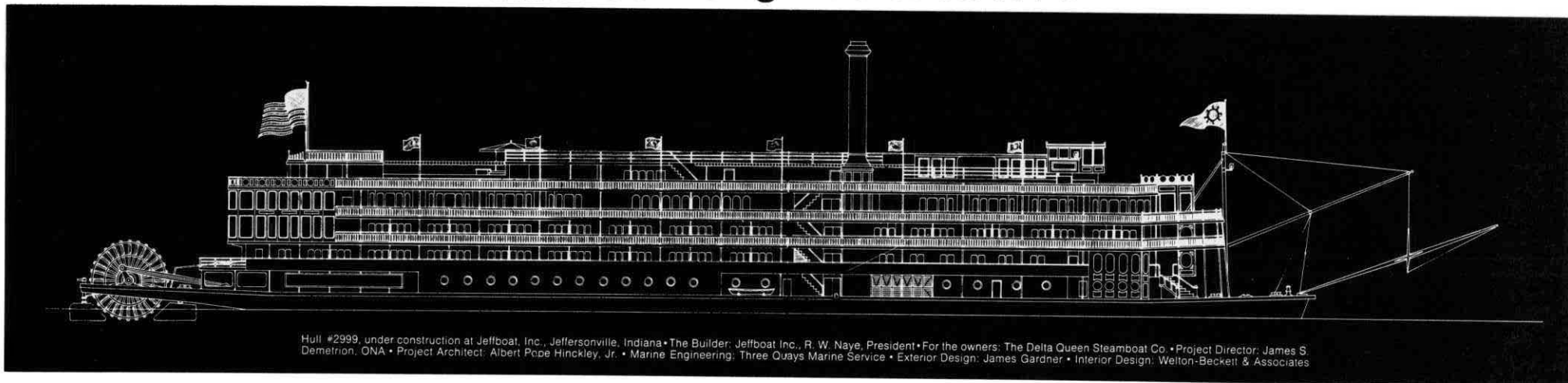
Passenger facilities include a cinemascope theater, swimming pool, sauna/massage parlor, automatic elevators and elaborate individual sound and communications facilities in each stateroom.

Architect Albert Hincley designed into the new vessel a unique two-story public facilities deck which gives a feeling of spaciousness and height difficult to achieve in a vessel which must still clear bridges as low as 55 feet above river level.

All staterooms are equipped with shower and toilet. "AA" and "AAA" staterooms feature private, outside verandas. The lower berth capacity of the vessel is 400 persons. Many staterooms have a folding upper berth to accommodate children when families are traveling together.



Four steamboats (and part of another) at Bismarck, Dakota Territory, on the Missouri River
Read the story on the next three pages.



Hull #2999, under construction at Jeffboat, Inc., Jeffersonville, Indiana • The Builder: Jeffboat Inc., R. W. Naye, President • For the owners: The Delta Queen Steamboat Co. • Project Director: James S. Demetron, ONA • Project Architect: Albert Pope Hinckley, Jr. • Marine Engineering: Three Quays Marine Service • Exterior Design: James Gardner • Interior Design: Welton-Beckett & Associates

The builders of great steamboats in the 19th century competed to build the biggest, the finest, the most elegant and the most magnificent. This new steamboat, the first of its type to be built in nearly 50 years, draws from a history of elegance and adds a distinctive new note of its own.

statistics

Magnificent floating river palaces were built a hundred years ago, but none can compare in awesome figures to this new giant of the rivers.

Length overall . . . 379 feet
 Breadth over guards . . . 68 feet
 Draft at loadline . . . 8 feet
 Height above waterline (stacks retracted) . . . 52 feet
 Height above waterline (stacks erect) . . . 77 feet
 Estimated gross tonnage . . . 4,500 tons
 Steam engine horsepower . . . 2,000 hp.
 Passenger capacity in lower berths . . . 400
 Crew complement . . . 125
 Electrical generating capacity . . . 3,000 kilowatts
 Cruising speed . . . 12 miles per hour
 Estimated cost: \$15,500,000

schedule of construction

The new vessel is now under construction on the marine ways of Jeffboat on the banks of the Ohio River across from Louisville, Kentucky. Design work actually began in 1966 when the life of the Delta Queen was threatened by new safety legislation enacted by the U.S. Congress. By the time this vessel sails on her maiden voyage, nearly nine years of planning and work will have elapsed.

Those plans were finalized and approved by Maritime Administration in May of 1972. In December, 1972, the shipbuilding contract was awarded to Jeffboat Co. and in January, 1973, lofting and final design work was begun. Steel construction began August, 1973. The launching is scheduled for November, 1974. The first sailing is scheduled for April, 1975.

created by

The dream of a new steamboat come true is the result of many pioneering and creative minds. It started in 1966 when a new law threatened the Delta Queen, former majority stockholder Richard C. Simonton said, "We've got to build a new riverboat to carry on the business." And so Delta Queen Co. President Bill Muster searched for architects, engineers and designers and finally even for new stockholders to finance the venture. Overseas National Airways Chairman Steedman Hinckley took on the challenge. The people directly responsible for the design and construction of this vessel include James S. Demetron, Project Director; Albert P. Hinckley, AIA, Project Architect; Andy F. Carey and Martin Wakely of Three Quays Marine Service, Naval Architecture & Engineering; James Gardner, Exterior Vessel Design; Gene Seib, Jeffboat, Engineering Supervisor; David Beer and Eleanor Way, Welton-Beckett & Associates, Interior Design.

reservations

Advance reservations are now being accepted for both individual and group bookings. Tentative first-year cruises in 1975 are scheduled:

Tentative Cruise #	Month	Description	From	To	Nights
T1	May	Homecoming	Louisville	Cincinnati	1
T2	May	Maiden Voyage	Cincinnati	St. Louis	5
T3	May	St. Louis Inaugural	RT St. Louis	Cape Girardeau	2
T4	May	Quad Cities Inaugural	RT St. Louis	Moline/Davenport & Return	4
T5	June	Mark Twain Memorial	RT St. Louis	Hannibal	2
T6	June	Peoria Inaugural	St. Louis	Peoria	4
T7	June	Peoria Gala Weekend	RT Peoria	Kampsville	2
T8	June	St. Paul Inaugural	St. Louis	St. Paul	5

Tentative Cruise #	Month	Description	From	To	Nights
T9	June	St. Paul Gala Weekend	RT St. Paul	Winona	2
T10	July	Ohio River Inaugural	St. Louis	Pittsburgh	9
T11	July	Pittsburgh Gala Weekend	RT Pittsburgh	Area	2
T12	August	Cincinnati Gala Weekend	RT Cincinnati	Louisville	2
T13	August	Kentucky Lake Inaugural	RT Cincinnati	Kentucky Lake	7
T14	Sept.	New Orleans Inaugural	Cincinnati	New Orleans	9
T15	Sept.	New Orleans Gala Weekend	RT New Orleans	Baton Rouge	2
T16	Sept.	Memphis Gala Weekend	RT Memphis	Area	2

features and facilities

Our modern age makes it possible to build a steamboat with features and facilities undreamt of 100 years ago when steamboats were in their heyday. All construction materials in the vessel will be fire-retardant. The hull and structural members are of steel with fireproof maronite paneling.

Two 1,500 kw steam turbines will generate electrical power. Steam evaporators will distill potable water. Individually controlled air-conditioning and heating is provided for all staterooms, public areas and work areas.

Navigation aids include a bowthruster, radar, two kinds of radio, fathometer, altitudinal swing meter—but no compass. It is useless on the winding rivers.

Passenger facilities include a cinematograph theater, swimming pool, sauna/massage parlor, automatic elevators and elaborate individual sound and communications facilities in each stateroom.

Architect Albert Hinckley designed into the new vessel a unique two-story public facilities deck which gives a feeling of spaciousness and height difficult to achieve in a vessel which must still clear bridges as low as 55 feet above river level.

All staterooms are equipped with shower and toilet. "AA" and "AAA" staterooms feature private, outside verandas. The lower berth capacity of the vessel is 400 persons. Many staterooms have a folding upper berth to accommodate children when families are traveling together.