

S&D

REFLECTOR

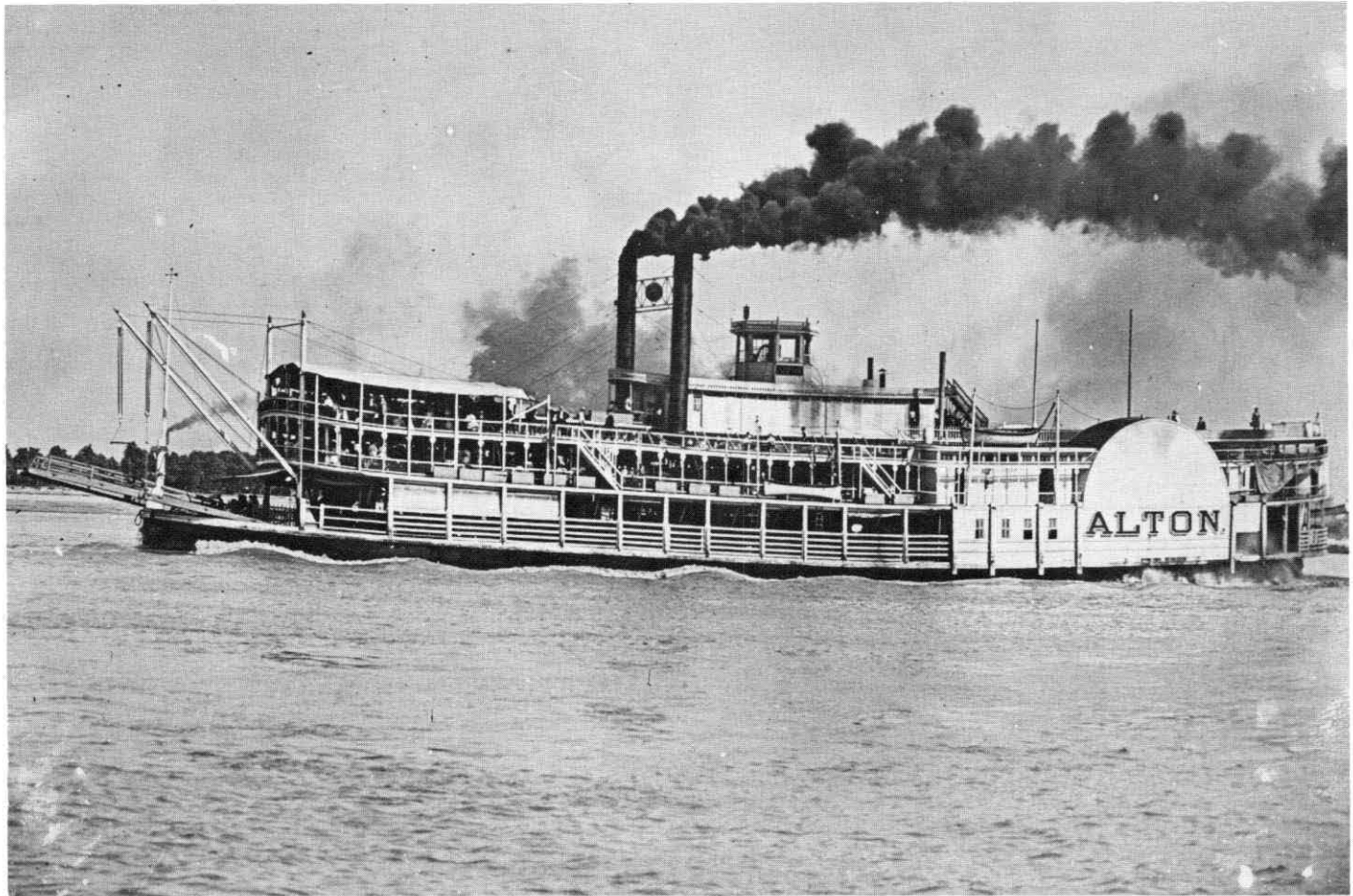
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 11, No. 1

Marietta, Ohio

March, 1974



THE PRIDE OF THE EAGLE PACKET COMPANY from 1906 through 1917 was the side-wheel ALTON commanded until his death in 1914 by Commodore Henry Leyhe. She was built on a wooden hull 241.1 by 38 feet at Jeffersonville, Ind. by the Howard Ship Yard. She had high pressure engines 24" dia. by 8 ft. stroke made by the St. Louis Iron & Machine Co. Her fastest upstream time between the Eads Bridge at St. Louis to Alton (23.2 miles) was one hour 44 minutes, seven minutes more than when the ALTONA went up in 1-37 in 1853.

When practically a new boat the ALTON took part in the "Roosevelt Parade" staged in 1907. The Lakes To The Gulf Deep Waterway Association took up a battle-cry "FOURTEEN FEET THROUGH THE VALLEY" and U. S. president Theodore Roosevelt boarded the steamer MISSISSIPPI at Keokuk and rode her to Memphis. Fourteen governors were aboard the ALTON. Joe McCulloch, one of the pilots on her, was extensively written up in the April, 1908 lead article

in Everybody's Magazine.

This double-stage boat with an unusual octagonal pilothouse and the Eagle Packet gold ball emblem between her stacks was designed for the daily St. Louis-Alton trade to replace the SPREAD EAGLE which was slated for dismantling. Commodore Leyhe tried her as an all-time excursion boat, a venture so successful that \$20,000 was spent revamping the old SPREAD EAGLE. The ALTON left St. Louis daily except Mondays for Six Mile Island on the Illinois River, making stops both ways at Alton and Chautauqua (the latter a popular Illinois pleasure resort of the time). Mondays she ran to Kampsville. Evening trips were run out of St. Louis.

She was lost in the "Big Ice" laid up for the winter in the Duck's Nest, Paducah, Ky., January 29, 1918. We are indebted to Ruth Ferris for the picture, borrowed from the files of the Missouri Historical Society.

THE WARD COLLECTION

A collection of papers, drawings and photographs concerning the old Ward Engineering Works, Charleston, West Va. has been presented to the West Virginia University, Morgantown, West Va.

The gift comes from Brooks Fleming McCabe, a grandson of Charles E. Ward, and the McCabe family. George Parkinson, curator of the West Virginia collection, describes the new addition as one of the most valuable of its kind. It includes:

= Correspondence and invoices of the firm from 1917 to 1931.

= Several hundred photographs of the plant and of vessels constructed.

= Technical drawings.

= Patents.

= The personal diaries of C. E. Ward (son of the firm founder, Charles Ward).

= C. E. Ward's newspaper scrapbooks.

Charles Ward, who was born in Southam near Teamington, England, in 1841, emigrated to America in 1870. He first settled in Cincinnati but moved to Charleston within a year to install the first gas plant in the Kanawha valley.

He started his own business on a small scale in 1872, but it wasn't until 1880, a year after he had invented the Ward water tube boiler, that he went into business full-time on his own.

At the turn of the century, many experts in marine design considered the Ward boilers to be the best in the world. The largest American freighter of the time, the U. S. LUCHESBACK, was equipped with these boilers. The Navy and other government departments ordered 400 of them during World War I.

Ward pioneered the tunnel-type of light draft steamers for shallow water navigation. His first successful effort was in 1893 when he built a small tunnel boat, the MASCOT, for the U. S. Engineers.

Before C. E. Ward incorporated the firm in 1907, his father was recognized as among the leading marine engineers in the U.S. and internationally as well.

C. E. Ward, an accomplished engineer, draftsman and businessman in his own right, developed the firm into a major supplier of shallow draft boats. Under his direction, Ward Engineering produced about 90 hulls. These vessels included towboats, tugs, inspection boats, lighthouse tenders, snagboats, pleasure craft, a dredge and a ferry. The boats navigated major rivers throughout the country.

The largest vessel the firm built was the steam railroad car ferry STE. GENEVIEVE for the Missouri-Illinois Railroad Co. in 1922. It was 286 feet long and had a capacity for 21 freight cars on a single trip.

Ward Engineering also built two ocean-going Army transports.

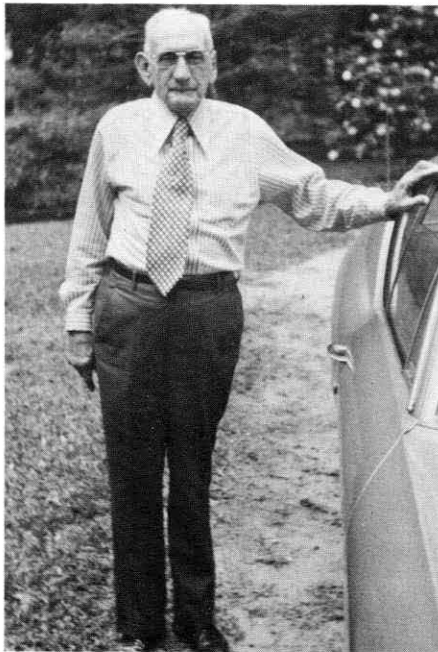
Although the firm stopped production in the early 1930s some of the Ward river boats are still in operation. The corporation was

dissolved in the early 1940s. The plant was located on the south bank of the Kanawha River at Charleston, West Va. below the C & O railroad station.

Brooks Fleming McCabe, Jr., a West Virginia University graduate student, is helping arrange the collection. It will be used in conjunction with a new WVU interdisciplinary program on 19th century technology.

The above information comes from the West Virginia State Magazine, Charleston, West Va., issue of December 30, 1973, written by Robert Fullerton. Jerry Sutphin sent us a copy.

As addendum to this, the 1974 Inland River Record will list the Ward-built SARAH, now a twin prop towboat, originally built as a sternwheeler named CAPTAIN ERIC BERGLAND for the Vicksburg U. S. Engineers in 1928.



Sirs: The gentleman in the above picture is Capt. H. K. (Buck) Benson who lives across the bay from Mobile in Fairhope, Ala. I took this shot a little over one year ago when he was soon to be 81, and heard from him at Christmas time and he's doing well.

Capt. Buck got his pilot's license for the Alabama and Tombigbee rivers in 1912, having served two years previously as cub pilot on the AMERICAN. He was pilot on the AMERICAN, JOHN QUILL, MARY S. BLEES, J. H. MENGE and the HELEN BURKE. He says he liked the BLEES the best of all. He was on the BURKE when she brought her record 4,400 bales of cotton into Mobile, and was on her until she ended her career. Also he was pilot on the towboat DARLING.

I think he's the last living honest-to-god Alabama River steamboat pilot.

James F. Hale,
Route 6, Box 460,
Bessemer, Ala. 35020

Sirs: I enjoyed reading the article about the CINCINNATI in the December issue. Her double cabin has always interested me. The old-time double cabin side-wheelers AMERICA and UNITED STATES are fascinating, too. I'm presently building a model of the double-cabin AMERICA, now about one-third completed, and if anyone has information pertinent to her construction I'd be glad to hear from them.

Greg Goldstein,
4931 Southside Drive,
Louisville, Ky. 40214

=The first published account of the AMERICA gives her hull size as 315 by 44 by 7. High pressure engines 30" dia. by 10 ft. stroke; eight boilers; paddlewheels 38 ft. dia. with 13½ ft. buckets. Also the account said that the officers rooms were to be over the clerk's office in front, and the remainder of the crew was to be quartered in staterooms over the pantry and barbershop. Later, at the time of her trial voyage from the foot of Race St., Cincinnati down to the head of Medoc Bar and return, on April 27, 1867, another account substantiated the above facts but unfortunately did not expand them. -Ed.

Sirs: My grandfather boated a load of hogs, stock, etc. to New Orleans in the early 1850's, but I don't suppose that would qualify me as a member of S&D, would it? We live overlooking the Ohio River and read The Waterways Journal and watch the boats in our retirement.

Mrs. Carl H. Foster,
600 West Water St.,
Newburgh, Ind. 47630

=You don't need to be a son or daughter to join the S&D, but it's nice to have had a grandpa who was afloat. -Ed.

ANNUAL MEETING

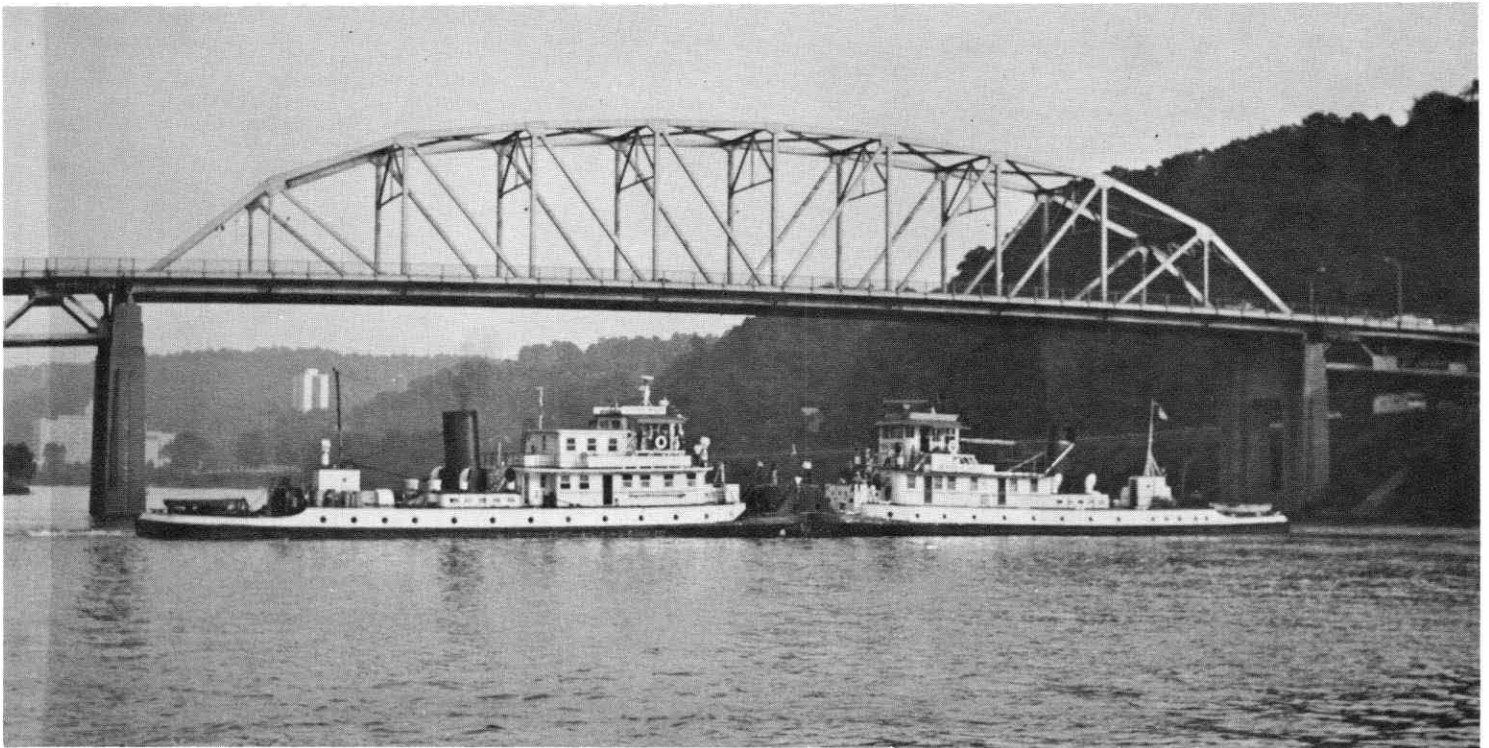
S&D

Will be held at Marietta on the week-end of Saturday, September 21, 1974.

Reservations for rooms and banquet tickets may be made at the Hotel Lafayette, phone 614-373-5522.

Members and families are cordially invited. Come Friday and stay over until Sunday.

The program will be announced later.



-photograph by Roxanne Ostendorf

THIRTY THREE YEARS AGO two identical "porthole" diesel-prop towboats were built by Dravo at their Neville Island, Pa. yard. One was named DUCTILLITE and the other SEMET-SOLVAY. Now these thirty three years later, bearing other names and owned by other owners, these two sisters were faced up for a pushing contest at Charleston, W. Va. on the Kanawha River.

On that 95° Sunday, Sept. 2, 1973, the JUANITA

WHITE (left) which is the ex-DUCTILLITE, and the CLARE E. BEATTY (right) which is the ex-SEMET-SOLVAY, locked horns and shoved. Both have hulls 135 by 27. To quote Lloyd Ostendorf, "Capt. John Beatty's CLARE E. BEATTY won handily." She has a slight edge on horsepower. Her Cooper-Bessemer JS-6 diesels pack 1000 hp. The JUANITA WHITE has Cat D-397's. total 900 hp. Both have two engines and two props.

Sirs: Recently in New Orleans we stopped at the Hope Mausoleum and introduced ourselves to Leonard Huber and his son. We were royally received and following a half hour of most pleasant conversation we were escorted on a tour of the mausoleum, in the course of which there came to our notice a burial plaque transferred from the old Girod Street cemetery with this inscription:

PILOT THOS. H. MONTAGUE
A NATIVE OF VIRGINIA
AGE 33
LOST HIS LIFE DEC. 27, 1866
IN SAVING THE PASSENGERS
OF THE BURNING STEAMER "FASHION"
HIS LAST WORDS
I'LL HOLD HER 'TIL SHE STRIKES
THE SHORE.
REQUIESCAT IN PACE

I wonder where she burned? Do you know anything about the boat?

Larry E. Walker,
10552 Breedshill Drive,
Cincinnati, Ohio 45231

=The side-wheel FASHION was built at Cincinnati, 1865, wood hull of large size, 262.7 by 42.5. She was in the Vicksburg-New Orleans trade, Capt. P. D. Pratt, master, and Ed L. Shaw, clerk, when fire broke out in her cotton cargo of 2700 bales. When this happened on Dec. 27, 1866 at 3:30 p.m. she was

downbound about seven miles above Baton Rouge. Thomas H. Montague was the pilot on watch who got her landed. Oliver Fairchild was the chief engineer. Both perished. When the cotton burned off the forward guards and forecandle the boat drifted down to the head of the reach above Baton Rouge and lodged. Meanwhile the MAGENTA came along and rendered aid; she also had cotton and had been afire three times during her trip. The body of pilot Montague was brought to New Orleans aboard the MAGENTA on her next trip down, Mrs. Montague having gone up on the ROBT. E. LEE to identify it. The funeral was held at the residence of John S. Washington on Julia Street in New Orleans. In August, 1868, the Louisiana legislature voted to send \$300 monthly to Mrs. Montague as a token of respect for her husband's heroism. -Ed.

You've got to be kidding--there really was a steamboat with a name HERE'S YOUR MULE?

Jerry Sutphin says yes. He says such a boat is registered in the "Under 20 Ton" section of Vessel Licenses, District of New Orleans, Port of Parkersburg, W. Va., 1874.

Apparently she was a canalboat to which boiler, engine and propeller were added. She was built

at Buffalo, N.Y. in 1866, and her hull was 51.1 x 9.8 x 2.8. She weighed in at 14.00 tons.

In 1867 she shows up registered at Wheeling--then a steamboat--but no news other than that bald fact. The Pittsburgh "Commercial" on June 23, 1871 says that Capt. J.T. Daddow "has purchased the MULE, a Kanawha River steamboat, and is now running her in connection with the MOCKINGBIRD in the Brownstown trade."

The Lytle List acknowledges she existed, and notes she was "abandoned" in 1868. Jerry's discovery says otherwise: On Dec. 18, 1874 she was owned by Hugh Snodgrass, Peytona, W.Va. which is away up Coal River.

S&D member Tom Bartlett, formerly of Lisle, Ill. has changed his address to 1230-D Bunker Hill Ct., Wheaton, Ill. 60187.

Capt. Tom E. Kenny of Wisconsin Barge Line tells us that Barney Rogers, whose dad worked for the St. Louis & Tennessee River Packet Co., differs with the account we reported on page 41 last issue in which we said the TENNESSEE BELLE was built from the ALABAMA. He's right; she was built from the KENTUCKY.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



VOL. 11, NO. 1

MARIETTA, OHIO

MARCH, 1974

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

DANIEL R. PORTER, director of the Ohio Historical Society, announced on December 28 last that the new Ohio River Museum at Marietta would be opened for public viewing on March 1, 1974, pending approval of the Society's Board of Trustees. He cited staff illnesses as a primary cause of delays, two of the shop staff having been incapacitated last fall. The Trustees in making decisions for 1974 must come to grips with the prospect of reduced attendance at all Ohio State museums due to the curtailment of gasoline. The problem of staffing the new Ohio River Museum is also a cause of some concern, and Director Porter was quoted in the Marietta Times as suggesting a "minimal staff" at the time of opening, whatever that may mean.

It's easy to count the faults of those who keep us waiting, so we'll desist. S&D has been a common-law partner with OHS since 1941, thirty three years. There have been a few family squabbles and a lot of give and take. But, in the main, we've pulled the load together with fairly steady progress. It is unfortunate that the new Ohio River Museum's completion coincides with a wave of national austerity, battering and thundering, testing the free-and-easy American way of life. The prudent way to ride out a storm as every riverman knows is to batten the hatches and get to shore as gracefully as possible. It well may come to that.

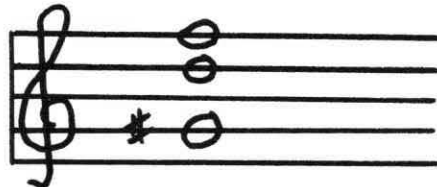
If OHS's Board of Trustees decides to choke a stump and postpone the opening of the new Ohio River Museum until adequate staffing is no longer a problem, until adequate light and heat are not restricted, and until the mobility of visitors is again assured, then we have a suggestion to make. Let's move the River Museum back into Campus Martius temporarily. There are enough of us in S&D who know how to run out a head-line and get in the slack to do the job.

Just if, that is.

AFTER HAVING PREPARED the above comments we now learn that the opening date for the new Ohio River Museum has been postponed until Monday, April 1, 1974. The announcement appeared in the Marietta Times, issue of Jan. 26th last. John Burnworth also announced that the wrought-iron fence which formerly was around the state capital

building at Columbus, O. will be transported to Marietta and installed around the new Museum complex this summer. An assistant curator to work with Catherine and Chuck Remley, "a local person with a good background in local history," was to be hired in mid-February. Mr. Burnworth also said that the construction of the flatboat was to commence June 1, and that the TELL CITY pilothouse project is to commence "as soon as the weather permits." All of which sounds as though the Ohio Historical Society intends to plow bravely ahead under full steam, and without timidity. All very fine and we applaud such positive thinking. But our suggestion in the first editorial on this page still goes, just in case.

THERE ARE NO DEVELOPMENTS to report regarding the bequest to S&D contained in the will of J. Mack Gamble. The legal details are being handled by attorney Randall Metcalf, 326 Third St., Marietta. Mr. Metcalf is optimistic that a substantial portion of the funds will be released in time for review by the Board of Governors at the September meeting.



SOUTHLAND WHISTLE

Our September '73 issue featured a picture and story of the side-wheel TARASCON and her celebrated whistle. So happens, writes C. W. Stoll, this was the first steamboat whistle he ever blew. The chord--he has an ear for pitch--is shown above as sketched by C.W. He has marked it SOUTHLAND WHISTLE for he first blew it aboard that boat. You are invited to read C.W.'s letter about all of this on page 15 this issue.

THE LEAD FEATURE in the Winter 1973 issue of "Steamboat Bill" is a comprehensive story of American Barge Line's towboat PIONEER authored by William A. Wall and illustrated with some fascinating pictures procured courtesy of the Mariner's Museum and one from Dan Owen.

The PIONEER on our rivers started out as a misbegotten throw-back to the dark ages, an enormous and clumsy side-wheel steam towboat. We've touched upon her briefly in past issues; she showed up first in our March, 1972 issue, a broadside photo of her looking like a Civil War gunboat. That exposure prompted Lew Reade to write for us his experiences piloting her, trying to pick up a tow at Louisville, and leaving her a day later stuck on a sand bar at New Albany. (See June '70 issue, page 43). ABL converted her to twin props in 1935 and thereafter she was heralded as "America's largest towboat," on a hull 240 by 47.4 packing 2000 hp.

The story in "Steamboat Bill" starts at the beginning in 1909 when she was built at Bath, Maine as a three-track railroad car ferry for Kennebec River service, then christened FERDINANDO GORGES. Author William A. Wall has done an entertaining story of this craft's varied career before she came to the Mississippi. What hasn't been told yet, and we are looking forward to the day, is the true account of why in 'ell American Barge Line adopted her in the first place. She was the most unlikely of all candidates to enter Mississippi River towing service.

This is the first time "Steamboat Bill" has done a feature that we would have accepted gladly for the columns of S&D REFLECTOR with no alteration in text even to punctuation. Editor Peter T. Eisele appraised it accurately. He played it on page 3 of that 64-page issue.

Sirs:

A certain young Graham named
Emma,
Lived in Zanesville, a rhyme
anathema,
Her sole claim to fame
Was her emmetropic (!) name
And, Sirs, that should solve
your dilemma.

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

Mrs. Cora Bent, 92, of Little Hocking, Ohio, died on Thursday, December 6, 1973 at the home of her daughter, Mrs. Isabell Stacy. Mrs. Bent was well known in S&D circles as the gracious lady who consented to the removal of the old pilothouse of the packet TELL CITY from her side yard. The Ohio Historical Society plans to renovate the structure and display it permanently at the new Ohio River Museum, Marietta. It was her husband Clarence G. Bent who placed the pilothouse on the hillside at Little Hocking when the TELL CITY sank nearby in 1917. All these years it has been used as a summerhouse. Mrs. Bent is survived by her husband with the one daughter. Services were held in Belpre and burial was in the Rockland, O. cemetery.

Sirs:

There was a young lady from
Zanesville
Her father, the owner of
Graham's mill.
Her sole claim to fame
Was her emmetropic name
Carried on three steamboats
to Famesville.

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

Back about 1936 a greenhorn kid asked Capt. C. W. Elder for a job on the excursion steamer WASHINGTON at Pittsburgh and was hired. On the afternoon of Jan. 22, 1974 that same kid, now quite a man, called on your editor and introduced himself as Capt. Robert P. Durkin, skipper of Keystone Shipping Company's 600-foot tanker SANDY LAKE plying world-wide sea lanes. Captain Durkin was accompanied with his wife Marion. They live at 297 Greenlee Road, Pittsburgh, Pa. and have three grown sons. Keystone Shipping has its eastern headquarters at 313 Chestnut St., Philadelphia.

Mrs. Ned B. Jenkins of Buckeye Lake, O. has been living with her son in San Antonio since her husband passed away. Her uncles and father were crew members on the Muskingum River packet VALLEY GEM some years ago. Capt. Newton Price was her uncle, as was pilot Albert Price. Her father was the clerk, and died on the boat in 1916. He had served on the T. M. BAYNE and JEWEL.

Hotel Lafayette sold

Announcement was made on the front page of the Marietta "Times" issue of Dec. 4, 1973 that the Hotel Lafayette would be operating under new ownership effective on December 15.

New owner is the Bel-Par Realty Co., Marietta, whose principal reported owner is Harry Robinson, Jr. who for the past 15 years has served on the board of directors of the hotel. Mr. Robinson is a certified public accountant with offices in the old Dime Savings Society building across the street from the hotel at Front and Greene Streets. His firm, Robinson & Caltrider, moved there after the building, which Mr. Robinson owns in part, was renovated.

Associated with Mr. Robinson in the purchase of the hotel is John S. Patterson, a banker of Chesterhill, Ohio.

W. Robert (Bob) Mosely has been named general manager, and all of the regular staff have been retained.

S&D "adopted" the Lafayette in 1939 for its headquarters at which time Reno Hoag, Steve's father, was in charge. Following the demise of the elder Mr. Hoag in 1944 Steve created by modernization and expansion an inn which became nationally famous for guest-comfort,

fine food, service and parking convenience.

One week before the sale was announced Mr. Robinson said, "I am extremely grateful for what S&D has done for Marietta over the years. It is our desire to continue the pleasant relationship in the years ahead."

S. Durward (Steve) Hoag at the same time informed us that he had decided to accept the sale bowing to doctor's orders. "I am deeply appreciative to S&D for the influence its members have had on my life. Both Della and I are very fond of all of you," he wrote.

The Lafayette was opened on July 1, 1918 by the Marietta Hotel Co., a group of Marietta businessmen. It was a rebuilding job, doing over the old Bellevue Hotel which had burned in 1916. Reno G. Hoag was brought in as manager. He and his son Steve commenced buying stock in 1921. The buildings, additions and real estate continued to be held by the Marietta Hotel Co. A separate corporation called the Hoag Hotel Co. was set up as owner of the furnishings, fixtures and equipment. Both companies were involved in the sale.

Jim Armstrong, a young man who has assisted in making HELLO MY NAME IS stickers at the last several S&D noon luncheons has been elected to the city council in his home town of Catlettsburg, Ky. Jim, 18, attends Morehead State University. He is vice president of the Boyd County (Ky.) Historical Society. Jim's father, Lawrence Armstrong, is a member of the city school board, and an uncle is county coroner.

Acting as reporter for the local weekly "Press-Observer" Jim covered some council meetings. "It was obvious how some of the councilmen --not all of them--weren't listening to the people, and the conduct at some of the meetings was appalling--language and just general conduct," he said. There were four contenders for two council seats, all Democrats. Charles Rous, incumbent, polled 80 votes, and Jim Armstrong came in second with 76. He campaigned low key.

Sirs:

There was a young lady from
Zanesville
Whose soul was much wracked
by pains, 'til
She was known as the dame
With the cracker-y name
Engrossed on three packets
of fame, still.

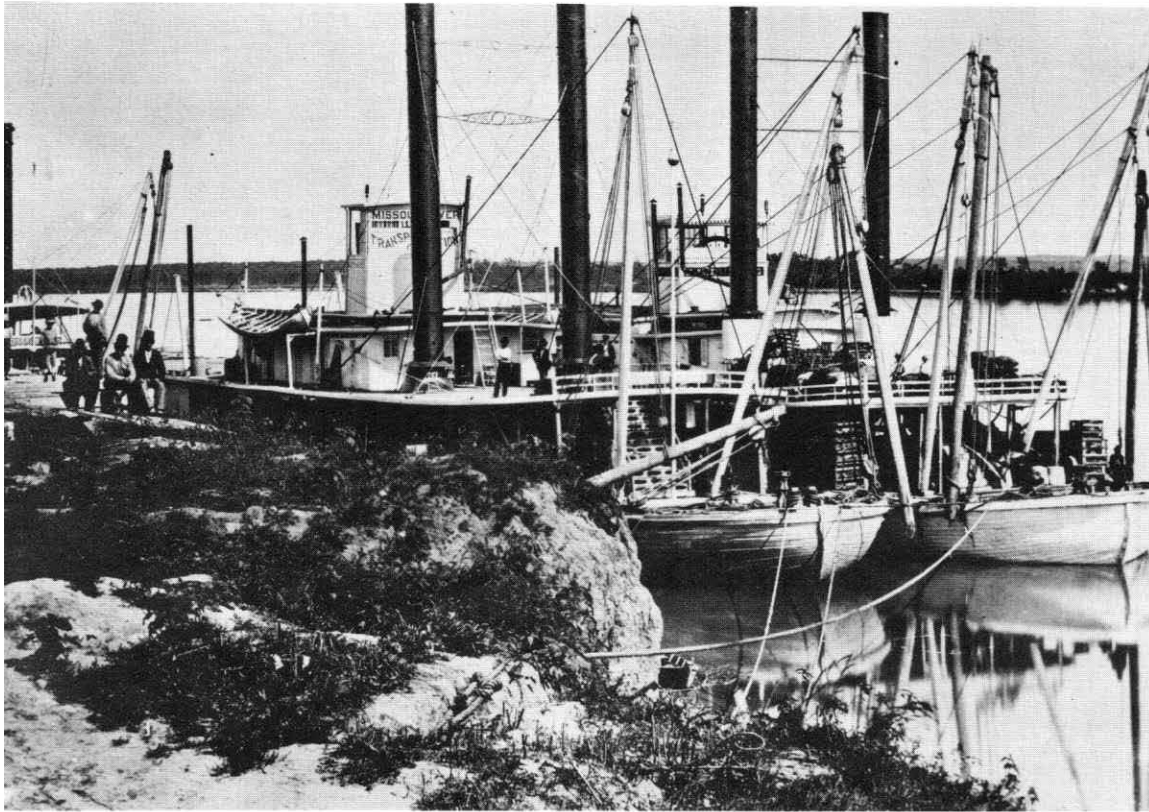
John C. Ewing, M.D.,
410 Sulgrave Road,
Pittsburgh, Pa. 15211

\$50,000 of Ohio state funds were granted on Jan. 21 last to the Ohio Historical Society for the construction of a pioneer river flatboat to be used as a live exhibit, with cargoes and living quarters completely furnished.

According to John Burnworth, OHS board member, the replica will be constructed in the area under the new Ohio River Museum at Marietta. He said that his personal hope was that the flatboat could be taken to Pittsburgh in the summer of '76 and floated from there to Marietta as part of the bicentennial celebration.

State funds also were released on Jan. 21 for furthering the work at the new Ohio River Museum. A total of \$45,000 is earmarked for exterior exhibits on the museum gangways which link the three buildings, plus a lock model and restoration of the TELL CITY's pilothouse. Improvements to the W. P. SNYDER, JR. were funded in amount of \$20,000, to include installation of graphics, improved illumination and general refurbishing.

Please note that all of the bound volumes containing back issues of S&D REFLECTOR have been sold. Our intention is to make available early in 1975 a similar bound book containing all copies of Volumes 9, 10 and 11. Details of the price, etc. will be given in a later issue.



The Three Missouri River steamboats in this view are the WESTERN (at shore in the center), E. H. DURFEE on the outside, and the NELLIE PECK at the left. We first saw the view in the book "The River and I," by John G. Neihardt in 1910. It is identified as taken at Yankton, S. D. and the photographer is unnamed. The DURFEE was built in 1871, WESTERN in 1872 and NELLIE PECK in 1871, so this view may be some older than the one in the Dec. issue, page 16.

FOLLOWING THE FRONTIER
(continued)

Sirs: "Following the Frontier" in the last issue really puts the scene in my back yard. Fort Benton, Montana is a one-day drive from here, daylight all the way in summer.

Here is a post card I picked up at Fort Benton several years ago. The inshore steamboat looks like the WESTERN pictured on page 16 of the last issue. Can you name the others? My surmise, judging from the low banks and the width of the river, this picture also was taken at Bismarck. I've been told that the narrow-slit pilothouse windows such as WESTERN has were to protect the pilot from Indian arrows.

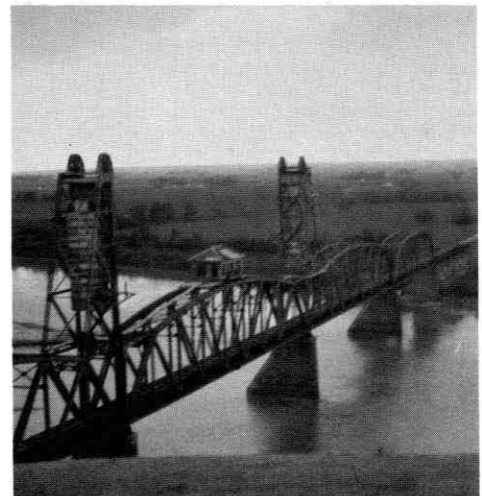
Also an enclosing pictures showing the drawbridge of the Great Northern RR. crossing the Yellowstone near Fairview, Mont. The machinery for raising the span is missing--not there--and the usual stage under the draw these days is shallow enough for wading. The deep water is under the fixed span.

Thomas C. Graves,
Box 315,
Yamhill, Ore. 97148

=The Official Guide of Railways of 1960 shows the Fairview bridge on a spur line taking off from GN's main line at Snowden (near Williston), Mont. We'd judge the bridge to be about 20 miles up the Yellowstone from its mouth. The compulsion which persuaded GN to build such an elaborate and expensive bridge in so remote an area boggles the mind. -Ed.



This very substantial lift bridge spans the Yellowstone River but, according to Tom Graves (see his letter at the left) is not equipped with machinery, and the channel doesn't run under it anyhow. In our last issue we published a tale by Donald T. Wright who was aboard the towboat RALPH HICKS on the Arkansas River. He relates that the channel was not under the draw span in that instance. The bridge was swung and the boat went under the north fixed shore span.



A steambot was built at Steubenville, O. in 1819-1820 documented in official records as the HERO, although other accounts call her the BEZALEEL WELLS. She was side-wheel and tradition has it that she came out new with a single brick smokestack. On a trial run she took a sheer on the pilot, hit the bank, and the bricks rained into the river. She was brought back to the wharf and a sheet-iron stack was put up. Shortly thereafter she undertook a voyage up the Ohio to Pittsburgh, 68 miles. An account of that voyage was published in a magazine called "The Olden Time," dated August 1847. The author (unidentified) was on board for the event. He refers to "a venerable old gentleman after whom the boat was named" who also went along, doubtlessly Mr. Wells of Steubenville. Bezaleel Wells (1763-1846) was the founder of Steubenville and also of Canton, O. He is buried in Union Cemetery at Steubenville.

This story is timely inasmuch as the problem of getting water pumped into the boilers was accomplished by singular strategy involving neither "doctor," feed pump nor injector.

FIRST STEUBENVILLE STEAM BOAT

THE FOLLOWING ACCOUNT of the first attempts to come from Steubenville to Pittsburgh by steam boat cannot fail to interest many of our readers. The contrast between that very trying and laborious enterprise, and the speed, comfort and certainty with which our floating palaces are presently (1847) driven between far more distant points is truly striking. Many young persons who now enjoy all of the facilities of our modern conveyances can scarcely realize the tedious and vexatious processes by which the present perfection was reached. The narrative of our correspondent gives a vivid and reliable exhibition of the difficulties encountered in one of the attempts to perfect that mode of conveyance which has so greatly hastened the progress of population and improvement of that noble valley which extends from the Allegheny to the Rocky Mountains. ---Neville B. Craig, Editor "The Olden Time."

MR. EDITOR:—As one object of The Olden Time seems to be to chronicle events connected with and descriptive of the early settlements and improvement of the region round about Pittsburgh, it may not be amiss to devote a few of its columns to a narrative of a steam boat voyage from Steubenville to Pittsburgh which was made at an early date and before the art of propelling boats by steam was well understood in this country. The boat above referred to

THE GOOD OLD DAYS— YOU CAN HAVE THEM

was the first of the kind ever built in Steubenville and, as the builders were altogether unacquainted with the principles and construction of steam boat machinery, it was not to be expected that the work should be very perfect. The novelty however of such a work gave it great notoriety and as soon as it was completed a large number of gentlemen and ladies, including the writer, resolved on making a pleasure voyage to Pittsburgh. The hour fixed on for our departure brought to the beach (for we had no wharves in the olden times) an immense concourse of people to see the new steam boat start; for really it was then a phenomenon of no ordinary occurrence to see a steam boat running upstream without the aid of oars, poles or paddles.

We left Steubenville about two o'clock in the afternoon and made such rapid progress the first mile that the crowd on shore were (for they seemed unwilling to lose sight of us) at their best gait to keep up with us. Here it became necessary to cross to the Virginia shore where we found the current rather more than a match for our steam power and, in order to stem it at all, every one who could pull a pound was required to parade on deck and exert himself to the utmost of his power in the employment of bush-whacking, and although our progress was sometimes scarcely perceivable, still we remained in fine spirits until we had overcome nearly another mile, when we were informed by the engineer that the force pump had given way, and that we must stop and repair before we could go any further. This for a time seemed to throw a little gloom over our prospects, but no one appeared to doubt the practicability of our finally reaching the place of our destination, and we all agreed to put up for the night and wait patiently until the pump could be repaired, which, by working all night, was accomplished by ten o'clock next morning, when we again set out for Pittsburgh.

The repairs made on this occasion did not increase our power so much as we would have hoped it would have done, for (although we had become very tired of it) we were still obliged to keep up the bush-whacking, or go down stream instead of up, whenever we met with stiff water. By one effort or another, however, against noon the second day we have in sight of Brown's Island, the lower point of which is a little short of four miles above Steubenville. Here we met with a current more powerful than any we had before encountered and one to, which, in the end, proved too great for us to encounter. We were, however, slow to

believe this fact and spent the whole of the afternoon in efforts to round the point of that island.

Sometimes we acted very harmoniously; at others got into considerable brawls, charging each other with want of skill and discretion. Fortunately for us we had on board a venerable old gentleman (after whom the boat was named) whose well spent life had placed him on an eminence along his fellow men, which gave him great influence, and whenever our discussions bore an angry aspect, one conciliatory word from that good old man set things right; still even with his assistance we were unable to get any further upstream, and when night stole in upon us, we were obliged to cable to the shore below the point of the island we had so earnestly and untiringly struggled to pass.

This for a time seemed to thwart our prospects and depress our spirits, but we were soon made to forget our troubles by the merry visitors with which in a few minutes we found our boat crowded. The news of a steam boat lying at the point of Brown's Island had spread far and wide and brought to that place the lads and lassies of all the hills round about. A dance was proposed, the cabin cleared out, the flutes and fiddles made to accord as near as was thought to be of any importance, and then went off such a jollification as was truly characteristic of Olden Times. The good old gentleman above referred to made no objection to our amusements until the proper hour of rest had arrived when, at his suggestion, we all went quietly to bed and spent the remainder of the night in sweet forgetfulness.

Next morning brought with it its troubles. The point of the island and the unyielding current were full in view, and the associations connected with our unsuccessful efforts the day before, and prospects of the then present day, had no favorable tendency to render us comfortable. What to do was a perplexing and vexatious question, one too on which we found ourselves no better united than we had been on the day previous. Many were in favor of returning home, and it was silly nonsense to think of getting to Pittsburgh with such a boat; that this was the third day we had been from home, and that we could still hear the town bell ring for dinner, while our good Captain and others declared that they would rather build a machine shop on the shore and wait to repair the machinery, than submit to the mortification of returning.

In this state of things, and when the altercation became rather

THESE FOUR PICTURES

Presented here are artist's sketches of the interiors proposed for the new super cruise steamboat being built at Jeffersonville, Ind. for the Delta Queen Steamboat Co.

boisterous, our good old peace-maker again interfered, and by his unbounded influence had carried unanimously a proposition: That we should return to Steubenville for the purpose of repairing with the understanding that no one should ask to have his fare refunded, and that we should all hold ourselves in readiness at a moment's warning to embark again and accomplish our undertaking.

The question being settled, we cut loose from shore and in a few minutes found ourselves at the place we had started from. In about a week afterward we were notified that the boat was in readiness, when we again set out, and after surmounting many difficulties, reached the far-famed city of Pittsburgh, but the narrative of this second tour must be deferred for the present.

MR. EDITOR:- Having in my last given you some account of the first attempt of the Steubenville folks to visit Pittsburgh by means of steam power; I will now proceed to narrate the second, in which I am happy to say we were more successful.

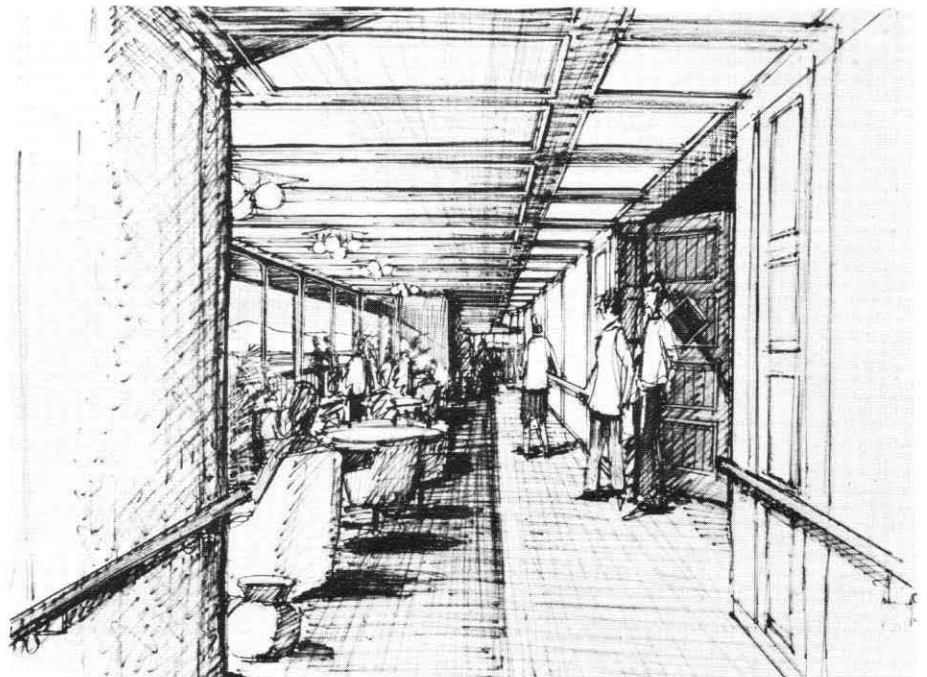
Our boat being fitted up with great care, and all the skill possessed by its worthy builder, we again set out on our contemplated visit, and got along finely for more than twenty miles, running at the rate of from two to three miles an hour, and passing all the islands, and everything else we came to, without any trouble, or the application of any power, save that of steam.

We all felt highly pleased with our situation and prospects, and looked with disdain on the petty keel boats as we passed them, and pitied the poor fellows who had to work their way by pulling and bush-whacking. Soon, however, an accident occurred which convinced us that after all, this is a world of disappointments. We were informed by the engineer that the force pump was broke all to pieces--that it could not be repaired, and that we could go no further without a new pump. This threw a terrible gloom over our prospects, and awakened in our minds all the unpleasant associations connected with our former failure. We felt that we could never overcome the mortification of again returning without seeing Pittsburgh; and after a long and sullen consultation we came to the determination that we could go ahead without a force



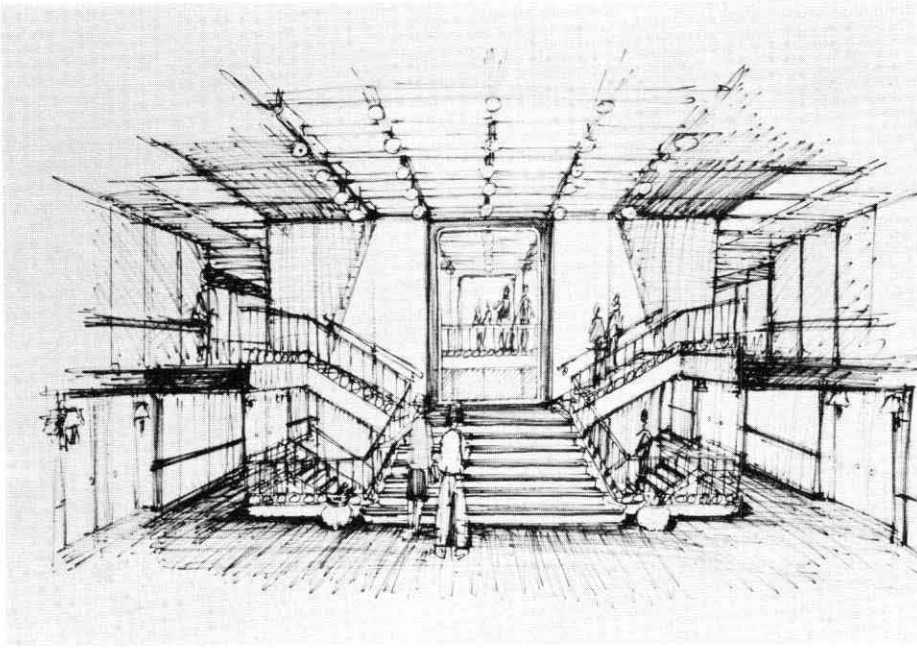
the Paddlewheel Lounge

A spectacular vista of the foamy wake of the paddlewheel is afforded from the two-level Paddlewheel Lounge. This lounge will feature entertainment by small groups for dancing, sing-alongs and cocktail-time listening. It is separated from the dining room by movable glass partitions which can be opened for large functions such as the traditional Captain's Dinner.



the Starboard Gallery

On either side of the Observation Deck is a gallery-promenade which can be closed off for private parties. The galleries are immediately adjacent to a small cocktail lounge and within service distance of the main galley. The sliding glass doors open to the deck for inside/outside seating. The gift shop and elevators are nearby.



the Grand Staircase

Ornate and elaborate staircases were the order of the day in the Victorian Age. Even though the new steamboat is equipped with modern automatic elevators, passengers will enjoy the beautifully-designed stairways. Polished brass and gleaming mirrors highlight this stairway to the Observation Deck.



the Observation Lounge

An intimate and relaxing lounge by day and a gay and exciting night club at night. The spacious bay windows and double-height ceiling are similar in construction to the main dining salon. The panoramic vista of the passing shore adds excitement and pleasure to this comfortable room.

pump--that as often as our boilers became empty, or so low as to cause danger of explosion, we would lie to shore, open an avenue in their upper sides, introduce a funnel and, by means of buckets, dip the water out of the river and fill them; and as this was considered an expedient which would require considerable labor, it was agreed that all the male passengers should assist in its accomplishment. To this agreement some of the party made serious objections, alleging that their fine clothes would become so much sullied that they could not make a genteel appearance when they should reach Pittsburgh. A large majority were however in favor of it, and the influence of public opinion soon compelled the minority to yield. Accordingly we all went to work, and although we felt our employment tedious, tiresome, and disagreeable, still by patience and perseverance we in thus way replenished our boilers as often as they needed it, until we worked our way to the city of Pittsburgh. We were well aware before we adopted this expedient, that it would be a serious undertaking, still we were met with many difficulties after we put our plan in operation, which did not before develop themselves.

The matter of reaching water above our heads we found to be very fatiguing, and the trickling of the drippings down our coat sleeves by no means pleasant or agreeable; besides this, almost every time we landed to fill our boilers we got fast on bars, and to get off again generally kept us in employment while the water was boiling.

On the evening of the third day we reached what is called the Deadman's Ripple, and after filling our boilers discovered that our coal was nearly exhausted and that it would be folly to attempt to encounter such a current without a better supply of fuel. Upon inquiry we learned that there was no coal bank within less than six or seven miles, nor was there any cord wood in the neighborhood to be obtained. This state of things occasioned much dissatisfaction and murmuring on the part of the passengers and drew upon the head of our worthy Captain many curses for his want of forecast. As night was approaching it was agreed upon as our only expedient, that we must lay over until morning and in the meantime procure fence rails and stow aboard for the flues such quantities as would enable us to reach a coal bank some six or seven miles ahead. Accordingly we all took off our coats and went to work and cut and carried rails until a late hour in the night, that we might be able to make an early start in the morning. But being much fatigued we overslept ourselves and were quite late getting off next day. When we got under way, to our great disappointment and mortification, we found that with such rails as we had procured for fuel

we could not overcome the current we had to encounter. We tried it again and again, but whenever we would reach a certain point in the ripples, like the Irish Captain, we found ourselves advancing backwards. This perplexing predicament put us all out of humor, and drew upon the head of the Captain a fresh volley of complaints and rebukes. The pilot, who was altogether dissatisfied, began to threaten to leave the boat. The Captain who seemed unwilling to bear the blame alleged that the helmsman was in fault, that he kept too far from shore and, although the Captain was warned of the consequences, he compelled the helmsman to approach so near the beach that, before we knew what we were about, a heavy current struck the bow of the boat and swung her with tremendous force on the bar below, leaving us almost on a dry beach.

This seemed to bring our voyage to an almost insupportable crisis, all was uproar and confusion, some declared they would return home, while others said they would walk to Pittsburgh. The pilot and the Captain got into a real jangle, while some of the passengers and crew began to hunt up their luggage, and gave all indications of abandoning the boat. At this critical and most discouraging juncture our worthy old friend, who had quieted our disturbances on our first voyage, again interfered. By his kind and conciliatory demeanor, and great influence he soon reconciled all parties and effected an agreement; that the Captain should procure a team and have brought from the nearest coal bank a load of coal, and that the passengers and crew should in the meantime loosen the boat, and set her afloat again.

With this understanding we all went to work in good earnest, for by this time our fine clothes had become so much sullied that no one any longer thought it of any importance to keep his work at arms length, and about two o'clock P.M. we succeeded in getting our boat off the bar. As good luck would have it, about the same time our good Captain hove in sight with his load of coal.

Our prospects which looked dark indeed in the morning now began to brighten up, and we were all cheerful and happy in view of the prospect of again successfully prosecuting our journey. We had raised the steam pretty high so that no time should be lost after we should get our coal aboard, and from appearances we had every reason to believe that we should be under way again in a few minutes. But, unfortunately, at the very point of time when our Captain had his teamster back his wagon with the end-gate off to the brink of a precipice immediately above the boat, some one, to amuse himself, and probably for the purpose of startling his next neighbor, let a puff of steam escape from the safety valve, which frightened the poor horses, so that they snorted

and ran like wild animals, scattering our coal over a ten-acre cornfield.

This threw us again into great commotion, all was noise and bustle, and a terrible hue and cry was raised against the "fool" who had done the mischief. The Captain, who was of rather evenly temper, seemed to be provoked past all endurance. When he cast his eyes over his scattered coal, he declared if he could find out who had frightened the horses, he would skin him. Time and again on this trip the Captain had forbidden anyone to meddle with that safety valve. Fortunately for the aggressor we were never able to find out who he was.

As soon as this flurry was over, we all turned out, and gathered up as much coal as took us over the ripple and then, with the burning of our rails, got up to the coal bank where we received a fresh supply.

Nothing further of much importance occurred on our way up. We had all become so well disciplined to our work, and the absolute necessity of strict attention to it, that we began to move on without much flinching or murmuring. We took our time and, if anything occurred on shore, or elsewhere, that was interesting, or amusing, we would stop and enjoy it. On one occasion a wounded deer was discovered swimming the river some half-mile below, when we immediately landed and sent out a file of men in the Jolly Boat to try to capture it. The poor animal was soon overtaken and, after a terrible battle, was dragged into the boat, to all appearances dead. By this time they were perhaps more than a mile below us, finding that the hardest part of their adventure was in rowing up again. Being elated with victory, and anxious to show their booty they rowed hard and soon found themselves within a short distance of us. We were all paraded on deck anxious to see the captured deer. Then to the great surprise of all, when the Jolly Boat boys were about to board us, the deer came to life. It sprung out of the boat and swam with more vigor and speed than when first pursued. But the Jolly Boat crew went after it and some half-mile below us retook it.

Thus far I have said nothing about our meals, but the cook's part in preparing the venison brings that part of the narrative forcibly to my recollection. Our boat had been furnished with a cooking stove, the mechanics of which were unknown to the cook. At the time of which I write there were very few cooking stoves in general use. Like steamboats, those that were were of poor construction. As to ours, an error had been committed in setting it up, and everything which came to the table was perfumed with gasses and smoke. The cause of the difficulty was not ascertained until we had arrived at Pittsburgh. At that place the builder of the stove was called to the scene and

he pointed out that the parts had been incorrectly assembled, and he fixed it in a jiffy. And this ended our pleasure voyage. The boat was found to be so much injured that some eight or ten days would be required to repair her. The passengers, all anxious to get home to Steubenville, had to find conveyance in whatever mode of transportation best suited their preferences.

This steamboat HERO, or BEZALEEL WELLS, was eventually reported lost on February 20, 1822 at or near Golconda, Ill. She was victim of an unseen obstruction in the channel. One of the owners, Samuel Chapman, was aboard at the time and was obliged to come home to Steubenville overland. After his death his widow remarried, becoming Mrs. Holyrod. In 1890 she was living in Pittsburgh at the age of 90. At that time her daughter, Mrs. Charles Brown, was residing in Steubenville. Her granddaughter, Mrs. Thomas Caniff, also lived at Steubenville in 1890.

During times of high water it is not uncommon for loaded barges to break out of tow and lodge against the upstream ends of roller-gate piers at modern dams. Last January the BESSIE WALKER planted a chemical load across piers at the Markland Locks and Dam, Ohio River. The owning company reported that it contained propionaldehyde and valeraldehyde, something of a local sensation for nobody knew how to say the words, or spell them, and whether the gook was dangerous.

The Louisville Courier-Journal's Ken Loomis hunted up Dr. John F. Phillips at the University of Louisville's chemistry department.

"Valeraldehyde undergoes chemical change when exposed to air," explained the prof. "It makes an odor closely related to stink bombs, somewhere in between the odor of rancid butter and dirty socks."

That reminded the prof that a researcher at U/L had brewed up a mess of such stuff, so rancidly fragrant that a hole was dug in the campus and the bottle was buried.

Lockmaster Howard Gibson went out on the overpass to take some snapshots, got to feeling choked up and dizzy, and was sent to a Carrollton (Ky.) hospital. By mid-week all of the 17-barge tow was rounded up save for five loads of fertilizer which had sunk. Nobody was injured and the kooky chemicals, transferred into another barge, went on to destination.

The new steamboat NATCHEZ is rapidly taking shape on the marine ways of the Bergeron Yard below New Orleans. The hull is completed and superstructure is being put up. The diesel sternwheel COTTON BLOSSOM (ex ROBIN D) is being completely rebuilt at the same yard.

Our mother-hen proclivity for sternwheelers prompts us to report that the towboat GRACO was sold in September '73. She is now paddling on the Chipola River operating out of Wewahitchka, Fla., making waves on the Apalachicola, Chattahoochee and Flint. The GRACO is now owned by Capt. Tom Corley's Three States Towing, Inc. with his headquarters at 6308 Lagoon Drive, Panama City, Fla. 32401.

Nashville Bridge built the boat in 1928-29 on a steel hull 74 by 18 and she was first named CATHERINE D, and later C. A. IRVIN. She had a Fairbanks Morse diesel most

of her career, recently replaced with a G-M 6-110 rated 220 hp. As GRACO she was in the Bedford-Nugent fleet, which became Evansville Materials, Inc. at Evansville, Ind. Capt. Tom Corley got her at Evansville, fired her up, and she paddled to Florida under her own power. She had a few experiences enroute when she was caught in a blow in Mississippi Sound, and missed a water spout by a mile or two.

ALL YOU NEED TO JOIN S&D IS AN INTEREST IN BOATS. See Page 4.

Jim Webster, who's building a new sternwheeler for Lake Chautauqua in New York State had quite a search finding a suitable hexagonal piece of shafting for the paddlewheel. He was visiting at Moline, Ill. last fall and poked around in an old boat yard. There he located a 4 5/8 hex shaft 12 feet long brand new, or fifty years old, depending on which way you look at it. Just what the doctor ordered. Jim's going to use wooden arms and buckets. His architect for the hull design is Alan L. Bates.



TWO IDENTICAL DIESEL STERNWHEELERS are shown under construction at the Charles Ward Engineering Works, Charleston, West Va., photographed on November 1, 1930. Both were built for the U.S. Engineers, the SCOTT (left) and FORT ARMSTRONG. One week later the FORT ARMSTRONG departed on her delivery trip to Rock Island, Ill. The SCOTT remained closer home, in the U. S. E.'s Huntington District.

The FORT ARMSTRONG was transferred to the Huntington District, and the SCOTT to the Louisville District. In the spring of 1954 the SCOTT was sold at public sale to Howard Powell & Son, Gunter'sville, Ala. In the June '73 issue there appears a picture of her taken at that place by Ross

Rogers, Jr. that spring. Then, last November, Pete A. Denny, Dunbar, West Va., bought the boat, had it towed to Paducah, cranked it up and brought it back to Charleston to make of her a handsome private pleasure sternwheeler to be christened the ROBIN D-TOO.

The FORT ARMSTRONG was sold by the U.S. Engineer Dept. in 1955 to E. S. Keeney, Belle, W. Va., who sold her to Harry F. White. Her name was changed to KATHRYN and she got a new Cat diesel, 250 hp. In Nov. '64 Capt. White renamed her TINA F. WHITE, and she burned in Feb. '71. Now the hull has been sold to Pete Grassie, Dunbar, W. Va. who currently is rebuilding her into a handsome pleasure sternwheeler.

The return of two prodigals.

THE VIRGINIA IN THE CORNFIELD as reported extensively in our issue of March '66 is a popular river legend. Helen Rose Stephenson, Georgetown, Conn., has loaned us a small diary with red leather cover which was presented to her some years ago by William Eichleay then living at Bethel Park, Pa. It recounts the day by day operations of the John Eichleay, Jr. Co. as they moved the big packet riverward in the spring of 1910.

Briefly, the VIRGINIA lodged on what turned out to be an Indian mound during a flood in the Ohio River at Willow Grove, West Va. in the early morning hours of March 6, 1910. As the river fell she draped herself over the mound some 600 feet from the river in an unbecoming attitude. The boat's owners, Pittsburgh & Cincinnati Packet Line, contracted with the John Eichleay, Jr. Co., Pittsburgh, to get her back to her element.

We now learn, thanks to the diary, that the Eichleays did not arrive upon the scene until Thursday, April 21, almost six weeks after the accident. The first notation is this: "Arrived at boat at 11:40 p.m., John P. Eichleay, Walter B. Eichleay, George Nichols, George Columbus, W. H. Dias, Jim Cothery, John Dutish and Ed McCloskey, bringing from Pittsburgh 3 lanterns, 6 shovels, 4 reels of chalk line and 20# bacon."

Next day they started to work at 7 a.m. on a survey to get lines and heights. They were interrupted by a visit from J. W. Williamson, owner of the cornfield. The diary reports: "Williamson owner of the land said stop work until he was paid for damages to his land." A phone call was made to Capt. James A. Henderson, president of the Packet Line, informing him of this turn of events.

On Sunday, April 24 two packets brought materials from Pittsburgh, the OHIO and the GREENDALE. Capt. Henderson came from Pittsburgh. Seven timbers were placed under the boat, excavation was started to set the blocks, and others in the group scoured through West Virginia and Ohio hunting for lumber and teams.

Next day, Monday, April 25, the damages claimed by Mr. Williamson were arbitrated and settled, at the conclusion of which Walter B. Eichleay and Captain Henderson returned to Pittsburgh by the B&O. A flatload of 6x12 and 6x8 timbers arrived from Antiquity, O. A man arrived from Pittsburgh with a supply of beef, and there was no butter for meals all that day. Five teams were contracted for at Ravenswood, West Va.

There was a big rain that night, and next morning, Tuesday, April 26, a car of materials shipped from Fairmont, W. Va. on the B&O was unloaded. The job of bracing up the stern of the boat was completed and seven teams were busy all day scooping dirt. The packet VALLEY BELLE brought freight from Marietta, reshipped from Pitts-



VIRGINIA IN THE CORNFIELD

A picture taken before the John Eichleay, Jr. Co. arrived on the scene to move her riverward, by photographer Harry P. Fischer, Marietta, O. A complete account of this affair appeared in our March '66 issue, copies of which are no longer available. The account of the moving operation furnished by Helen Rose Stephenson appearing on this page adds valuable documentary evidence to the tale.

burgh. All hands worked until 8:30 p.m.

Next day seven teams were working the scoops and Capt. Williamson called to visit. 150 feet of grading was completed. Then on Thursday, April 28, the job of raising the boat commenced, and she was elevated about five feet. On Saturday, April 30 the boat was moved 180 feet "viewed by a very large crowd of people who thought it wonderful." That night John Eichleay, Jr. arrived on the B&O from Pittsburgh. On Sunday, May 1, the VALLEY BELLE brought cables and chains, and the boat was moved another 70 feet. John Eichleay, Jr. departed for Pittsburgh on the night B&O. His son John P. Eichleay returned to Pittsburgh Monday on the 10:32 train.

On Thursday, May 5 a team was sent to Millwood, W. Va. to get 30 cross ties from J. C. Ross, and a total of 9 laborers and 15 house movers were working on the grading and laying runs, planting deadmen, etc. Next day John P. Eichleay came back, bringing along his brother Harry O. Eichleay, and the boat was moved another 140 feet. On Saturday, May 7 the boat was moved another 39 feet. There was a heavy thunderstorm in the afternoon, and work was halted at 2:45 p.m. "Several boat excursions of sight-seeing people were here." Walter B. Eichleay and his wife arrived that night on the B&O.

On Monday, May 9 the boat was moved 73 feet. Harry Eichleay went up to call on the Williamsons and came back with a supply of ice cream. "Boys fishing every evening with poor success." Next day Mrs. John P. Eichleay and family arrived from Pittsburgh at 5 p.m. "Every one well and able to eat three square meals a day requiring

about 75 pounds of meat each day."

Our chronicler notes next day in terse terms, "Guests still arriving." One of these, he notes, is the brother of Capt. Charles Knox, master of the boat. That day, Wednesday, May 11, the boat was moved another 59 feet.

On Thursday, May 12, she was moved another 40 feet. By now they had the VIRGINIA clear of the hump caused by the ancient mound, and Friday, May 13 she was well out toward the river shore and the job of lowering her was started. By Tuesday, May 17 the Eichleays were well aware that the job would be vastly short-cutted if only the river would stage a mild flood and lift her off. John P. Eichleay went to Parkersburg that day and researched the weather records for the past ten years "and prayed for rain." But the weather was clear, and next night J. P. Eichleay was watching Halley's Comet. Just the same, Capt. Charles Knox predicted rain "within the next ten days."

On Friday, May 20, Mr. and Mrs. John P. Eichleay returned to Pittsburgh on the 10:30 a.m. train and no sign of rain. There were a few visitors on Sunday, May 22, but no one was allowed aboard the boat.

On Monday, May 23 the workmen struck for \$2 a day instead of \$1.50. "Sent them all home and told them to stay off the place." A phone call to Paden City, W. Va. produced two men, and later four more were signed on. In the absence of rain the job now was to grade a launch ways down the bluff shore with the idea of skidding the boat into the river stern-first. John P. Eichleay came back from Pittsburgh on Tuesday, May 24. On Decoration Day Harry Eichleay and his wife arrived from

Pittsburgh.

The matter of scooping out this launchways required time and effort, and it was not until Monday, June 6 that the boat was moved on the ways, 8 feet. A further move was made on Tuesday, and there was 18" of water on the stern of the boat. By Thursday June 9 they had made another move, and there was 2 feet of water on the stern. The weather had become inclement, and there were showers, some of them heavy. The river was on a slow rise.

By Tuesday June 14 the river was lapping into the construction work and "too high to do anything." Walter Eichley came down from Pittsburgh. He and his brother John went to Pt. Pleasant and conferred with Mr. Heatherington of the Kanawha Dock Co.

The upshot was that they phoned to Pittsburgh and ordered 60 40# rails 30 ft. long, a supply of 16-ft. oak timbers and other material needed to launch the boat. The QUEEN CITY came up Saturday, June 18 at 10:30 a.m. and Capt. Arthur Browne advised that the river at Pittsburgh was 10 ft. and rising.

The steamer OHIO arrived with the railroad rails on Sunday, June 19. Walter Eichley went to Parkersburg and phoned from there that a general rise in the river was coming.

As the river started to climb, the workmen were busy gathering up screws, jacks, blocks, etc. and on Tuesday, June 21 they put in a 14-hour day so engaged. On the next day 21 men were loading up material.

On Thursday, June 23 the VIRGINIA had steam up, and was afloat once more. She pulled out at 11 that morning, going down the river to catch material which had floated off in the current. She returned to Willow Grove at 12:30 and was all loaded up and departed for Parkersburg at 5:30 p.m.

On Friday, June 24 she arrived at Parkersburg at 1:30 a.m. and remained there until 7 a.m. when she left for Pittsburgh. A landing was made at Marietta where Walter B. Eichley had large signs awaiting which were attached to the sides of the boat. A lot of planks were unloaded at Paden City, W. Va. and a landing was made at New Martinsville, W. Va. where all of the Eichley workers boarded a B&O train for Pittsburgh.

In the back pages of this diary or log book are several notations in the handwriting of Walter B. Eichley:

"The steward on the VALLEY BELLE is Spider Atkinson who uses Cashmere Bouquet soap, a very clean cook, and his specialties are cinnamon rolls, potato salad and a vegetable salad.

"The mate on the VALLEY BELLE in 1889 or 1890 won the Louisiana Lottery. He built a fine big house known as the Louisiana Lottery House."

Sirs: Both you and Lloyd Hawthorne may take bows on the iden-

tification of the snagboat pictured in the Sept. issue, page 22.

It probably is the SEVIER built by Capt. John (Roaring Jack) Russell on the Shreve patent design. On the side of the wheel-housing of the boat appears what looks to me A. H. S-----. An engraving or lithograph of this craft appears in "Tales Of the Mississippi" published in 1955 authored by Leonard V. Huber, Ray Samuel and Warren C. Ogden.

In 1852-1853 five U.S. snagboats were built by Captain Russell under the direction of Col. Stephen H. Long. Officially they were numbered 1-5, but they also had names: No. 4 was the A. H. SEVIER and No. 5 was the TERROR.

All of the pre-Civil War tooth-pullers (quite a number) except GOPHER and DRAGON were built on the twin-hull, snag-beam design patented by Henry M. Shreve.

The five snagboats mentioned above were sold to Capt. James B. Eads in 1855; he paid \$6,050 for the SEVIER. Eads converted these into Submarine wrecking boats.

So Lloyd Hawthorne is right, as she was built on Shreve's plan. The S&D editor was right because she was converted into a Submarine boat.

In H. Sinclair Drago's book The Steamboaters (1967) on page 151 he quotes the St. Louis Democrat's description of ice damage at St. Louis on Feb. 27, 1856. Eads' SUBMARINE No. 4 (ex-SEVIER) was reported capsized and wrecked at the levee. Other boats damaged or lost (there were 15 listed) include the F. X. AUBREY (damaged) which also appears in the picture run in the Sept. '73 issue. What I'm wondering is whether this view might have been made just prior to the catastrophe?

Leland R. Johnson,
7010 Plantation Drive,
Hermitage, Tenn. 37076

=There is record that "the big wrecking steamer SUBMARINE" had been at work on the wreck of the PARENTHIA which had burned at St. Louis on Dec. 7, 1855. The ice forced the SUBMARINE into the old steamer FEDERAL ARCH which was in process of dismantling. While on this subject we have another teaser for Dr. Johnson: The Grafton Stone & Transportation Co. in the spring of 1873 built a towboat named ANITA (for the daughter of the president of the St. Louis National Bank). The engines, placed at St. Louis, were 20" dia. by 6 ft. stroke "from the SUBMARINE NO. 4." Shortly after completion she was sold to Capt. David Campbell who, Dec. 2, 1873, sold the boat to "Gen. Simpson of the River Improvement Dept." What we don't know is what happened to the ANITA after she entered U.S. service. -Ed.

BULLETIN: "The towboat ANITA was purchased by Col. James H. Simpson, St. Louis Engineer District, in 1873 for use on a Mississippi River project. Colonel, or General Simpson, native of New Jersey, was a remarkable person. He grad-

AS YOU WERE

BY JIM BAKER

LADIES FIRST NOT TOO MANY YEARS AGO, IT WAS CONSIDERED THE EPITOME OF BRAVERY (OR STUPIDITY, DEPENDING ON ONE'S VIEW-POINT) TO GO OVER NIAGARA FALLS IN A BARREL... DID YOU KNOW THAT THE FIRST ONE TO SUCCESSFULLY ACCOMPLISH THIS STUNT WAS A WOMAN? MRS. ANNA TAYLOR IN 1901.



-Marietta Times.

uated from West Point in 1832, became famous for his western explorations (particularly in the Great Salt Lake basin) and won the brevet rank of Brigadier General during the Civil War. He retired from the Corps in 1880 and died in 1883 at St. Paul. In ten years the hull of the ANITA wore out and early in 1883 she was dismantled. The hull, etc. was converted into a wharfboat at the St. Louis Engineer Depot. The machinery was installed on a new Engineer towboat, the GENERAL GILLMORE."

The above communication comes to us from Dr. Leland R. Johnson. The GENERAL GILLMORE was built at the Howard yard, Jeff, in 1883 on a wood hull 140 by 28 and the U.S. Engineers for some years had her assigned to the Mississippi River from the mouth of the Illinois to Cairo. She sank near Fort Chartres, Ill. above Ste. Genevieve, in October, 1894 and was reported "in bad shape." Whether she still had the A. H. SEVIER engines is not known to us at this time. In passing, a U.S. Engineer towboat possibly remembered by some veteran S&D's was the GENERAL J. H. SIMPSON of the St. Louis District, U.S. Engineers, also Howard-built (first named GENERAL H. L. ABBOT) in 1895. Gen. James H. Simpson was in the St. Louis USE office as a colonel in the 1870's.

Special thanks to Jane Morningstar of Bowling Green, Ky. for clippings and news she sends us regularly, covering events of the Lower Ohio, Kentucky, Green, Cumberland and Tennessee rivers.

Time out for some family news: Dick Rutter is back in the U.S. after an extended hitch on a Navy carrier in the Mediterranean. Tom Way finished his stint on Adak in the Aleutian peninsula and was assigned to carrier service in Japan during February.

Sirs: I came by my interest in steamboats through lack of any other reasonable alternative. Being from Vicksburg I grew up around and on the SPRAGUE, and when she was being worked over prior to her trip to Pittsburgh I was just tall enough to be a snug fit standing in one of the low pressure cylinders. One of my friends since time began has been Walter Johnston, Jr. and I early came under the influence of his father, Dr. Johnston. Hence the first operational boat I was around to any extent was the Johnston's KANAWHA, and I really regretted seeing her go to Nashville.

My first day of residence in Arkansas was the Sunday of the first race between the DELTA QUEEN and the BORDER STAR. I went to Little Rock to spectate and somehow managed to get the last passage available on the DQ. Lately I have been gathering material and making drawings for a houseboat, sternwheel variety, about 60 x 18 x 3.3. Plan to get construction under way in earnest in the next couple of weeks.

Pinkney E. Cunningham III,
Box 8515,
Pine Bluff, Ark. 71601

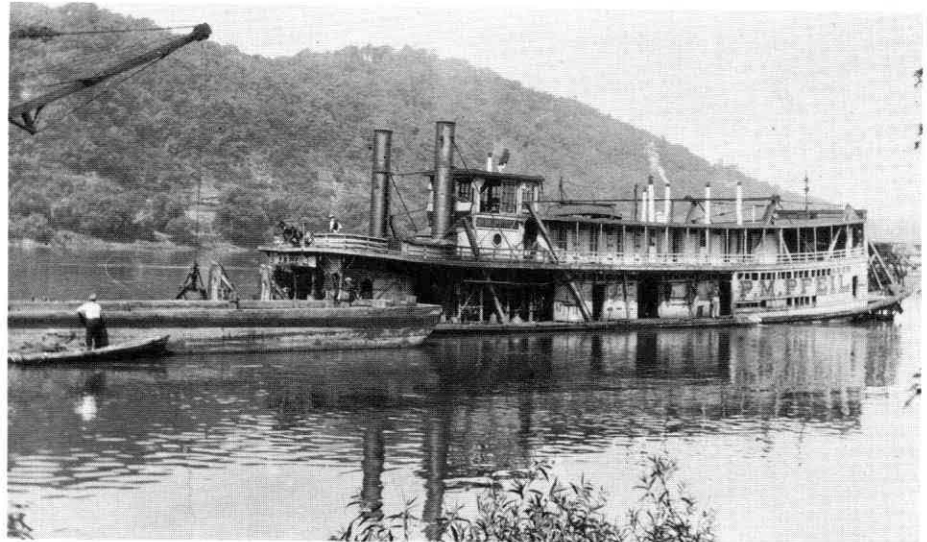
A certificate of amendment has been filed with the Secretary of State, Columbus, Ohio, in which Sons and Daughters of Pioneer Rivermen amend their Articles of Incorporation "for the purpose of providing therein that in the event of dissolution no part of the assets of the Corporation shall be distributable to any or all of the members thereof," as set forth in full in our December '72 issue. The date of filing was November 5, 1973. Randall Metcalf, Marietta attorney, handled the matter.

The Caddo Parish Courthouse, the Shreveport City Hall, the Shreveport Civic Theater, Shreveport's Beck Building, the Veteran's Administration Hospital, the Schumpert Hospital and the new Shreveport Federal Building have in common the architect who designed them, Dewey A. Somdal.

Dewey's most celebrated structure probably is the Harry D. Truman Library at Independence, Mo.

On Sunday morning, October 15, 1973 Dewey was up at seven working in the garden at his home, 801 Monrovia Street, Shreveport. He then prepared breakfast, a usual Sunday custom, and returned to the yard to do some spraying. His wife called to him at 11:15 to come dress for church. He shaved and bathed and then came into the bedroom. "I never felt as weird in my life," he said to Mrs. Somdal, and then stretched out on the bed. He was taken by ambulance to the Schumpert Hospital, waving to his neighbors as he departed home, and was dead on arrival. He had suffered a mass heart attack.

Dewey was 75 on June 5 last. He had suffered no previous heart ailment.



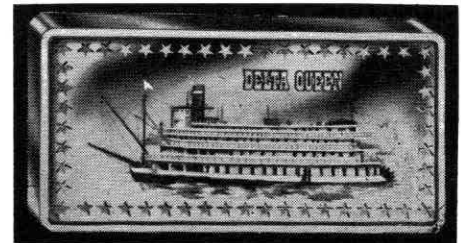
EVERYBODY IN OUR TOWN knew about the P. M. PFEIL although some weren't sure how to pronounce it, File, and some of the kids called her the P. M. Piffle. She came down the Ohio River from Pittsburgh every day, and sometimes at night, to service the "sand diggers" with empties and to pick up their loads of sand and gravel. She belonged to the Iron City Sand Company which then (about 1912-1915) was operating the dredges CASCADE, INDEPENDENT, PROGRESS and the mighty MONARCH, all of them, from time to time, digging in the Sewickley-Coraopolis area. This sand and gravel was deposited by glaciers and the sand diggers were complex machines which not only dug the stuff up, but also segregated the sand from the gravel, screened it, washed it, and spewed sand from a chute on one side into an awaiting "flat" and the gravel from a chute on the other side into another flat. Big rocks and other junk (including once in a while a mastadon tusk or an old cannon ball) were plopped back into the river. You could hear a sand digger at night almost as far as a calliope. The material was sold to contractors who mixed it with cement and then built foundations, roads and bridge piers with it. --And still do. Philip M. Pfeil was as you suppose a German. Most of the early river sand people also were--named Stolzenbach, Keller, Keifer--and the Pfeils and Stolzenbachs ran Iron City Sand. The P. M. PFEIL was built at the Axton yard, West Brownsville, Pa. in 1901, although she towed coal at first, and wasn't formally transferred to Iron City Sand until 1911. Philip Pfeil died, 72, in 1916 and later on George Vang took over, and the PFEIL kept going until the March 16, 1933 flood. The river got up to 29.6 ft. at Pittsburgh. Iron City's landing on the left bank of the Monon River got in trouble--lines parted--and the PFEIL went over Dam 1, Monon River, hit some piling and started to sink. She went on down and hit the south pier of the PRR's Panhandle bridge, saddle-bagged it, and went to Davy Jones. On still nights with a light fog on the water I still can hear her 'scaping out on the roof working around those noisy sand diggers.

Dewey Somdal's hobby for many years was researching the life and career of Capt. T. P. Leathers. He ran down every clue that came to his notice, researched in the Archives at Washington, D.C., and visited people in Pittsburgh, Cincinnati, Louisville and elsewhere. Many river persons came to know this energetic man as he pursued his quest. He contributed an article about Captain Leathers to S&D REFLECTOR, "The Unreconstructed Rebel," in the June '70 issue.

Dewey's wife, Eugenie Watson Somdal, survives him; also one daughter, Karen S. Bryant of Shreveport; one son, Dudley A. Somdal of Shreveport; a brother, Carl Somdal of Fresno, Calif.; and three grandchildren.

Burial was in Forest Park Ceme-

tery, Shreveport, Louisiana.



The DELTA QUEEN on a gold-plated brick of silver approximately the same size shown is available for \$12.50, now think of that. Please do not order from us---we happened to notice the ad in a national weekly.

RETURN OF THE TRILLIUM

The trillium soon again will be decorating woody hillsides in these temperate latitudes. But let us specialize on one singular TRILLIUM.

On June 10, 1910 the 150-foot side-wheel passenger ferry TRILLIUM was launched from the shipyard of the Poison Iron Works and 13 days later she was placed in service by the Toronto (Canada) Ferry Co.

Built to serve the popular amusement park and baseball stadium at Hanlan's Point, her later years were spent in the Centre Island run where she was a great favorite with excursionists and also the island's residents.

She was withdrawn from operation early in September, 1956. But by some miracle she wasn't sent to the wrecker--maybe Canadian sentiment for an old favorite (ah, once she was the Line's flagship!).

Now she's to be returned to service, fully restored to her former glory and retaining all the style and atmosphere of 1910. Once again passengers will be fascinated by her inclined, reciprocating engine and charmed by the thud of her paddles.

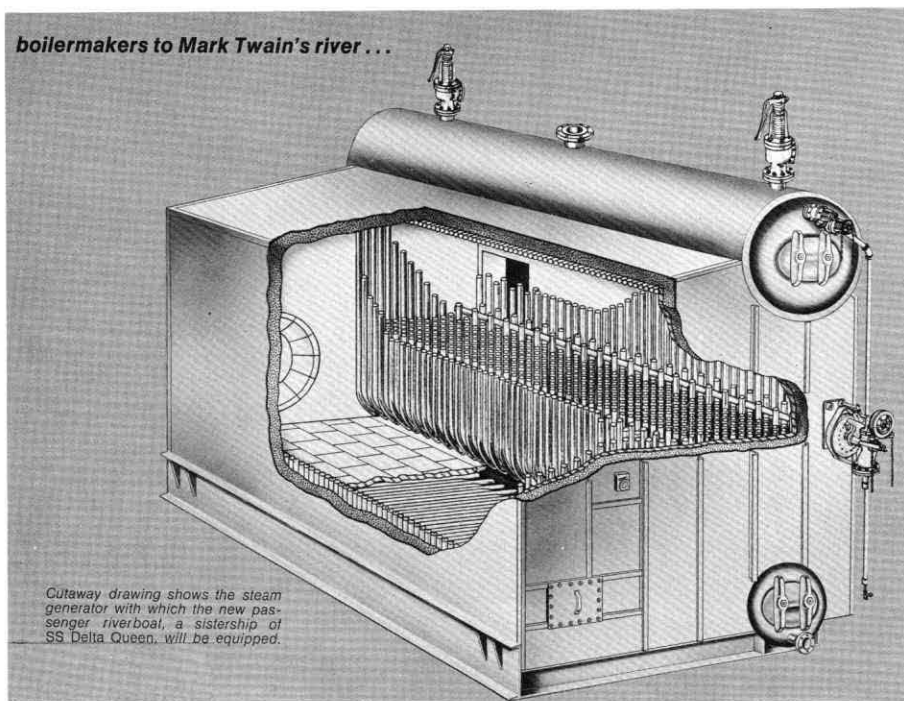
Tentative date for her debut is in June, 1975. A budget of \$950,000 has been approved. She has an inclined compound engine, one stack amidship, double-ender pilothouses, two full decks, passengers only (no autos) and one of her ardent champions is the curator of the Marine Museum in Toronto, Alan Howard. He used this exciting news on the Christmas card he and his wife Barbara sent to friends. Chalk one up for the Canucks.

Sirs: On pages 9 and 10 of the September, 1973 S&D REFLECTOR in your article on the far-flung adventures of the side-wheel TARASCON, you tell some of the involved legend of the storied whistle this boat carried. As you indicate, it was last carried on the Evansville packet SOUTHLAND, and I got to wondering how many people are still around who have actually blown that whistle.

It just happens that it was the first steamboat whistle I ever blew. I had just passed my sixteenth birthday and was making a round trip to Evansville on the SOUTHLAND and Capt. Lawrence (Bo) Allen let me have the thrill of blowing that famous whistle. The whistle disappeared after the SOUTHLAND was destroyed by fire in December, 1932. It was most likely destroyed in the fire, unless it had been removed shortly before. I have heard rumors that it was hidden away in a basement somewhere down in Kentucky, but it has not surfaced, to my knowledge, in the intervening 41 years.

As you indicate, it was an unusually melodious whistle, mellow, clear and mournful. It was a three-toned diminished seventh chord, starting on G# above middle C, rather high-pitched. The

boilermakers to Mark Twain's river ...



The large tourist steamboat presently being built at Jeffboat for the Delta Queen Steamboat Co. will be equipped with a Foster Wheeler steam generator as shown above. It is being built at their Dansville, N.Y. plant. Allowed pressure is 390 psi. F-W's antecedent Power Specialty Co. became a supplier of steam superheaters for river steamboats prior to World War I. In 1926 when the Foster Marine Boiler Co. took over Power Specialty, the newly developed Nelis steam generator had won wide acceptance. F-W steam generators powered the JASON and ALEXANDER MACKENZIE, the last large steam paddlewheel towboats built for Ohio-Mississippi service. The DELTA QUEEN has two F-W generators built to U.S. Shipping Board specs.

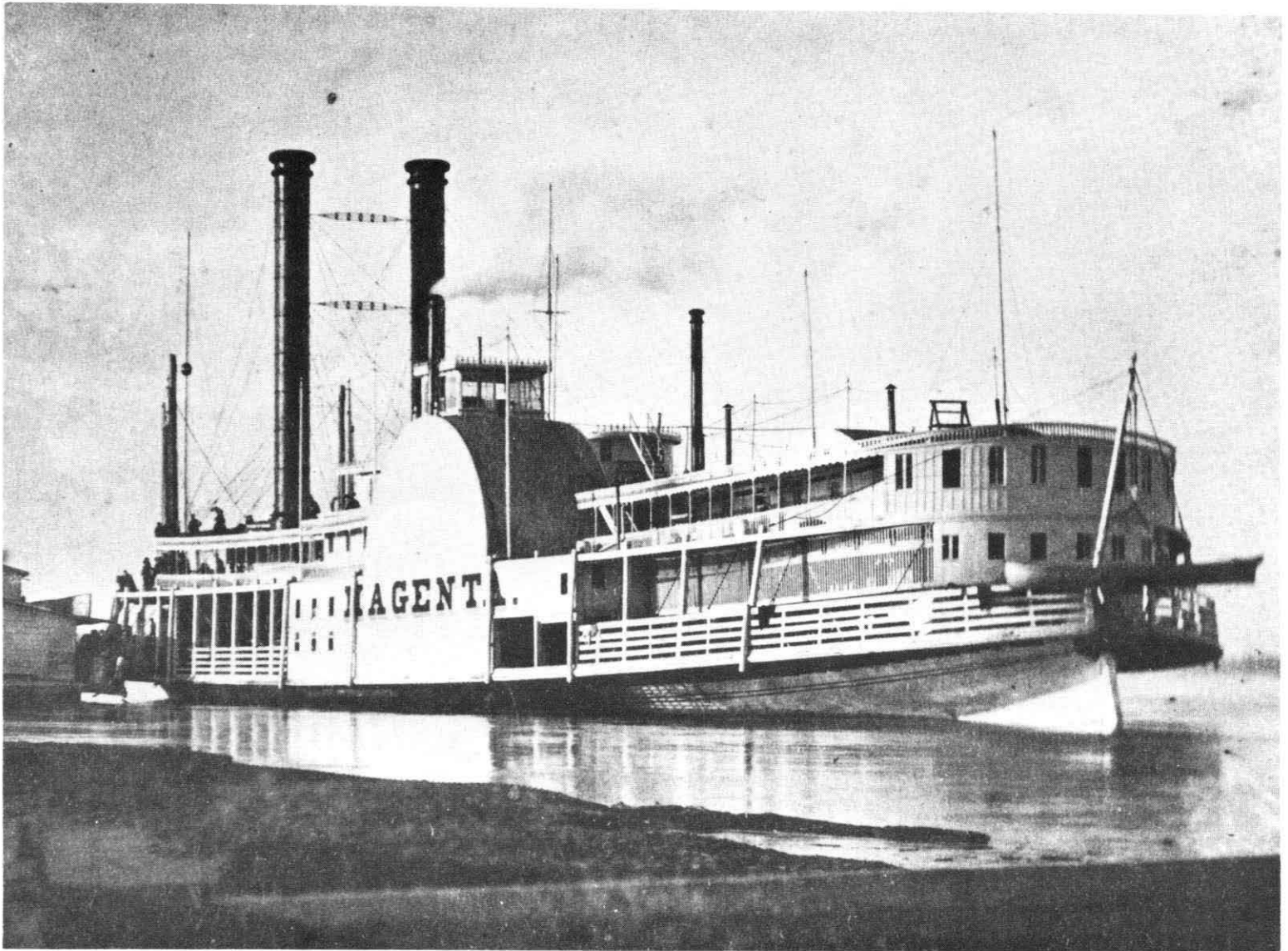
SOUTHLAND's whistle mechanism was peculiar in that regardless of how quickly or abruptly you released the whistle pedal, the whistle "wailed." That is, the pitch of the chord dropped quickly two or three tones, but the chord holding true as the pitch went down. Doubtless this contributed to the mournful sound of the whistle, and I have often wondered whether it sounded the same way on the TELL CITY and on the other boats that carried it earlier. This leads me to observe that whistles behave in differing manners. For instance when the CINCINNATI blew the famous BONANZA whistle, which was an open fifth, the D below middle C and the G below that, as the whistle began to fill up there was always a hesitant and momentary C#, just a half-tone below the upper D, then it resolved up to the D and the lower G filled it. The TOM GREENE, blowing the ST. LAWRENCE whistle, a beautiful four-note A Flat chord, had a somewhat similar sound, except that the highest little whistle, perched on top of the largest (center one), filled up last, in its true pitch, after the other three filled in, and made the chord complete. I guess I will have to confess that this, perhaps for sentimental reasons, has always been my favorite steamboat whistle.

The best "wailing" whistle that

I have ever heard is that on the DELTA QUEEN today. With control of the whistle valve from a hand pull close by in the pilothouse, you can "wail" this whistle admirably, and get a truly unusual effect, doubtless to the delight of onlookers on the bank and occasionally to the chagrin and annoyance of the crew members trying to sleep. On the other hand you cannot wail the BELLE OF LOUISVILLE whistle. This deep, F major chord keeps the same pitch regardless of how little steam is allowed it and all you can do by varying the steam pressure with the whistle valve is to vary the volume of the sound. The CHRIS GREENE was the same way. You can make the BELLE's whistle scream; that is, throw a quick full blast of steam to it so the highest tone blows a higher pitched overtone, and the CHRIS GREENE whistle reacted the same way at times. But you cannot vary the pitch.

I am sure there are good scientific reasons for these variations but I have never figured out why the DELTA QUEEN will wail, and the BELLE OF LOUISVILLE will not.

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



CAPT. JOHN BAPTISTE FORD built the MAGENTA at New Albany, Ind. in 1864--the same Captain Ford who later (1881) started a glass plant up the Allegheny River at Creighton, Pa., and then a much larger one (1889) at Ford City, Pa. There is a statue of Captain Ford at Ford City, the town having been named in his honor. The glass firm known as Libby-Owens-Ford was a carry-over from his activities.

The above picture was taken at Helena, Ark. when the boat was new, photographed by T. W. Bankes, who also took the picture of the CONTINENTAL shown in our last issue. Again we express thanks to W. L. Talbot of Keokuk for making these available.

Captain Ford sold a 1/2 interest in the MAGENTA soon as she was completed in June '64 to Capt. David White who promptly announced he was renaming her J. M. WHITE and would run her out of New Orleans. Apparently a legal complication thwarted that idea; the change was not made.

She was entered in the Merchants' and Peoples' Line, a loose-knit share-the-wealth combination organized at St. Louis with Capt. David White as president. Ten side-wheelers were pooled into a plan whereby every other day a line boat departed St. Louis and New Orleans managed by a board of twelve directors. Participating were the steamers MAGENTA, HENRY VON PHUL, JOHN KILGOUR, BRILLIANT, CLARA DOLSEN, MAGNOLIA, HENRY AMES, COMMONWEALTH, M. S. MEPHAM and DICTATOR. Among those on the board were J. B. Ford, Jesse K. Bell, M. S. Mepham, William P. Halliday, Edward Walsh and B. F.

Hutchinson. The general superintendent was W. H. Reid with headquarters at No. 11 City Buildings, St. Louis. This line was of short duration, only about a year.

The line boats were turned back to their owners, and then Capt. Tom Leathers, direly needing a boat now that the war was over, got in a huddle with White and the ownership became Capt. T. P. Leathers 5/8; Capt. David White 1/8; John F. Tolle 1/8; John Lowrie (of St. Louis) 1/8. Captain Leathers took command and backed her out of New Orleans on Saturday, Sept. 23, 1865 as a drenching shower scattered hundreds of onlookers, his first boat in the Vicksburg trade for three years.

The MAGENTA measured 288.6 by 40.7 by 7.5 and several "old-timers" are firm in saying she had the engines from the ALVIN ADAMS which, be this so, were 30" dia. by 9 ft. stroke built by John Snowden at his Brownsville, Pa. shop in 1853. She is reputed to have had the widest side-wheels of any steamer afloat as of 1864, her buckets having a length of 17 feet.

Although not much more than a year old the boat needed, probably most of all, a new cabin carpet. We dunno why--maybe John Baptiste Ford was saving pennies--maybe moths were voracious--maybe Yankee mud had ruined it. Anyhow late that October a new one was donated by old friends and well wishers, laid and tacked, and there was a ceremony back in the ladies' cabin. One of the donors, noted as a "reader," because of his proficiency in the art--good readers were much sought after those days--

addressed himself to Captain Leathers:

"Like the majority of our people, the ordeal of the last four years has left you but little else than blasted hopes and ruined fortune...."

When it was all over Cap Leathers was speechless with emotion, maybe for real, and Judge Alexander Walker "responded." Then there was a collation, to quote the "Picayune," at which champagne popped and flowed freely which also is a quote.

Early in '66 the enrolment of the MAGENTA was changed and Cap Leathers became 5/24 owner and owning another 5/24 was Capt. John W. Cannon. Such felicity between two notorious opponents is hard to understand, and beyond belief; but it happened. The MAGENTA started running out of New Orleans to Memphis and Cairo, and put in the whole spring season at it. During those summer months she was rebuilt at St. Louis, her stationaries and bull rails stripped off, the boiler deck guard pulled in, and so she became in fact a "cotton boat" with feathered stacks and all the trimmings.

Jesse K. Bell and John Sinnott bought stock and by 1868 Tom Leathers was clear out of her.

Capt. J. Frank Hicks got involved and by 1870 he owned the control. Captain Hicks was running her Memphis-New Orleans with Capt. J. Stut Neal on the roof, Captain Neal having lately hit a financial brick wall with his fabled side-wheel RICHMOND. Captain Hicks had charge of the BELLE LEE in the same trade.

New Orleans, Jan. 1, 1871 (Special dispatch to the Missouri Democrat)-- The new year opened here with a terrible disaster. Five steamboats were burned about half past five o'clock this morning. The flames originated on the MAGENTA, which was moored at the wharf advertised to leave Tuesday in place of the ROBT. E. LEE for Vicksburg, the LEE

having been sunk by the POTOMAC. The fire was started by the explosion of a coal oil lamp which a boy was filling. She sank at the landing. The MAGENTA was in command of Capt. J. Stut Neal and was owned by John Sinnott of this place, and John Sullivan and J. Frank Hicks of Memphis.

The THOMPSON DEAN, advertised to leave here on Tuesday for Cairo, became ignited. A tug hauled her out and she floated down and sank about one mile below the new stock landing. She had on her about four or five hundred tons of freight. Nothing whatever was saved. She was owned (one third each) by Stillwell, Powell & Co. of St. Louis, Thompson Dean and Captain Pepper.

The JULIA A. RUDOLPH, in the Red River trade, was but eighteen months old. She had no cargo on board. She floated down the river a total loss. Her owners were Capt. H. G. McComas and others.

The JOHN HOWARD, a large sternwheeler, had arrived here last evening from the Ohio River. She burned to the deck, and the hull was towed down this evening below the Battle Ground where it will be scuttled to put out flames in three hundred bales of hay which the firemen could not extinguish. She was owned by Captain Berry and others.

The GRAND ERA, built year before last, had been in the Vicksburg trade and had been laid up but a short time. She was burned to the deck. Kountz & Bros. owned her. The MOLLIE ABLE, lying alongside the ERA, was slightly scorched, but otherwise unharmed.

There were three packets named MAGENTA built in rapid succession, 1861, 1863 and 1864. All three came to violent ends. There were no steamboats on the western waters named MAGENTA before that time, and there has been none since.

Bruce Edgington, attempting to cross Route 52 at Aberdeen, Ohio was struck by a car at 6:10 p.m. on Saturday, December 1, 1973. He was taken to Hayswood Hospital in Maysville, Ky. where he died of a fractured skull, fractured right hip, fractured left shoulder, multiple abrasions and internal injuries at 8 o'clock that evening.

Bruce was born at Concord, Ky. and, according to records, the year was 1885. He was in his 88th year when he died.

Robert Thompson, assistant police chief at Aberdeen, said that the accident was unavoidable and that the car driven eastbound by Billy G. DeFosse, 45, of Route 1, Ripley, O., was being operated well within the speed limit.

Bruce lived on Market Street in Maysville but made frequent trips across the bridge to Aberdeen to visit a house he owned there in the main part of town on Route 52. He was a son of the late Charles F. and Alice Laytham Edgington. A sister, Miss Nona Edgington, a noted poet, died in the mid-1950s.

His river career started at an early age. Bruce was vastly proud of the fact that he once had been hull watchman on the brag Pittsburgh-Cincinnati packet VIRGINIA. That just might have been in 1912-1913 when Capt. Fred Edgington was master of that boat, then renamed STEEL CITY. Also he was watchman one time on the TACOMA. For many years he was on towboats and the dredges of the Cincinnati District U.S. Engineers. Bruce showed up in a story "Mother's Christmas Party" related by the late Capt. Lewis B. Reade in our Dec. '67 issue, as a crew member of the IRO-

QUOIS.

Bruce was night watchman on the DELTA QUEEN when she first entered Ohio-Mississippi service and then became self-appointed postman and news hawker. He conversed with the tourists about art exhibits, cathedrals, churches, historic sites, preachers, journeymen, beggars and thieves. People who rode the boat, droves of them, went home remembering the little guy with the cap and the glasses and the newspapers under his arm.

"I talk loud so's I can hear what I say," said Bruce and then the DQ higher-uppers retired him. He continued to haunt the DQ and was banned. The news account in the Maysville Ledger-Independent described him "as a man of certain eccentricities." He followed the DQ by bus or railroad and often was the first to shuffle up the stageplank at Little Rock or St. Paul or New Orleans. He was the boat's mascot and, in some strange way, a good luck charm. A big compassionate captain overlooked the rules and allowed Bruce to ride the DQ until the end.

Judgment Day will hold special fascination for those who knew Bruce. Right there at the throne he'll be. "Hey, do you have Harry Loudon up here? He was born at Rabbit Hash, Kentucky---did you know that? Whut? It'll show on the records---don't you keep records? Yes, of course there's a place called Rabbit Hash; it's on the OHIO RIVER right acrost from RISING SUN. Well, never mind; here, let me give you a Courier-Journal. Which way's the cook house?"

Then he'll buttonhole the first

honest looking angel. "I belong to the Sons and Daughters of Pioneer Rivermen, you've heard of them ain't you?"

Banned or not, Bruce'll be aboard for a long, long ride.

He never married and was a member of the Masonic Lodge at Rome, Ohio. Services were held at the Knox Funeral Home, Maysville, on Monday, December 3, and burial was in the Manchester (Ohio) Cemetery.

Sirs: That article about the CINCINNATI in the last issue interested me. I was a Boy Scout at the time she was dedicated and carried one corner of a big U.S. flag in a parade through Cincinnati. It was a gift of the Chamber of Commerce to the new boat. I don't recall many of the details but do remember roaming all over that new big steamboat.

Ernest J. Wilde,
914 Race St.,
Cincinnati, Ohio 45202

A new sternwheel pleasure boat is under construction in Ross Township, Pa. on a steel hull 35 by 14 with an over all width of 17 feet. Her paddlewheels on a common shaft are 14 feet dia. with 9-ft. buckets. She will be powered with a Buick 8 cyl. auto engine. She's to be launched at Aspinwall, Pa. into the Allegheny River and christened H. M. SHREVE. Jack Bedeck, 4275 Evergreen Road, Pittsburgh, Pa. 15214 heads up the group. His associates are John Rhoden, George Shelley and Kingsley Evarts.



Bob Thomas, S&D's board member, once was part of the crew of the sternwheeler J. A. CRESAP. Bob was working at the boat yard in Clarington, O. when Joe Cresap called from Moundsville and wanted to "borrow" Bob to make a trip on the boat up the Allegheny River. This was in 1926. Bob went to Moundsville, got aboard, and they took two barges down to New Matamoras, loaded them at the Baker Lumber Co. with oak timber, then picked up another barge already loaded, and started up the river.

They delivered the oak to the site of Lock and Dam No. 4 on the Allegheny. At that time No.'s 4, 5, 6, 7 and 8 were under construction. Then they turned back with the CRESAP and picked up two barges loaded with used packing crates which were moored near the R. C. Price houseboat and docks on Pittsburgh's North Side. These old crates were delivered to the West Virginia State Penitentiary at Moundsville for use in the prison work shop. "This trip has stood out in my memory for long years," says Bob.

Sirs: Stories concerning Bruce Edgington are legion. At one time he was collecting outboard motors of ancient vintage and at Paducah he went up the hill from the DELTA QUEEN and presently came back in a taxi with a 1930 wind-up Evinrude.

Bruce was proud of that old egg-beater. The engineroom gang, as a gag, hid it away. Bruce didn't know who took it or where it had disappeared to. He looked just about everywhere and found it sequestered in a lifejacket locker.

So Bruce lugged it to his room and chained and padlocked it to his bedstead. Maybe his mistake was that he was a bit loud in his declarations about where it was and he'd like to see anybody steal it again, etc.

Those engineers, Fred Barrows or Red Taylor, really went to work. They disassembled Bruce's bed and lugged out frame, mattress, the springs, the whole works, outboard included, and hid all of it.

Bruce showed up at the dinner table, everybody keyed up to hear what he'd say. Presently he made an announcement. "That bed better be back there, and my outboard motor, too, by midnight," he stated. "If it ain't I'm going to pull a surprise fire drill in the middle of the night."

Bruce was fully capable of doing just that. The whole works reappeared back in his room posthaste.

One of Bruce's specialties was making last-minute grandstand arrivals at departure time. One day at Paducah, with the stage going up and all of the passengers lined at the rails watching, he popped out from behind the floodwall lopping

ENGLISH-BORN John A. Mather came to the U.S. in 1856 at the age of 27 skilled in the manufacture of paper. One year later on a visit to a brother near Carlisle, Pa. he joined up with a traveling photographer. John liked the profession and settled at Titusville, Pa. just in time to photograph the zenith of the "oil excitement." He traveled about the region and did for it what Brady was doing for the Civil War.

Here we see him standing on his floating photo gallery with lettering on the side OIL CREEK ARTIST. He had two of these; the original was bashed to bits during the Oil Creek-Allegheny flood of 1865. The one in this view is thought to be his second one built immediately after that.

A great flood at Titusville in June, 1882 ruined some sixteen thousand of Mather's glass plates. Other hundreds were saved and today repose at Drake Well Memorial Park located on Oil Creek near Titusville.

John Mather was a violinist of some talent. Once he boarded the packet SAMUEL P. HIBBARD at Pittsburgh going to Nashville to visit. His ability with bow-and-strings so captivated Capt. Redmund J. Grace, after a rendition of "Robert Adair," that he was charged no fare.

ing toward the DELTA QUEEN. Capt. Paul Underwood had just about had his fill of these tactics so he ordered the boat backed out and left Bruce on shore.

When we got up to Smithland the pilot got a hail from a yawl, and here was Bruce. There was nothing for it except load him aboard, and we had one dickens of a time doing it what with the yawl making several disappearances under the guard. The passengers were eating dinner but they emptied the diningroom to get out on the decks to see the show. This event was the hit of that Kentucky Lake trip.

The little man was a real friend and I will miss him very much. He was always fascinated in hearing Capt. Ernie Wagner and me swap stories about our adventures on the AVALON. Within the past year or so he would show up on the BELLE OF LOUISVILLE with a copy of the New Orleans "Times-Picayune" tucked under his arm for me, one of my favorite papers. He always remembered.

Doc Hawley,
Str. BELLE OF LOUISVILLE.

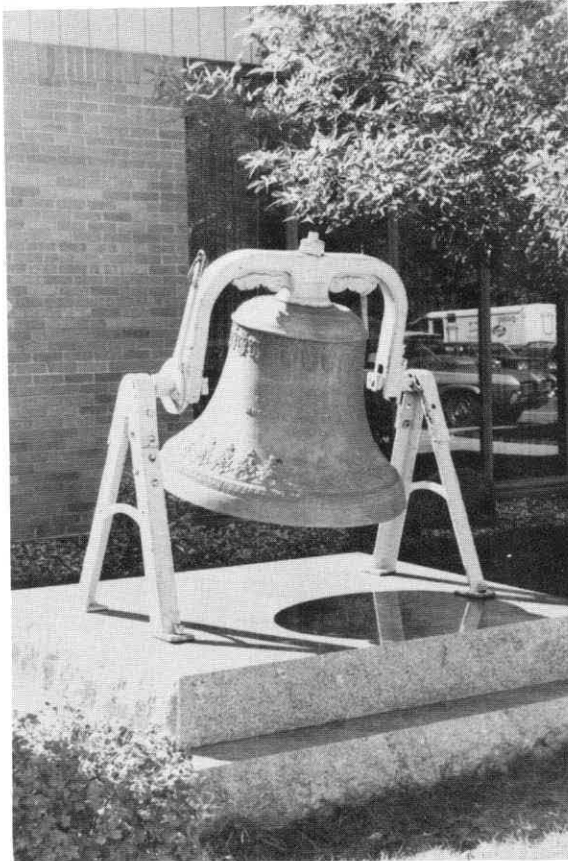
Jack Trotter advises that his 250-passenger sternwheel cruise boat BORDER STAR has been transferred from Little Rock, Ark. to Knoxville, Tenn. where she will operate in the future.

A REPORTER AT LARGE

SEVERAL GENERATIONS of kids at Excelsior, Minn. (pop. 1,422) were called to school by the bell pictured on this page. When you examine the thing closely, it says on it, "Cast by Van Duzun and Tift, Buckeye Bell Foundry, Cincinnati."

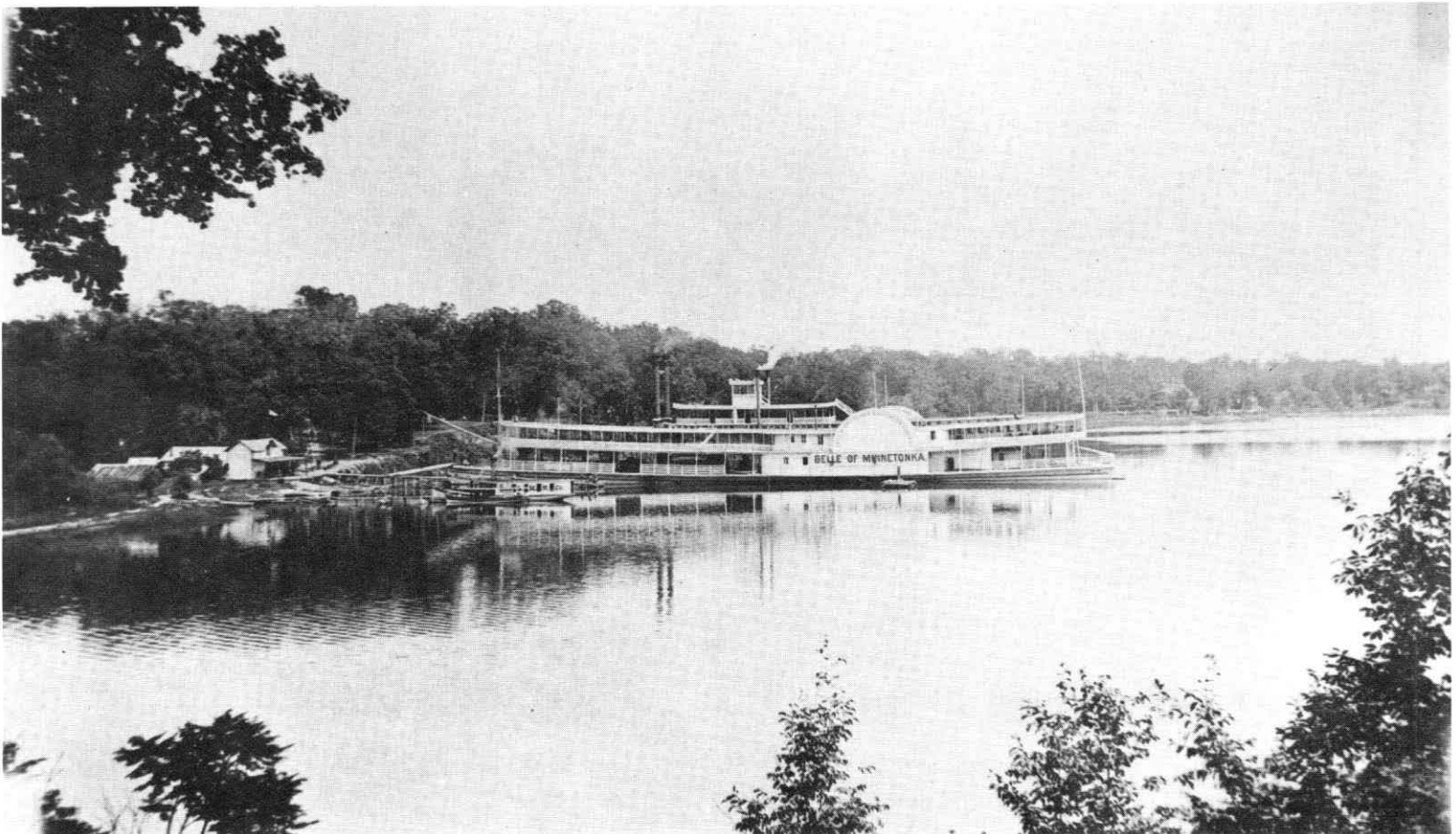
Today's kids go to a new school, but the old building still stands, now used as the administration headquarters for the Minnetonka, Minn. school district. At the time of this change-around, in the early 1960s, the old bell was taken down from its belfry (structural problems) and was planted on the lawn of the Excelsior Public Library, mounted on two large pink granite blocks.

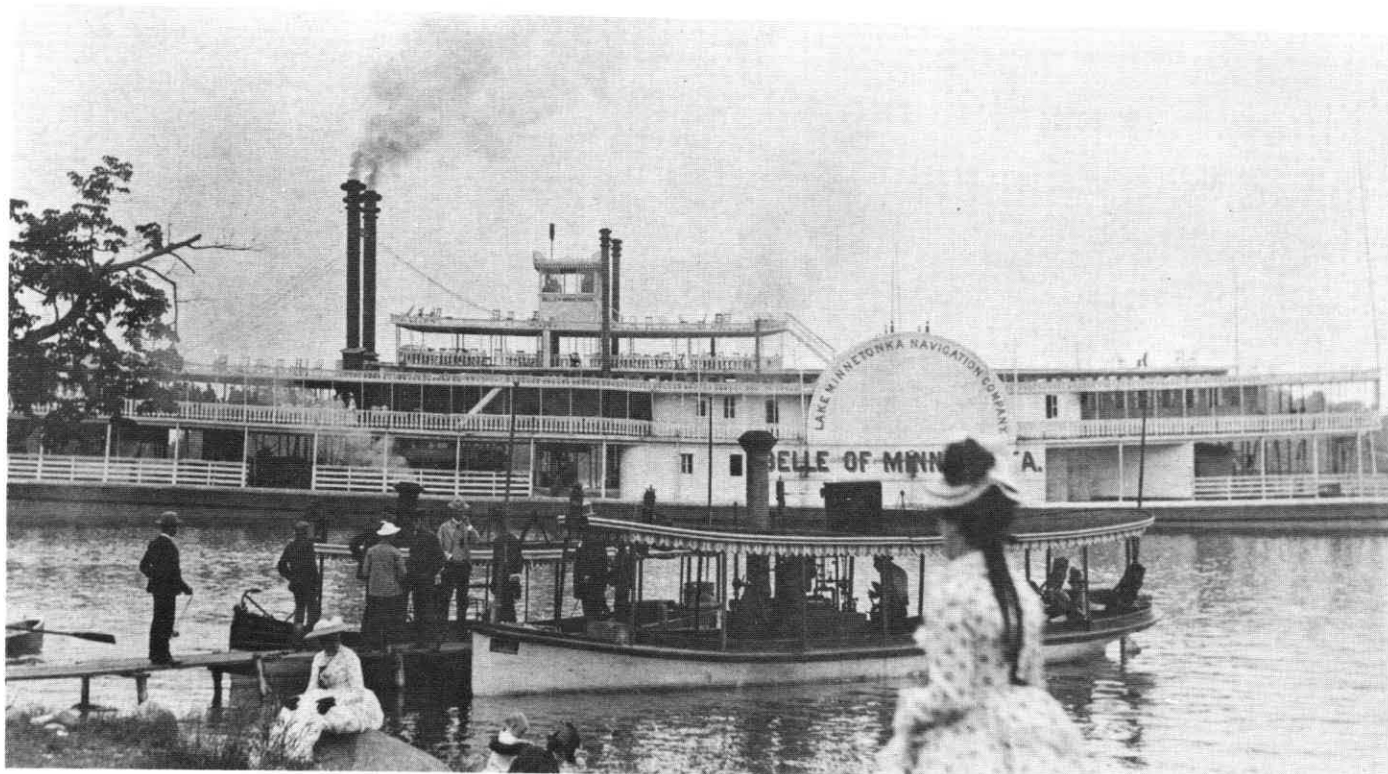
That old bell has many associations with this region of Lake Minnetonka. It was the roof bell on a whopping Mississippi-style side-wheeler, BELLE OF MINNETONKA, which plied that island-studded lake located in Minnesota about 21 miles due west of St. Paul and equally handy to Minneapolis. On the shores and estuaries were the expansive (hence expensive) homes of the Pillsburys, Peavys, Lorings and others. At Wayzata, on the lake's northern tip, were two great summer hotels, Gleason House and Minnetonka House. "Summering"



Roof bell from the BELLE OF MINNETONKA as it appears today in the yard of the library at Excelsior, Minn. It was cast in Cincinnati in 1865, first used on the PHIL SHERIDAN. This photo comes to us courtesy of the Minnesota Public Schools.

BELOW: View of Lake Minnetonka showing the BELLE OF MINNETONKA at Chapman's Landing. The picture is presented courtesy of the Minnesota Historical Society.





The BELLE OF MINNETONKA is moored at Lake Park on Lake Minnetonka in this view and in the foreground, at a rickety dock, are two private steam yachts. Compare the 'scape pipes and railings of this side-wheeler with those of the PHIL SHERIDAN on the next page--they are the same. -From the collection of the Minnesota Historical Society.

on Lake Minnetonka drew prominent families from Louisiana, particularly New Orleans, accompanied with Negro manservants and maid-servants. James J. Hill's Great Northern had a depot at Wayzata where tourists poured off trains to ride the BELLE OF MINNETONKA, but when the townsfolk raised an uproar about the noise of the engines in the night, Hill tore down the station and it stayed torn down until after his death in 1916.

The point we're coming to is that the 2,000 passenger BELLE OF MINNETONKA, built in 1882, was run by Capt. Peyton S. Davidson, who, with his brother Capt. William F. Davidson, were prominent packet operators on the Upper Mississippi originally from South Point, O. down along the Ohio River. Coming down to cases, Capt. W. F. was the captain who hired James J. Hill to clerk his packet FRANK STEELE at St. Paul in 1858. "Fuze" and "Pate" Davidson were pretty roughshod in those early days. Fuze (Capt. W.F.) reformed later on but Pate didn't.

It was Pate who came to Cincinnati in March, 1866 and bought the PHIL SHERIDAN from Capt. Charles Muhleman. The Davidsons ran her on the Upper Mississippi until she went by the run down the marine ways at LaCrosse and broke her back. That happened in 1876. Then Pate built the BELLE OF MINNETONKA in 1882 using the engines and other stuff, including the roof bell from the PHIL.

Yes, the bell today exhibited in

front of the library at Excelsior, Minn. on the shore of Lake Minnetonka came originally from the side-wheeler PHIL SHERIDAN, no doubt about it.

The PHIL's engines, after the BELLE was scrapped, were shipped to Alaska and served on the Yukon sternwheeler SUSIE (see June '71 issue, page 35). She was ultimately retired at St. Michael, and was still there laid up in 1937, and from what we gather in conversation with Capt. Jim Binkley who presently boats up there, she's still rusticated in 1974 right there at St. Michael although lord only knows whether the PHIL's engines are still in her.

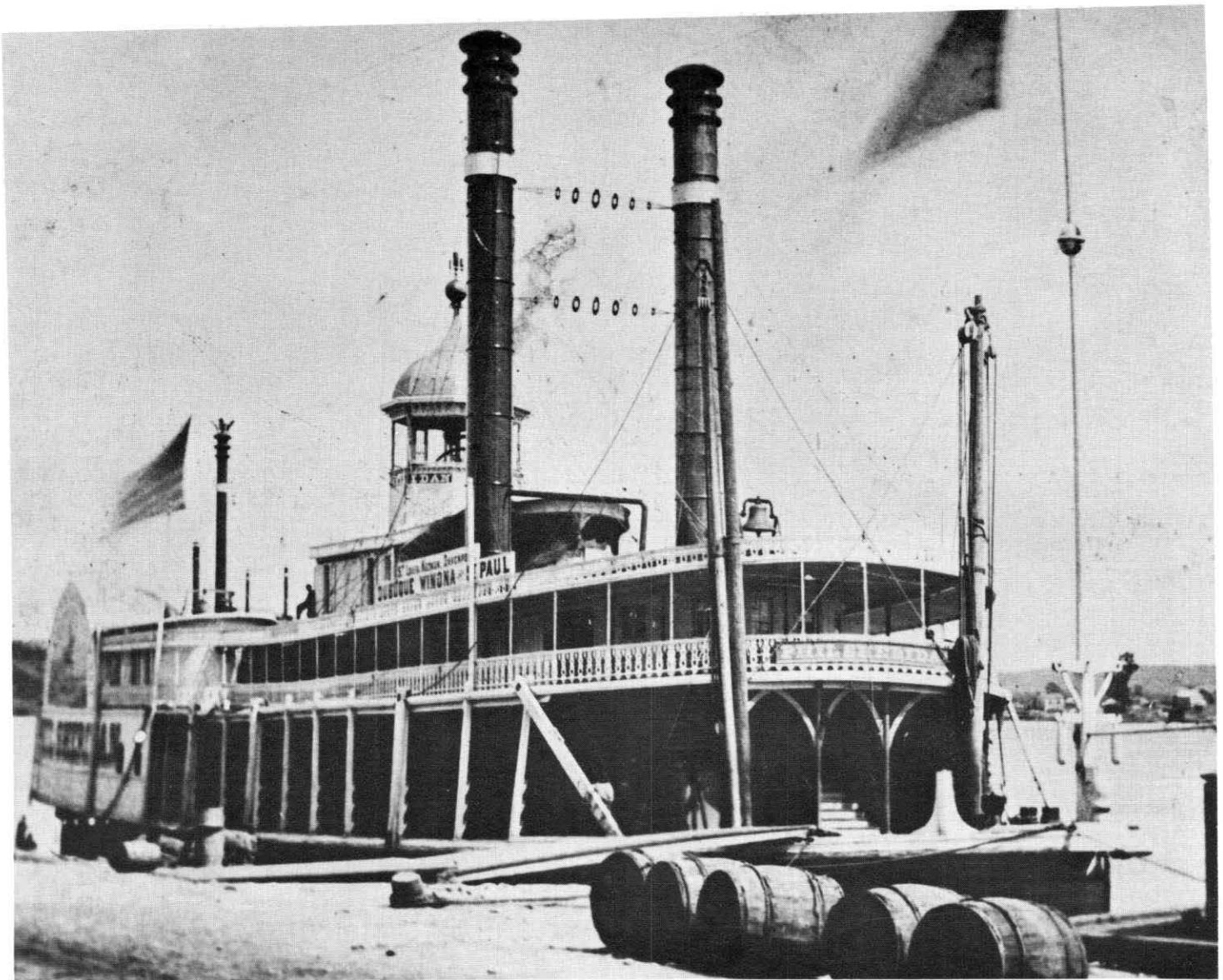
This story got fired up when we recently were honored with the receipt of a manuscript from our Tallahassee river buff Edward A. Mueller, currently executive director of the Jacksonville Transportation Authority, who has filled us in on St. Johns River steamboats (The Heritage of Florida, Sept. '72 issue) and other morsels prior to that. Ed has become enamored, as have so many others, with the PHIL SHERIDAN, a club of noteworthies which would include artist M. W. Storm whose oil portrait of her hangs in the Oglebay Museum at Wheeling; Robert Thomas, whose captivating model is in the Ohio River Museum (with paddlebox artistry by Bee Rutter), and seems the Minnesota Historical Society displays a painting (it might be a lithograph) of her racing up the Mississippi alongside of the HAWKEYE STATE. Ed Mueller's contribu-

tion to the lore and lure of the PHIL SHERIDAN lies principally in his photographs of her, including a fascinating cabin interior, which he has dredged up from hither and yon, all new to us, and also two---not just one: TWO---views of the BELLE OF MINNETONKA up there on that pretty Minnesota lake celebrated in a poem by Henry Wadsworth Longfellow (so we are told although a rapid scanning of his collected poems didn't track down the reference to our eyes).

One time the state of Wisconsin had a governor named William D. Hoard. He used to tell the story that Capt. William F. Davidson, following his reformation, held prayer meetings on board the PHIL SHERIDAN, a command performance to which attendance of officers and deck crew was required. "Oh Lord" he implored on one occasion, "remember the poor...they have such a hard time of it...send them help...send them a barrel of flour...send them a barrel of crackers...send them a barrel of salt...send them a barrel of pepper...oh hell, no, that's too much pepper."

Ed Mueller says that's interesting. Everything he sent us is interesting. Come again, Ed.

Addendum: Since writing the above we have come upon a report which indicates that the BELLE OF MINNETONKA was taken out of service on Lake Minnetonka in 1890, at which time she was laid up in St. Albans Bay and allowed to go to ruin. Her period of usefulness was not over eight years.



SEVERAL ISSUES BACK, that of June, '73, we ran two pictures of the PHIL SHERIDAN taken at the Wheeling wharf when she was new in 1866. That March she was sold to the Upper Mississippi and the above picture was taken at St. Paul not long thereafter. The signboard on the forward roof rail has been changed to read ST. LOUIS, KEOKUK, DAVENPORT, DUBUQUE, WINONA and ST. PAUL. The oil portrait of General Sheridan is still on the paddlebox. White collars, emblem of the Davidson Line steamers, have been added to the smokestacks and 'scape pipes. Please note the roof bell which later went to the BELLE OF MINNETONKA and today reposes on the lawn of the Excelsior, Minn. public library.

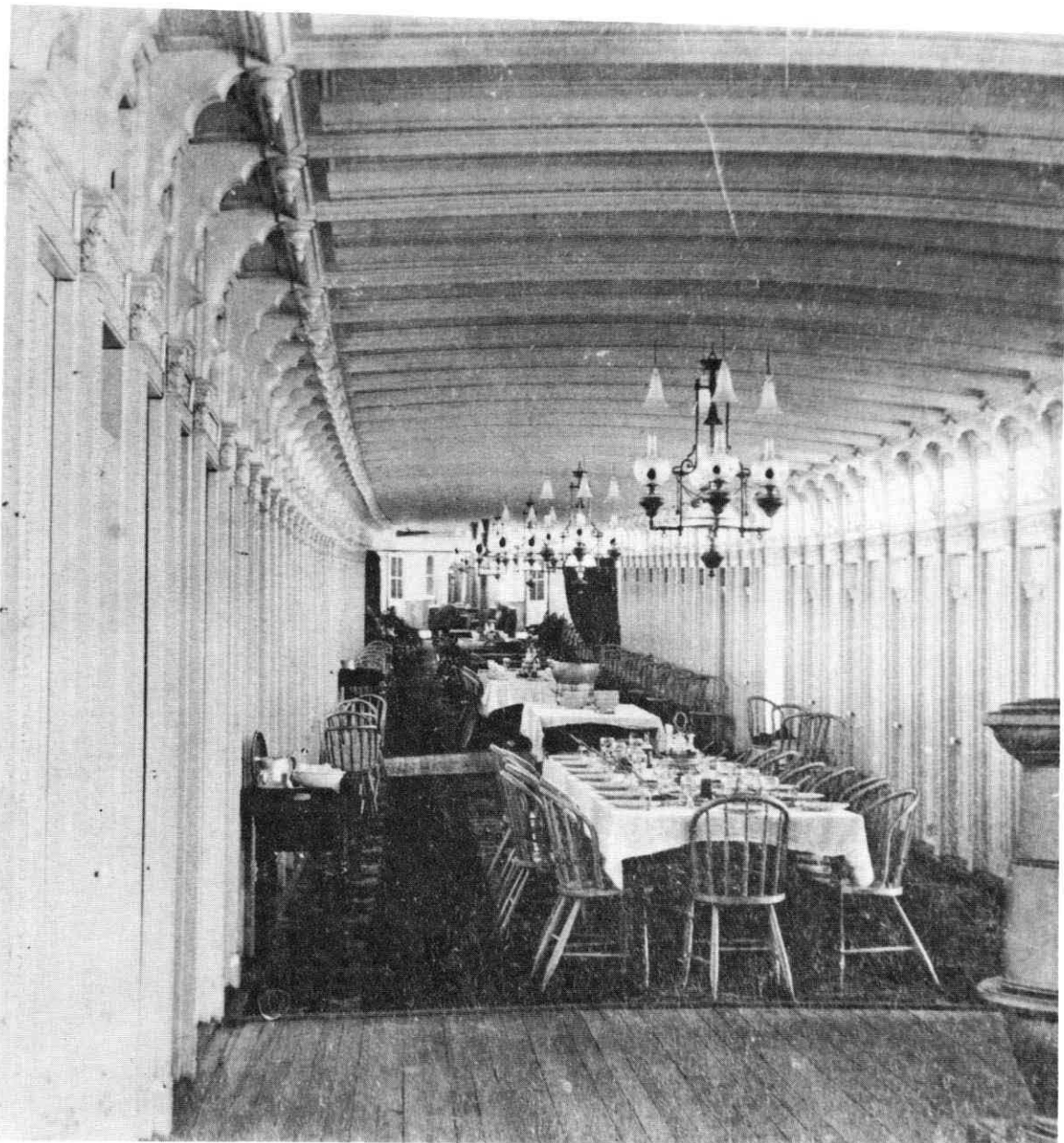
The PHIL was built by the Cincinnati Marine Ways Co. on a wood hull 227 by 36.5 by 6. She had high pressure engines 22" dia. by 7 ft. stroke made by C. T. Dumont & Co. and four return-flue boilers each with five 9" flues, 40" dia. by 26 ft. long. She came away from the shipyard in early January, 1866 drawing 32" light, and rated at 700 tons. She was entered in the Wheeling-Cincinnati trade owned and commanded by Capt. Charles Muhleman. Her pilots were Amos Davis and Phil Anshutz; the engineers were George Wright and James Hall; Chris G. Young was purser and Charles Knox, clerk. Henry

Haberhehl was steward.

Heavy ice in the Ohio River put her to the bank at Parkersburg on her first trip up. In succeeding weeks she got her engines worked in (there's an old term for you) and was romping up-&-down the river with keen competition from the side-wheel C. E. HILLMAN in charge of Capt. Sam Mason. On March 7 a telegram was received at the Booth, Battelle & Co. wharfboat, Wheeling: THE SHERIDAN TODAY PASSED THE TELEGRAPH NO. 3 UNDER WAY FAIR AND SQUARE---C. MUHLEMAN, CAPTAIN.

In 1866 this meant she had gone through the sound barrier, for the TELEGRAPH NO. 3 was the race horse of the U. S. Mail Line Co.

This feat, reported widely, was the spur which prompted Capt. Peyton S. Davidson to plunk \$82,000 on the line and buy her at Cincinnati on March 20. A proviso was that she was to make one more round trip to Wheeling so's Muhleman could locate a replacement. So next day, upbound, she got in a tornado at Straight Creek, below Dover, Ky., and when blown ashore on the Kentucky side her smokestacks toppled overboard and other damage was done to the tune of \$1,500. Muhleman limped her back to Cincinnati, put up new stacks, footed the bills for repairs, and turned her over to Davidson. The new stacks were not topped with feathers--you can see this in the picture.



CABIN OF THE PHIL SHERIDAN, looking aft, taken fully one hundred years ago at St. Paul. This photograph is from the collection of the Minnesota Historical Society, copied from a stereoscopic slide prepared by Whitney & Zimmerman. Pretty fancy going, we'd say, with carpeting run the full cabin length. Those chairs at the officer's table in the foreground take our eye; they look like they had been made by the Marietta Chair Co. Notice the pitch of the hind legs of those chairs, made that way so's to discourage tilting. Most men passengers elected to r'ar back on the hind legs with the front ones pawing air, hard on carpeting. Chairs like these were a bit of a problem when idle and soldiered along the bulkheads for those greyhound back legs took up room. But they were stout and you didn't need Kanawha River twisters to hold the rungs and legs together.

The water glasses at the crew's table are stemmed goblets, sure putting on airs there. Plates, coffee crocks, cruet stand--we see everything but food. The glassware and the dishes came from Wheeling without much doubt. The chandeliers look like they're piped for gas, but they're not; those globed lamps burn oil. Note the glass bells suspended above each lamp chimney to protect the ceiling varnish from soot.

Back aft of center you can see curtains partly drawn, and aft of them is the sanctity known as the ladies' cabin into which no single male dare step his foot unless accompanied by a lady, and only then with doffed hat. Oh what a wonderful picture to have lain dormant for a century with nobody looking at it; almost makes you want to go find a stereoscope and borrow the original slide for a dimensional viewing.



THE ABOVE PICTURE of the PHIL SHERIDAN was taken at St. Paul about 1868 by which time the fancy portrait of General Sheridan (see June '73 issue on page 10) had been painted off the wheelhouses.

While this graceful specimen of marine architecture was scurrying back-&-forth between St. Louis and St. Paul (654.1 miles) for several years there was intense rivalry. The Northern Line had two cracker-jacks in the same trade, the HAWKEYE STATE and SUCKER STATE, both built simultaneously in the Pittsburgh area in 1860. Both were of the same size and power, quite similar to the PHIL.

The newspapers bristled with latest advices of this rivalry, going to great lengths to report the day, hour and minute; how many landings were made by each; how many packages of freight were handled at each landing, etc. etc. All of these races were run upstream, freight and passengers handled en-route. Sample: "The PHIL SHERIDAN left St. Louis 40 minutes later than the SUCKER STATE, made three landings before going five miles, reached Alton in 2-25 (two hours and twenty-five minutes) with the SUCKER STATE still in sight. PHIL made four landings and passed the SUCKER STATE under way before reaching Hannibal. PHIL made two landings, the SUCKER STATE going on, but PHIL caught up with and passed the SUCKER STATE before reaching Quincy. The PHIL then made four landings and led the SUCKER STATE in to Keokuk. At Fort Madison the PHIL put off 183 packages of freight and left with the SUCKER STATE in the lead. PHIL landed at Pontoosuc, Dallas and Burlington setting off freight and taking on passengers. PHIL made two landings at rafts

above Burlington, caught up with and again passed the SUCKER STATE under way. While PHIL lay at New Boston the SUCKER STATE passed us, but before she had made five miles we had again passed her under-way leading her in to Muscatine by about ten minutes. At this point we lost considerable time in discharging and receiving freight. The SUCKER STATE in the meantime went on ahead, at least forty minutes in the lead. At Davenport the SUCKER STATE was going through the bridge as we whistled for the landing. We lay there at Davenport 7½ hours inasmuch as we were away ahead of our advertised schedule. The SUCKER STATE went on, having fully seven hours head start, and so beat us in to Dubuque. These are the facts about the SUCKER STATE's greatly advertised defeat of the PHIL SHERIDAN."

A witness to these affairs, Capt. E. H. Thomas, wrote a piece in the Burlington "Saturday Evening Post" in 1911. He concludes that "the high steam pressures and the racing had a damaging effect on all of the boats and their machinery." He also reports that "the PHIL SHERIDAN often limped in to St. Louis leaking badly and her machinery in bad order."

Impartial judges a century later might conclude that a steamboat ride from St. Louis to St. Paul in the 1860-1870 era was not all dull. Again we take opportunity to thank Ed Mueller for prodding us with pictures and text relating to these matters, and also his sources, principally the Minnesota Historical Society.

Sirs: In the December '73 issue, page 2, artist Ernst Wahlert asks about a painting of the CITY OF LOUISVILLE and about the artist, William McKendree Snyder, who lived here in Madison.

My parents bought a ten-room house here in Madison just across the street from the Snyder home. Mr. Snyder's granddaughter and I were the same age and were school chums. That was in 1907. The Snyder home also was large, and both had flower gardens. The Rev. W. W. Snyder, father of the artist, tended theirs.

Yes, I remember the painting of the CITY OF LOUISVILLE. It hung in the office of the Louisville & Cincinnati Packet Co.'s wharfboat at Louisville. I used to go there to visit with Miss Edna Amon who worked with L&C's Louisville superintendent Capt. C. C. Fuller. I have an 8x10 photograph of this painting. The boat is depicted passing Deweese's Landing, Carroll County, Ky. I never did know what happened to the painting.

W. M. Snyder's painting of the UNITED STATES was done in 1899. I have it. I bought it at an auction, unframed and dirty. I tried cleaning it with slices of an Irish potato. Also I have a Snyder painting of the local ferryboat J. C. ABBOTT which dates prior to 1895. It was given to my father by Capt. Joseph C. Abbott. My father learned the trade as engineer on the ferries owned and operated by John M. Abbott and his son Joe.

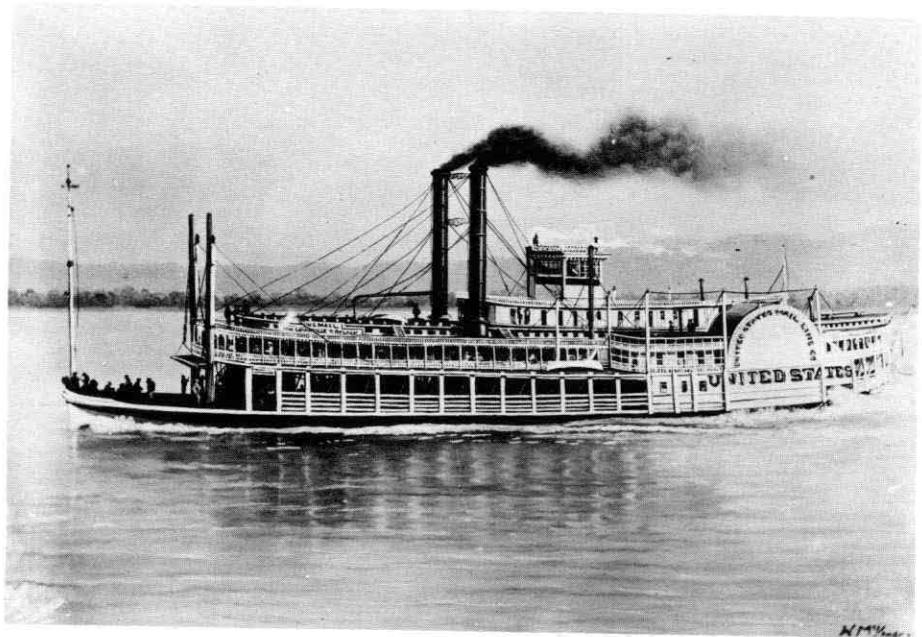
Artist Wm. McKendree Snyder was born in Liberty, Ind., the son of a Methodist minister. He was a drummer boy during the Civil War, enlisting at the age of 12. His artistic ability was evident before that time, but it was not until after the war that he joined with J. Insee Williams in Cincinnati at the corner of Fourth and Elm, doing portrait work. From there he went to New York and studied with Albert Bierstadt, the noted landscape painter. Thence he went to Boston, and was associated with artist William Morris Hunt, and later with Alexander Helwif Wyant and James McDougal Hart.

Before abandoning figure and portrait work Snyder painted "Pythias at the Block," a large canvas which was destroyed by fire at Indianapolis. Also he did the "Battle of Shiloh," a massive undertaking 9 by 20 feet. This he sold to Kohl and Middleton of Chicago. He also had work hung in the Boston Athenaeum and in the U. S. Treasury at Washington.

For several years he gave his attention to painting the nude, and one of the best examples is "The Nymph of the Lilies" which was displayed for many years in the Gibson Hotel at Cincinnati.

Finally he took a liking to trees, the beech in particular, and returned here to Madison where such trees are abundant. He made frequent trips into the woods before his health failed.

I knew Mr. Snyder, and have a



PAINTING OF THE UNITED STATES
Alene Stottlebower cleaned it with a potato.
(See letter in left column)

painting of his done on leather in 1913, of the Indian "Sleeping Bear." It came to our family as a Christmas gift from him. He died here at his residence, 127 South East St., on September 5, 1930.

Alene Stottlebower,
614 West Second St.,
Madison, Ind. 47250

The Waterways Journal runs an Annual Review and Directory with everybody saying merry Christmas to everybody else (the 1973 issue ran 190 pages). Proverbially the lead story is a look-back ramble of Kanawha River characters and towboats authored by Capt. Joseph E. Goold. The odd part is that Louisiana Cajuns eat it up word for word, many of them never having seen the Kanawha and pronouncing it KAN-a-wa. One way to start a panic at the WJ offices is when Joe Goold's copy doesn't show up on schedule.

Lately Joe has been doing a piece called "Love Letter Log Book" based on letters written to his fiancée over a half-century ago. This was introduced in the not-so-fat (114 pages) WRC issue of Nov. 10, 1973, and a second section blossomed forth in WJ's Dec. 15, 1973 Annual Review.

Joe has been a pretty sick boy and had to give up his home in Williamsville, N.Y. He says that Sam and Ruth Herrington were "towerers of strength" in helping his daughter Betty with the upheaval. "I don't know exactly what I'm going to do about the third installment of my Love Letters, but I hope to ultimately complete the series," he writes us.

He's on his own two hind legs again, aiding himself sometimes with a cane. Joe writes his own letters longhand and--for all you

can tell--with rose-colored glasses, head in the clouds, and in the 'springtime of life.'

Should you drop him a note, the address is Albright Manor, Room 4D1, Beamsville, Ontario, Canada NOR 1B0. A word of warning: Joe says he's "been simply deluged with mail which I can never hope to answer."

Two diesel towboats spun out of orbit some years ago. The twin-prop HENRY L. HILLMAN, built in 1952, towed coal on the Monongahela River about 14 years, then was sold away. In 1972 she was taken around the East Coast to operate in the Baltimore area. Last August Twin City Barge & Towing Co. of St. Paul brought her back. Now she's the MORNING STAR, again on the Mississippi System.

A similar case involves the old JAMES D. FRANCIS, a twin prop towboat of the Island Creek Fuel & Transportation Co. Built in 1951, she towed coal until sold in 1960 to Dravo, joining their fleet as the KEYSTONE. Dravo transferred her in 1961 to the Potomac Sand & Gravel Co., Washington, D.C. Last fall she was returned from the Potomac and now is the ROBIN B owned by the C&J Towing Co., Ashland, Ky.

Old boats are hard to kill. In 1921 the Dubuque Boat & Boiler Co. built a steam tug named MOBILE for Federal Barge. Charlie Zubik converted her to diesel in 1948 and renamed her CHARLES ZUBIK. For some years past she was a rusted hulk slumbering in the Allegheny River at Pittsburgh. Now she's been reactivated by Banta Towing, Inc., Plaquemine, La. and is again in service. Her name these days is CAPT. J. W. BANTA.

J. M. WHITE



ARTICLES OF INCORPORATION OF THE GREENVILLE AND NEW ORLEANS PACKET COMPANY

WHEN THE CORPORATION noted on this page was formed and duly recorded in the County Court of Jefferson County, Kentucky on May 30, 1878, the side-wheel J. M. WHITE was nearing completion at the Howard Ship Yard, Jeffersonville, Ind.

The hull for this immense cotton carrier was contracted for on June 12, 1877 and actual construction started with the laying of the keel on September 15. The legal details came along as sort of an afterthought. Somebody discovered later on, after the document of incorporation was completed, that none of the Articles stated the name of the Corporation. Therefore it became necessary to file an amendment stating that "after the first day of August, 1878, said Corporation shall be known as the Greenville and New Orleans Packet Company."

In subscribing to this amendment John W. Tobin and Samuel S. Brown appeared before a notary public at New Orleans and for some reason--maybe required in Louisiana--Mrs. M. F. Tobin, wife of John W. Tobin, also affixed her signature.

In all of our river ramblings we knew one gentleman who actually remembered Capt. John W. Tobin, a circumstance which took some tall backward glancing for Tobin died in 1888. Our correspondent was a retired mailman at Natchez, Miss., to whom we were attracted by his name, Truman Charles Holmes. He was named, he said, for his uncle Capt. Truman Holmes and for his great-grandpa Charles Brewster who came over on the MAYFLOWER.

Not only did Mr. Holmes remember Captain Tobin, but he had frequently made trips aboard the J. M. WHITE inasmuch as his uncle Capt. Curt Holmes was first clerk on her and also relief master.

Here's what Mr. Holmes said of Capt. John W. Tobin:

"Well, I should describe him as an aristocratic looking man. He had a fine education and was a cultured gentleman, that is, a real gentleman. Did you ever see a picture of Napoleon III of France? I always thought that Captain Tobin looked like him. Capt. John W. Cannon and Captain Tobin generally seemed to be in accord, and in some instances they were in partnership owning boats. Captain Cannon was a much older man than Captain Tobin, but he looked up to Tobin and deferred to him in business matters, realizing that Tobin had a better business education than he did, and that his judgment was worthwhile."

The rousters called the J. M. WHITE "Tobin's Train" and she was

ARTICLE 1

Know all men by these presents, That we, John W. Tobin, John W. Cannon, Richard H. Woolfolk, Samuel S. Brown, Nathaniel M. Jones, James M. White, and John Howard, do hereby associate ourselves together, and form a corporation under and in pursuance of the laws of the Commonwealth of Kentucky, and its principal place of transacting business shall be the city of Louisville, in Kentucky.

ARTICLE 2

The general nature of the business to be transacted by said corporation is to be the building, purchasing, chartering, hiring, owning, running and selling one or more steamboats, towboats, barges, and other vessels upon the Ohio and Mississippi rivers and their tributaries, for the transportation of freight and passengers, and also the purchasing, leasing, owning and selling wharfs, landings, wharfboats, barges, and any and all other property necessary or convenient for the transaction of the business of the said corporation.

ARTICLE 3

The authorized amount of capital stock of said corporation is \$250,000, divided into shares of \$100 each, an organization to be effected when \$125,000 shall have been subscribed. The said stock shall be paid for on or before the 24th day of June, A.D. 1878, and any stock subscribed for after that day shall be paid for as and when required by the Board of Directors.

ARTICLE 4

The corporation shall commence on the 24th day of June, A.D. 1878, and terminate at the end of twenty-five years from that date.

ARTICLE 5

The affairs of the corporation are to be conducted by a Board of five Directors, one of whom shall be chosen President, and be the executive officer of said corporation, and they shall elect a Vice-President and Secretary, the first of whom shall be on their own board. The said Directors shall be elected at the annual meeting of the stockholders, to be held on the fourth Monday in June in every year, and within five days after each election they shall choose a President, Vice-President and Secretary. At the meetings of stockholders, each share of stock shall be entitled to one vote, and stockholders may be represented and vote by proxy. All officers of the corporation shall continue in office until their successors are elected and qualified.

ARTICLE 6

The highest amount of indebtedness or liability to which the corporation is at any time to subject itself is \$150,000.

ARTICLE 7

Private property shall be exempt from corporate debts.

In testimony of all which, we have hereunto set our hands and seals this 16th day of May, A.D. 1878.

(signed)	
J. W. TOBIN,	SAMUEL S. BROWN,
J. W. CANNON,	N. M. JONES,
R. H. WOOLFOLK,	J. M. WHITE,
JOHN HOWARD	

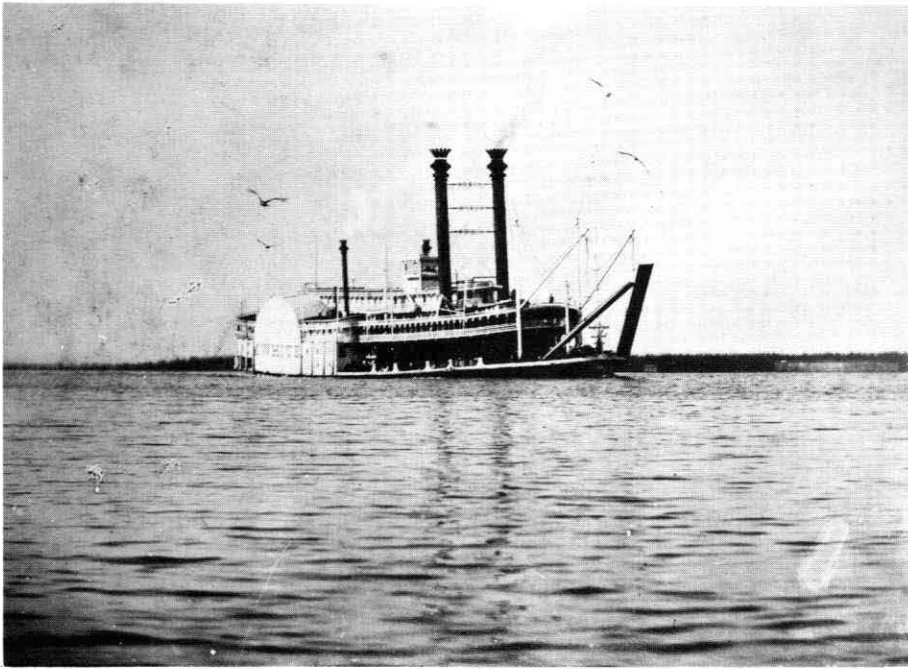
I, Ch. M. Thruston, Clerk of the County Court of Jefferson County, in the State of Kentucky, do certify that on this day the foregoing articles of incorporation were produced to me in my office and acknowledged and delivered by J. W. Tobin, J. W. Cannon, R. H. Woolfolk and N. M. Jones, parties thereto, to be their act and deed.

Witness my hand this 16th day May, 1878.

CH. M. THRUSTON, Clerk.

A similar disposition was acknowledged and delivered by John Howard on May 18, 1878.

A similar disposition was acknowledged and delivered by J. M. White and Samuel S. Brown on May 25, 1878.



Most of the photographs of the J. M. WHITE and scenes taken on board shown on these pages came from prints prepared by the late J. Mack Moore of Vicksburg. Mr. Moore, a sprightly, dapper and lovable person, told us that he had retrieved the glass plates from a dump-heap where they had been discarded following the death of a local photographer whose name we cannot recall. Several years ago we called on Dr. Thomas H. Gandy at his Myrtle Banks mansion in Natchez and, much to our surprise, he showed us the original negatives of many of these WHITE pictures. It had not occurred to us until this revelation that the Moore negatives were copies--and good copies at that.

really his brain-child as well. From fragmentary information (it's a pity we don't know more) Tobin was a native southerner born in Claiborne County, Mississippi and in his youth went to California, probably in the gold excitement, and stayed west some years. The first clue we pick up of his river activities was just after the Civil War. He was active then in the New Orleans-Ouachita River trade, captain of the VICKSBURG (rebuilt from the U.S. gunboat OUACHITA as we told about in the Sept. '73 issue) and in slack seasons he was in charge of smaller boats going to Trenton, Monroe, Columbia, Harrisonburg "and all landings on the Black and Ouachita rivers," the JUDGE FLETCHER and R. J. LOCKWOOD being two of them.

The gentlemanly and businesslike ways of John Tobin won him some success. He visited the Howard Ship Yard and contracted for a 250-foot side-wheeler for Ouachita River which he named FRANK PARGOUD in honor of General Pargoud, the wealthy Ouachita River planter of the day. In this case Tobin's enthusiasm got the better of his judgment--the PARGOUD was much too much boat for her trade. In 1870 he went back to Jeffersonville and built the side-wheel WADE HAMPTON, a 217-footer, in partnership with a gentleman named G. P. Work. Gen. Wade Hampton and Jeb Stuart

were the idolized cavalry leaders in the Reb army.

Tobin then jumped the FRANK PARGOUD around on the Mississippi trying out various trades and settled her down running N.O. to Vicksburg and Greenville with Capt. J. M. White, master, and Curt Holmes, clerk.

"Uncle Curt was first clerk on the FRANK PARGOUD from the time she came out in 1868 until the J. M. WHITE succeeded her," says our elderly Natchez mailman, Truman C. Holmes. "My Dad, Capt. Richard Holmes, was the agent here at Natchez for Capt.'s. Cannon and Tobin for years."

Then Mr. Holmes does a little reminiscing. "I thought a great deal of my Uncle Curt. He took me with him on the KATIE's last trip, up to Jeffersonville for dismantling. It was my first trip north, and when we got to Jeff, in May, 1878, the new J. M. WHITE was at the Howard Yard about completed, the largest steamboat I had ever seen up to then. Uncle Curt had command of the KATIE on that last trip. From there we took the cars to Plymouth, Mass. to visit with Grandpa Holmes in the old Holmes homestead. My aunt, Mrs. Truman Holmes, lived on a farm ten miles from Plymouth, and I was there and in Boston for the next eight months. My Dad and all my uncles,

save Uncle Joe who lost his life when the J. H. HANNA burned near Baton Rouge, went back to Plymouth for their wives. Both families, on my father's and mother's side, were natives there."

The demands of the FRANK PARGOUD required all of the energies of Captain Tobin and when the WILD WAGONER burned and Capt. A. C. Goddin was trying to find a replacement, Captain Tobin sold him the WADE HAMPTON and "walked away" from the Ouachita River trade never again to return.

Captain Tobin had been one of the timekeepers on the ROBT. E. LEE when she made her famous run to St. Louis in 1870 racing the NATCHEZ. Capts. Cannon and J. M. White had been raised virtual neighbors, the former from a farm near Hawesville and the latter from Cloverport, both towns along the Ohio River in Kentucky. Samuel S. Brown, of the original incorporators and stockholders in the J. M. WHITE was from Pittsburgh, Pa., a wealthy coal operator whose family connections were explored in our Dec. '72 issue and again in the June '72 issue where the story of the packet S.S. BROWN is detailed. N. M. Jones was a Memphis person associated with Sam Brown in coal operations---the iron hull tug N. M. JONES was operating at Memphis when the WHITE was built. John Howard, of the incorporators, probably was the brother of James Howard---or the late James Howard we shall say, for the patriarch James Howard was drowned Oct. 14, 1876, two years before the J. M. WHITE was built.

The \$103,000 contract for the WHITE's construction was the biggest single order the Howard Ship Yard ever landed 1834-1940. Much of the job was contracted to other suppliers. When all the bills were paid the total was easily \$220,000, probably more. The Howard Yard was an exciting sight in the spring of 1878. When the KATIE arrived from New Orleans her engines and other outfitting went to the new ED. RICHARDSON, almost the WHITE's equal in size. The WHITE's hull was launched April 3; that of the RICHARDSON on October 31. Construction of the great cotton palace JOHN W. CANNON went almost apace with the building of the WHITE; both went down the Ohio on the same June (1878) rise.

According to the Howard's day book the WHITE was taken away from the Howard yard in May '78 and was completed at New Albany, Ind. The move was made because of fear that low water on the Louisville falls would prevent getting her out if matters were delayed. She did rub on the rocks, the day book noted, but gently. The move was made by falls pilot Capt. Pink Varble using the towboats RESOLUTE and JAMES HOBSON.

In late July she departed from New Albany under her own steam and with Captain Tobin confined to his room with rheumatism.

A DESCRIPTIVE ACCOUNT OF THE J. M. WHITE WRITTEN BY COL. WILL S. HAYS AND PUBLISHED IN THE LOUISVILLE (KY.) COURIER-JOURNAL, ISSUE OF AUGUST 7, 1878 AFTER HE HAD VISITED ON BOARD AT CAIRO, ILLINOIS.

J. M. WHITE

The Finishing Touches Put on
the Finest Boat Ever Built

A Full Description of the
Floating Palace, the Future
Favorite of Travelers

The White Will Unfold Her
Wings and Leave Cairo for
the South Today

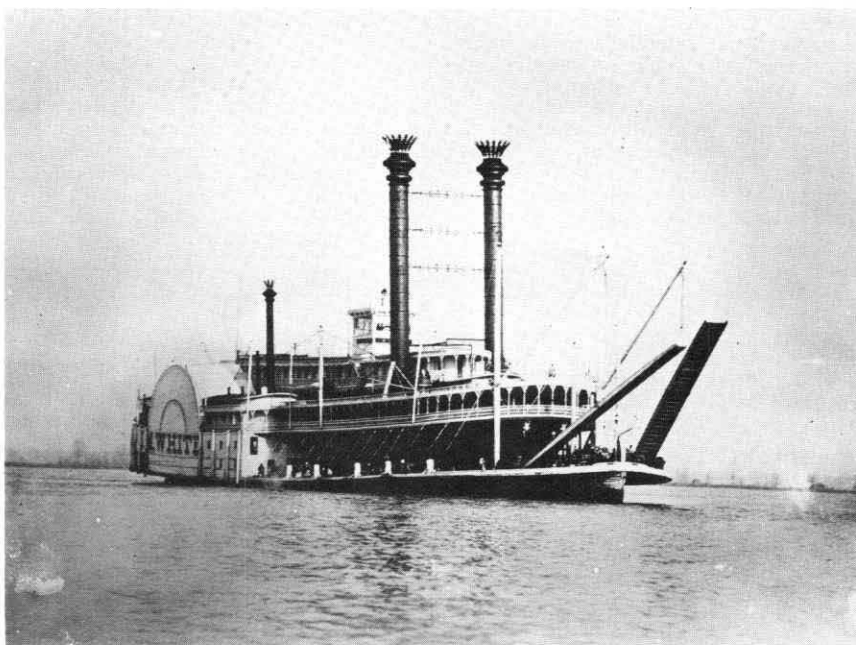
The Perfection of Steamboat
Building

We visited Cairo several days ago for the purpose of seeing the finest and no doubt the fastest boat ever built. We refer to the new steamer J. M. WHITE, recently built here by Capt. John W. Tobin for the New Orleans, Vicksburg, Greenville and Bends trade. After spending two days in examining her thoroughly, we left her fully satisfied in our mind that she is undoubtedly the handsomest steamboat in America, and beyond doubt the finest furnished steamboat in the country. She leaves Cairo for the South today and we give below an account of her which is the result of our pleasant visit--and we regret that circumstances were such that she had to be taken away from here before she was finished, for thousands would have been no less pleased to have seen and admired her at this place, as it was our good fortune to see her in her stately magnificence at the wharf at Cairo.

THE HULL

is 321 feet long, 50 feet beam, 91 feet wide over all, 11½ feet hold amidship, and 17½ feet at the bow and stern; floor timbers 11 inches deep, 4½ and 5 inches thick, placed 12, 13 and 14 inches apart from center to center; main keelson 11 x 18 inches fore and aft; bulkhead of 2½ inches in poplar, doubled; knuckle keelson 9 x 18 inches; clamp, 4 x 15 and 3½ x 15 inches, with nine floor and side strakes on each side, ranging in size from 7½ x 11 inches to 4 x 10 inches; her bottom plank and up and around the knuckle to light water are 4½ inches thick and the bend 3½ inches. To support the weight of her ten immense boilers there are eight arches in the hold of heavy timber running fore and aft, well bolted and fastened; so there is no possibility of the hull sagging under the boilers--a new feature in equalizing the weight, and pronounced by experts complete. All through the hold, in fact, great ingenuity is displayed in arranging of chains, braces, bulkheads and stanchions so as to meet the strain of a load of cotton, and yet utilize all the space for the stowage of cotton bales.

Her main deck frame and guard beams are a great feature in her construction, having to support the weight of 10,000 bales of cotton, the greater portion of which



is overhanging on the guards. The beams and outrigger of the fore-castle are 8 and 9 inches thick, 20 to 22 inches apart from center to center, and 12 inches deep at the breech. Her guard chain outrigger is 9 inches thick and 12 inches deep. Guard chain is of 1 3/4 and 2-inch round iron.

The huge timbers to support the engines and shafts have their foundations in the bottom of the boat. The main cylinder timbers are 82 feet long, 18 by 26 inches, on solid pine filling 18 and 20 inches thick.

The J. M. WHITE is the two hundred and seventy-sixth boat built by the Howards, and their crowning effort. She is the fourth boat they have built for Captain Tobin. The contract was signed on the 12th of June, 1877, and preparations immediately made to commence the work. A large force of ship carpenters was constantly employed from the date of the contract, and all through the winter. She was launched on the 3rd of April, was taken over the falls on May 3rd, and steamed out of the Ohio in the latter part of June, receiving her finishing touches at Paducah and Cairo. Everything went smoothly from the start; the elements favored her construction, and good luck seemed to attend every movement.

Great care was taken in the selection of timber. The oak was from West Virginia, the pine from Pennsylvania, and the heavy cylinder timbers, wheel-house chocks, &c., were from Scott County, Ind. In her construction there were 120,000 pounds of hog-chain iron used, in addition to driftbolts, spikes and other fastenings, which

iron was made of an extra quality, and especially for the purpose. Her model is faultless, with a shape fair at every point, round knuckles, and water-lines to cause the least resistance and give her buoyancy when being driven. Her draft of water is six and a half feet in light running trim and she is calculated to carry 10,000 bales of cotton. The hull, ship carpenter outfit, iron work, boiler deck frame, side houses, baggage and mess rooms, painting, &c. were by Howard & Co. of Jeffersonville.

THE CABIN, TEXAS, &c.

The work of building the cabin was commenced August 16, 1877, and finished June 13, 1878. The designs and plans were made one year before it was contracted for, and after the contract was made the plans were revised and new ones made. It took from ten to forty men constantly employed, with the aid of a large lot of machinery invented for the purpose of getting out work for steamboat cabins, ten months to complete the massive work. A part of this cabin was built by the Howards. Messrs. Bell, Coggeshall & Hillerich, of this city, built the cabin entire, including the pantry, barber shop, texas, pilothouse, railings, &c., boiler deck, and all the cabin and forward stairs, and the stairs from the aft cabin to the nursery.

The boiler deck is 280 feet long and 18 feet high and 95 feet wide, over all; area of boiler deck is 20,000 square feet.

The main cabin is 19 feet wide, 233 feet long, 13 feet high in the clear on each side of the cabin; staterooms 8 x 10 and 9 x 10 to aft of the wheels, and from there aft the rooms are 9 x 14, and the

two aft rooms, which are the bridal chambers, are 12 x 14; all the rooms are 9 feet high. Office and bar 10 x 12, with octagonal domes over each, 4 feet diameter, 8 feet high, each one with eight skylight sashes, and a chandelier in each one making on each side of the cabin twenty-three lengths of rooms and one length for chimney-hole, making in all twenty-four inside stateroom doors on a side, and a half circle hall forward of the cabin, 17 by 30 feet. The floor is laid with carpet.

Immediately aft of the ladies' cabin there is a hall with twelve large windows around the stern, the hall being 17 by 46 feet, and 13 feet high, fitted up for a ladies' private parlor, all of the twelve windows with ornamented glass, and made so as to open, to take a view of the surroundings.

Immediately forward of each wheelhouse on the boiler deck guards are barber shop and pantry, each 17 x 36 feet, 13 feet high. The one on the starboard is divided up into pantry, 17 x 23 feet, dish-washing room, 7½ x 17 feet, and stairway to the cook-house, which is below the boiler deck. The pantry is finished off in solid black walnut floor, also the shelving and dish cupboards are walnut, ceiling paneled and brackets.

The one on the larboard side is divided up into a barber shop 17 x 22 feet, and 13 feet high, bathroom 7½ x 7, and water closet also, stairway to storeroom below the boiler deck.

The floor of the barber shop is laid with walnut and sugar-tree flooring 2½ inches wide, alternately, sides finished in panelwork, columns and ceiling paneled, with brackets overhead and pendant drops.

The boiler deck guards, aft of the wheels, 25 feet wide by 60 feet long, with rails made of turned balusters and stanchions.

Boiler deck guards forward 15 x 140 feet with turned balusters and stanchions.

Forward of the cabin is an open space on the boiler deck 30 x 60 feet for passengers. One flight of stairs to the hurricane roof on each side forward of the side-houses, and one flight of stairs on each side on the aft guards to the hurricane roof.

The texas is 180 feet long, 23 feet wide, containing a hall for the Captain, 9 x 22, and two quarters of the circle forward, and one room on each side of the hall 6 feet 2 by 8 feet aft of the Captain's hall. Hall for the officers, 9 by 27, with four rooms on a side, 6 by 6-2, and a 3-foot passage on each side aft of the officer's hall. Hall for colored passengers 9 feet wide and 92 feet long, and 14 rooms on each side, 5 feet 9 inches by 6 feet 2 inches, and one room on each side 8 by 6 feet 2 inches, which are the

bridal chambers, and one passage on each side 3 feet 6 inches wide, and aft of the colored passengers' hall. Hall for boys, 9 x 27 feet, and two quarters of the aft circle with four rooms on a side 5 feet 6 inches by 6 feet 2 inches, and center bunks; accommodations to bed 32 boys at one time. The two side guards are three feet wide, and forward of the Captain's hall the guards are seven feet wide, lower and upper rails turned, bannisters and stanchions similar to the boiler deck rails, like those before mentioned.

Four sets of stairs on each side from the hurricane deck to the texas and skylight roof, walnut rails and balusters all around; one set of steps on the starboard guard from deck to the roof of the texas for passengers to go up to the pilothouse.

The pilothouse is 15 feet 6 inches square, 17 feet 6 inches high to roof, 23 feet high to the top of the rails on top. Inside paneled and molded; outside paneled and molded, and cornice and



WATER URN

Oddly enough Will S. Hays does not give this very elaborate silver water-cooler a rave paragraph in his account. The scene is in the main cabin at the forward entranceway. He notes that the stand was furnished by Wrampelmeier & Co., Louisville, and lets it go at that. Please note the silver goblets with handles parked on the marble top of the stand and secured with chain, the inference being that they were used by all comers but let's not steal them. Here also we have a glimpse of the elaborate floor, a parquetry of various hardwood designs. The ornate bulkheading defies description, and at top right we see the forward skylight bulkhead with windows in it--such scandalous ostentation!



MAIN STAIRWAY

Colonel Hays notes that these stairs run up from the forecandle to a landing, ten feet wide and with "turned ash and walnut balusters." The walnut rail curves at the landing and continues to the boiler deck, a curved flight taking up each side of the platform. "Over the stairs," says Hays, "is a handsome signboard, with the name of the boat upon it, hung to two scroll pendants, overhead from the ceiling." Also note two of the four turned columns "with scroll capitals." Some idea of the size of all of this can be gained by noting the two gentlemen in the foreground.

corners finished with scroll brackets. Pilotwheel 11 feet in diameter.

Beneath the texas floor under guard rim, around the guard at the head of guard stanchions, large scroll-fringe brackets are hung from stanchion to stanchion.

The forward stairs from the main deck to the boiler deck are made in one straight flight ten feet wide to the platform, and from platform to boiler deck two curved wings six feet six inches wide, ends of steps boxed in and heavy turned ash and walnut balusters,

with continued walnut rail. All the stairs are made of ash and walnut.

At the foot and in the curve of the stairs are set four large turned columns, two at each side, reaching to the ceiling of the boiler deck, with scroll capitals, and over stairs a handsome signboard, with the name of the boat upon it, is hung to two scroll pendants, overhead from ceiling.

All around the stairs on the boiler deck is sheathed with walnut and sugar-tree, two and a half inches alternate strips.

The inside stateroom doors and panels were made by B. C. & H., and veneered by J. V. Escott & Sons, in walnut.

The style of the architecture in the cabin will have to be seen to have an idea of it, as it is not taken out of the books; nor was it got up to be like anything that has ever been built before. It was not intended to follow any order of architecture in the building of it. It is an original idea of Mr. Thomas Bell's, who planned the cabins of the following boats: ROBT. E. LEE (new), FRANK PARGOUD, RUTH, JOHN T. MOORE, CITY OF HELENA, CITY OF VICKSBURG, CITY OF CHESTER, GRAND TOWER, BELLE MEMPHIS, JAMES HOWARD, BELLE LEE, SEMINOLE, LESSIE TAYLOR, BEN FRANKLIN, and helped to plan and build 137 other cabins.

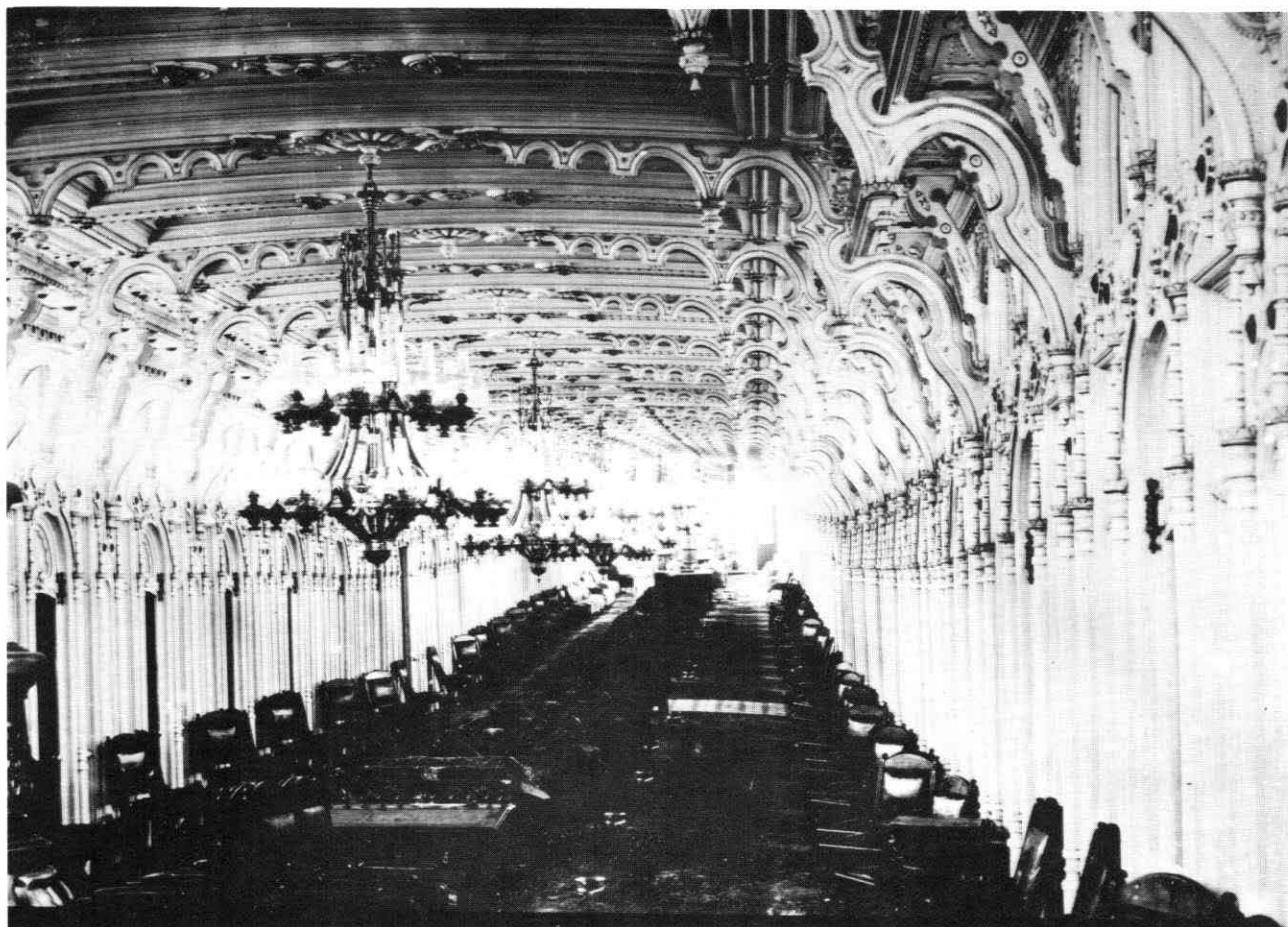
Mr. Samuel Coggeshall, who superintended the work of building the cabin, has been a cabin builder forty years, and understands his business. The firm built, from 1851 to 1878, one hundred and sixty three cabins, and are at work on more.

ENGINES, BOILERS, ETC.

The engines and machinery are the best ever built in the West, with wrought-iron cranks, shafts, and tee heads turning immense water-wheels of 44 feet diameter, with 19 feet length of buckets, each 8 feet wide. The main or driving engines have horizontal cylinders, each 43 inches in diameter, with 11 feet stroke, the pistons so adjusted so as to offer the least possible friction while exerting a driving power equal to 1,500 horses to each water-wheel.

She has a battery of ten steel boilers, each 42 inches in diameter and 34 feet in length, with 2 return flues 16 inches in diameter in each. The steam pressure per square inch allowed by the U.S. Inspector is 178 pounds, with all requirements of safety valves, water gauges, gauge cocks, fusible alloy plugs, etc. The doctor, or water-supply engine, is the largest and best ever applied, with steam cylinder 14 inches diameter, hot-water pumps 8½ inches diameter, cold-water pumps 9½ inches in diameter, and the heaters 42 inches in diameter.

Two powerful steam pumps, known as donkey engines, are also on the boat, to be used in case of fire, or as wrecking pumps in case of springing a leak, each having a steam cylinder ten inches in diameter, and water cylinders five inches in diameter, sufficient to either flood the hold in a few moments or pump out the water in the hold. Two large siphon pumps are also furnished the boat, which together with doctor, donkey, capstan and freight-hoisting engines, steam and water pipes, make the WHITE the best provided boat afloat. The chimneys are seventy-five inches in diameter and eighty-six feet in extreme height. Five steam whistles are arranged for

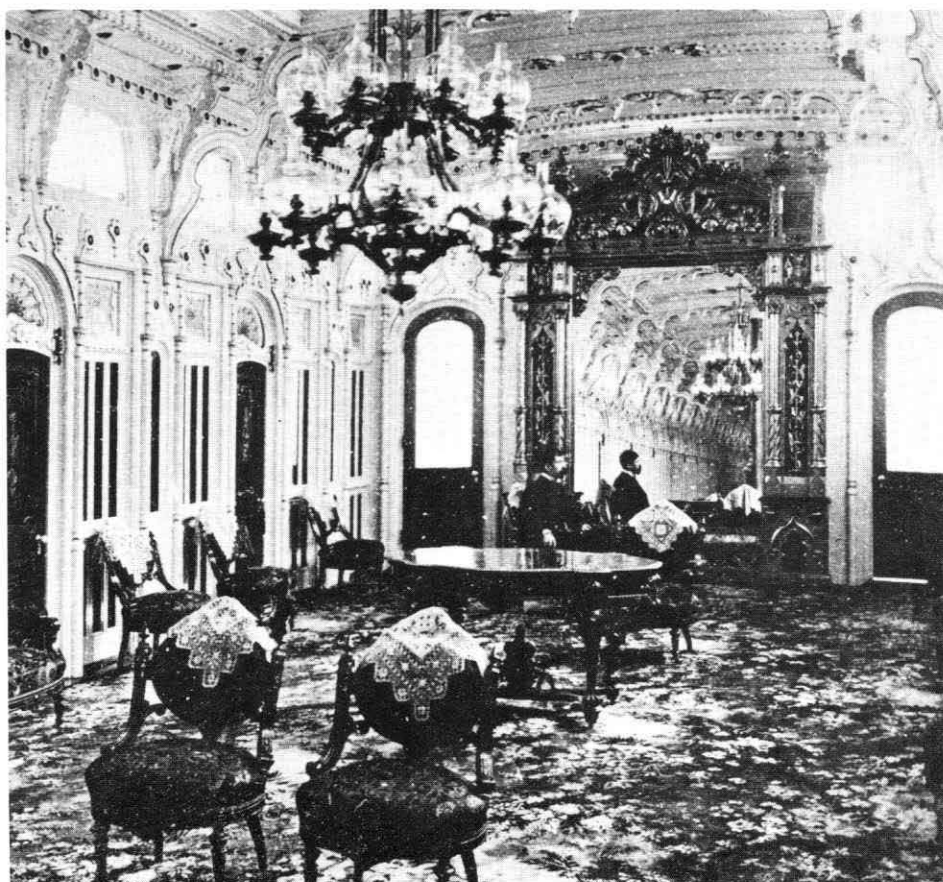


CABIN - J. M. WHITE

The 233-foot length passenger cabin of the WHITE was 19 feet wide, had 24 doors on each side, and was the conception of Thomas Bell who "had helped to plan and build 151 steamboat cabins" up until 1878. The actual building of it was done by Samuel Coggeshall who in the period 1851-1878 had built 163 such cabins. In view are the seven sixteen-burner gold-gilt chandeliers from Cornelius & Co., Philadelphia. "They are of Egyptian design, and are acknowledged to be the most costly and elegant of any vessel in the United States." As can plainly be seen, they use coal oil lamps. The WHITE had no electricity. The view is taken from the ladies' cabin looking forward.

MIRROR IN LADIES' CABIN

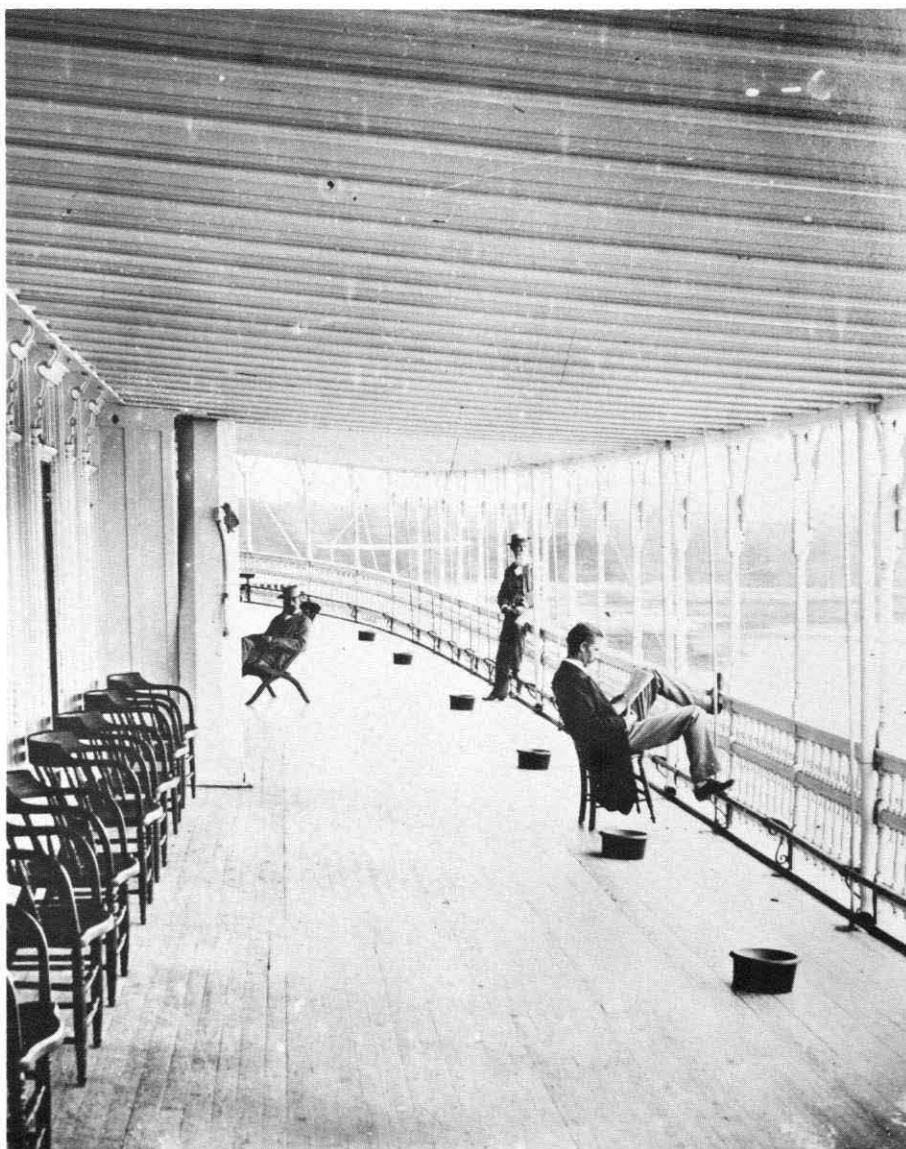
"The large mirror in the ladies' cabin is of mammoth proportions, the fine French plate being $5\frac{1}{2}$ by $7\frac{1}{2}$ feet. The frame is pure Gothic in style, very massive, with solid carvings, the whole finished in burnished and dead gold with panels of ebony relief." Note the antimacassars or tidies on every chair in sight. The aft stateroom door is entrance to one of the bridal chambers, of which there were two. Two other bridal chambers were in the texas for black newlyweds.



the purpose of signals, etc. between engineer and pilot. The entire machinery and connections was under contract, the work of Ainslee, Cochran & Co., who have excelled all previous efforts. The sheet-iron work was by Wm. Weir, the copper work outfit by Bridgeford & Co., the boilers by Jos. Mitchell, the bells and brass work by Wm. Kaye.

STAINED GLASS

One of the most attractive features of the floating palace is the stained glass furnished from the establishment of Wm. F. Blum, and adds fresh laurels to his name as an artist in his line. The glass was made from original designs expressly drawn for the boat by Mr. Blum, and is unique and entirely different from any that ever has been put on any other steamboat. It is not only adapted as an ornament, but adds with its mellow tints to the brilliancy of the gilding and general outfit of the cabin. All gaudy and flashy colors have been avoided, and what has been done heretofore; rich enamel colors were only used. The skylight is very chaste in drawing and execution, one of the main features being the statuary and antique busts in the center of each light. The statues are painted in pearly gray on a blue ground inclosed by a wreath of ivy in gray on a white ground, the whole light surrounded by a border in purple and gold. The busts are on a pink ground, inclosed with laurel, the border blue and gold. The front of the cabin is beautiful, being fitted up with twelve doors, all filled with stained glass in blue, purple and gold of original design, each pane being variegated in colors and ornamentations. The recess, windows and doors aft of the ladies' cabin, are filled with stained glass, and such as has never been seen upon any steamboat. The doors of the ladies' cabin are of plate glass richly

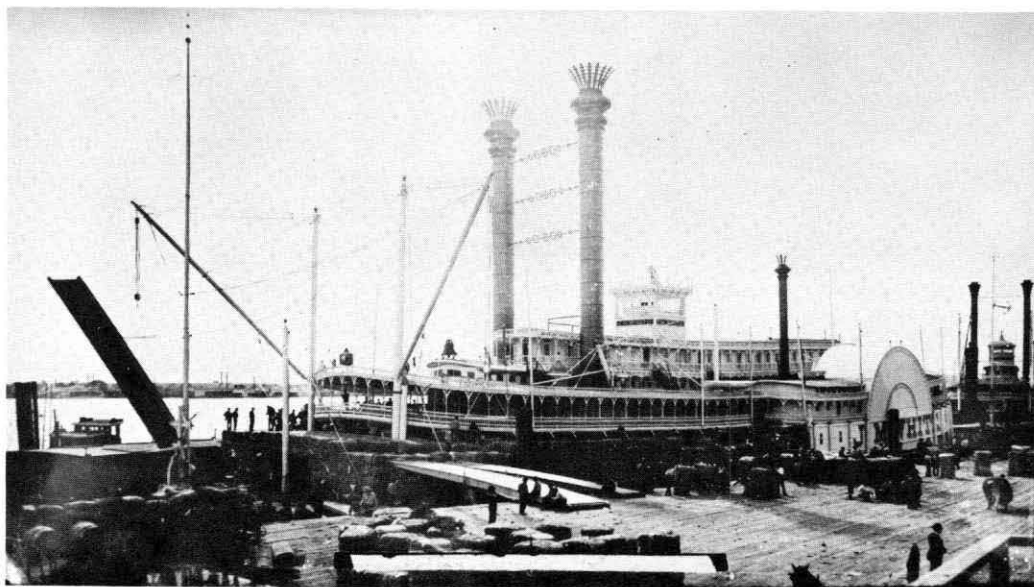


ABOVE

Taken on the starboard boiler deck guard looking forward. First objects to catch the eye are the cuspidors (spittoons, to use the vernacular) in military array. A tradition has it that the man in coattails reading the paper was one of the better known gamblers of the region.

LEFT

The J. M. WHITE moored at New Orleans unloading cotton. Off to the right is an Anchor Line side-wheeler.



etched and embossed after original designs, representing spring and summer. Blum has certainly eclipsed himself in doing the work on the WHITE.

LOOKING-GLASSES, GILDING, ETC.

J. V. Escott & Sons have completed on the J. M. WHITE the most elaborate and great amount of work they have ever undertaken for any boat, comprising the veneered work on panels of cabin and staterooms

and other doors, gilding of cabin, mirrors, office and bar-room furniture and fittings and the fine wainscoting and paneled walls of the bridal chambers. A novel feature of the finish of the cabin is the veneered sunk panels, which are laid in the finest rosewood and walnut burl, and richly polished, which are not only beautiful in themselves, but present a handsome contrast and relief to the usual monotonous white. The

doors are veneered with the choicest French burl walnut, and with root ash and ebony, the panel being elaborately engraved in gold with various artistic designs. This treatment of the doors is novel and was first designed by Messrs. Escott & Sons for the J. M. WHITE. The gilding of the cabin is very full and graceful, making it present an appearance of palatial magnificence. The large mirror in the ladies' cabin is of mammoth proportions, the fine French plate being 5½ by 7½ feet. The frame is pure Gothic in style, very massive, with solid carvings, the whole finished in burnished and dead gold with panels in ebony relief. The design is original. The mirrors in the hallways and barbershop are of carved and veneered walnut, handsome and appropriate.

The office and bar-room are fitted up in very elaborate style, the furniture being of walnut, satin-wood and French burl, richly engraved and gilded, and trimmed with handsome hardware, the whole being arranged in most convenient manner.

Another novel feature is the finish of the bridal chambers, the walls of which are beautifully paneled, the one in mahogany and satinwood and the other rosewood and satinwood, each panel being inlaid with various colored woods, together with graceful engraving illuminated with gold and colors--the whole far surpassing in style and workmanship anything of the kind heretofore attempted.

CABIN FURNITURE

The costly and elegant furniture in the ladies' cabin was made expressly for the boat by J. Ziegler & Co. of New York, each plate being appropriately monogrammed and exquisitely carved. It is solid rosewood, and trimmed in the most costly and beautiful of materials. Nothing finer could be made.

The furniture for the bridal chambers--two in the main cabin and two in the colored cabin, including all of the staterooms on the boat, the Captain's room, pantry, barbershop--was furnished by Wrampelmeier & Co. of this city, and consists of twenty-two oiled walnut French dresser suites, handsomely veneered with French walnut veneer, and having large, elegant French plate mirrors for staterooms. One fine, oiled walnut "Queen Anne" suite and one fine oiled walnut "East Lake" suite, both handsomely gilded and veneered, and having large, elegant French plate mirrors for the bridal chambers; four fancy satin chairs for the bridal chambers; one fine oiled walnut French dresser, and two lounges in French moquette for the Captain's room; two fine barber chairs; one fine water cooler stand for the main hall; one fine water cooler stand for rear of ladies' cabin, and other furniture too numerous to mention. There are fourteen rooms



Looking aft along the starboard roof with the Texas and pilothouse to the right and 'scape pipe and sampson-post to the left. The size and beauty of that 'scape pipe is really something in itself. Please also note the walnut stairs leading from the roof to the Texas guard--these stairways to our mind are one of the more dazzling features of the boat. The pilothouse was entered by ascending the stairs seen on the Texas guard, then through a door in the aft end of the pilothouse. That Texas was longer than the BETSY ANN's hull. A man is standing alongside the sampson-post, which will aid your perspective. Note that the guys leading forward to the smokestacks are made of round iron fitted with turnbuckles--you can see this again in the picture of the pilothouse. Larry Walker's attention is directed to the liberal use of wooden acorns.

with double bedsteads, eight of which have trundle beds beneath them. In the gentlemen's cabin there are six rooms containing double bedsteads. The remaining thirty-four rooms have elegant upper and lower berths in them. The Texas is furnished in keeping with the main cabin in all respects.

CARPETS, LINENS, ETC.

The carpets are superbly grand, being from the house of A. T. Stewart & Co. of New York, and selected regardless of expense, but with an eye to taste and beauty, by Col. Thompson Dean of New York. Those in the main and in the ladies' cabins are Axminster---the most costly and elegant made. Those in the rooms are Axminster, Moquette and Wilton of various patterns, no two being alike. Those in the Texas and colored cabin are alike elegant.

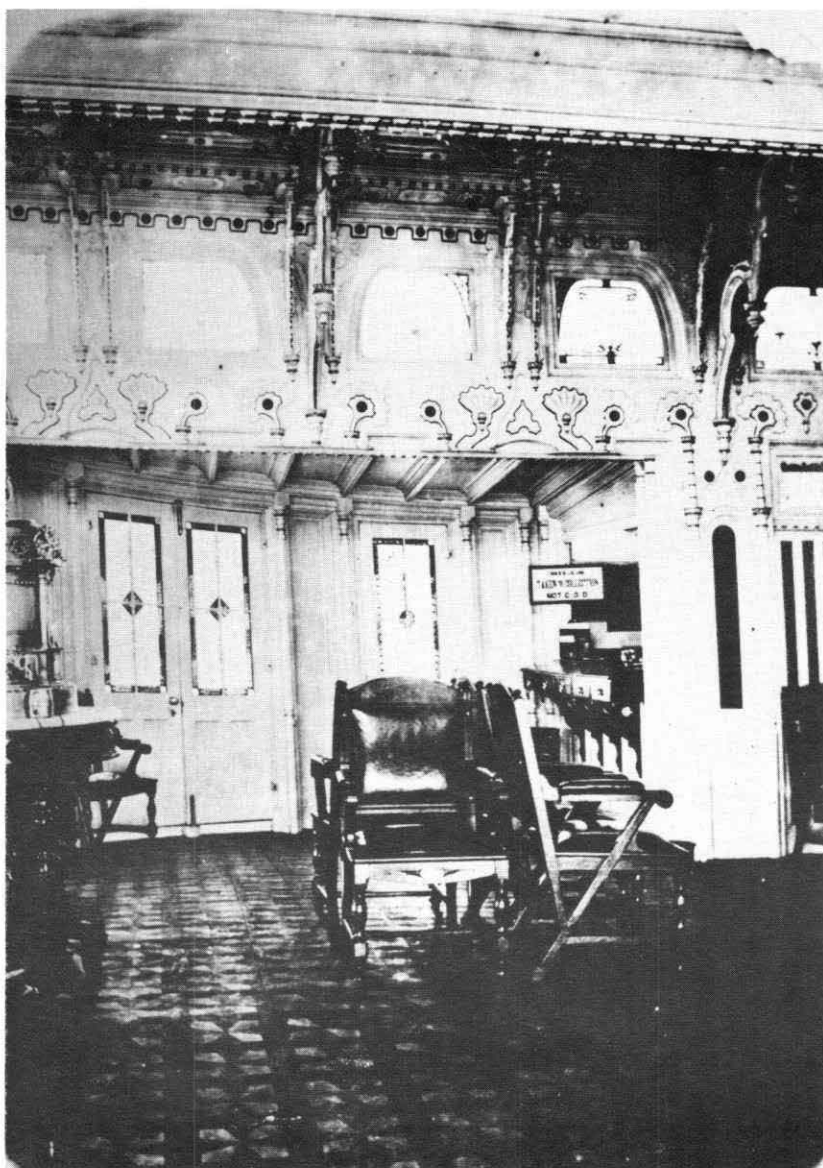
The linens, table covers, etc. are costly and elegant.

CHANDELIERS

There are seven sixteen-burner gold-gilt chandeliers in the main cabin. In the office, bar, pantry and barbershop there is in each one a four-burner. In the officer hall in the Texas there is a fine chandelier, four burners, and in the colored cabin there are three very handsome ones. These were furnished by Cornelius & Co., Philadelphia, and were designed expressly for the WHITE. They are made of fine brass, highly polished, and then the surface is covered with pure gold. They are all of Egyptian design, and are acknowledged to be the most costly and elegant on any vessel in the United States.

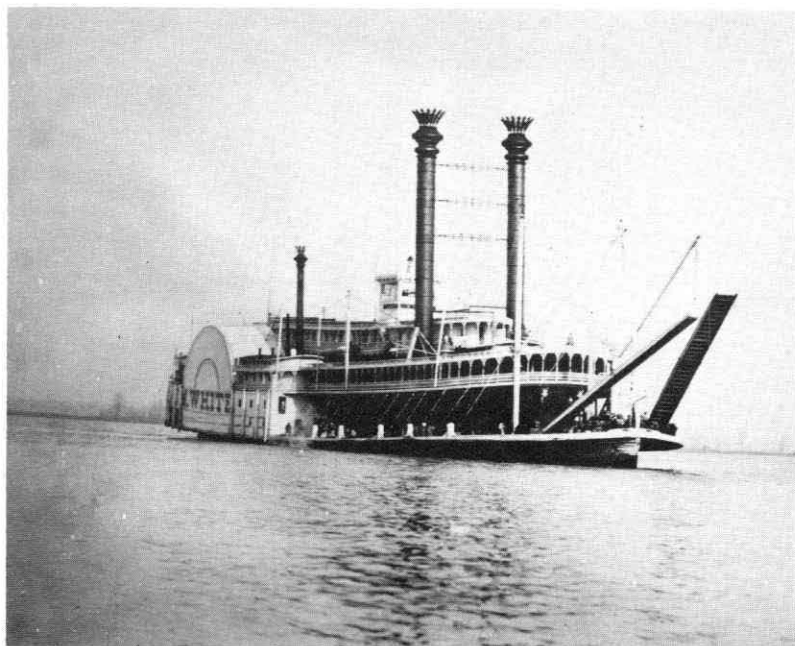
FINE BOILER STEEL

The battery of ten boilers on board the WHITE were made by Jos. Mitchell, of this city, and are the only all-steel boilers in use



ABOVE

A view of the purser's office at the right, starboard side, forward in the gentlemen's cabin. The water cooler shows at extreme left. This gives an idea of the height of the skylights and a rather sketchy glimpse of William F. Blum's fancy skylight glasses where we may better imagine than see the "statuary and antique busts in the center of each light...the whole light surrounded with a border of purple and gold." The framed sign at the office deck says BILLS TAKEN ON COLLECTION - NOT C.O.D. Purser Alex McVay probably was sitting in one of these chairs at 10:15 p.m., Dec. 14, 1886 when the ringing of the roof bell alerted him to rush out on the guard, where he saw that the boat was afire. G. Wash Floyd, one of the boat's clerks, lost his life in the blaze while assisting passengers. He was brother to the wife of Capt. W. B. Donaldson who built the GREAT REPUBLIC. His body later was found and returned to Pittsburgh for burial.



on any steamboat in the country. We mean by this that the shells and heads are both made of the same material, furnished by Park Brothers & Co., manufacturers of black diamond crucible cast-steel at Pittsburgh, and have a branch house in Cincinnati. It has been but a few years past since steel shells for boilers were introduced upon our Western and Southern steamboats, but the manufacture of such steel as is made by this firm for boiler purposes has worked a wondrous change in favor of steel boilers; hence it is that all of the fine, fast boats built recently are using Park Brothers' crucible steel, and the more it is brought into use the better the boilers are liked. The WHITE certainly has the best battery ever made of steel or from this country.

SHEET-IRON WORK

Wm. Weir, of this city, did the

sheet-iron work, and a splendid job he made of it. The chimneys are 75 inches in diameter, and 80 feet high above the roof, with heavy moldings at top and leaves each seven feet long. They were made of No. 10 iron and weigh 28,448 pounds. From the top of the leaves to the water is 115 feet. The entire outfit around the boilers, including breeching, heaters, 'scape pipes and other sheet-iron work done by Weir, weighed nearly 88,000 pounds, being more than 30,000 pounds in excess of that ever used on any other boat built around the falls. Her chimneys and 'scape pipes are beauties.

SILVERWARE AND CUTLERY

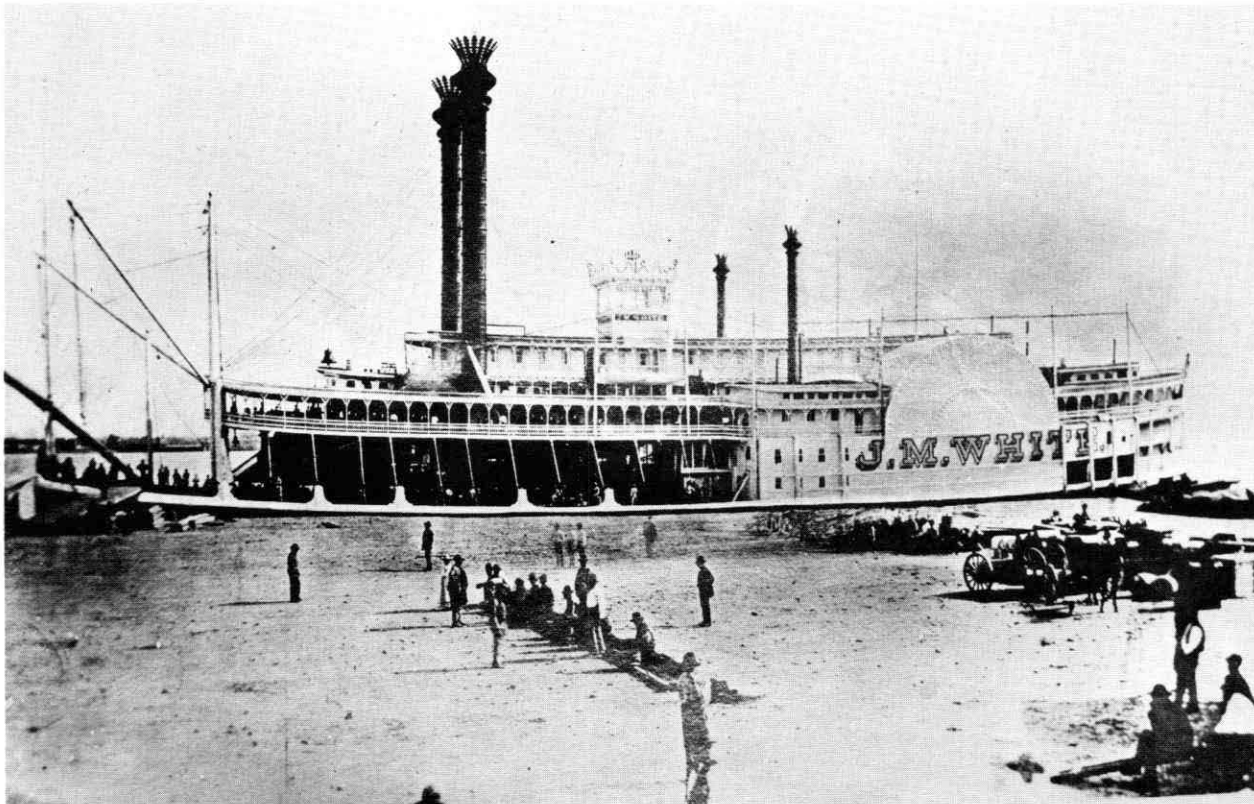
The Gorham Manufacturing Company of New York have certainly eclipsed themselves in furnishing this splendid boat with her outfit of silverware. It is of original de-

sign, massive in its structure and beautiful to behold. It is of solid nickel, triple-plated in silver and every piece monogrammed "J.M.W." That for use in the colored cabin is white metal, heavily plated, and, altogether, there is nothing to compare with this part of her outfit on any boat or any hotel in the country.

CHINAWARE

The rich and elegant French chinaware was manufactured expressly for the boat by Haviland & Company of France. Every piece is handsomely ornamented and appropriately monogrammed.

The white china, cut and pressed glassware, silver-plated ware, table cutlery, decorative and plate toiletware, japanned goods, etc. were furnished by J. Dollinger & Company of this city, and are fine indeed.



'Way back when, about 1914-1915, this was the only picture of the J. M. WHITE available to collectors. You could buy it post card size for 5¢ or 6½ x 8½ for 25¢ from Richard L. Hunster, Cincinnati. We cast all caution to the four winds and bought one of each, an investment which turned out well, for the pleasure of studying them never dulled. We knew nothing---total zero---about the WHITE save that she was built at the Howards who occasionally bragged of the accomplishment in Waterways Journal ads. An artist of some note, about that time, had set up a studio on the second floor of the Sewickley Valley Trust Company building. One fine day we called on him, showed him our WHITE post card, and inquired what he would charge to create a large representation on canvas in full oil colors. He gave us his undivided attention, talked man to man, and suggested we leave the post card with him. "I might take this on as a part time project," he said, and then added pointedly, "but don't get up any high hopes." Not long thereafter this artist packed up bag and baggage and went to Texas where he won fame and fortune painting desert scenes around El Paso. We didn't get the oil painting of the WHITE but, having an active imagination, we often dreamed of it hanging there on the wall, suitably framed, in all its glory---for it seemed to us the best painting ever created. One day after the artist died (he had t.b.) his widow returned our post card saying she had found it among her husband's things with our name on it. The above picture is made from that post card.

CONCERT GRAND PIANO

This was also the selection of Col. Thompson Dean. It is a full Concert Grand, elegantly carved, and was made by Chickering & Company, New York. It was one of the two Grand pianos exhibited in the great Centennial Exposition, and which was awarded a flattering testimonial besides the prize medal. It is a masterpiece of workmanship.

STOVES, TINWARE, COPPER WORK

The copper steam pipes, fire department and copper work generally, galvanized and sheet-iron work, cooking ranges and all cooking utensils, such as tinware, saucepans, &c., iron pipe for engines, the beautiful "Garland" heating stove for the cabin, all of the very best material that is made, were furnished by Bridgeford & Company of this city.

UPHOLSTERY FITTING, &c.

The elegant carpets were cut, fit, made and put down by Messrs. Schupp & Schmidt of this city. They also furnished the elegant spring mattresses for the entire boat, being one spring and one hair. The entire job was complete in all of its respects.

PAINTING

The job of painting the boat was the work of Howard & Company, superintended by Williams. It is certainly one of the best jobs ever accomplished upon any boat, and gives the WHITE an almost spotless appearance of purity in her robe of white.

WOOD CARPETS

The beautiful wood carpets in the main hall and at the gangways are of a tasty pattern, and were put down by the Grosscock Company. They are serviceable and fine.

CURTAIN GOODS

W. H. McKnight & Company of this city certainly kept pace with the elegance of the cabins and rooms in furnishing elegant and costly curtains.

WROUGHT-IRON WORK

This is a splendid job, and was done by the De Lancey Forge and Iron Company, of Buffalo. Howard & Company did the general work in this line.

HAIR MATTRESSES

Every berth on the boat is supplied with the very best of mattresses furnished by J. Zeigler & Company of New York.

RIGGING, SHIP CHANDLERY

These entire were furnished by Woolfolk & Company of this city, and reflects credit upon their house in this city.

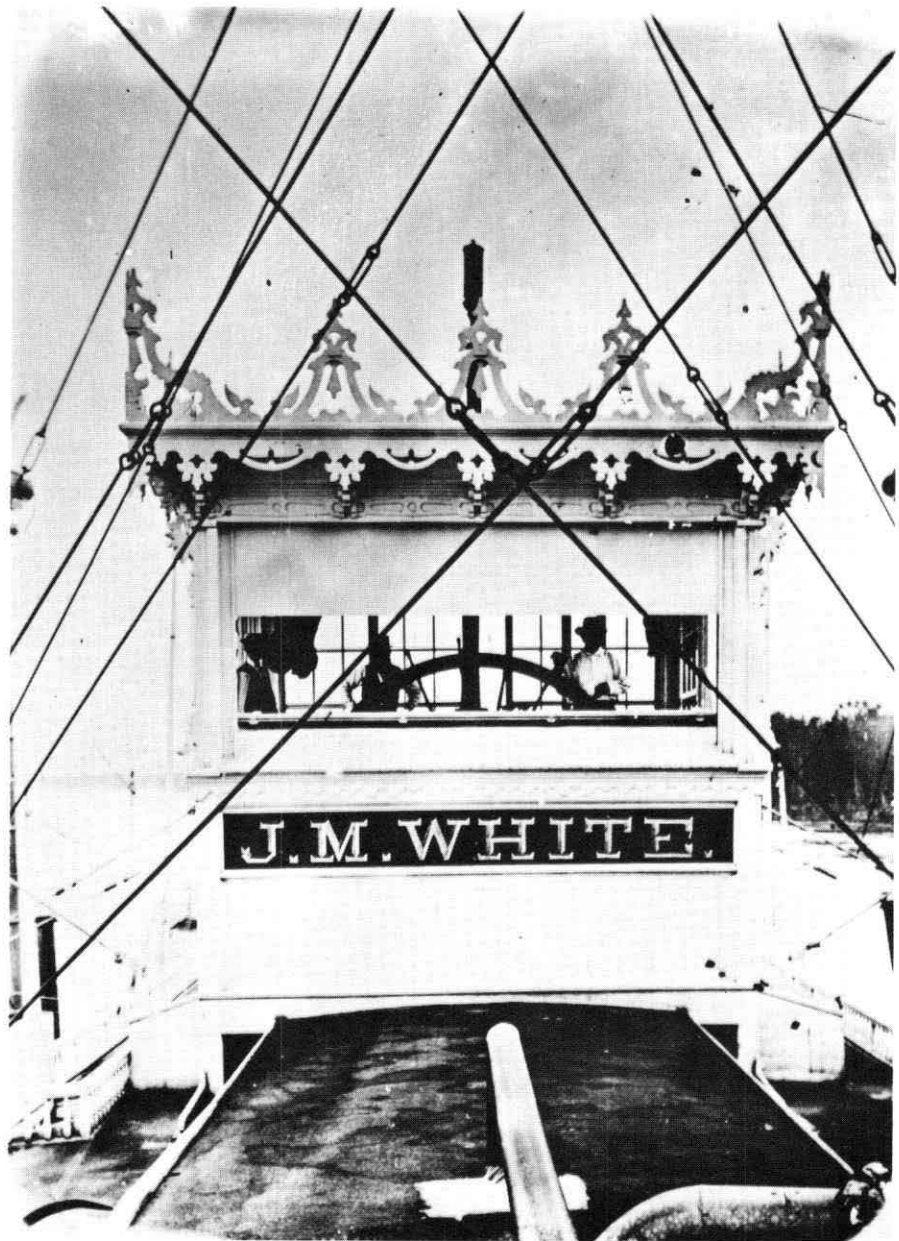
BOOKS

The elegant books were made by R. W. Meredith & Company of this city.

NOTES

The weight of her machinery is 100 tons, the weight of each shaft and wheel being 50 tons.

The bridal chambers in the ladies' cabin are the finest in A-



Wouldn't we give a red barn to know the identity of the two pilots in this pilothouse! For all we know they may be John Stout and Bob Smith who had to scramble down stanchions and jump in the river to save themselves when the WHITE burned. We're sitting here admiring that nameboard with its gold-leafed carved letters J. M. WHITE. And don't ever forget the final period, a custom dating back to early days; no matter where the boat's name appeared it always had that period at the end. These nameboards were clear-stock white pine, the lettering backgrounded dark blue or black (in this case black) with a special sand sifted over the paint while it was tacky.

merica.

Her beautiful set of colors was made by Woolfolk & Co. and was a handsome present from Capt. Sam S. Brown of Pittsburgh.

All the outfit purchased in New York and the East for the boat was the selection of Col. Thompson Dean, of New York, who displayed most excellent taste and good judgment in his selections.

The officers of the boat eat and

sleep in the texas. Meals are served to the colored passengers in the colored cabin. In other words, the WHITE sports two cabins.

Hot and cold water in the bathrooms.

Bell, Coggeshall & Hellerich used up 170,000 feet of pine, poplar, oak, ash, yellow pine, walnut and sugar-tree lumber in building the cabin.

The WHITE is the only Western or Southern boat that has wrought-iron tee heads.

She has as much power as two-thirds of the vessels that cross the Atlantic Ocean--3,400 horses.

She is the only boat in the country with all-steel boilers. We mean shells and heads.

She has ten engines on board.

With 110 pounds of steam she made 17 revolutions per minute.

The big bell weighs 2,880 pounds and was made in New Albany.

It is 10 feet from her engine throttles to the main deck.

CONCLUSION

In the foregoing we have given but a disjointed description. To write in detail all the points concerning this magnificent structure would require more time and space than we are allowed. Suffice to say she is undoubtedly the model steamboat of America. For speed, beauty, finish, outfit and elegance we are firm in our opinion that her equal does not float anywhere.

Her general appearance is that of ease and grace. Her beautifully modeled hull, upon which sits robed, as it were, in snowy white, one of the handsomest and gracefully designed cabins we ever have beheld, surmounted with beautiful chimneys and stately wheelhouses, makes her look like "monarch of all she surveys," a thing of beauty and a proud monument living to win honor, fortune and fame for the man to whom she looks with pride as her proud master, Capt. John W. Tobin.

Proud monster of the Sunny South,
Go, bearing proud thy name;
May every trip you make for John
Add fortune to his fame.

--Will S. Hays



My retired mailman friend in Natchez, Truman C. Holmes, told me in a letter dated 1936, when he was 77, the following:

"I believe, as many did, that if the J. M. WHITE could have made the run from New Orleans to St. Louis she would have bettered the LEE's time some five or six hours. Once on a regular business run, on October 23, 1881, the WHITE ran from New Orleans to Baton Rouge, then figured 130 miles, in eight hours 5 minutes, including time lost on account of a stage boom breaking and falling into the river, and also she had landed at Donaldsonville. That was 20 minutes better than the LEE made it when racing the NATCHEZ. I was on the WHITE with Uncle Curt Holmes one evening. We left New Orleans at 5:40 p.m. by my watch. She whistled for her first landing at 12:40 a.m. and I went out fully expecting to see her at Donaldsonville, but was amazed to see the old State House at Baton Rouge instead.

"Often in the advertisements in the New Orleans newspapers, the WHITE was noted with Capt. John W. Tobin, master, and Curt Holmes, clerk. Uncle Curt was actually the master a good part of the time the WHITE ran. He was not very popular, being brusque and outspoken by disposition. No, Uncle Curt was not a diplomat. Some of the big planters expected bowing and scraping aboard the WHITE, and usually got it, but Uncle Curt did not, and could not, do that.

"One time there was a disagreement about freight rates between the principals in the Vicksburg trade. Capt's Tobin and Cannon were in accord but were unable to convince T. P. Leathers. The upshot was that Captain Tobin put

the J. M. WHITE in the Vicksburg trade on the same schedule as the NATCHEZ. That meant leaving New Orleans Saturday, and the NATCHEZ usually arrived at Natchez on Sunday evening about 8 or 9 o'clock. While the WHITE was on her tail, the NATCHEZ was getting there at 2:30 to 3 p.m. Sundays. There was great excitement all the way to Vicksburg while this rivalry continued as you can imagine. The WHITE on one occasion at least was held at New Orleans with Captain Tobin trying to persuade Leathers to first depart so the WHITE could overtake the NATCHEZ under way. Captain Leathers did depart and up along the Sugar Coast he looked back to see the WHITE gaining. He knew his boat was about to take a licking so he 'answered a hail' and put his boat to the bank while the WHITE went by."

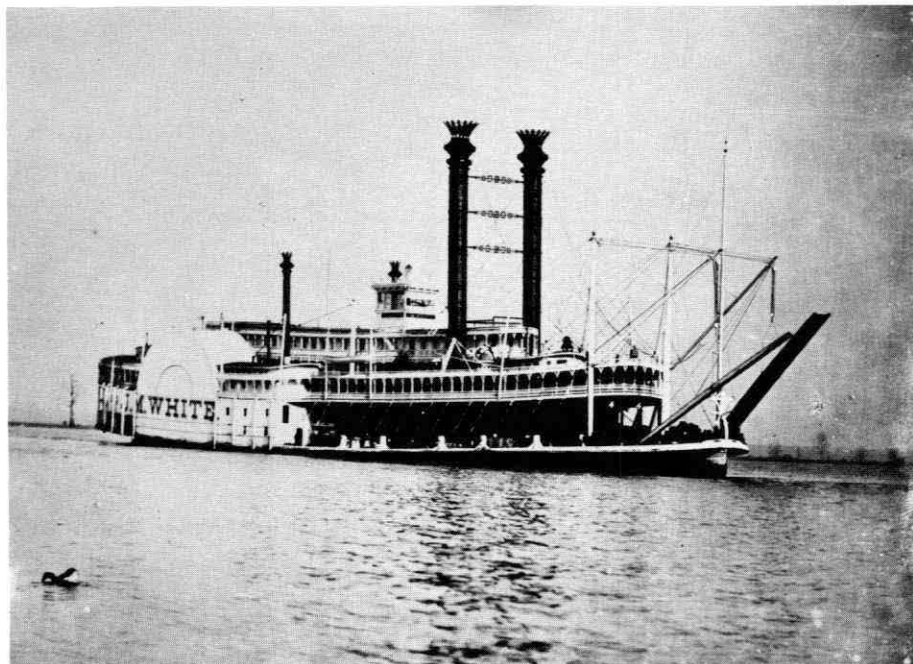
The first harbinger of trouble for the J. M. WHITE happened even as she left Cairo on her maiden trip to New Orleans. It was in that vicinity that she met the up-bound towboat JOHN PORTER, with a crew of sick men, carrying the scourge of yellow fever to Ohio River cities, notably Gallipolis. The WHITE arrived in the southland just as New Orleans was having an epidemic, with 27,000 cases and more than 4,000 deaths.

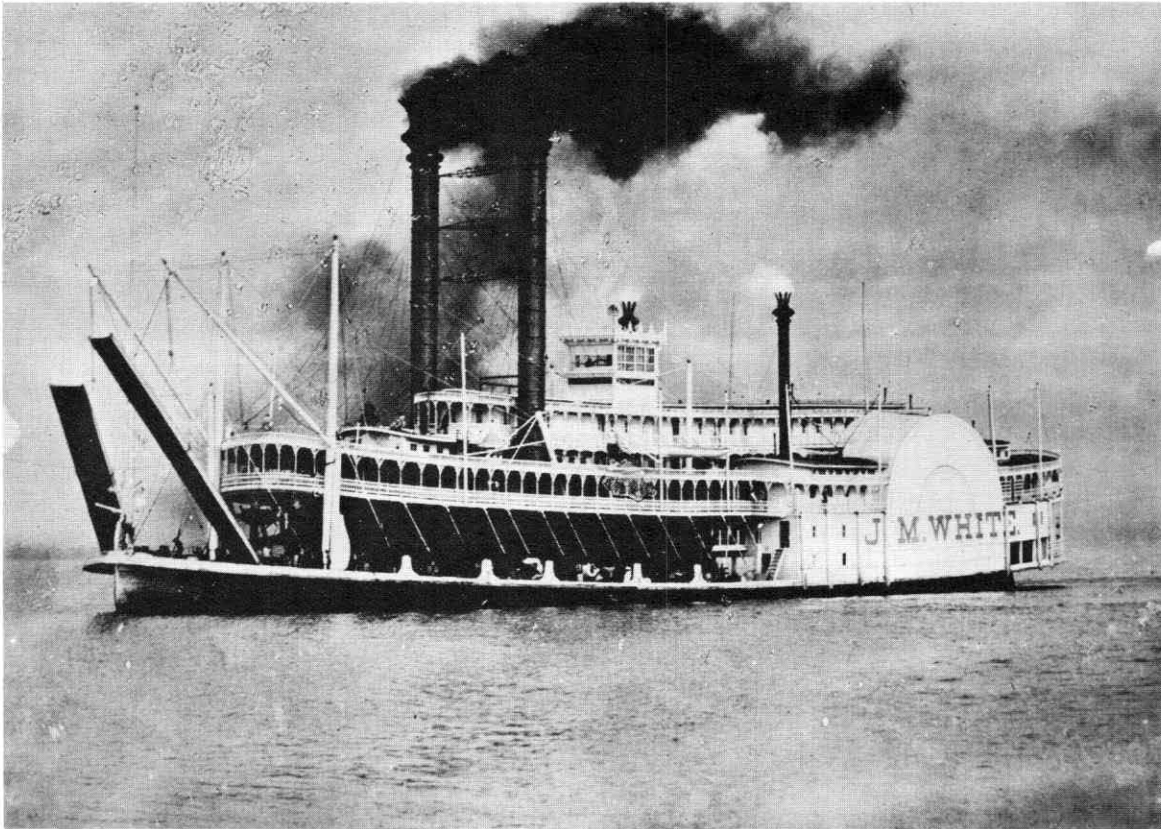
A couple of years later Mark Twain visited in New Orleans rooting out material to pad out a book he was writing, "Life On the Mississippi." He was wine and dined and escorted 54 miles below Canal Street on a tug and after getting back he said he had seen "a number of decayed, ramshackly, superannuated old steamboats." We have never quite forgiven his escorts for not taking their celebrated visitor to the J. M. WHITE, or to the JOHN W. CANNON, or the ED. RICHARDSON. Mark needed fodder for his book the worst sort of way and his own description of the WHITE---good or bad---would have sent a glow down our spine much more than the three or four pages of his palaver about the spirit world.

The yellow fever scourge, recession, hard times, changing times, and the WHITE never did bring down a banner cotton trip. Instead of 10,000 bales she more often had about half that load, and when cotton wasn't moving she more often was stabled at shore, idle, and when she did run it was for the exercise, to keep her limbered up.

A news flash went out on the wires from Memphis under the date line of December 14, 1886. "It is currently rumored here that the elegant steamer J. M. WHITE, running between Vicksburg and New Orleans, burned at an early hour this morning near Baton Rouge, La. and that fifty lives were lost.

"At 10:55 o'clock a.m., the loss of the WHITE has been confirmed. She burned to the water's edge at 11 o'clock last night while lying at the bank near Bayou Sara, and





about sixty lives were lost, consisting largely of women and children. The meager details were received here over the wires of the Louisville, New Orleans & Texas railroad."

Later that day in response to urgent appeals from valley newspaper editors for "MORE" the details were wired from New Orleans.

"The steamer J. M. WHITE, down-bound from Vicksburg to New Orleans, burned at 10 o'clock last night at Blue Store, Point Coupee, 30 miles above Baton Rouge. She had quite a number of passengers aboard, 2,000 bales of cotton and 6,000 sacks of seed. Several lives are reported lost but the captain telegraphed that only one life is known to be lost. The boat and cargo are a total loss. The steamer, which cost \$225,000, was considered by many as the finest and fastest boat ever run on the Mississippi River. The boat was valued at \$100,000, and the cargo at \$90,000. The insurance on the boat is \$20,000 and the cargo is undoubtedly fully covered by insurance.

"When the WHITE took fire she was lying at Point Coupee taking on cotton. She had on board 3,500 bales and 8,000 sacks of seed. This makes the cargo's value some \$150,000.

"Thomas Barry, second engineer of the J. M. WHITE was on duty when the fire broke out in the cotton amidship. For a time he thought he had the fire under control, but it finally gained such headway that nothing could be done

with it. Barry states that the fire then spread so rapidly that the boat was wrapped in flames in a short time. He thinks there were ten or twelve lives lost, including a colored fireman and two colored chambermaids. Barry also reports the loss of G. Wash Floyd, one of the clerks. Also lost, he says, was the superintendent of the Vidalia railroad, with his wife and daughter, who were passengers. Barry knows nothing of the number of passengers aboard, but thinks there were not many. Evidences are accumulating to show that there are many lives lost. Some people place the number at fifty.

"LATER ACCOUNT: The 'States' has the following story based on interviews with officers and crew: The boat was landed to take on a pile of cotton and there were between 35 and 40 roustabouts engaged in the work when precisely at 10:15 o'clock everybody was startled by the loud ringing of the bell by the watchman, Tom Miller. Immediately after the cry of 'Fire!' was taken up by twenty voices. The blaze was discovered by Thomas Barry, second engineer, who, with his partner, Steven Jenney, was on watch at the time. Barry gave the alarm, whereupon watchman Miller rang the roof bell.

"Chief engineer William McGreevy was in bed, in the texas, when he heard the roof bell. Awakened, he jumped up and ran forward in the texas to awaken his partner, John Pallasier. They met in the texas

hallway. They both escaped by climbing down stanchions on the starboard side, and got ashore.

"Meanwhile the on watch engineers started the pumps and had two hoses playing on the flames, but it was not enough. They were forced to run for their lives.

"The blaze originated on the port side. Alex McVay, the head clerk, said he 'was sitting at the stove in the cabin.' The first peal of the bell caused him to rush to the guard where he saw the flames. He returned to the office and grabbed the cash box, and then went down through the cabin banging on stateroom doors of the fifteen or eighteen passengers aboard eight of whom were women. He awoke the second clerk, John Callahan, who came out on the double and assisted getting the passengers alerted. None of the passengers had time to dress as the cabin was then filled with thick smoke. Some rushed forward, and others rushed aft. Among the latter was a gentleman recognized to be the superintendent of the Vidalia Southern railroad, together with his wife and two daughters, aged nine and twelve. He threw the two girls overboard into the river and then both he and his wife perished.

"The two pilots, John Stout and Bob Smith, were both in the pilot-house, and both jumped in the river and saved themselves. On deck were 30 or 40 roustabouts who had come aboard at New Texas Landing shortly before, and most of them died.

"During the height of the conflagration there was an explosion which caused twenty or more bales of burning cotton to be hurled high in the air. They spun around and dropped back into the river.

"The first part of the boat to give away was the port wheelhouse, and when it fell the flames swept through the center of the boat.

"The steamer STELLA WILDS came to the scene and loaded aboard the survivors, a local packet which plies between Natchez and Bayou Sara. As she was backing out three kegs of gunpowder in the hold exploded and cotton and burning timbers were hurled every direction.

"Some of the survivors were temporarily quartered in the St. Morris plantation. One of these was the boat's barber, J. Denery. 'I do believe,' he related, 'that the boat burned up in about fifteen minutes after the first alarm was given.'"

Interest in the J. M. WHITE has increased with the passing of the years. Photographs of the boat excite the interest of artists and of all boat-minded persons. She was the ultimate of cotton-type side-wheelers built by craftsmen who, with a backlog of experience, leaped to the opportunity. What they created in 1877-1878 at Jeffersonville in a relatively short period of time, and at a cost absurdly low as measured by modern standards, could not be imitated

today at any price. Nor would an operator in his right mind, even if he had the money, want such a boat in this age of numerous dams, locks and bridges.

He wouldn't want her anyhow. The WHITE was built to tote cotton and seed, all cargo loaded and unloaded by manual labor. Her ten boilers were coal-fired, and all of that coal was brought aboard manually and stoked into the furnace manually. Back-and-brawn made her go, the muscle supplied by blacks at next-to-nothing wages. She was wondrously created by skilled artisans, all planning predicated on using brawny blacks to give her life. She was a status symbol of the South of that day and time.

Modern marine architects versed in the mechanics of stress and strain today could not imitate the WHITE in steel, aluminum and alloys. By the time they built the wide cotton guards of the main deck (those on the WHITE overhung the hull 22½ feet on each side) they'd have her drawing 10 feet light boat. Imagine a modern architectural concept for supporting those 50-ton paddlewheels with little other than thin air to support the outboard journals--you imagine it for we can't stand seeing a young architect cry. Those guys who put up the WHITE's smokestacks, weighing 28,448 pounds and soaring 80 feet above the roof, did the job without benefit of shipyard cranes, working on a wood deck. And they didn't drop anything, either.

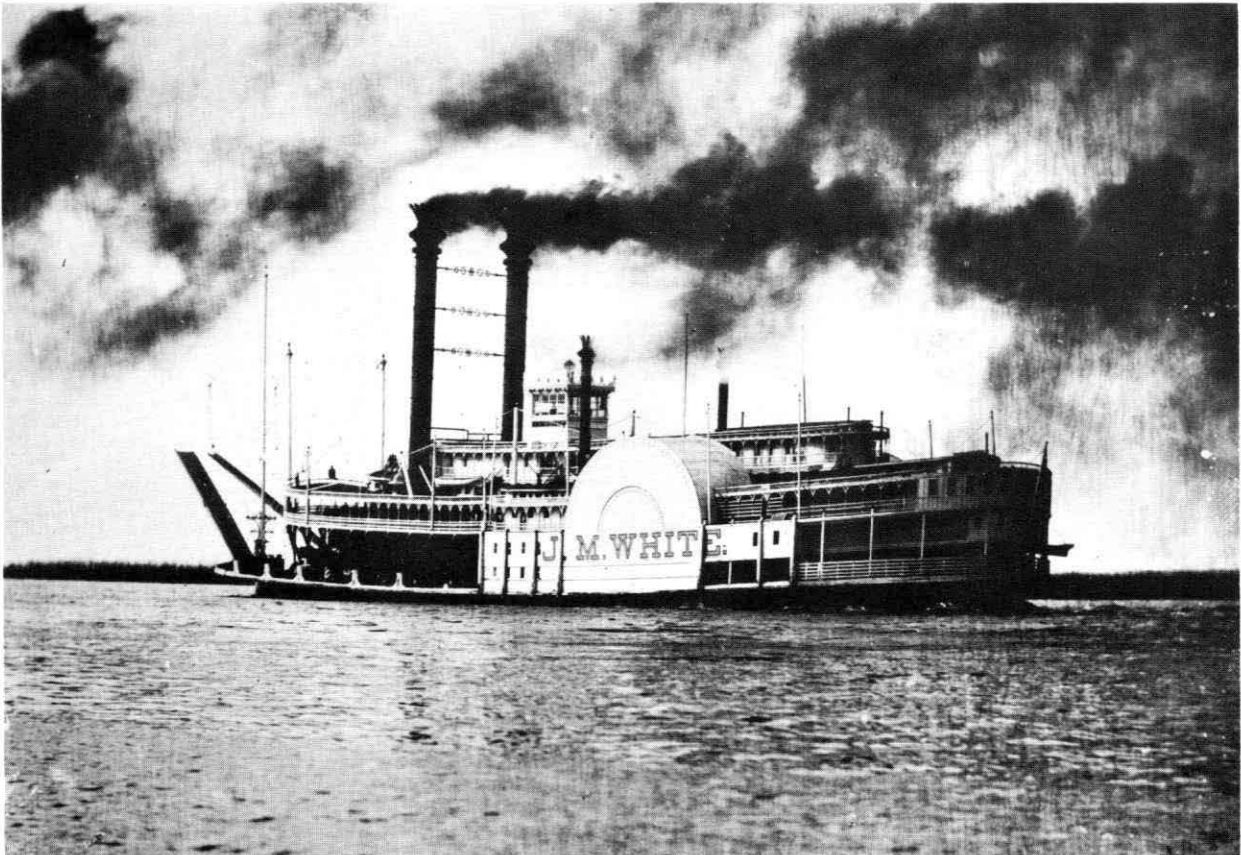
It may be of passing interest to the modern river pilot to learn that the WHITE was manually steered with an 11-foot pilotwheel and wire cables and a single rudder. She soared up the Mississippi on black nights with no aids to navigation (government lights were being placed during her early years) and without an arc searchlight.

It fascinates us that today--now--almost a century following the deed of building the WHITE at Jeffersonville--now another marine superlative is being created with-in gunshot of where the WHITE's keel was laid. Except for blocks, wedges and chocks these moderns will use no wood. No, the cabins will have no ash, walnut, cherry or sugar-tree. They will be built of metal and exotic fire-retardant materials precisely as the detailed drawings and specifications indicate. Experts have figured all of these things out.

The Howard Yard did a masterful job on the J. M. WHITE in 1877 and 1878. The prize mistake was not in how she was put together, but in the fact that she was put together at all. She was built for purposes very real in 1878 but which, due to plague, adversity and changing times, were less than true before she was three years old.

Let us conclude this narrative by returning once again to our old mailman Truman C. Holmes. In 1936 he wrote:

"The ROBT. E. LEE (second) and



the J. M. WHITE had whistles very much alike; fine, deep, sonorous whistles. But I always wished the WHITE had been given the one from the FRANK PARGOUD which was one of the sweetest I ever heard--soft, clear, and bell-like. The KATIE's whistle I cannot recall. Neither my father nor Uncle Curt had any use for the KATIE and I suppose they passed this prejudice on to me. There were three outstanding whistles in those old days--the MARY HOUSTON's was peculiar, not much music to it, a shrill sort of wailing note that could be heard a longer distance than most, and so distinctive that people who had no ear for whistles knew it at once. It also was on the NEW MARY HOUSTON later. Now the most outstanding whistle was on the GOLDEN RULE in the Cincinnati trade. It was truly magnificent, very deep and powerful, and sounded like a full orchestra, or a full brass band with all of the instruments blended into one full note. I used to love to hear that boat whistle, and often wonder what became of the instrument."

THE NEW LOOK IN MARIETTA

The three pictures at the right were taken by William E. Reed on Sunday, Oct. 14, 1973 shortly before the dedication of the new Ohio River Museum held that day.

The upper view was taken from Front Street looking toward the Muskingum River showing the half-million dollar complex of three buildings which house the river exhibits. The main entranceway is in the foreground structure.

The towboat W. P. SNYDER, JR. was moved down to the new location (center) as seen from the vantagepoint of the Washington Street bridge.

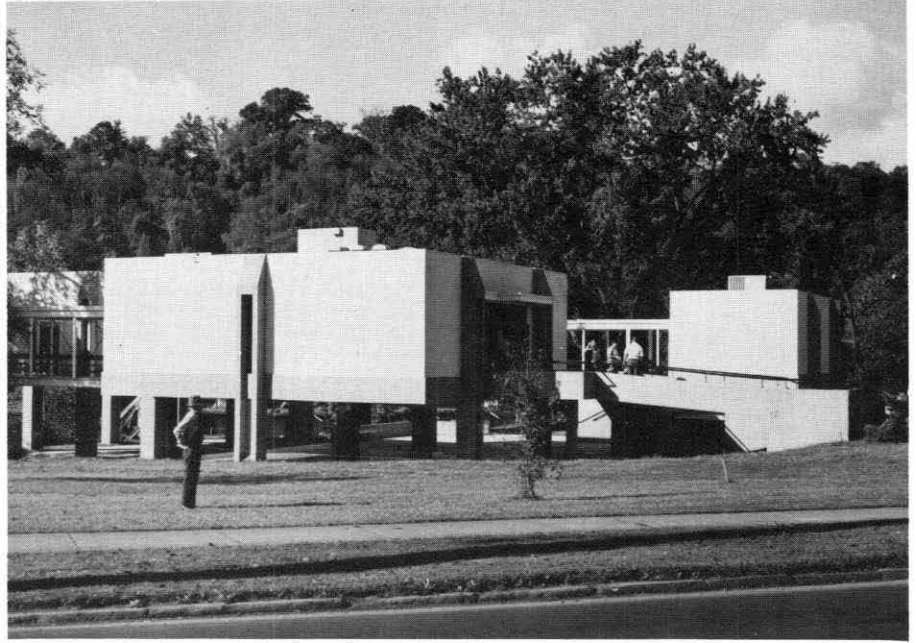
Also a new riverfront concrete sign MARIETTA had been placed at the steamboat landing that week. Bill Reed's picture (lower) shows it in relation to the Motor Hotel Lafayette in the background.

The steam ferry EMILY shows up on an old post card picture taken when she was operating at St. Albans on the Kanawha River. R. Jerome Collins of Nitro, W. Va. has done some sleuthing and finds that the log kept at old Lock #7 on the Kanawha reports EMILY upbound on Feb. 26, 1918. Other passages were made as follow:

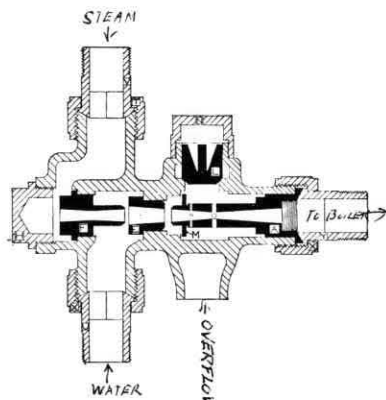
DOWN		UP
3-19-18	11:30 a.m.	2:15 p.m.
3-27-18	11:50 a.m.	4:40 p.m.
4-10-18	8:00 a.m.	1:30 p.m.
4-26-18	11:15 a.m.	3:05 p.m.
3- 3-19	10:35 a.m.	

No other references occur after that date.

We would assume that EMILY was making occasional trips between St. Albans and Nitro. During the first World War an immense ordnance plant was operated at the latter place. The name EMILY does not show on the post card, but no doubt it's her.



Sirs: Just received my December issue of S&D REFLECTOR and on page 33 the picture of the injector caught my eye. I've had a bit of experience with the cussed things, and here is a cut-away drawing of the innards of the English "Buffalo" similar to the "Metropolitan" shown in the S&D story.



"Boiler Operator's Guide" gives a fair description of the principle of the injector, quote:

"...they make use of an elongated nozzle or venturi tube, so that steam may feed water back against its own pressure. Steam enters one end of the venturi tube in a jet; the vacuum produced around this entering jet draws the feed water to the jet chamber into the steam flow. As the steam-and-water mixture passes through the reduced area of the throat of the tube, a very high velocity of flow is produced.

"The weight of the water content in this steam-and-water mixture attains sufficient momentum to open the feed pipe check valve against boiler pressure, water being thus fed to the boiler."

As to why injectors were not popular on river steamboats, I'd judge the reason to be the relative inefficiency, compared to a pump. Injectors use quite a lot of live steam. Also they feed into the boiler rather large slugs of not-so-hot water which reduces the pressure rapidly. Whereas a pump (and particularly the "doctor" pump rather than the duplex direct acting type) uses the steam more efficiently. As you know the feed water passes through an exhaust heater in a small stream, just enough to hold a half-glass of water constantly.

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

=Also we are indebted to Richard T. Morris, 5803 Kim Valley Drive, San Antonio, Texas 78242 for details about injectors which he extracted from Cole's Power Models catalogue, from Rudel's Plumbers and Steam Fitters Guide #3, and from the New International Encyclopedia, 1903 edition. Also he sent details from Model Steam Locomotive Construction, 1960, published in England. -Ed.

=Also our thanks to James A. Lin-

demann, 631 Twickenham Road, Glenside, Pa. 19038 who sends excerpts from Heat Engines, published in 1931. Jim Lindemann assembled and tested injectors at Schutte & Koerting Co., Philadelphia, then a young bench hand, 1934. He met a good looking girl aboard the GORDON C. GREENE during WW2 and she's Mrs. Lindemann. -Ed.

=Thomas G. Rhodes, 290 Lake Ave., Saratoga Springs, N. Y. 12866 has our thanks for a quotation from Andel's "Practical Engineering," 1913 edition, explaining the injector. He observes that the steam launch OSPREY "which started this whole discussion," has an auxiliary, "what appears to be a little flywheel engine-driven feed pump just aft of the main engine." Amen to that; we also saw it. Tom Rhodes says many steam launches used a feed water pump, and also had an injector on stand-by.

"One other matter I would like to point out," adds Tom Rhodes, "is that there is at least one steamboat organization still in business with beginnings earlier than 1821, the Lake George (N.Y.) Steamboat Company." In the last issue, page 44, we quoted the text of a folder which claimed that in 1924 the Louisville & Cincinnati Packet Co. "was the oldest steamboat organization in the world," dating back to 1821. The Lake George Steamboat Co. was first chartered in 1817. -Ed.

=Conrad Milster, chief engineer of the Pratt Institute, Brooklyn, N. Y. 11205, sends us a five-pager letter about injectors. Excerpts:

"Why bless you, sir! The injector was one of the most fiendish devices ever installed in an engine room. While there can be but little doubt that the injector saved many a boiler from going up through the decks (and the engineer from his final reward), due to low water when the regular feed pumps failed, there is just a little doubt that the malfunctioning injector inspired more profanity, (both traditional and spontaneous) than any other single piece of equipment in a plant. While the other machinery had nuts to adjust, piston rods to pry and valve chests on which to play a ball-peen hammer-tattoo, the injector had no moving external parts susceptible to attack. The beast would just sit there and spit out hot water when it got cranky.

"The advantages of the injector are several. It delivers hot water to the boiler, requires minimum maintenance as there are no moving parts, operates independently of the main engine, is thermally more efficient than a steam-driven engine, and is easier on piping as there are no pulsations as with a pump.

"However, there are also disadvantages. The feed-water must be cold, for the operation of the instrument calls for condensation of the steam; the volume of flow is variable within certain limits and

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		
Vol. 8	#1	#2	#3	#4
Vol. 9	#1	#2	#3	#4
Vol. 10	#1	#2	#3	#4
Vol. 11	#1			

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

it is, therefore, not as controllable as a donkey pump; the feed water must be clean and, if possible, soft to prevent the build-up of scale in the nozzles which will in time cause operating problems. It is readily apparent that the "diluted mud" formerly used by many Western river boats as feed water would not be a very palatable diet for the average injector. Further, the injector puts the water in the boiler "as is, while with a separate pump and feed water heater there is at least a chance for the bigger "lumps" to settle out before the water goes into the boiler.

"I would suspect that these last items were part of the reason, combined perhaps with naturally conservative engineering, that injectors were seldom used on Western river steamers. Like the rest of a steamboat's power plant, the doctor pump did the job that was wanted and so there was little incentive to replace it with the "French Squirt," as the injector was first called.

"Injectors came in all sizes to fit boilers of any capacity from a small upright donkey to those in the 1000 hp. range. The size of the smallest part of the delivery cone, measured in millimeters, was the usual method of sizing injectors. Thus, a #6 injector had a delivery cone with an inside diameter of 6 mm. The steam and water connections to injectors might run from 2" or 3" pipe down to 1/2". Builders of scale model steam plants have also used injectors with bores of only several thousandths of an inch, handling quantities as little as a fraction of a pint per minute. You may be interested to know that the model injectors can be just as cranky as the full-size ones."

=Our thanks for the above presented comments. The Western Rivers "doctor" pump was so named, says Thomas M. Rees, because some wit remarked when he saw how well it did its job, "that's the doctor!" -Ed.

MONONGAHELA RIVER LANDMARK DESTROYED BY FIRE

Sirs: As a result of the Historic Sites Act of 1935 and through the National Historic Preservation Act of 1966, several places along the inland waterways have been listed with the U.S. Dept. of the Interior on the National Register of Historic Places. This is important for their survival since these locations are often found to be desirable by "developers."

A Federal Advisory Council was formed and this group acts as a clearing house for historic preservation by preventing government funds being used to harm National Register properties. Under the law, any agency wanting to change the quality of the registered landmark must submit their plan to the council for review and comment. The Advisory Council's strength comes in Section 106 of the act which lets the council rule against three types of alterations:

- a. Destruction or alteration of all or part of a property;
- b. Isolation from or alteration of its surrounding environment;
- c. Introduction of visual, audible, or atmospheric elements that are out of character with the property or its setting.

The Mississippi River System is now dotted with properties that enjoy the National Register's protection and limelight. The Ohio River's very beginning at Point Park, Pittsburgh, Pa., is a National Historic Landmark also marking the site of the first permanent English settlement west of the Appalachian Mountains.

There are several recent additions to the list to be found in river towns. The old suspension bridge at Wheeling has been added to the register. It was the longest suspension bridge in the world when built in 1848, and it is believed to be the oldest cable suspension bridge. This past year the Louisville Water Company's pumping station, Louisville, Ky., was given similar status. This beautiful Greek revival building is now lighted at night and the standpipe can be seen for several miles downstream.

Ryman Auditorium (see June '72 issue), Nashville, Tenn., the former home of the Grand Old Opry, is now listed. The St. Charles streetcars in New Orleans were put on the register this past summer as being an historic place since the 138-year-old line is thought to be the world's oldest system in continuous operation. San Francisco's cable cars were only one hundred years old this past summer.

Often during DELTA QUEEN hysteria we overlooked the retired steamer W. P. SNYDER, JR., Marietta, O., which is also on the register and is described as being a sternwheel "poolboat" with elaborate hogchain support. Register listings in St. Louis include the GOLDENROD SHOWBOAT and Eads Bridge and on April 10, 1972 the steamer BELLE OF LOUISVILLE was placed on the National Register of Historic



The 130-year old George Jacobs home on the left bank of the Monongahela River at Mile 73 was destroyed by fire shortly before dawn on Sunday, November 18, 1973. It was located on a 37-acre tract in Greene County, Pa. which was owned from 1930 until his death in 1959 by Arley W. Kisinger, a mortician of Brownsville, Pa. who erected a marine ways near the old brick homestead where he repaired and moored his stern-wheel pleasure boat EUGENE, and later rebuilt and moored his sternwheeler SU-ANN. The attractive brick house was built in 1843 by Capt. Elias Flenniken who sold it to Capt. George Jacobs. Capt. Adam Jacobs built a summer home on the high hill opposite, in Fayette County, and operated a saw mill. The side-wheel JAMES G. BLAINE was built in 1882 at this location just opposite the George Jacobs' home, and the ferry which plied to-and-fro gave the place the name of Jacobs Ferry. J. William (Bill) Kisinger, son of the late Arley Kisinger, recalls that Capt. "Red" Schletker used to tie the steam sternwheel lighthouse tender GREENBRIER in front of the old home. "Also the showboats GOLDEN ROD, BRYANT's and French's NEW SENSATION tied there, playing to Greene County audiences, and I remember the JULIA BELLE SWAIN and VERNE SWAIN running excursions from there," says Bill. About a year after the death of their father Arley, Bill and his brother sold the old home and property to a group headed by Bill Varesko of Rice's Landing, Pa. who started the "Riverside Marina" in the summer of 1961 and used the old home as a "Boatel." There is a local tradition that the brick house burned once before, and was rebuilt in 1867. Mr. and Mrs. William Varesko were named as the owners in a news report telling of the recent destruction of the place.

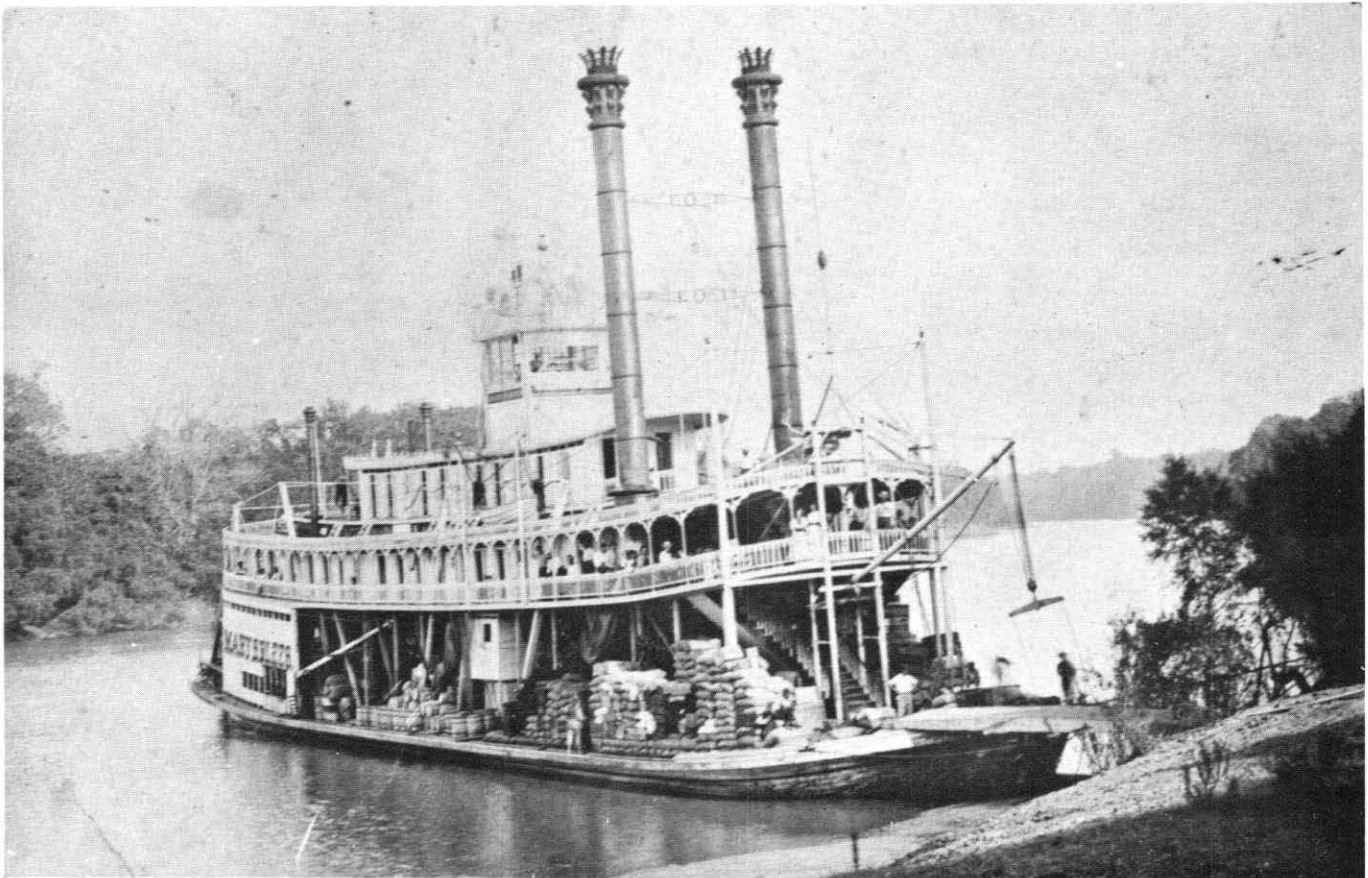
Places. Being the last of the old Mississippi River style stern-wheelers she can enjoy the prestige of being our only "moving museum" open to the public. From all of her more glamorous contemporaries the BELLE survives alone to offer us the opportunity to ride a high-pressure sternwheeler on inland rivers. That makes the choo-choo in her 'scape pipes sound all the more musical.

Robert (Roddy) Hammett,
Willow Island, W. Va. 26190

A great grandfather pauses here to salute William Robert Way, the first-born of John Arthur and Susan Dian Way, born Thursday, September 20, 1973. "Willie" was

about twenty days old when his uncle Thomas E. Way enrolled him as a full-fledged member of S&D. Sgt. John A. Way, U.S. Marines, is the elder son of Mr. and Mrs. James C. Way, Ashton, Ill. The proud parents were stationed in Hawaii when "Willie" arrived.

The perils of publication being what they are with mounting costs of publication and distribution, another river historical magazine has been retired. "River Drift" was launched in 1969, published by The Waterways Journal, St. Louis, and edited with verve by James V. Swift. Priced \$2 the copy, carrying no advertising, it struggled into 1973. It wasn't paying its way.



WHEN THE LATE BERT NEVILLE sent us this picture he wrote on the back, "The MARY S. BLEES at Tuscahoma Landing, Tombigbee River." Bert was a great hand at compiling dope about southern river steamboats, particularly those of the Alabama, Coosa, Mobile, Tombigbee and Warrior rivers, and he dug up a wealth of old photographs, good, bad, and indifferent, and ran them in a series of book-style "directories" which become more valuable as time goes on. This one of the MARY S. BLEES is typical of his "finds" and what it may lack in photographic excellence is compensated by the pure poetry of so large and elegant a boat on so diminutive a river. The BLEES has sort of a Howard Ship Yard look, certainly a credit to the artisans of Mobile who built her in 1899. She's not so big as she looks to be--about the size of the BETSY ANN--hull 170.2 by 34, three boilers and high pressure engines 16" dia. by 7 ft. stroke. The Staples family (JAMES T. STAPLES, etc.) ran her in her youth, but after the STAPLES blew up in 1913 and the Burke family became dominant, the BLEES was sold to New Orleans and the Comeaux family ran her to Baton Rouge in 1914 with poor pickings, and in June, 1915 she was sold through boat broker John F. Klein to William Ruprecht and others of St. Louis. They rebuilt her at St. Louis, taking off the cotton guards and giving her stationaries

and bull rails, and then hired Capt. Milt Harry to run her St. Louis-Illinois River in opposition to the Eagle Packet Co. boats. Capt. Milt Harry, say what you will of him, was a past-master at such unorthodox tactics and God rest his soul usually came out of such frays the winner, and did this time. In something a little over a year of this Eagle Packet succumbed, yielded and submitted, and paid the price; they bought the boat. This transfer took place in February, 1917. Eagle Packet already had five packets and now had six, certainly more than they needed. As though to take care of the problem, the Big Ice in the Ohio River that winter wiped away four of these, and all that prevented a clean sweep was that the BALD EAGLE was on the Paducah marine ways and the MARY S. BLEES, now renamed PIASA, was harbored at St. Louis. In a recovery program Eagle Packet built and bought other boats, and ran the PIASA in the St. Louis-Alton trade which had supported some fancy marine architecture since beyond reckoning. That trade played out in 1927 and the PIASA-ex MARY S. BLEES was the last of the breed. She was laid up behind the Eagle Packet Co. wharfboat at St. Louis, and in 1934 Capt. Aubrey D. Haynes II bought some of her trappings to use around his home and farm near Mound City, Ill. Eagle Packet scrapped the rest.

In our Sept. '72 issue, page 40, mention was made of Capt. Poley Ford McDaniel who's lately built a big model of the Chattahoochee steamboat W. C. BRADLEY. Over the past Thanksgiving week-end James F. Hale left the drab confines of a Birmingham, Ala. machine shop on a visit to his brother in Valdosta, Ga. The two of them breezed over to Wewahatchka, Fla. and there called on Captain McDaniel. "We found the 78-year-old Captain killing a few chickens. His livingroom wall is covered with

photographs of Chattahoochee River steamboats. He was pilot on the JOHN W. CALLAHAN, CHIPOLA, RUTH NO. 2 and others. He started on the river when he was 12. I asked Capt. McDaniel about his pictures, and he told me to go see a man named Ed Mueller living in Tallahassee, Fla. That name of course rang bells, for Ed Mueller has been a frequent contributor to the S&D REFLECTOR.

"So we were off for Tallahassee by way of Apalachicola and that is the long way around. The mention

of "S&D" to Ed got us an instant invitation to his home. Such a collection of Chattahoochee River steamboat photographs I had no idea existed. And a more enjoyable evening of conversation I have never had. At 11:30 p.m. we rolled in to Valdosta with a photograph of the AMOS HAYS to help me in the building of a model of that boat I am working on."

Jim Hale makes his home at Route 6, Box 460, Bessemer, Ala. 35020. His next project is a model of the M. W. KELLY.

IT HAD THE FLAVOR of a bon voyage party. Some 700 well wishers stood on shore watching G. F. Steedman Hinckley and his crew take off on the biggest adventure in the memory of rivermen. There were speeches, introductions, the Jeffersonville High School Band played lively airs, Vic Tooker and his "Riverboat Ramblers" including his Mom and Pop responded, and Bob Braun of Cincinnati's WLWT sang a song something about the new River Machine.

The Delta Queen Steamboat Company was celebrating the completion of the first steel box-like amidship section for the hull of their yet to be named steam stern-wheeler. Those associated with the venture and invited guests were escorted aboard by R. Wes Naye, president of Jeffboat, and were seated looking shoreward. The date was Sunday, November 11, 1973 at three o'clock p.m. and the location was at Jeffersonville, Ind. at the Jeffboat yard, along Market Street entering at Gate 5. The focal point was aboard Jeffboat's Hull #2999, the first section.

Mr. Naye alluded in his remarks to the side-wheel J. M. WHITE of 1878, pointing out that almost a century had elapsed since that pinnacle of river architecture had been launched at the old Howard Ship Yard at the same location. (See the feature story in this issue for the details of that).

The guest of honor was Mrs. Leonor K. Sullivan, heralded as "the lady who saved the DELTA QUEEN." Mrs. Sullivan, as about everybody in the U.S.A. knows, is from St. Louis, and is a U.S. congresswoman (House) from Missouri. We had not had the honor of meeting Mrs. Sullivan prior to this occasion, and found her to be a most attractive person radiating feminine enthusiasm. She has sponsored successful legislation on three occasions to prolong the life-span of the DQ.

Early in the proceedings a large (and we mean large--maybe 60 by 20 feet) canvas-mounted blueprint of the new steamboat's profile, same as appeared on the back page of our December issue, was hoisted by an enormous crane to form a backdrop riverward of the hull section upon which the notables were assembled. The mechanics of raising it up, slowly and surely, brought the illusion of a sunken vessel in the hands of the insurance people being recovered from an accident. This certainly was not the intent. Yet it did dramatize the ascendancy and domination of a new Procyon of first magnitude in the firmament, called yet Hull 2999, leading old dog star DQ.

From what we understand, this monster blueprint is to be displayed facing riverward at the shipyard during the progress of construction over the next several years.

Something of a shock was to find that "Greene Line Steamers, Inc." is now out of date--passe. No mention was made of this, but the fact was amply clear that the Del-

ta Queen Steamboat Company is building Hull #2999 and also owns the DQ. Letha Greene and her family were invited to this dedication but sent regrets.

Delta Queen Steamboat Co. is an offshoot of Overseas National Airways, and both are master-minded by Steedman (pronounced Stedman) Hinckley who hovered on the sidelines donned in a youthful and somewhat casual trenchcoat, with no hint of a furrow on his brow over a Dow-Jones average which in the past week had sunk some 54 points. His charming wife did not accompany him.

Conspicuously present was Dick Simonton who was given an ovation second to none following a warm and from-the-heart introduction by Betty Blake. He is the beautiful person who really did save the DQ, prompted by an admixture of sentiment and practical considerations, back before she started getting saved in Washington, D.C. Dick had dropped down out of the sky from Los Angeles to participate, looking wonderfully well, and was off the next day for Gloucester, Mass. on a new project prompted by the same admixture of sentiment and practical considerations. He delivered to us a terse epithalamium. "This new boat is conceived in love, a good omen." We have been studying on this, off and on, since.

Capt. Ernie Wagner was presented with greetings from the governor of Iowa and the loan of an ancient Iowa state flag to be flown from the new boat on her initial Upper Mississippi cruise. John P. Bickel, of McGregor, Iowa, did the honors. McGregor is an up-and-coming town loaded with historic preservation, once the residence of Diamond Jo Reynolds.

Another ceremony was the unveiling of a bronze plaque commemorating the event of the dedication. Mrs. Sullivan signalled a crane operator high aloft. Electric motors up there in the sky whirred and a triangular cover-frame was hoisted to disclose the plaque for all to see.

Bill Muster explained to the shore audience that the name for the new boat would be selected from submitted suggestions. Forms were passed out for the purpose, upon which were printed a dozen or more tentative ideas, such as DELTA KING, DELTA QUEEN II and MISSISSIPPI QUEEN. The onlookers, asked to applaud for their favorite, did not seem too excited with any of them.

Following the ceremonies the assembled guests and onlookers were invited to gaze upon a sample stateroom which had been built nearby, and could be seen by ogling through a small window. It was complete even to a Holy Bible reposing on a bedside stand. This in itself was a touch of modernism inasmuch as old-time boats like the J. M. WHITE owned but one copy of The Book placed prominently in the main cabin under the watchful eye of the steward.

The guests were invited to a reception held at the Marriott Inn, 505 Marriott Drive, Clarksville, Indiana---a hop, skip and a jump north of Jeffersonville. Most availed themselves of the opportunity and this means maybe one hundred and fifty of them. Vic Tooker and his "Riverboat Ramblers" set up a din so overpowering nobody could communicate, cased silver and bronze medallions were handed to fortunates---showing the DQ on one side and the new boat on the other---press kits, folders and pamphlets were for the taking, and the "wedding cake" of the event was a handsome scale model of the completed steamboat #2999 in all of her projected adornments.

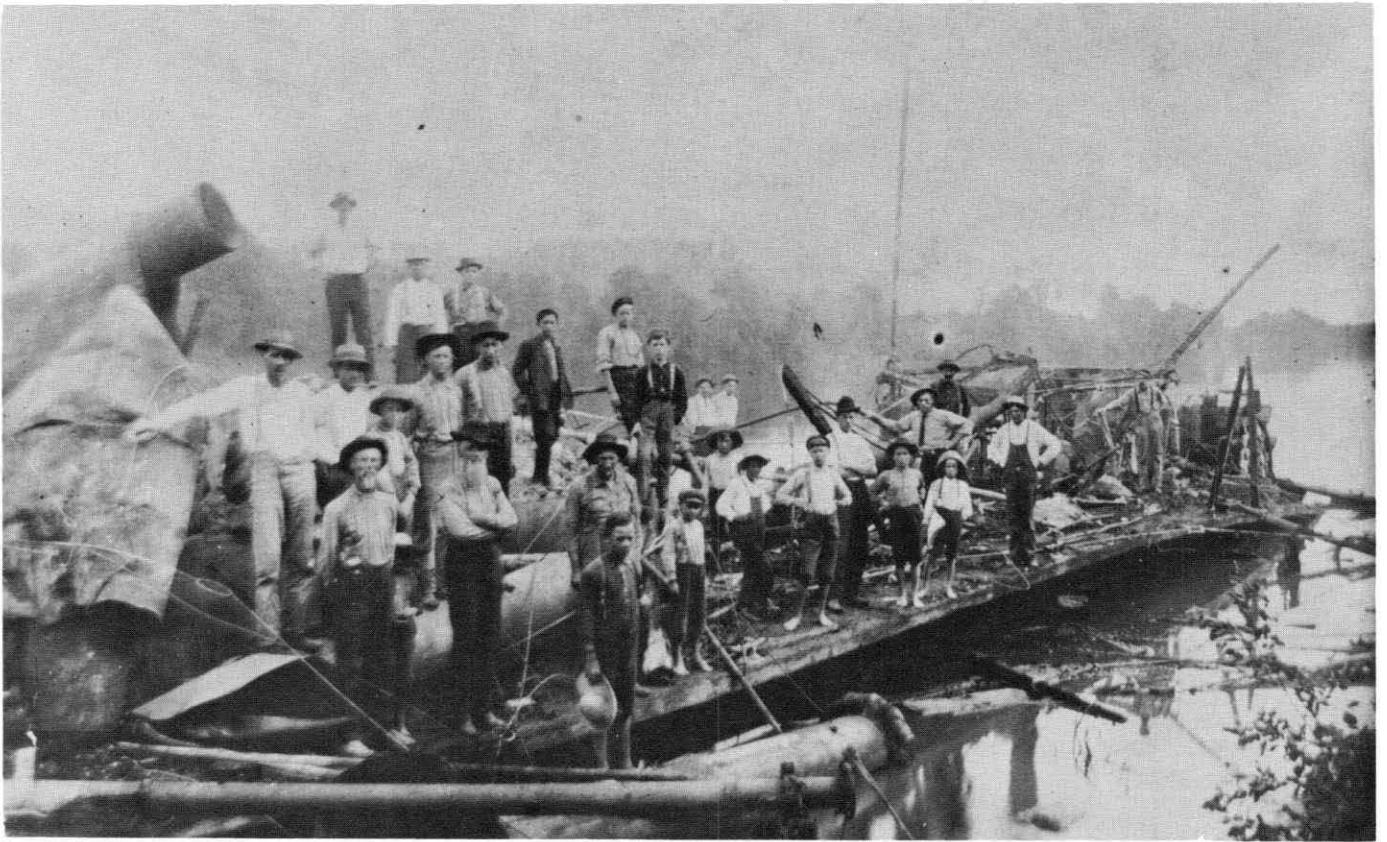
S&D was liberally represented and to name a few we grasped hands and shouted back-&-forth with Dennis Trone, Jack Trotter and his good wife, Larry and Ethel Walker, Don Vornholt and his good wife, Marion Frommel, C. W. Stoll and Lucy, Roddy Hammett, Doc Hawley, Charlie Brasher and his wife, Dale Flick, Delly Robertson and Dianne, Kenny Howe and bride, Bob McCann, Bert Fenn and oh lordy a dozen or so more.

The maiden voyage of the first steamboat to ply the Ohio and Mississippi rivers was made with a comet hanging in the night sky. Mark Twain was born and died coincident with two successive appearances of Halley's Comet. Hull #2999 is under construction even as everybody gazes upon Kohoutek, the most overrated comet in recorded history. In the words of Capt. Eb Cline: "Sign of the times --sign of the times."

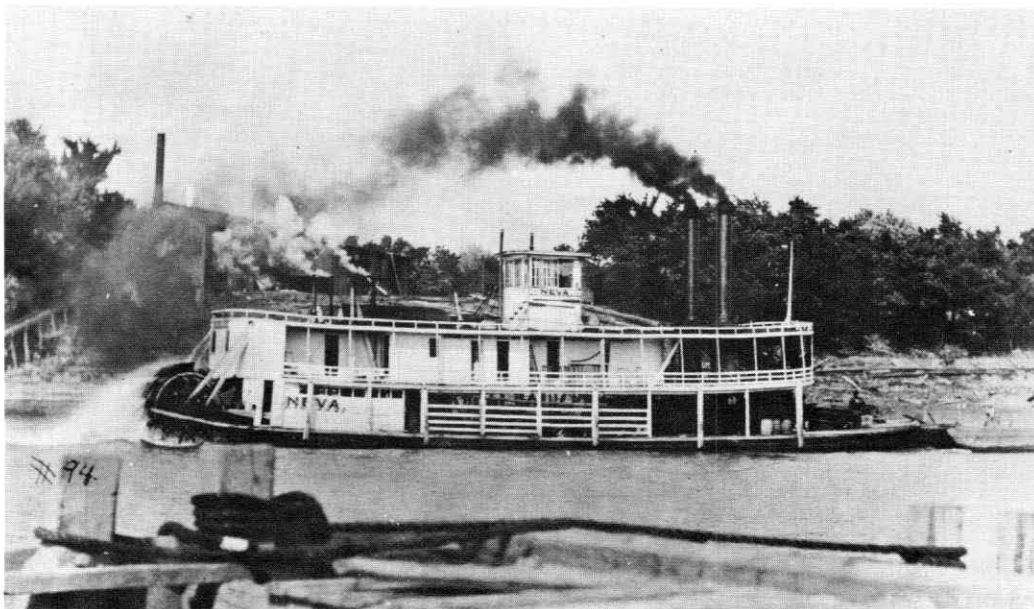
*The President of
THE DELTA QUEEN STEAMBOAT CO.
cordially invites
YOU and YOUR GUEST
to join The Honorable Leonor K. Sullivan
to Officially Witness
THE DEDICATION OF HULL 2999
and to Inspect Model Staterooms
for the
River Steamboat Now Under Construction
at JEFFBOAT SHIPYARD
3:00 PM, SUNDAY, NOVEMBER 11, 1973
Enter Gate 5 off Market Street
Jeffersonville, Indiana
R. S. V. P.
Present invitation to gate attendant
for directions to seating and parking.*

Sirs: The flowers sent by the officers and members of S&D in memory of Bruce Edgington were beautiful. They stayed fresh and lovely on his grave for a week.

The Cousins,
Stout, Ohio 45684



SEVERAL YEARS AGO the DELTA QUEEN was making unscheduled trips up the Kanawha River (for no good reason other than to kill time) to Buffalo, West Va. at Mile 22. Buffalo, pop. 333, usually turned out en masse to ogle the big boat and to pass judgment on city-folks who came ashore. Plenty of rivermen were born and raised in Buffalo, and some oldtimers remembered when Capt. Tom Wright used to blow long and loud the whistle of the ROBT. P. GILLHAM down the Ohio River at Mercers Bottom and they could hear it---38.6 miles by river and 10 miles as sound waves come. Other than the GILLHAM and the DELTA QUEEN, the best-loved boat was the NEVA which in the olden-time made daily trips Buffalo-Gallipolis. --Until the fire. The above picture was taken at Buffalo shortly after the NEVA burned, which happened Saturday, Sept. 24, 1904 at 11 a.m. She had steam up and her whistle just blew and blew as the flames reduced her to rubbish. Some said that the valve was purposely tied down, but Capt. Francis Wright, who was there, figured that a piece of timber fell on the valve. We are indebted to R. Jerome Collins, 2168 21st St., Nitro, West Va. 25143 for this historic scene.



The NEVA was built at Pt. Pleasant, W. Va. in 1898 on a wood hull 117 by 21.6. She ran daily, except Sunday, Gallipolis -Buffalo, owned by Capt. Austin Barrows. Ed Barrows was pilot and Frank Barrows, engineer---three brothers. Charles F. Stalder was clerk. In 1904 Stalder and Capt. Gordon C. Greene bought her and extended her run to Winfield, connecting with the EVERGREEN for Charleston. She was in that trade when she burned. This picture taken when the boat was new by Thornton Barrette.



ONE OF THE MORE UNIQUE steamboats of yore was the "gospel boat" MEGIDDO built at Lyons, Iowa, 1901. The name Megiddo is interpreted to mean "the Lord is in His place with an army" and construction of the craft was ordered by the Association of Christian Brethren founded and led by a bearded, astute man named L. (for nothing) T. (for nothing) Nichols who had examined many a religion in his youth and found none that he liked. In 1880 he started one for himself and preached it throughout the midwest. The MEGIDDO was built on a wood hull 175 by 33 by 5. She had a locomotive-type boiler with the shell 52" in diameter, 20 feet long, with 68 three-inch tubes. Her high pressure engines were 12" bore by 6 ft. stroke fitted with California cut-offs and balanced valves. She also had a 12 hp. donkey boiler for supplying heat, and she was illuminated with acetylene gas. The purpose of MEGIDDO was to quarter and transport the Christian Brethren from town to town. There were six large (9 x 12) staterooms on the main deck aft of the boiler, also diningroom, kitchen and two storerooms. On the boiler deck were 26 more 9 x 12 staterooms and two commodious staterooms out forward for the captain and L. T. Nichols. In case the reader is a bit vague as to the location of where she was built--Lyons, Iowa--it is near Clinton, or about half way between Davenport and Dubuque. M. J. Godfrey in 1901 had a marine ways at Lyons and had been building boats since 1866 on the Mississippi, on the Red River (of the North), the Rainey, the Yukon, and some of his craft went to Central America. One of his best known was the first VERNE SWAIN which he built at Stillwater, Minn. 1885-86. The above picture was taken by the late Capt. Jesse P. Hughes at Smithland, Ky. in 1902. Your attention is invited to the spreader bar between the stacks with the words UNITED WE STAND, and the semi-circular IN GOD WE TRUST across the quarter posts. In 1904 L. T. Nichols sold the MEGIDDO and settled his mission in Rochester, N.Y. He died in 1912. Capt. Walter Blair converted the MEGIDDO into a packet at Paducah renamed CHATTANOOGA. Within weeks she draped herself over rocks at Big Chain, Tennessee River mile 20 assuming an unbecoming not to say grotesque attitude. When returned to the Paducah marine ways she was again rebuilt, this time so extensively that she bore no resemblance to her former self. She was the last packet to operate in the Chattanooga-Kingston trade (1919-1920) and on her final trip her master was Capt. Paul Underwood, and Harris Underwood was pilot. Soon after that she sank at Chattanooga and was torn up.

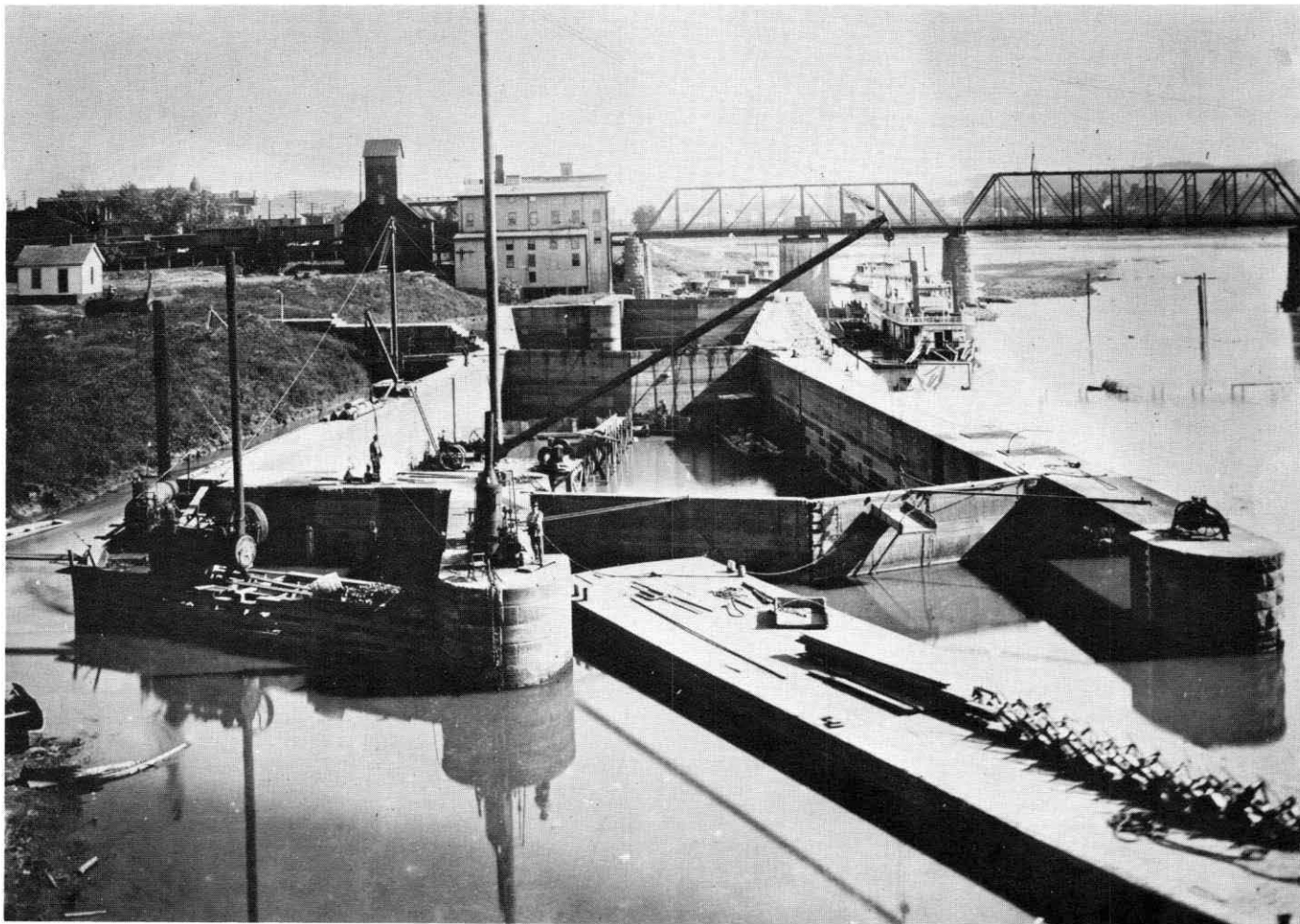
Our thanks to Bill Fletcher of Downey, Calif. for the Oct. '73 issue of "The Ozarks Mountaineer" having pictures and a write-up of the OZARK QUEEN done by Duanne Huddleston. Duanne likes that old OZARK QUEEN and she did a big and good story on the same subject a couple of years ago for the Arkansas Gazette. She's probably going to wind up doing a book on White River steamboats and it ought to be authoritative.

The OZARK QUEEN was built at

Ramsey's Ferry, Batesville, Ark. in 1896, sternwheel, cotton-style, wood hull 133 by 25.6. She made a trip when she was new clear up the White to Cotter, Ark. (above the present railroad bridge at a place then called McBee's Landing) which is dang near within whistling distance of the Missouri state line. The U. S. Inspectors crossed her out at Memphis in Dec. 1904. Capt. M. F. Bradford bought her, took her to Madisonville, La. and rebuilt her into the HOUMA and in

1909 she was advertised out of New Orleans to Lower Terrebonne to the Sugar Refinery and Houma and to Bayou Lafourche to Lafourche Crossing. She rode out the 1926 hurricane at N.O. only to be destroyed by fire shortly after.

Toy boats, toy boats, toy boats, toy boats, toy boats. Read that sentence aloud to yourself real fast and you'll find out that you are a towboater.



The Muskingum's hourglass Lock No. 1 was not an ice harbor

ACCOUNTS OF OLD LOCK ONE in the Muskingum River at Marietta (originally designated No. 11) often report that the "new" lock on the Marietta side was constructed as an ice harbor. Our mental impression was that steamboats were moored in the chamber for ice protection.

Not so. Hear this:

"The new lock at the opposite end of the dam from the old one, was constructed to provide an ice harbor above the dam. The construction of the new lock with 56 by 356-foot available dimensions was to make the pool above the dam available for an ice harbor for Ohio River boats. Construction was commenced by the United States in 1880. When Muskingum River improvements were taken over by the U.S. in 1887 the lock was about half completed. When the new lock was completed on Dec. 1, 1891, the old lock at the opposite end of the dam was abandoned. Its river wall was removed and the dam was extended to the land wall.

"The new lock was of peculiar shape in plan. Due to its location on the concave side in a bend in the river and its proximity to the river bank, the approaches were at a considerable angle with the axis of the lock. The lock was therefore constructed of an hourglass shape, with the upper half of the river wall in line

with the upper approach, and the lower half with the lower approach. The upper and lower halves of the land wall were parallel with the lower and upper halves, respectively, of the river wall.

"The lock was provided with gates at the middle to permit using either the upper or the lower half, or the whole chamber. The upstream half of the lock went out of commission on Sept. 7, 1896 when excessive leakage developed under the walls. Later on, the upper gates were removed. The lower chamber (179 by 56 feet) remained available, being sufficiently large for existing commerce."

The above account is adapted from a U.S. Engineer's Report of 1943. Our thanks to Jerry Sutphin for sending it. So you Muskingum fans please amend your records--No. 1 was not built as an ice harbor; it was built to provide an ice harbor for Ohio River steamboats in the pool above. The old original lock on the Harmar side was too small to handle most of the Ohio River steamers.

Probably, we might add, if the whole truth were told, the 356 foot available length was also designed to get steamboats to and from the Marietta Manufacturing Company plant located in the No. 1 pool in the Muskingum. A photograph was taken of the new towboat

HARRY BROWN at the Marietta Mfg. plant in the summer of 1897 when she was getting her engines installed. She had a hull 205 feet long. ---Which casts some doubt as to the date given in the foregoing U. S. Engineer's account which states that the upstream half went out of commission on Sept. 7, 1896. Must have been a year or so later.

Sirs: Although I was a railroader for fifty years (retired in '69) I have always been a great lover of the Mississippi on whose shores I was born in a little hamlet ten miles south of La Crosse. One of my early recollections is Dad hitching up the little grey team to the buggy with the fringe on top. We drove down to Trempealeau Mountain between Winona and La Crosse to see the side-wheel packet QUINCY lying there sunk. Keep up the good work with the S&D REFLECTOR. I look forward to each issue and read it from cover to cover.

M. D. Harrington,
5228 11th Ave., S.,
Minneapolis, Minn. 55417

=The QUINCY stabbed a snag and sank at Trempealeau Mountain, Wis. in July, 1906. She was quickly raised. Later on she was converted into the J.S. (2nd). -Ed.

Capt. William R. Hoel kept a day by day diary when he commanded the U. S. Lighthouse tender LILY in the years 1875-1879, at which time his service ended due to his sudden and dramatic death (which is a story in itself). His records kept 1875-1878 have been preserved and we are grateful to Woody Rutter for a typed copy.

Captain Hoel was introduced in our Sept. '73 issue as commander of the U.S. gunboat PITTSBURG on the Red River expedition of 1864. He was appointed commander of the LILY on Dec. 1, 1875 following a brief tenure of Capt. Owen B. Jolly. The LILY tended all of the oil lights on the Ohio River, a total of 129. In 1875 there were 46 between Cairo and Louisville; 17 thence to Cincinnati, and 66 on to Pittsburgh. They had been established for the most part by a prior side-wheel tender ALICE. Captain Hoel during 1876-1878 set up many additional ones, some of which are still in approximately the same locations in 1974. One of these was the Fairview Light at Mile 376.4 which was placed on April 21, 1876, which fact may be of interest to Capt. William Dugan who lives nearby. We'll be having more to say of these matters in future issues.

The steam excursion boat ADMIRAL owned by Streckfus Steamers, Inc., is being converted to diesel. She will be prop driven with the units placed at the sides in the paddle-box areas.

Among those wintering at Fort Lauderdale, Fla. this past winter were Capt. and Mrs. William S. Pollock and Capt. and Mrs. Ed Smith, of the Upper Ohio area.



RUFUS B II is one of the prime attractions of the Upper Mississippi, based at Wabasha, Minn. She is owned by Dr. Philip L. Bettler whose office for surgery and gynecology is 215 Commerce Bldg., Sioux City, Iowa 51101. The boat was built at Le Claire, Iowa by Carl Lambach in 1926 on a wooden hull, then called FREDDY BOY. In 1954 she was sold to the Molo Sand & Gravel Co., Dubuque. A year later she was completely rebuilt with a steel hull and her over all is 60 by 18 feet. She is powered with a G-M 4-71 diesel, 90 hp. This season she will emerge with a new paint job including a shiny red paddlewheel. Dr. Bettler does not carry commercial passengers but anyhow he went to Dubuque last January (spurred on by Capt. Dennis Trone) and got his U.S.C.G. license to operate passenger vessels under 100 tons. Another recommendation is that he is good friend of Gene and Claire Fitch of the CLAIRE E. Also he belongs to S&D, nuf ced.



"Slim" Brandt submits this enticing view of a steam yacht named the PORTIA. He knows that the photographer signed himself "Valley Hunter" and hailed from Brilliant, O. Ergo, this view was taken at or near Wellsburg, W. Va., but no clue as to the date. Might have been about 1915. Anybody know anything about the PORTIA?

DELTA QUEEN 1974 spring sailing schedule and itineraries

CRUISE NO.	CRUISE DATES	PORTS — Originations and Destinations	Round Trip, RT One Way OW	SAILING Day and Local Time	CRUISE ENDS Local Time	Steam boat Nights	FARES PER PERSON include Berth, Meals, Entertainment and Steamboat Passage					DEPARTURES							CRUISE NO.	
							C	B	A	AA	AAA	Port, Day, Time		DAY TWO	DAY THREE	DAY FOUR	DAY FIVE	DAY SIX		DAY SEVEN
												DAILY SPRING CRUISE ITINERARY — Date/Port/Morning (AM) Afternoon (PM)								
1	Mar. 1-Mar. 3	New Orleans Weekend	RT	Fri., 6 PM	Sun., 2 PM	2	\$108	\$116	\$140	\$160	\$174	New Orleans, Fri., 6 PM	3/2 Cruising	3/3 Ar New Orleans 2 PM	(A plantation stop will be made during this cruise)				1	
2	Mar. 4-Mar. 8	New Orleans/Natchez — OLD SOUTH	RT	Mon., Noon	Fri., 9 AM	4	Chartered by Fuller Travel, Inc.					New Orleans, Mon., Noon	3/5 St. Francisville PM	3/6 Natchez PM	3/7 Baton Rouge AM	3/8 Ar New Orleans 9 AM	2			
3	Mar. 8-Mar. 10	New Orleans Weekend	RT	Fri., 6 PM	Sun., 2 PM	2	\$108	\$116	\$140	\$160	\$174	New Orleans, Fri., 6 PM	3/9 Cruising	3/10 Ar New Orleans 2 PM (A plantation stop will be made during this cruise)				3		
4	Mar. 10-Mar. 15	New Orleans/Vicksburg — PILGRIMAGE	RT	Sun., 9 PM	Fri., 9 AM	5	\$210	\$235	\$295	\$325	\$370	New Orleans, Sun., 9 PM	3/11 Cruising	3/12 Natchez PM	3/13 Vicksburg AM	3/14 St. Francisville AM	3/15 Ar New Orleans 9 AM	4		
5	Mar. 15-Mar. 17	New Orleans Weekend	RT	Fri., 6 PM	Sun., 2 PM	2	\$108	\$116	\$140	\$160	\$174	New Orleans, Fri., 6 PM	3/16 Cruising	3/17 Ar New Orleans 2 PM	(A plantation stop will be made during this cruise)				5	
6	Mar. 18-Mar. 24	New Orleans/Memphis	OW	Mon., Noon	Sun., 9 AM	6	Chartered by National Trust For Historic Preservation					New Orleans, Mon., Noon	3/19 St. Francisville PM	3/20 Natchez PM	3/21 Vicksburg AM	3/22 Greenville AM	3/23 Cruising	3/24 Ar Memphis 9 AM	6	
7	Mar. 24-Mar. 29	Memphis/New Orleans — PILGRIMAGE	OW	Sun., 6 PM	Fri., 9 AM	5	\$210	\$235	\$295	\$325	\$370	Memphis, Sun., 6 PM	3/25 Greenville PM	3/26 Vicksburg AM	3/27 Natchez PM	3/28 St. Francisville PM	3/29 Ar New Orleans 9 AM	7		
8	Mar. 29-Mar. 31	New Orleans Weekend	RT	Fri., 6 PM	Sun., 2 PM	2	\$108	\$116	\$140	\$160	\$174	New Orleans, Fri., 6 PM	3/30 Cruising	3/31 Ar New Orleans 2 PM	(A plantation stop will be made during this cruise)				8	
9	Mar. 31-Apr. 5	New Orleans/Vicksburg — PILGRIMAGE	RT	Sun., 9 PM	Fri., 9 AM	5	\$210	\$235	\$295	\$325	\$370	New Orleans, Sun., 9 PM	4/1 Cruising	4/2 Natchez PM	4/3 Vicksburg AM	4/4 St. Francisville AM	4/5 Ar New Orleans 9 AM	9		
10	Apr. 5-Apr. 7	New Orleans Weekend	RT	Fri., 6 PM	Sun., 2 PM	2	\$108	\$116	\$140	\$160	\$174	New Orleans, Fri., 6 PM	4/6 Cruising	4/7 Ar New Orleans 2 PM	(A plantation stop will be made during this cruise)				10	
11	Apr. 7-Apr. 12	New Orleans/Vicksburg — OLD SOUTH	RT	Sun., 9 PM	Fri., 9 AM	5	\$210	\$235	\$295	\$325	\$370	New Orleans, Sun., 9 PM	4/8 Cruising	4/9 Natchez PM	4/10 Vicksburg AM	4/11 St. Francisville AM	4/12 Ar New Orleans 9 AM	11		
12	Apr. 12-Apr. 14	New Orleans EASTER Weekend	RT	Fri., 6 PM	Sun., 2 PM	2	\$108	\$116	\$140	\$160	\$174	New Orleans, Fri., 6 PM	4/13 Cruising	4/14 Ar New Orleans 2 PM	(A plantation stop will be made during this cruise)				12	
13	Apr. 14-Apr. 19	New Orleans/Memphis — OLD SOUTH	OW	Sun., 9 PM	Fri., 9 AM	5	\$210	\$235	\$295	\$325	\$370	New Orleans, Sun., 9 PM	4/15 Baton Rouge PM	4/16 Natchez PM	4/17 Cruising	4/18 Cruising	4/19 Ar Memphis 9 AM	13		
14	Apr. 19-Apr. 21	Memphis Weekend	RT	Fri., 6 PM	Sun., 2 PM	2	\$108	\$116	\$140	\$160	\$174	Memphis, Fri., 6 PM	4/20 Helena PM	4/21 Ar Memphis 2 PM					14	
15	Apr. 21-Apr. 25	Memphis/St. Louis — BLUES CRUISE	OW	Sun., 9 PM	Thur., Noon	4	\$152	\$172	\$216	\$236	\$268	Memphis, Sun., 9 PM	4/22 Caruthersville PM	4/23 Cairo PM	4/24 Chester PM	4/25 Ar St. Louis Noon			15	
16	Apr. 25-Apr. 27	St. Louis HOLIDAY	RT	Thur., 9 PM	Sat., 2 PM	2	\$108	\$118	\$140	\$160	\$174	St. Louis, Thur., 9 PM	4/26 Cruising	4/27 Ar St. Louis 2 PM	(If possible, a shore stop will be made at Cape Girardeau Friday)				16	
17	Apr. 27-May 3	St. Louis/Cincinnati STEAMBOAT RACE	OW	Sat., 9 PM	Fri., 9 AM	6	\$252	\$282	\$354	\$390	\$444	St. Louis, Sat., 9 PM	4/28 Cruising	4/29 Evansville PM	4/30 Cruising	5/1 Louisville (Race)	5/2 Madison AM	5/3 Ar Cincinnati 9 AM	17	
18	May 3-May 5	Cincinnati KENTUCKY DERBY Weekend	RT	Fri., 6 PM	Sun., 2 PM	2	Wait List Reservations Accepted Only					Cincinnati, Fri., 6 PM	5/4 Louisville	5/5 Ar Cincinnati 2 PM					18	
19	May 6-May 25	Cincinnati/New Orleans/Cincinnati	RT	Mon., Noon	Sat., 9 AM	19	\$741	\$836	\$1064	\$1178	\$1292	Round trip passengers will use boat as hotel in New Orleans 5/13 & 5/14 — Shorestops listed directly below.							19	
19S	May 6-May 14	Cincinnati/New Orleans	OW	Mon., Noon	Tues., 9 AM	8	\$472	\$512	\$624	\$712	\$760	Cincinnati, Mon., Noon, 5/7 Louisville, 5/8 & 9 Cruising, 5/10 Memphis, 5/11 Vicksburg, 5/12 St. Francisville, 5/13 Ar New Orleans 9 AM (Southbounders depart 5/14, 9 AM)					19S			
19N	May 14-May 25	New Orleans/Cincinnati	OW	Tues., 6 PM	Sat., 9 AM	11	\$429	\$484	\$616	\$682	\$748	New Orleans, Tues., 6 PM, 5/15 Baton Rouge, 5/16 Natchez, 5/17 Vicksburg, 5/18 Greenville, 5/19 Cruising, 5/20 Memphis, 5/21-22-23 Cruising, 5/24 Madison, 5/25 Ar Cincinnati 9 AM					19N			
20	May 25-May 28	Cincinnati MEMORIAL Weekend	RT	Sat., 6 PM	Tues., 9 AM	3	\$162	\$174	\$210	\$240	\$261	Cincinnati, Sat., 6 PM	5/26 Cruising	5/27 Madison PM	5/28 Ar Cincinnati 7 AM					20
21	May 28-May 31	Royal OHIO RIVER Cruise	RT	Tues., 6 PM	Fri., 9 AM	3	Chartered by Royal Travel Service of Cincinnati, O.					Cincinnati, Tues., 6 PM	5/29 Cruising	5/30 Madison PM	5/31 Ar Cincinnati 9 AM					21
22	May 31-June 2	Cincinnati Weekend	RT	Fri., 6 PM	Sun., 2 PM	2	\$108	\$116	\$140	\$160	\$174	Cincinnati, Fri., 6 PM	6/1 Cruising	6/2 Ar Cincinnati 2 PM	(A shore stop will be made Sunday morning at Aurora, Indiana)				22	
23	June 4-June 7	Cincinnati OHIO RIVER Cruise	RT	Tues., 6 PM	Fri., 9 AM	3	Chartered by Ohio AAA Club					Cincinnati, Tues., 6 PM	6/5 Cruising	6/6 Madison PM	6/7 Ar Cincinnati 9 AM					23
24	June 7-June 9	Cincinnati Weekend	RT	Fri., 6 PM	Sun., 2 PM	2	\$108	\$116	\$140	\$160	\$174	Cincinnati, Fri., 6 PM	6/8 Cruising	6/9 Ar Cincinnati 2 PM	(A shore stop will be made Sunday morning at Aurora, Indiana)				24	
25	June 9-June 12	Cincinnati OHIO RIVER Cruise	RT	Sun., 9 PM	Wed., 9 AM	3	Chartered by Dayton Automobile Club					Cincinnati, Sun., 9 PM	6/10 Cruising	6/11 Madison PM	6/12 Ar Cincinnati 9 AM					25
26	June 12-June 15	Cincinnati OHIO RIVER Cruise	RT	Wed., 6 PM	Sat., 9 AM	3	Chartered by Cincinnati Automobile Club					Cincinnati, Wed., 6 PM	6/13 Cruising	6/14 Madison PM	6/15 Ar Cincinnati 9 AM					26
27	June 15-June 16	Royal DIXIELAND Cruise	RT	Sat., 6 PM	Sun., 2 PM	1	Chartered by Royal Travel Service of Cincinnati, Ohio					Cincinnati, Sat., 6 PM	6/16 Ar Cincinnati 2 PM	(Cruising on Ohio River — no shore stops)				27		
28	June 17-June 24	Cincinnati/KENTUCKY LAKE	RT	Mon., 6 PM	Mon., 9 AM	7	\$315	\$357	\$441	\$504	\$553	Cincinnati, Mon., 6 PM	6/18 Louisville, 6/19 Cave-in-Rock, 6/20 Kentucky Lake, 6/21 Evansville, 6/22 Cruising, 6/23 Madison, 6/24 Ar Cincinnati 9 AM					28		
29	June 24-June 28	Cincinnati/Pittsburgh	OW	Mon., 6 PM	Fri., 9 AM	4	\$204	\$220	\$268	\$304	\$332	Cincinnati, Mon., 6 PM	6/25 Huntington PM	6/26 Marietta PM	6/27 E. Liverpool PM	6/28 Ar Pittsburgh 9 AM			29	
30	June 28-June 30	Pittsburgh Weekend	RT	Fri., 6 PM	Sun., 2 PM	2	\$114	\$124	\$148	\$168	\$180	Pittsburgh, Fri., 6 PM	6/29 Cruising	6/30 Ar Pittsburgh 2 PM	(A surprise shore stop will be made during this cruise)				30	

Pictured at the dedication of the first completed hull section for the new DELTA QUEEN successor are G. F. Steedman Hinkle (left), Hon. Leonir K. Sullivan and William Muster. The photograph was taken by Bert Fern, Tell City, Ind. on Sunday, November 11, 1973 at Jeffboat, Jeffersonville, Ind. Mr. Hinkle, 41, is president and chief executive officer of Overseas National Airways, Inc., based at the Kennedy International Airport, Jamaica, N.Y., and also is board chairman of the Delta Queen Steamboat Co., successor to Greene Line Steamers, Inc. Mrs. Sullivan is a member of the U.S. House of Representatives (D-Missouri) and sponsored legislation to prolong the life-span of the DELTA QUEEN. William Muster, Los Angeles, is president of Delta Queen Steamboat Co. Looming in the background is a huge canvas-mounted sign showing the new boat in profile. The picture was taken on the deck of the hull section where the ceremonies were conducted.



STEAMBOATS ON THE MUSKINGUM
By J. Mack Gamble

Profusely illustrated with actual historical photographs and drawings by John L. Fryant.

A compendium of steamboats which plied the Muskingum by Clyde K. Swift.

Prepared and edited by Edward A. Mueller.

Priced \$8.50 the copy, postpaid.

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

JAMES REES & SONS CATALOGUE
1913 Edition

Drawings and descriptions of river boats, boilers, engines, captains... photographs and details of steamboats built for rivers all over the world.

A remarkable offset repro of the original, same size, all details, \$3 the copy postpaid from F. May, Jr.