

S&D REFLECTOR

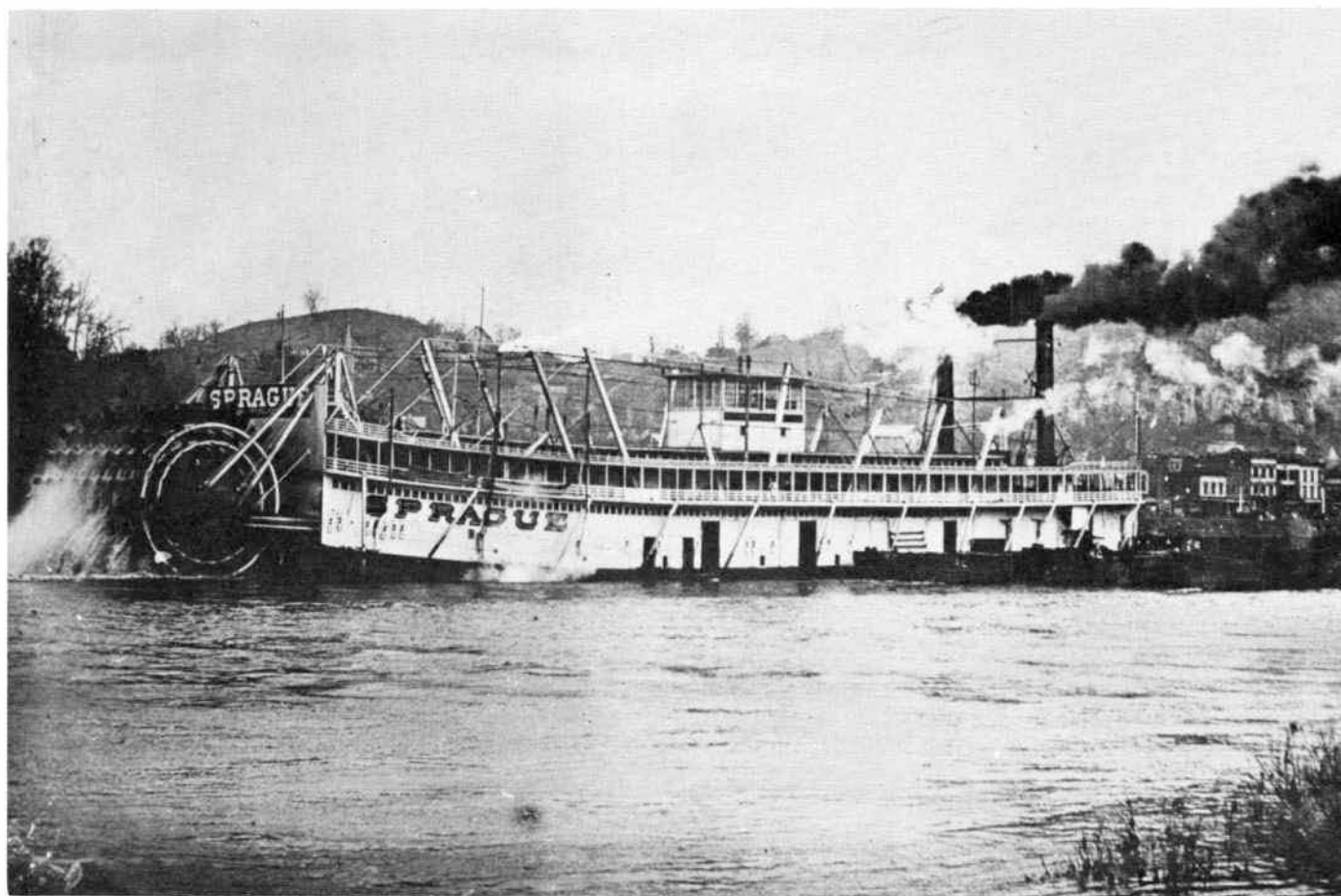
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 11, No. 2

Marietta, Ohio

June, 1974



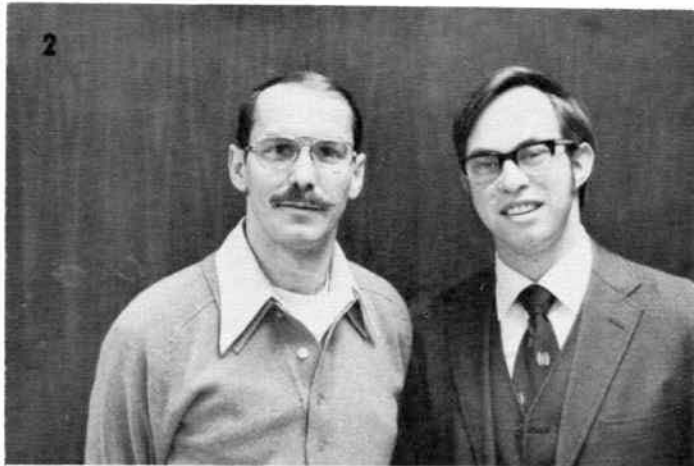
IN MANY WAYS the above picture is our favorite one of Big Mama. She was upbound with empties at Pomeroy, O. when this was taken in February, 1903, on her first visit to the upper Ohio. Without much doubt Mr. Feiger took this, a Pomeroy photographer. He must have crossed on the ferry CHAMPION NO. 3 figuring he'd get better light on the Mason City side.

On page 4 the story is recounted of the burning of the SPRAGUE on the evening of April 15th last. For the last quarter-century Big Mama has been a feature of the Vicksburg landscape, brought there thanks to the enthusiasm of the late Dr. Walter E. Johnston of that place. S&D retains two important souvenirs at Marietta, the whistle and an oil portrait of Peter Sprague which graced the cabin as long as she ran. Neither of these relics was displayed in the new Ohio River Museum on opening day last April first. Nor was the glass-cased model of the SPRAGUE displayed.

In her coal towing days much was made of the "record tow" she handled to New Orleans in 1907, a total of 67,307 tons. Less advertised were her two "spills" in which almost 62,000 tons of black

diamonds were distributed on the sandy bottom of the Mississippi. In 1917 the Aluminum Company of America put the SPRAGUE to work shoving bauxite from West Memphis to St. Louis, a labor of Hercules often hampered by low water. Standard Oil of Louisiana chartered her in 1922 and bought her three years later. Her closest shave came one August day in 1927 while downbound with Smackover crude enroute to Baton Rouge. One of her barges rubbed a reef in Salem Bend, wires snapped, and there was an explosion. The mate and three deckhands were blown overboard and lost. Four of her barges were afire. There wasn't time to knock the SPRAGUE out of tow to get her away from the blazing mass. Pilot "Gene" Hampton told the tale that she was given a hard "back" with rudders hard down one way, then the other, and not only did she snap her face wires, but pulled off chocks and kevels, so great was her rudder power.

The SPRAGUE was 72 years old, the JOHN A. WOOD was 55, the JOSEPH B. WILLIAMS was 38, and the J. B. FINLEY, 19. At these ages all four were lost by fire. Rivermen will be recounting the exploits of the "Big Four" for years to come.



FIFTEEN OHIO-KANAWHA West Virginia river buffs and friends held a get-together in the St. Albans (West Va.) Library on the afternoon of March 17th last. They organized themselves into an OK (for Ohio-Kanawha) branch of S&D.

Those present: J. P. Bupp and Bill Barr, Charleston; Charles H. Martin, Belle; John and Nancy Killoran, Hurricane; Charles H. Stone of Pt. Pleasant; Gene and Del LeRoy, Scott Depot; Jerome and Virginia Collins, Nitro; Jerry Sutphin, Capt. Ben Gilbert and James A. Harmon, Huntington; Bob Kennedy of Kanova and Herschel Burford of St. Albans.

Among the guests were Clifford T. Deane, Charleston; Jack R. Meeks of Nitro; G. A. Dudding, St. Albans; James R. Christy and Forrest P. Wallace, Winfield; Mrs. D. L. Ambler, Red House; and C. G. Hall and Ben Gilbert, Jr., Huntington.

R. Jerome Collins acted as temporary chairman and said the meeting was the result of a suggestion made by James A. Wallen, Huntington. He explained that there was no intent of infringing on S&D; quite the contrary an objective would be to add to the flow of materials and information vital to S&D, and to encourage people to join S&D.

Gene LeRoy, Jim Wallen and Charlie Stone were elected as a committee to nominate a slate of officers, and to select the time and place of the next meeting. Spring, summer and winter meetings are proposed, and the fall meeting will bring the group to S&D.

Information is available by contacting the clerk pro tem, Herschel W. Burford, 138 Strawberry Road, St. Albans, West Va. 25177.



Top left:
Jerry Sutphin
Bill Barr

Top right:
Jim Bupp
Charles Martin
Bill Barr
Bob Kennedy

Upper center:
Jerry Sutphin
John Killoran
Nancy Killoran

Lower center:
Gene LeRoy
Charles Stone

Lower left:
Jim Harmon
Carl Hall

Lower right:
Ben Gilbert
Jerome Collins

Pictures by
Herschel Burford

OK Meeting,
St. Albans, W. Va.
March 17, 1974.



THE SPRAGUE FIRE

On the following four pages we are presenting a thumb-nail picture story of the SPRAGUE's career. -Ed.

Between 8 and 9 p.m. on Monday, April 15, 1974 the SPRAGUE, moored in the Yazoo River at Vicksburg, Miss., was reported on fire. The alarm came from her watchman Wardell Sims who went to a phone at nearby Platte's dock. While Sims was telephoning, Capt. Erwin Grant of the Vicksburg police happened along on routine patrol and saw flames coming from the forward portion, in the old boiler area, now a theater. Grant rushed on board to seek out the watchman and there came a puff as the flames exploded into other portions of the boat.

By the time the fire equipment arrived the SPRAGUE was doomed. Flames shot 75 feet high. The U. S. Engineers' towboat FIFE and the Coast Guard's DOGWOOD played hoses on the river side. The heat was so intense that the hogchains sagged and melted. The hull did not sink, and the paddlewheel was undamaged.

And so death came to a fabled river towboat aged 72 years, 4 months and 10 days, reckoning her birthdate back to December 5, 1901 when her hull was launched at Dubuque, Iowa. In all of those more than three score and ten years she never sank (and what's left is still afloat) nor was she ever threatened with a serious fire.

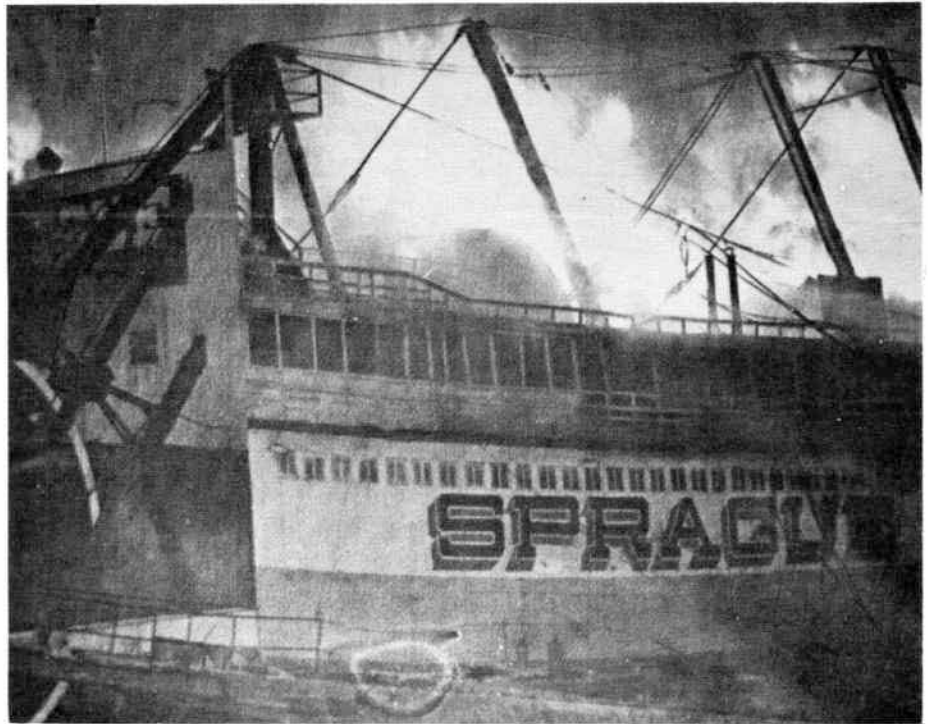
The tragedy is compounded by the fact that in January, 1973 the big boat was hauled out on the drydock of Avondale Shipyards for a hull overhaul that cost \$110,000. The Louisiana State legislature recently authorized \$2.5 million for projects that included renovation of the SPRAGUE.

Sympathetic editorials appeared in the Memphis Press-Scimitar and even in the Marietta Times. One Vicksburg firm, the U. S. Rubber Reclaiming Co., pledged \$500 to help rebuild the boat even while the flames raged. The prospect that she will arise Phoenix-like from the ashes is remote indeed.

On May 14, 1880, the "Ohio River Boatman" was first printed at Manchester, Ohio, with E. T. Kirker as publisher, and was devoted to river boats and river men.

Twenty years ago S&D got a letter from Capt. William H. Gay, New Matamoras, O. "I am not a pioneer or a son of a pioneer riverman but I'd like to join," said he. In 1955 Capt. Gay was master of the A. L. LONG, and before that time he had been 14 years with Wheeling Steel. He's still going strong.

Amber visual signal lights that operate simultaneously with whistle signals have been in use on the Western waters since Jan. 1, 1945.



The SPRAGUE as pictured during the height of the fire on the night of April 15. S&D REFLECTOR is indebted to Dan Owen who alerted us of the blaze the following day and who sent to us news reports from Vicksburg and Memphis papers.



The blaze as seen by a photographer for the Vicksburg Evening Post. The morning after the night before the main deck didn't look too bad except for paint blistered from the steel bulkheads. Cabin and pilothouse were demolished and the stacks fell. She was afloat with the stern deep in the water (drawing maybe three feet more, aft) and the head away up looking at the moon. We would guess that the engine-room machinery, etc. was not badly damaged. Mississippi governor William L. (Bill) Waller visited the wrecked boat and pledged state support for rebuilding the SPRAGUE, and urged a nation-wide campaign for funds with \$3 million as the tentative goal.

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of Pioneer Rivermen



VOL. 11, NO. 2

MARIETTA, OHIO

JUNE, 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

m ELINDA HOWES scolded Marietta citizens in an editorial printed in the "Times" on Monday evening, April 8 for indifference and lack of interest in the new Ohio River Museum. "Marietians," she points out, "are already taking this 'first' for granted; the first Ohio River Museum--not only in the state, but first in the nation."

No doubt Melinda Howes has a point. On opening day, April 1, some school marms on a bus tour from Lima, O. dribbled in during the morning. By three p.m. there was quite a crowd assembled--not to see the Ohio River Museum--but rather to catch a look at astronaut John Glenn. We have reported the details of this on another page in this issue.

Those craftsmen who deal with audiences, be they writers, performers, tour agents or circus managers--and certainly including museum directors--have a common worst enemy, public apathy. When nobody comes to see the show it's in bad trouble. You can argue and wail; you can say, as Melinda Howes has said in her editorial, that her local citizenry is indifferent.

One argument, and not so dumb either, is that people who live close to an attraction figure that they're in no hurry to go see it--it will be there tomorrow, and next day, and next week, and so on. Meanwhile the Ohio Historical Society has good cause, through empirical experience, to believe that tourists will be delighted and return to their homes urging their friends and neighbors to go see the new Marietta river show. Most of the paid admissions at the new Ohio River Museum, if current response at Campus Martius Museum and aboard the W. P. SNYDER, JR. is any criterion (and we think it is), will come from transients.

The concern, Melinda, is not whether your dwellers on Scammel or Harmar streets, including their kids, poke their noses in, and pay admission to view the new set-up. Someday they will. The real concern is whether Mr. & Mrs. John Q. Public and family from Sheboygan Falls, Wis. and Mizpah, N.J. and Sac City, Iowa wax enthusiastic.

And that conclusion, you can sack down as a fact without dispute, will be gauged only by the number of cars with out-of-state license plates lined up in the Ohio River Museum's parking lot this summer, all empirical experience to the contrary. It's a wait-and-see game and we're not about to take any bets on how it goes.

Meanwhile we recommend you go see the new show.

River people will appreciate all of the trinkets and haberdashery, the whistles, the models, the paintings, the setting, the scenery. Granted, it is a Reader's Digest condensation of the lavish spread S&D used to have in Campus Martius. The cotton-in-the-field approach is now a compress export bale for foreigners.

Our immediate concern is not what Sheboygan Falls, Mizpah and Sac City think of this, nor even what Scammel and Harmar think, but rather what we of S&D think.

Department of our Affairs

THE ANNUAL MEETING of Sons and Daughters of Pioneer Rivermen will convene at Marietta, Ohio the week-end of Saturday, September 21, 1974.

Reservations for room 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 Monday.



'NEATH THE SHELTERING PALMS

Here is U.S. Steel's old towboat CLAIRTON pictured at Fort Walton Beach, Florida. She will become a night club called ROBT. E. LEE. She's owned by Vic Anderson. Photographed by John L. Fryant, April 12, 1974.

The S&D REFLECTOR is entered in the post office at Marietta, Ohio 45750 as third class matter, permit No. 73. Please send address changes or corrections to the secretary, Mrs. J. W. Rutter.

MAKING YOUR CRUISE COME TRUE



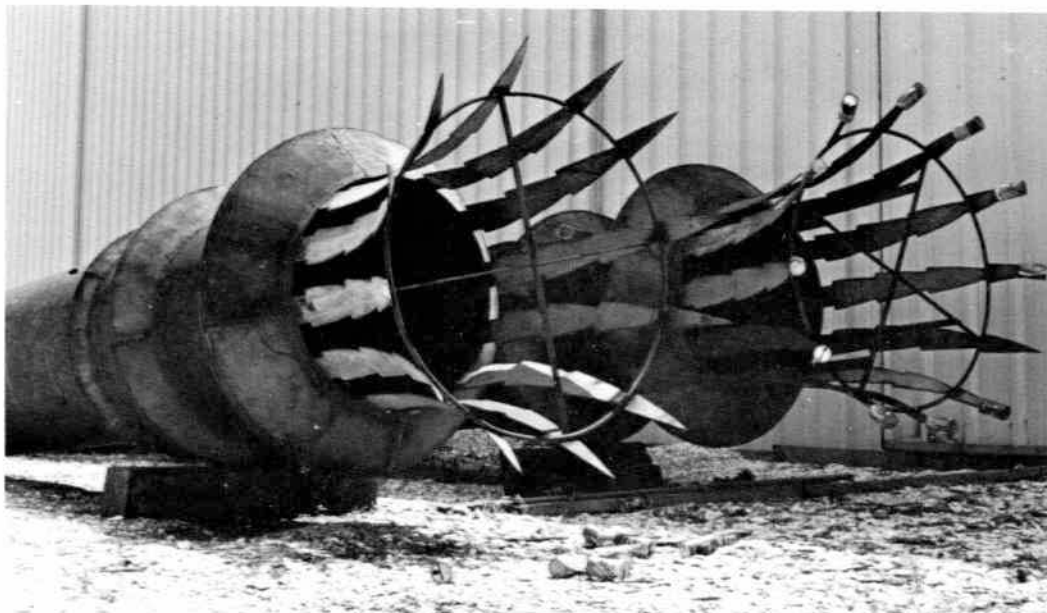
EVERYBODY who has seen the new steam sternwheel excursion boat NATCHEZ now under construction says WOW! She has the grace, charm, sheer, curve and camber the Howards were famous for --- and then some. John L. Fryant paid a call in mid-April and took the pictures on this and the next three pages. He says the one at the top of this page is his favorite, proving that a modern steel steamboat CAN have pleasing hull and deck lines.

The scene of this activity is at the Bergeron yard south of New Orleans a few miles. It takes a bit of doing to find the place. John got lost three times enroute. He introduced himself to Dexter Denton who rolled out the red carpet.

That's Dexter Denton in the scene to the right, standing there pondering the chine line of the bow. Dick Warren is hunkered down taking a look-see at the bow thruster.

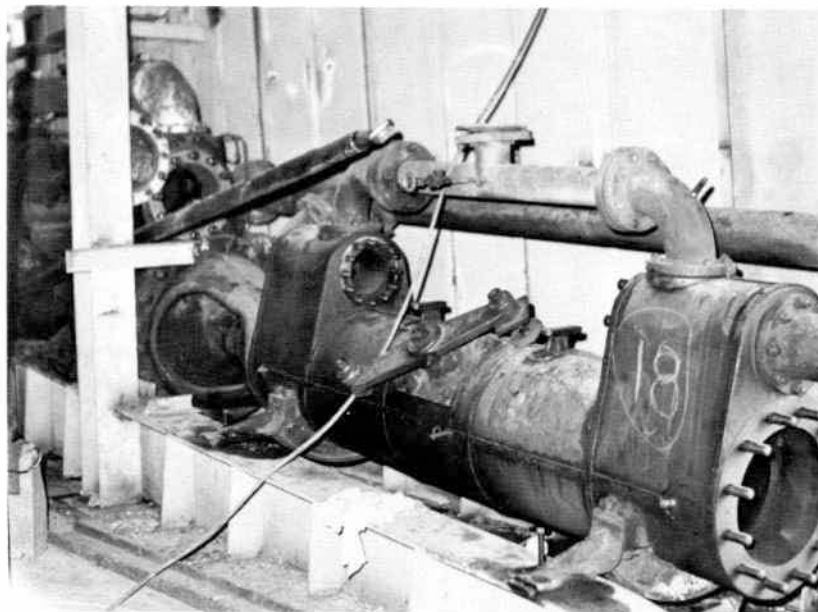
The NATCHEZ has a hull 235 by 40 and will operate excursions at New Orleans docking in front of Jackson Square. Wilbur E. Dow, Jr. and his son Bill are the principals in the venture. Alan L. Bates is the architect who designed those fluid sweeps and curves. Jim Howard would be proud of him.





If these smokestacks were parked in the Howard Ship Yard A.D. 1880 they might be believable----but honest John Fryant swears he took this picture in April, 1974. If you need some proof, he says, notice the fancy spiked tops on the one next to the shed. Soft drink cans were put on the spikes to keep yard workers from hooking themselves on them. These are patterned from the tops on the sternwheel cotton packet NATCHEZ.

The engines are already bedded to place, and here you see the high pressure cylinder on the port side, looking aft. This machinery was taken from U. S. Steel's towboat CLAIRTON (see her on page 4 looking like a packet in Florida) and is tandem compound condensing. Cylinder diameter of the high pressure engines is 15", that of the low 30" and stroke is seven feet. She's to have two water tube steam generators, built new, and already on the premises at the Bergeron yard.



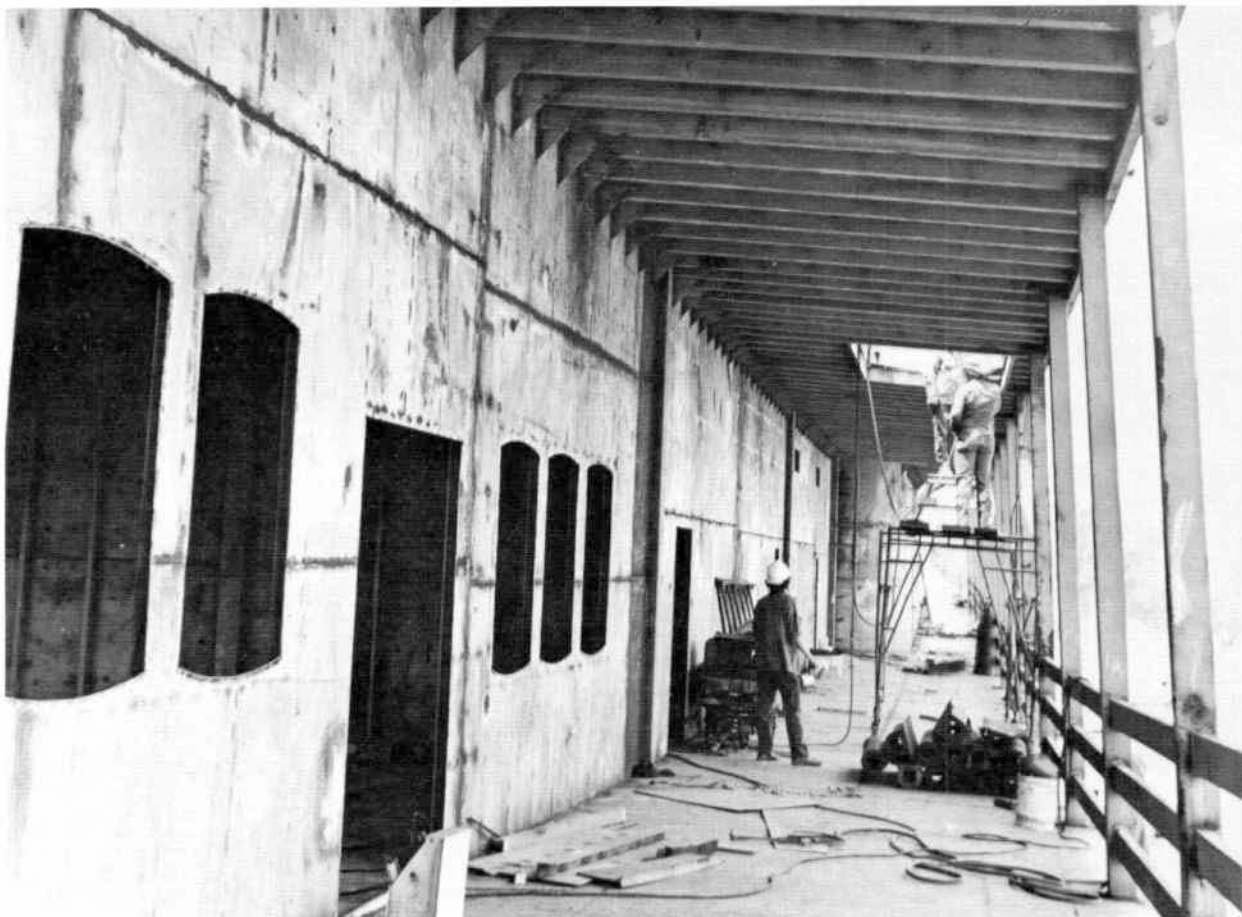
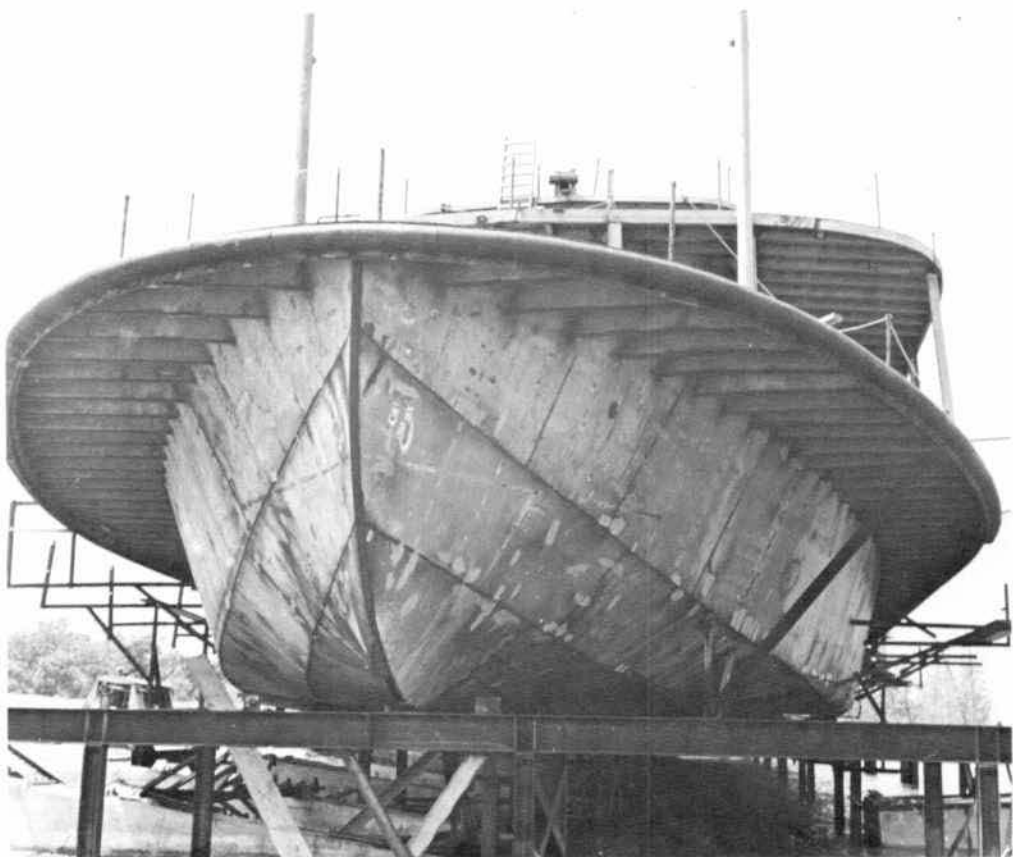
Here is Dick Warren out on the port fantail getting a picture of the shaft bearing housing. Dick is a Navy photographer who came loaded with two Nikon cameras for color shots. John Fryant was taking black and white. The two of them were part of a crew sent to New Orleans in April in connection with displays set up by the U.S. Navy Exhibit Center for a convention.

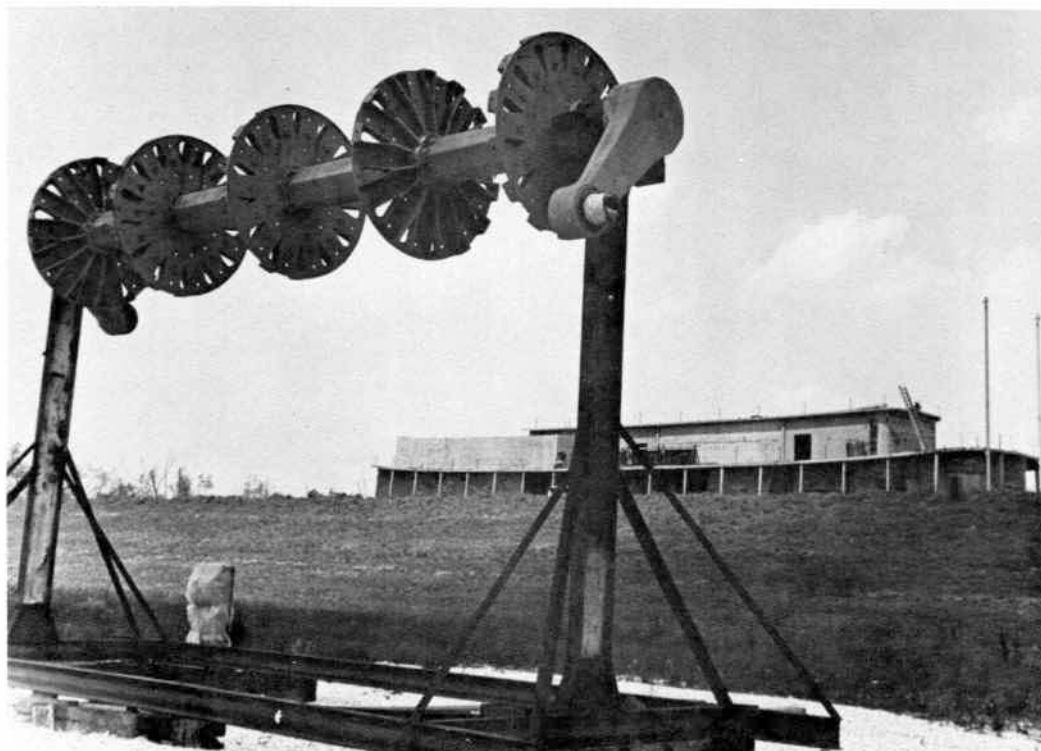
The bow-wow! This is how John Fryant labeled this view. The NATCHEZ soon will be taking to the water and will be fully completed at the Bergeron yard. This facility is operated by Roland Bergeron, Jr., president, Roland Bergeron III, v.p., and William T. Bergeron, secretary-treasurer. Dexter Denton is fabrication superintendent. They built their first river towboat 12 years ago.

The Bergerons presently are completing a marine railway to haul out boats up to 300 feet long. They have 21 acres with 800 feet frontage on the Mississippi River. The yard is located at Braithwaite, La. and the offices are at St. Bernard.

The below view is on the main deck, port side, looking aft. Everything you see is steel, including the bullrails.

Estimated capacity of the NATCHEZ is 1,600 passengers.





Above is the excursion boat COTTON BLOSSOM as seen by John L. Fryant's camera this past April. She also is having work done on her at the Bergeron yard. Due to Coast Guard requirements the entire interior had to be stripped out and replaced with steel construction. An all new steel pilot-house was put on her for the same reason. She will implement the NATCHEZ in handling excursionists at New Orleans. She formerly was the ROBIN D, then owned by Pete Denny, Dunbar, West Va.

To the left is something of a novelty. The wheel shaft for NATCHEZ has been suspended aloft and the steel wheel arms and the oak bucket planks will be placed. Notice the NATCHEZ showing at the river shore beyond.

LAUNCH OF THE J. M. WHITE

The following is taken from the Cincinnati Commercial, issue of April 4, 1878:

The great event at Jeffersonville yesterday was the launch of Capt. Tobin's new clipper, the J. M. WHITE by the Howards. To say it was a great success is but to feebly express the admiration of the tens of thousands of spectators who were in attendance. The ferryboats were crowded, and the shores of Indiana and Kentucky at a point above the Towhead and on the island were thronged with people, all anxious to see the great boat glide into her future element.

The attendant steamers were the WALKER MORRIS, with a special delegation of ladies and U.S. officers; the SHELBY, with five hundred passengers; the JAMES HOBSON and the famous towboat LITTLE ANDY FULTON, which was especially detailed to catch the monarch and tow her back to shore--a duty admirably performed.

The Howards with a force of two hundred men were kept hard at work from early morn till 4 p.m. preparing, shoring up and knocking away braces, and at one minute past the hour the word "cut" was given, and on the instant her flag, with J. M. WHITE emblazoned upon its folds, was flung to the breeze. She glided swiftly into the water with such impetus, though having but a short run, that she went across the river direct in four minutes, the stern just barely grazing the shore as the LITTLE ANDY FULTON caught up and towed her back to the shipyard amid the rejoicings of the multitude.

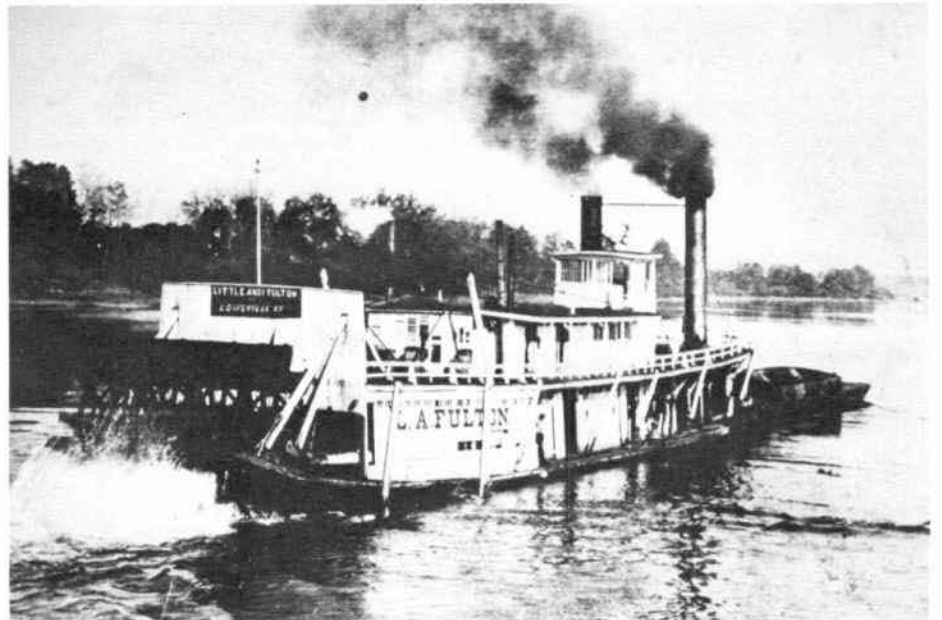
She was moored at the ways in twenty minutes from the time she struck the water, and the five hundred people on her were wild with delight.

The hull is incarnadined a warlike red from the keel to the water line she is calculated to draw in running trim. This marks six feet three inches. She now draws three feet seven inches at the bow and four feet at the stern.

The staunch hull never quivered or bent a hair's breadth in launching and a prediction is expressed that she will rise as she is pressed when under way, and with her perfect model, sharp lines and immense power so admirably applied, the J. M. WHITE is destined to be the fleetest of the fleet.

Capt. John W. Cannon was on the boat with other noted boatmen, including Capt. Sam S. Brown of Pittsburgh. A daughter of Mrs. Escott, the designer, had the honor of christening this most artistic steamer by breaking a bottle of wine on the bow as she struck the water.

=The WALKER MORRIS noted in the account above was a U.S. steamer built 1876 at the Howard yard. She is listed in the book "From Paddlewheels to Propellers" as being 996.0 feet long, a typo error; she



LITTLE ANDY FULTON

She was built in 1872 at Pittsburgh owned by James Rees and S. Roberts & Co. on a wood hull 122 by 22, with Rees engines 15" dia. by 5 ft. stroke. She towed coal for the Roberts firm and once at least, in Dec. 1873, she was sent up the Allegheny River to bring out a coal tow from Brady's Bend. Her first skipper was Capt. Henry Rothrauf. Within a few years she was sold to Capt. J. T. Duffy at Louisville, Ky. and was the first towboat the Duffys owned when they entered the coal, sand and gravel business. She was named for the noted bell and brass founder Andrew Fulton of Pittsburgh. The Duffys in 1891 built a new towboat at Madison, Ind. and used the LITTLE ANDY's engines in it, calling her FULTON.

was 96 x 19 x 4. Later she was renamed FRED NELLIS, towing cross ties out of Tennessee River. She was damaged by fire three miles below Paducah on March 25, 1897, but was rebuilt. Capt. Tom Ledger had her at Crystal City, Mo. towing sand in 1905; he still owned her in 1907. The SHELBY "with five hundred passengers" probably was the ferryboat Z. M. SHERLEY, also Howard-built (1873). We're running a picture and description of the "famous towboat" LITTLE ANDY FULTON on this page. -Ed.

Sirs: Those pictures of the Missouri River packets in the Dec. '73 issue are fabulous. The roof bell from the FAR WEST is reposing in the basement of the Bower Hotel at Fredericktown, Pa.

Bill Kisinger,
515 Front St.,
Brownsville, Pa. 15417

Sirs: Capt. Isaac Ramey, owner of a riverboat which ran on the Wabash and/or Ohio River, was my husband's great-great-grandfather and I would like more information on him. All I know is that he was born in Indiana, married Martha Ellen Lunger in 1835, had eleven children and died in 1857 in Iowa. What I would like to know is his exact place and date of birth, who his parents were, and any and all interesting facts about his life;

what the name of his riverboat was and if it still exists; if there is a museum which has anything of his or anything about him; and ultimately I would like a photograph of him and of the riverboat.

Mrs. John Singer,
21301 Seaforth Lane,
Huntington Beach, CA 92646

=Shoot for the moon and you might hit the top of a hill. Our score on the above is total zero. -Ed.

Capt. Jacob (Jake) Meanley of Memphis has installed a new boiler on his old-time cypress-hull RUTH. He got it from Fred Semple who runs the Semple Engine Co., Inc., Box 6805, St. Louis, Mo. 63144. Jake bought the RUTH over a year ago from Dick Bissell, a 28-ft. launch said to have been built in 1862 for the USS KEARSARGE.

The Delta Queen Steamboat Co. announced on Feb. 12 last that all passengers sailing of DELTA QUEEN cruises this season are subject to a \$5 per night fuel surcharge.

Among those who briefed us on the subject of steam injectors was James A. King, 309 Days Lane, Sidcup, Kent DA15 8PQ, England. Our admiration and thanks to all who contributed. Nobody had a good word to say about fitting an injector on a Mississippi steamboat.

Sirs: I am still going over the March issue studying those photos of the J. M. WHITE. She must have been an awe inspiring sight and a testimonial to the skill of the craftsmen who built her. I just don't think you could find that much timber anywhere today to build such a boat, and think of the cost!

Bill Kisinger,
515 Front St.,
Brownsville, Pa. 15417

Sirs: There never was an article on the J. M. WHITE as complete as the one in the March REFLECTOR. Having read it once quickly I am planning to enjoy it again during a leisure moment.

R. Wes Naye, president,
Jeffboat, Inc.,
1030 East Market St.,
Jeffersonville, Ind. 47130

Sirs: I sure did enjoy the article on the J. M. WHITE. I had been hoping for a long time that the REFLECTOR would print a run-down on her. Seems to be but little doubt that she was the apex of steamboat design.

The first picture I ever saw of the WHITE was in 1965 at Hannibal, Mo. on the old U.S. Engineers' MISSISSIPPI. I knew right away she must have been one of the best.

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

Sirs: The J. M. WHITE pictures are wonderful--that interior is a spectacular example of what might be called "Centennial Gothic." I enjoyed the boat's history, especially the remarks on why it would be impossible to duplicate her.

Edward O. Clark,
Box 52,
Chalfont, Pa. 18914

Sirs: The feature on the J. M. WHITE was very interesting. Also the front cover picture of the ALTON as she has always been a favorite of mine.

Keith Norrington,
135 Adams St.,
New Albany, Ind. 47150

Sirs: That was a great story on the J. M. WHITE. What a boat to have ridden on.

James V. Swift,
The Waterways Journal,
701 Chemical Bldg.,
St. Louis, Mo. 63101

Sirs: The article on J. M. White was great!

Howard B. Peabody, Jr.,
Box 700,
Natchez, Miss. 39120

Reverberations in the form of letters were numerous after S&D members had read the story of the J. M. WHITE in our last issue. Some of these appear in the column at the left.

In writing the piece we did not emphasize that the two pilots involved at the time of the WHITE's burning, Capt's. John Stout and Robert Smith, also had been partners on the great side-wheel ROBT. E. LEE (2nd) when she burned 30 miles below Vicksburg before dawn on Sept. 30, 1882. On that occasion Stout was on watch. The engineer, William Perkins, alerted Stout that the boat's pantry was afire. The boat was downbound under full headway. Stout drove her ashore on the Mississippi side of the river with such force that her stem buried itself deep in the mud and the burning LEE held fast to shore while most of the passengers and crew escaped. Pilot Stout leaped from the pilothouse to the roof and then slid down a guard chain, and thence across the fore-castle to shore.

On Christmas morning, 1888, the sternwheel cotton packet JOHN H. HANNA, enroute from the Ouachita River to New Orleans with a load of cotton, caught fire in midstream. Pilot Robert Smith, who had been through the LEE and WHITE catastrophies, lost his life, as did first clerk Joe Holmes who was uncle of the Natchez mailman T. C. Holmes so liberally quoted in our account of the J. M. WHITE.

This curious interlocking of personalities prompts us to report the JOHN H. HANNA fire from the original account wired from the scene of the blaze at Plaquemine, La.

BURNING OF THE JOHN H. HANNA Thirty or More People Lost the Night Before Christmas

Plaquemine, La., Dec. 26, 1888:
---The burning of the steamer JOHN H. HANNA on Monday night (Dec. 24) near this place was one of the most terrible river disasters that has ever happened in southern waters. The loss of life was very heavy. About thirty persons perished in the flames, and a large number jumped overboard and were drowned. One of the deckhands who escaped says there were about 100 persons aboard, and that only about a dozen can now be found alive. The engineer and pilot were saved. All were burned more or less, some of them severely.

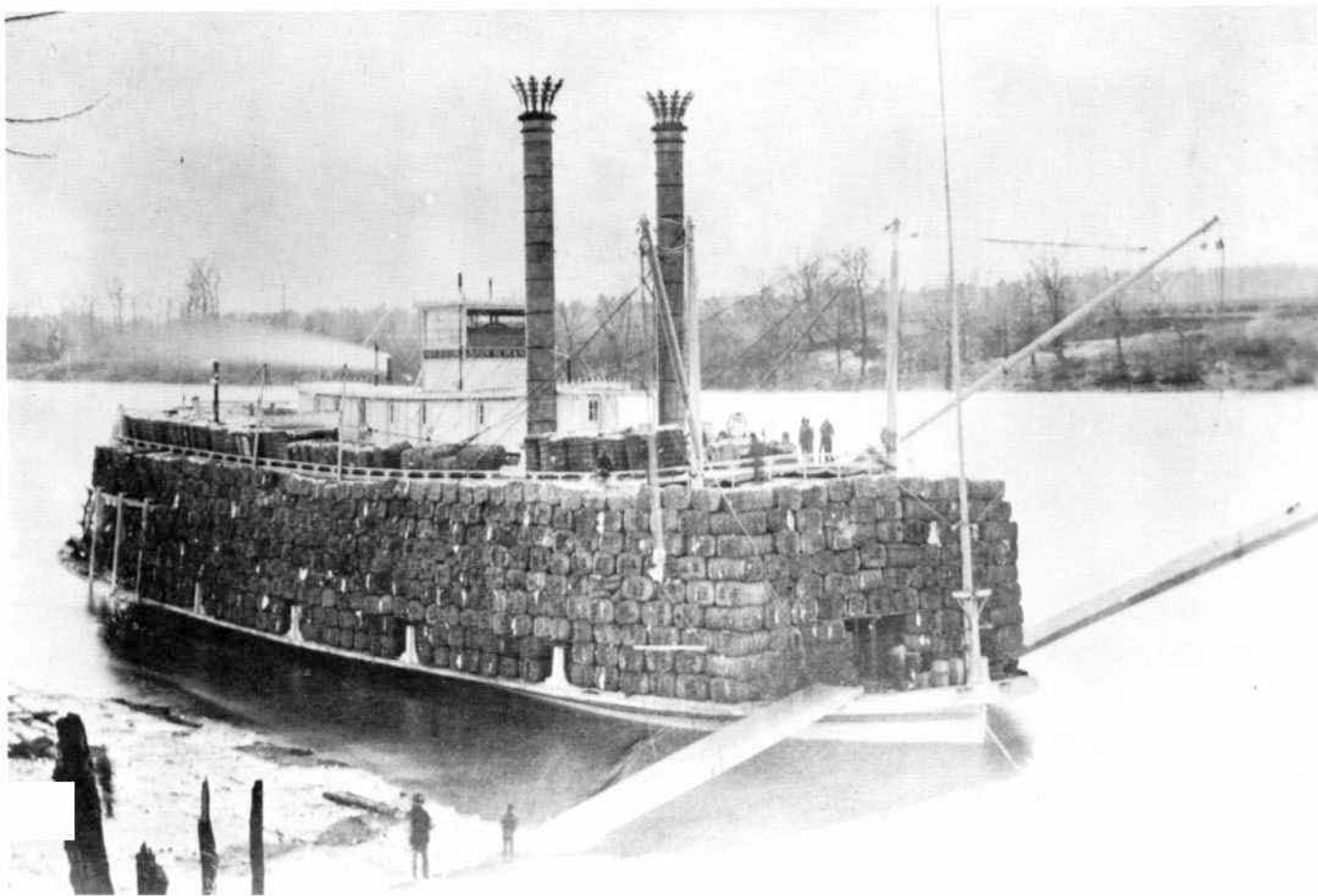
It was just before Christmas day was being ushered in that the fine steamer was coming down the river. Several of the passengers were seated in the cabin having a merry time and with no thought of the impending catastrophe. Many of the crew and passengers were asleep when the fire broke out with indescribable rapidity. The de-

tails of the suffering and death of some of the passengers are harrowing in the extreme. The boat had reached a point which was but a short distance above the town, when a Negro roustabout near the boiler room ran out on deck and shouted that the boat was on fire. John Calien, a stoker, was near the place at the time, and, seeing the flames bursting forth from the big tiers of cotton near the boilers, ran hastily to the engine room and gave the alarm.

Engineer Merriam took in the situation at a glance, and at once sounded the alarm by blowing the steam whistle and ringing the bells. In an instant, certainly in much shorter time than it takes to explain it, the flames shot through the cabin and over the sides of the cotton, enveloping the entire boat in fire. Clerk Powell was upstairs at the time, and when he saw the flames he heroically ran through the smoke which filled the cabin and tried to arouse the sleeping people. He kicked at the doors, and in a short time almost everybody was awake. Then confusion worse compounded appeared, and the frantic people on the boat ran to different exits to make their escape, but the boat was piled high with cotton and the passageways were filled with smoke. Many dropped before they were able to get to the forward parts of the boat and were dead when the steamer went down.

As soon as the fire was discovered, engineer Merriam set the steam pumps working and tried to battle with the flames, but the fire swept through the boat like a blaze on a prairie, and the engine room was soon in flames. Then to add further to the consternation the steam pipe burst and filled the place with scalding steam. Engineer Merriam as forced to abandon his post, and he and the stokers and others ran to the side of the boat, and rushed through pell-mell in order to save their lives. As soon as the smoke and flames began to start up the sides of the boat, Captain Jolles, the pilot, swung the wheel around and headed for the shore. A full head of steam was on at that time, and the boat was soon run into the bank. Before she did so, however, she was doomed. All of her timber was furiously burning.

When the HANNA struck the bank she bounded away again and swung around, drifting down as she burned. Then Captain Jolles jumped out over the cotton bales and springing into the river, swam ashore. The sight was a weird one viewed from the bank, and the town was aroused. The floating cotton, charred timber and other debris filled the river, and many people were struggling desperately in the water for their lives. Some of them were able to swim ashore, but most of them were so badly burned or so thoroughly exhausted that they struggled but a few moments and sank to rise no more. As the burning boat struck the bank of



LOADED WITH COTTON, she's on her way to New Orleans, pictured in the Ouachita River. Built at Madison, Ind. in 1876, her wood hull was 181.2 by 38. She was owned by the Blanks family, commanded at Various times by Capt. J. W. Blanks and by Capt. F. A. Blanks. Joe Holmes was her first clerk. One year before she burned at Plaquemine she was advertised in New Orleans newspapers as connecting with the GOOSE for Little River; the TOM PARKER for Boeuf River; the ORA, ACME and TIMMIE BAKER for Bayou Bartholomew, and with the BERTHA BRUNNER for Bayou d'Arbonne.

the river, the crew and passengers who had been able to reach the forward end of the boat sprang ashore, some of them with scorched faces and bruised limbs, and many of them with scarcely any covering.

Among those who managed to get off were Capt. Joe Holmes, and also Capt. Bob Smith who was the unfortunate pilot of the ill-fated steamer J. M. WHITE, who was a passenger. Both men were burned nigh unto death and the story of the manner in which they suffered is most heartrending.

When Captain Holmes jumped ashore he was burned horribly, and in his frantic desire to be relieved from the pain he was suffering he buried his face and hands in the soft mud and begged most pitiously for some one to help him. Capt. Bob Smith was just behind and was laid out by the side of the dying captain. Nothing could be done for the dying men. The two died together on the river bank.

The death of John Crafton, the

carpenter, was a sad one. He was in the upper portion of the boat, struggling to get near the front end of the boat. The flames were twisting and sweeping all about him. He tried nobly to reach the bow, but he dropped and burned to death before the eyes of the people who were not able to render him any help.

A short time previous to the alarm of fire, clerk Powell was conversing with Willie Higgins, barkeeper, about the burning of the KATE ADAMS, an account of which Higgins had just finished reading. (The first KATE ADAMS burned on Sunday morning, Dec. 23, 1888 at Commerce Landing, 40 miles below Memphis. -Ed.) On being told that fifty lives were lost, Powell said:

"I can't understand how so many lives can be lost when land is so near."

Half an hour later cruel fate made him a corpse floating down the river.

The fire was so rapid that before the pilot had finished sound-

ing three alarm whistles the entire boat from stem to stern was a roaring mass of flames, and the scene which ensued was terrible in the extreme. Men yelled and ran about the decks of the burning steamer like maniacs. Others, screaming at the tops of their voices, threw themselves into the dark waters and were lost to sight in the twinkling of an eye.

The second bar-keeper said that several persons near him struggled in the water and begged pitifully for help, but he could not render them any assistance because the water chilled him to the marrow, and his clothing clogged his every movement. A cabin boy who was an assistant of the steward, said the crew who were in the texas were aroused from their slumbers by the flames which roared over them and they were compelled to dive headlong from the roof of the boat into the river, and many of them were burned to death while in the water. The impression now is that the number of lives lost will not exceed thirty.



Commodore and Mrs. David Gibson

-courtesy The Cincinnati Historical Society

THE CINCINNATI HISTORICAL SOCIETY was presented recently with two oil portraits of such consequence the event was splashed into the Cincinnati "Post" as a four-column feature.

The portraits depict David Gibson and his wife Matilda Cheesman Gibson. The "Post" story says they were residents of Cincinnati, and lived for many years in a marble mansion.

S&D's Jim Wallen, Huntington, West Va., sent us the clipping wondering if the gentleman perchance was the same David Gibson who built the packet TACOMA.

So in the next mail we dropped a note of inquiry to Yeatman (Andy) Anderson, curator of rare books at the Cincinnati Public Library. There was a tie-in; the "Post" article related that the Gibson mansion was on the site of the Clifton branch of the Cincinnati Public Library.

The portraits, it turns out, are the TACOMA Gibsons, the same David Gibson who, to quote his obituary, "owned in some 70 steamboats," and later lived in this marble mansion in the Clifton section of Cincinnati. To get there from downtown, you went out Clifton, on beyond Ludlow several blocks, turned left on Resor Ave. Resor terminated in

a driveway--keep on going along that driveway and you were in the Gibson estate. Today the home of Jack and Joan Strader on Clifton is about abreast of old Resor Ave.

But the Clifton branch of the present-day Cincinnati Public Library is not on the site of the marble mansion; it's over on Ludlow. We confess we don't know exactly WHAT occupies the site of the Gibson's marble mansion today; one city map dated 1943 shows a rectangular "Bird Park" in the area.

Gibson's obituary notes that one of the fascinations of living in that locality, particularly for David Gibson, was that his good friend Thomas Sherlock, Esq. also resided nearby. Well, Andy Anderson sent us an old city map, and yes it's so. Mr. Sherlock's home and estate was on Clifton Avenue, entered from a driveway with a circular "island" up to the portico. It was situated beyond Jack and Joan Strader's present home, on the other side of the street. Mr. Sherlock had river affiliations and the big Cincinnati-New Orleans side-wheel THOMAS SHERLOCK honored his name.

David Gibson was a tall, long-nosed Scotsman born in Paisley, Scotland on March 23, 1813. He

came to New York aged 16 where he had friends and acquaintances, and when 19 he arrived at Cincinnati. In Scotland he had learned the miller's trade and procured employment in a flour mill which stood at the corner of Sycamore and the Canal. Forseeing profit in making whiskey he returned to New York to get experience, then came back to Cincinnati. He got a position in a distillery at Lawrenceburg, Ind. and removed there.

David decided to commence his own distillery and moved to New Richmond, O. and started one. He soon took into partnership Henry Grotenkemper, and in 1862 his head clerk and bookkeeper (since 1855) Godfrey Holterhoff also was admitted as a partner.

In 1866 Mr. Gibson and Mr. Holterhoff withdrew from the original firm and started one for themselves, styled David Gibson & Co. which continued until 1871 when Mr. Holterhoff withdrew. Gibson continued alone until 1881 when he retired. During this period he operated the distillery at New Richmond, the largest, and had others at Carntown (old Stepstone) and at Moscow.

David's activity in steamboats started during his distillery days almost as a "must" to transport

his grain, supplies and product. He bought a small side-wheeler apparently from Capt. John Klinefelter, named LANCASTER, and entered in the Cincinnati and New Richmond trade. In 1848 he built a successor, some larger, which he named LANCASTER NO. 2. This one shows plainly in the famed daguerreotype of the Cincinnati waterfront taken in 1848 which was reproduced in our issue of March '68 on page 6. "Gibson's wharf" was at the foot of Main Street.

Then came the LANCASTER NO. 3, also side-wheel, built at Cincinnati in 1855 on a hull 176 by 30. She was sold to the U.S. at the start of the Civil War and was sunk while attempting to pass the batteries at Vicksburg in 1863.

The LANCASTER NO. 4 was built in 1861 at Cincinnati, about the same style as her predecessor, and soon was converted into a ram for U.S. service. Gibson bought her back, rebuilt her as a packet, and had her chartered to the U.S. when she stabbed a snag and was lost on the Missouri River at Portland, about 60 miles below Jefferson City.

In later years Gibson built the last LANCASTER, a sternwheeler, at the Knox yard, Harmar, O. in 1886. The T. D. DALE was interloping in

the Cincinnati-New Richmond trade, and Gibson wanted to "run her out." Time was the essence and Knox built the boat complete in 60 days from the signing of the contract. Capt. Mace Agnew came out master of her, and Capt. Jim Rowley, Jr. was pilot. They whipped out the DALE in short order.

Not the largest, but surely the most famous of the Gibson boats was the TACOMA built on the grade at New Richmond, O. in 1883 for the Ohio River Packet Co. headed by David Gibson, and with N. C. Vanderbilt as secretary. This slim sternwheeler was entered in the Cincinnati-Chilo, O. trade Capt. J. C. Agnew, master. Her clerk was Dave Cheesman, which rings a bell inasmuch as Mrs. Gibson was a Cheesman. In retrospect we are reminded that a steamboat named J. W. CHEESMAN also was Gibson owned, built at Cincinnati in 1856 at which time David Gibson was headquartered at Aurora, Ind.

His biggest boat was the side-wheel BEN STICKNEY, 295 by 41, built on the shore at Cannelton, Ind. in the spring of 1864 and completed at New Albany. She ran Louisville-New Orleans and lasted about a year, snagged on the Mississippi in November, 1865.

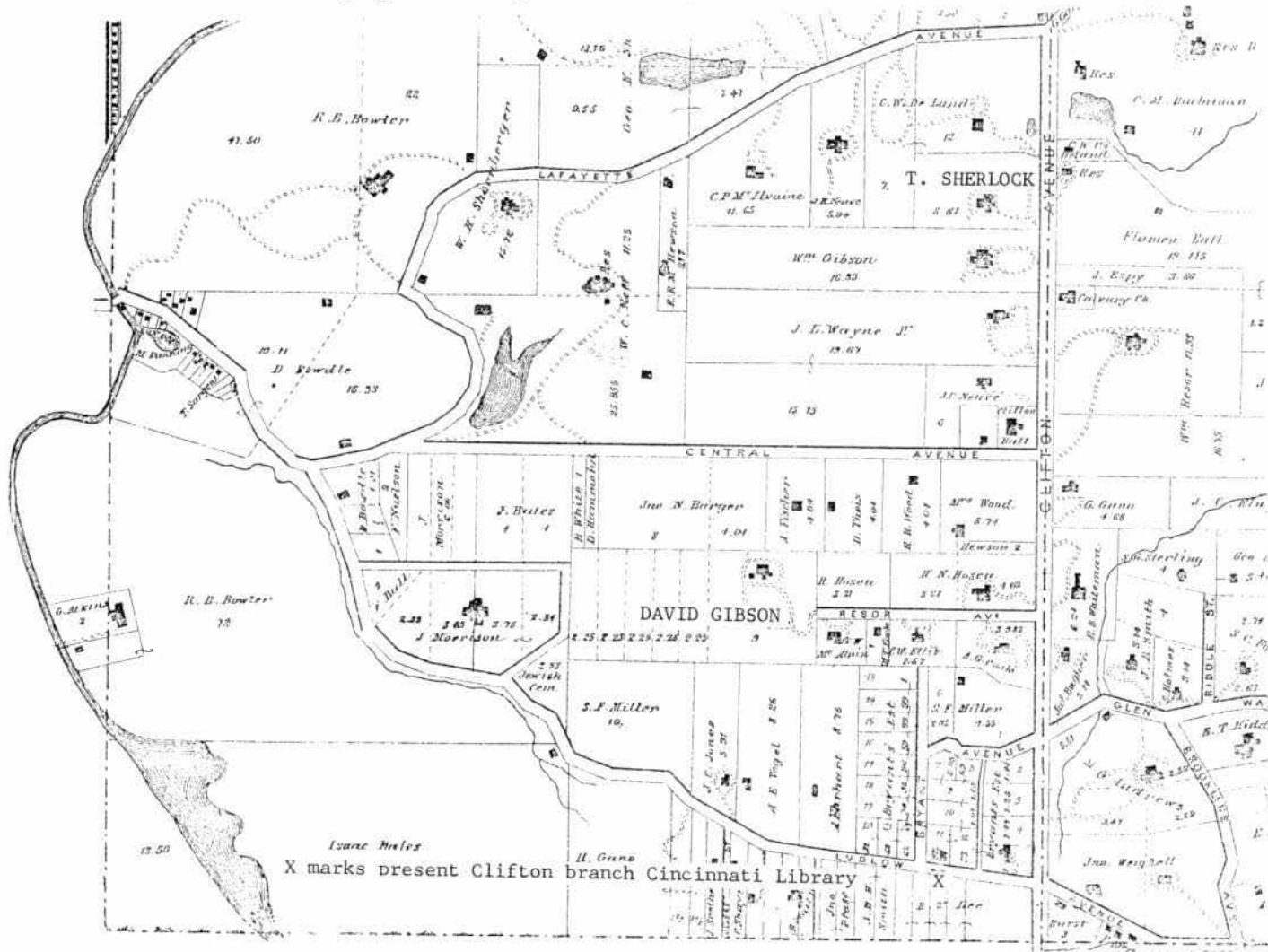
Doubtlessly to protect his investments, Gibson took an active interest in marine and fire insurance firms based at Cincinnati and over the years was a director in the Commercial, Western, Buckeye, Magnolia, Union, Eureka and other insurance companies. He was one of the original group forming the Consolidated Boat Store, headed by Paris C. Brown.

Being a speculator by nature, he had various financial ups and downs. At one time his worth was estimated at \$6 million. He and Matilda Cheesman were married in 1852 or thereabouts. They never had children. The couple lived for a time in New Richmond, and, after 1857 in Cincinnati.

Gibson's enterprises included banking in New York, and also he had part in railroad construction out to the West Coast. This latter fact may account for the name TACOMA, western terminus of the Northern Pacific in 1873.

He loved his heritage and was an active member in various Scotch societies in Cincinnati. He sang with gusto on such occasions his favorite "Green Grow the Rashes O" to the accompaniment of the pipes.

Still active up into his 80's, David Gibson and his friend Pat-



-Courtesy Cincinnati Public Library

rick Roach, and maybe Col. Jerry Kiersted, regularly visited the 'Change to watch the market quotations.

Then he got a bad cold which developed into pneumonia, and David Gibson died, 84, at his marble home in Clifton on February 7, 1897. Services were held at the residence.

No effort has been made to tabulate the some 70 steamboats (one account claims 80) Gibson was interested in during his active career. He was called "Commodore Gibson" on the 'Change, along the waterfront and elsewhere.

Henceforth the oil portraits of David Gibson and his wife Matilda Cheesman Gibson will be on display at the rooms of the Cincinnati Historical Society. They were given by the Rev. and Mrs. Roger Alling of Daytona Beach, Fla. and Corning, N.Y. Mrs. Alling inherited the paintings. Mrs. Gibson was her great-great aunt. "Tillie" Gibson was born in 1839 and hence was over a quarter of a century younger than her husband David. She died in 1912.

The portraits, apparently unsigned, have been attributed to the artist Joseph Oriel Eaton, an Ohio native who painted many prominent Cincinnatians.

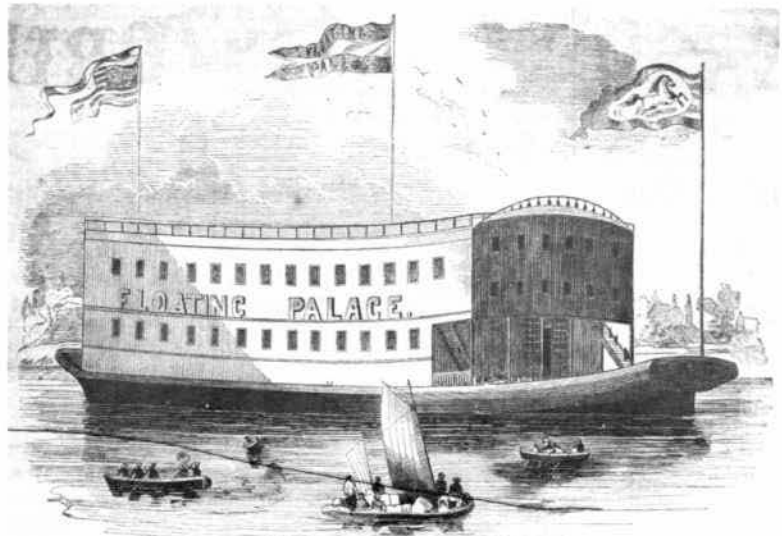
For all of the above we are indebted first of all to Jim Wallen who brought the matter to our attention, and then to Andy Anderson who responded nobly with stats of newspaper records and a map of the Clifton environs. At least we now have some perception of who David Gibson really was.

Eastman Kodak Company is preparing 13 documentary films for presentation in schools, clubs, etc. during the upcoming U.S. Bicentennial. Their director of motion picture services Richard D. Young, is devoting one of these to the inland waterways. Lately he has visited at New Orleans, at Baton Rouge, aboard the DELTA QUEEN, and in forthcoming months will cover St. Louis and St. Paul.

On March 29 and 30 last he visited at 121 River Ave., Sewickley, having flown in from Rochester, N. Y. bringing along cameraman Dick Quatgert and soundman Bill Douglass. They laced Lady Grace's livingroom with lights, wires and cameras. Rich Young then siphoned dry your editor's bilges, collecting on tape tid-bits about steamboats and rivermen past and present.

If scheduling goes well, the film on rivers may be ready for a preview at S&D's annual meeting on Sept. 21.

ROBT. E. LEE - NATCHEZ
Racing up the Mississippi, in full rich color 12 x 25 inches, made from Dean Cornwell's noted oil painting. \$2.50 postpaid.
F. Way, Jr., Sewickley, Pa.



GLEASON'S PICTORIAL DRAWING-ROOM COMPANION, issue dated Feb. 19, 1853, ran this engraving with the following description: "The picture which is given herewith is an accurate representation of what is called the FLOATING PALACE, as it lately appeared at Mobile, Ala. It was built for the purpose of equestrian exhibitions, and has been exhibited at the levee in New Orleans, and at various places along the Mississippi River, during some length of time. It was rather a novel idea to construct such a ship, a regular moveable theatre, and it is said to have exceeded far beyond the expectations of its owners. It is not a sham-built affair, but it is really very finely fitted, and perfect in every respect. The interior is a most commodious amphitheatre; the "dress-circle" as it is termed, consists of eleven hundred cane bottom arm chairs, each numbered to correspond with the ticket issued; the "family circle" comprises cushioned settees for some five hundred persons, while the residue of the accommodations are comprised of nine hundred gallery seats. The amphitheatre is warmed by means of hot water pipes or steam, and altogether it is an exceedingly comfortable and pleasurable exhibition-room. The interior is lighted by over a hundred brilliant gas jets, forming a great ornament in their construction, and supplied by a gas apparatus on board--this furnishes the entire light for vestibule, the halls, offices, saloons, green rooms, dressing-rooms and the stable. A chime of bells is attached to the superstructure and discourses most eloquent music previous to each performance. Drummond lights render the neighborhood of the FLOATING PALACE brilliant during the exhibition. Every deception to delude the visitor into the idea that he is in a spacious theatre on shore is used, and it is difficult to realize that one is on the water during the performance. The whole is operated by Spaulding & Rogers' united circus companies. Taken altogether it is a most curious, original and interesting affair, and we have therefore selected it as something that would interest our readers. It is now in active operation in the waters of Alabama and attracts as many visitors to see the structure itself, as to witness the excellent performances that are conducted within its walls by the enterprising managers."

The FLOATING PALACE was built at Cincinnati in 1851 on a hull about 200 by 35. It was towed from town to town by the side-wheeler NORTH RIVER built at Shousetown, Pa. in 1847, renamed CIRCUS FLEET. Later the JAMES RAYMOND did the towing, equipped with a calliope--the first one many shore dwellers had heard. This enterprise was not a "showboat" affair; no stage play was offered; it was a full-scale circus afloat, complete with clowns, side-shows, acrobats and jugglers. The Civil War ended it, and the FLOATING PALACE became a floating hospital in the South.

WEEP NO MORE FOR THE WILLOW

Sirs: We drove to Panama City, Fla. and visited with Paul Jennings and his wife at their nautical gift shop, the Good Life Ship Chandlery & Manufacturing Co. Paul and Linda Jennings, recent new S&D members, have undertaken quite an ambitious project, to say the least about it. They have purchased the old side-wheel WILLOW and plan to make her into a marine museum. Their nautical shop will be on the second deck. They plan to renovate the top cabin and make it their living quarters.

During our visit Paul introduced L. W. Burnett, formerly with Dubuque Boat & Boiler. He's now working for Foster Wheeler which is building a sizeable plant in Panama City where marine boilers and nuclear power plant components will be produced. Mr. Burnett designs river boats--real ones. He displayed a set of plans for an imitation sternwheeler proposed for a group in Montgomery, Ala. Also he showed drawings for a REAL STEAM sternwheeler 165 ft. long that is a real beauty. "Where you gonna get the engines?" I asked. "I'll build 'em if I have to," sez he. His address is 128A Lake Side Circle, Panama City Beach, Fla. 32401.

John L. Fryant,
6508 Dorset Drive,
Alexandria, Va. 22310

=The WILLOW, former side-wheel U. S. Lighthouse tender, will be re-named GOOD LIFE SHOWBOAT. Paul Jennings is hopeful of securing space at the east end of the Hathaway bridge, Panama City, to moor his boat and create a park. He is first to admit there is a lot of work to be done. -Ed.

DR. "CHUCK" LEICH IS MOURNED

Sirs: I found your letter written late last year just the other day. In my grief and moving to a new address a number of things slipped my mind. My husband Charles died on September ninth, 1973.

Mary Louise Leich,
3610 Bellemeade Ave.,
Apartment 2,
Evansville, Ind. 47715

=Dr. Charles F. Leich was a river buff of long standing. Bert Fenn told us of his passing at S&D last fall. Chuck Leich was attending a program at which Bert was giving his slide talk about historic events in the Tell City area. Just as the talk was concluded Chuck arose from the front row and then collapsed with a fatal heart seizure. He was instrumental in the creation of the Museum along the Evansville waterfront in Sunset Park. Also he furnished pictures and information to S&D REFLECTOR for the story of the famous cannon from the old packet CHARLEY BOWEN which appeared in the Dec. '68 issue, page 5. Our genuine if belated sympathies to Mrs. Leich and family. -Ed.



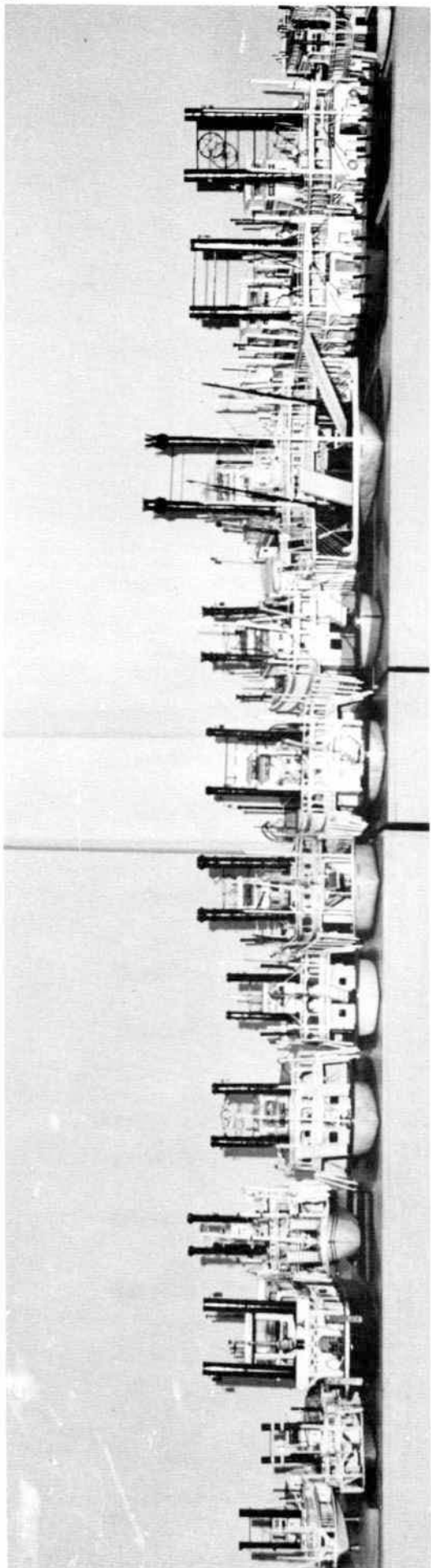
The much abused but staunchly built WILLOW as she appears today moored at Panama City, Fla. Her career was reported in our Dec. '73 issue, page 45. Photo by John L. Fryant.



Paul Jennings, new skipper of the WILLOW, is on the left. In the center is John L. Fryant, Alexandria, Va. who has contributed much of interest to this issue. On the right is L. W. Burnett (see letter at left). Photo by Sharon Fryant at Panama City, Fla. in front of the Good Life Ship Chandlery.

C. Allen Knight joined S&D over a score of years ago, then state editor for the Cleveland (Ohio) News. He was deckhand and cub pilot in his youth on towboats out of Louisville. His dad, Capt.

Charles Knight, was an expert at running the Indiana Chute at the Falls of the Ohio. And HIS dad was a flatboat pilot. Allen Knight used to live at Chippewa Lake, O., and now is in Phoenix, Ariz.



Never since the River Museum at Marietta was opened in 1941 have so many little steamboats been shown in one photograph. Last Feb. 7 Catherine Remley asked S. Durward Hoag to bring his sharp-eyed camera to Campus Martius for a once-in-a-lifetime picture. These models had been removed from their glass cases and were about to be transferred to the new Ohio River Museum. Looks like a wharf scene at St. Louis, New Orleans or Pittsburgh a century ago.

MORE ON PILOT MONTAGUE, HERO OF THE FASHION

In the last issue, page 3, was told the true account of how 33-year-old Tom Montague safely landed the burning packet FASHION above Baton Rouge on December 27, 1866. After reading the account, Charles E. Montague, Jr., Ashland, Ky. wrote his younger brother Peter, living at Roanoke, Va., and asked Peter to look into the Montague genealogy and report any discoveries.

Results: The father of Thomas H. Montague, the brave pilot, was Dudley Street Montague, born in Cumberland County, Virginia, 1800. He was a member of the Wheeling convention which met Nov. 26, 1861 and, with eight others, voted for the new state to be called "Kanawha." He was a member of the second West Virginia legislature from Putnam County during the winter of 1864. His wife was Elizabeth R. Brooks (1804-1866) who died at Red House Shoals, Putnam Co., West Va. Later he remarried and lived until 1886, residing at Red House Shoals at the time.

By the first wife there were ten children, one of whom was Thomas H. Montague, born on August 15, 1833. The Montague genealogy reports no details of his career other to note that he died at the wheel of the FASHION, and the poem on this page was printed in full.

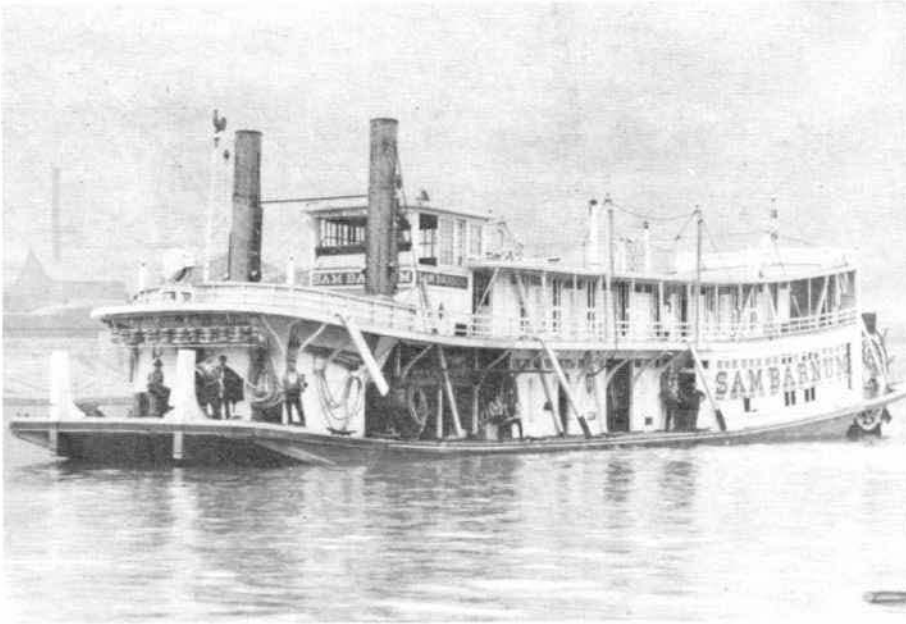
Our S&D friend C. E. Montague, Jr. then got a rather unexpected dividend. Pilot Montague's father had a brother William Washington Montague who---so the genealogy reveals---was the great grandfather of Charles and of his brothers Roland and Peter. "I have no idea what kin that makes us," concludes Charles. Well, let's see---the FASHION's pilot's father was your great grand uncle; ergo his son would be your great grand nephew. Right?

TO THE MEMORY OF A BRAVE PILOT, THOMAS H. MONTAGUE WHO LOST HIS LIFE SAVING OTHERS

The pilot bravely holds the wheel;
Of flames beneath he hears the roar,
Yet still he guides her burning keel--
"I'll hold her 'til she strikes the shore."
Around him flying like shooting stars
A thousand sparks eddying soar,
And yet he stands 'mid falling spars,
"I'll hold her 'til she strikes the shore."
Above the din of shouts and shrieks,
His comrade warns him o'er and o'er,
He calms to that comrade speaks,
"I'll hold her 'til she strikes the shore."
The goodly ship's a burning wreck;
But she has touched the shore;
Ah! Where's the hero of the deck?
Alas! We'll see him nevermore!
His gallant form is wrapt in flame;
Lost in the craft he loved so well;
His be the award, a hero's fame,
Who at the post of duty fell.
He's lost. She drifts without control;
But ere the bark went down,
Angels, we trust, caught up his soul,
And wreathed it with a martyr's crown.
Raise to his memory the cenotaph,
Let poets chant his praises o'er,
And let his words be his epitaph,
"I'll hold her 'til she strikes the shore."

-Printed in the Natchez (Miss.) Courier.

JAMES REES & SONS CATALOGUE
Drawings and descriptions of river boats,
boilers, engines, capstans...
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. Way, Jr.



SAM BARNUM (2nd)

Thanks to Steve Mackinack.

Presenting this picture is sort of a celebration. In our 61 years messing around with boat pictures we did not succeed in finding views of the SAM BARNUM (1st) or SAM BARNUM (2nd) worth a whoop. So now Steve Mackinack of Elizabeth, Pa. comes up with this one of SAM BARNUM (2nd). She was built for the Diamond Coal & Coke Co. of Pittsburgh, at the W. C. McCune Docks, Dravosburg, Pa. in 1918. She had three boilers from the J. H. Williams Boiler Works at Middleport, O., and had compound non-condensing engines 12" and 24" dia. by 6 ft. stroke from Marietta Manufacturing Co., Pt. Pleasant, West Va. The Hillman Transportation Co., Pittsburgh, bought her in 1921 and renamed her A. B. SHEETS. The first time we were aboard for a ride, in 1925, Capt. George Smith was master, Frank Smith, pilot, Van Petty and Irvn Wright, engineers, and Orvis Bowen, mate. Two years later Capt. George Smith had this crew with him: John Gillingham, pilot, Vernon K. Byrnside, mate, George Pangburn, chief, Frank P. Silliman, second, and Eugene Roberts, second mate. In April, 1930 the SHEETS was cleaning boilers at Dravosburg when the pumpboat alongside exploded killing the pumpboat engineer James B. (Red) Martin, 65, originally from Pomeroy, then living at McKeesport. Red's brother Charles, also a river engineer, was killed in a steam explosion on the towboat MONITOR. Their father, Dryden Martin, also was an engineer in his time, coming from Malden, West Va. Injured when the pumpboat boiler exploded was William H. Comstock, 46, of Pt. Pleasant, W. Va. of the SHEETS. Later on, in 1939, Capt. Ben Culp was master of the SHEETS with Elmer Long, pilot, John Culp, mate, and Ken Boyd, chief. In 1947 she was sold to Charles Zubik and dismantled.

S&D was organized in 1939. Here are some notes about what was going on about that time. Maybe you are older than you think.

Capt. Cecil N. Bean resigned from the U.S. Inspection Service at New Orleans. He had been with them 34 years, 20 of them as supervisor.

The showboat DIXIE QUEEN towed by the ABBIGALE spent the summer of 1939 on the Missouri River, going high as St. Joseph. The outfit was owned by A. E. Cooper.

The Gordon C. Greene Light was established in the summer of 1939 when the channel at Brothers Islands was rerouted.

The IROQUOIS, Capt. Leon Ash, was removing snags on the Ohio up to Powhatan Point that fall. Many snags were heaped on shore at Bishops Run, below Clarington, and burned.

Capt. E. T. Slider died Oct. 4, 1939. He had lived in a large riverfront home below the foot of Broadway, Louisville, Ky. He left three sons, Chester C. Slider, Clarence N. and Walter L.; also four daughters.

Capt. Bert Shearer was the high pilot on the diesel sternwheeler SUPERIOR.

The Huntington U.S. Engineers were preparing a survey of the

Muskingum River with the idea of replacing the eleven old-style locks and dams with six new roller-type dams with locks.

The diesel towboat PROGRESS was enroute up the Ohio blowing a steam whistle. Capt. John Shelton was in command, and his pilots were Lewis B. Reade and Raymond Young.

Bob Thomas was engineer on the steam sternwheel towboat JOHN W. HUBBARD, and had with him aboard the boat his model of the GREENLAND. He shipped it back to his home at Clarington, O. aboard the D. W. WISHERD.

The U. S. towboat JOS. E. RANDELL was bought by the Cincinnati Gymnasium Boat Club from the Royal Route Co., Natchez.

The Pittsburgh Coal Co. decided to take off the blue-and-gold paint from their towboats, and changed them to white with black trim.

The towboat VULCAN got a new wooden hull at Floreffe, Pa. and the woods had to be scoured for suitable timber.

The Charles Hegewald Co. at New Albany, Ind. closed down.

The excursion steamer CAPITOL made a trip up the St. Croix River to Stillwater and Hudson.

The sternwheel diesel RES-Q had an Atlas Imperial 85 hp. engine, and was owned by Capt. Frank Powers.

Mrs. Mary Johnston Shriver died on Jan. 25, 1939. Her husband was Harry Shriver, Moscow, O. Harry and Mitchell O. (Art) Shriver were brothers. Mary Shriver Donald Matthews of Maysville, Ky. was named for Mrs. Shriver who was a native of Catlettsburg, Ky.

Services were held Saturday, April 6, 1974 for Carl N. Thompson, 68, at Georgetown, Ohio. He made his home at Ripley, O. and was the author of a monumental book titled "Historical Collections of Brown County, Ohio." Carl attended the last S&D meeting. He was a veteran of World War II, a member of the VFW, and once was with the Internal Revenue Service at Cincinnati. He is survived by his wife, the former Ella V. Wetz from Lowell, O.; a daughter, Betty Lou Willis, Hamilton, O.; three grandchildren, two great grandchildren; a brother, Robert H. Thompson, of Ripley, and two sisters, Marjorie T. Mefford and Anna Mae Myers, also of Ripley. Burial was in the Maplewood Cemetery, Ripley, Ohio.

The Estate Tax Return filed with the U. S. Internal Revenue Service by attorneys Sherry & Yoss in behalf of Donald F. Parr, executor, sets forth \$165,948.31 as the bequest of the late J. Mack Gamble to S&D. Other charitable bequests were \$1,000 to the Valley Methodist Church, Clarington, O. and a like sum to the Clarington Village Public School. S&D's attorney Randall Metcalf is hopeful of arranging transfer of the funds in time for S&D's Sept. 21 meeting.

Sirs: I was surprised to learn that Lake Minnetonka had such a lavish steamboat (March '74 issue, pages 19-20), the BELLE OF MINNETONKA. There was, not too long ago, an amusement park adjoining the lake similar to Cincinnati's former Coney Island. So perhaps the BELLE served the same purpose as the two ISLAND QUEENS.

Bob Niemeyer,
1205 Westminster,
St. Paul, Minn. 55101

=Lake Minnetonka also had another side-wheel Mississippi-style excursion boat, the CITY OF ST. LOUIS, probably more of an eye-catcher than the BELLE. See the accompanying photograph. -Ed.

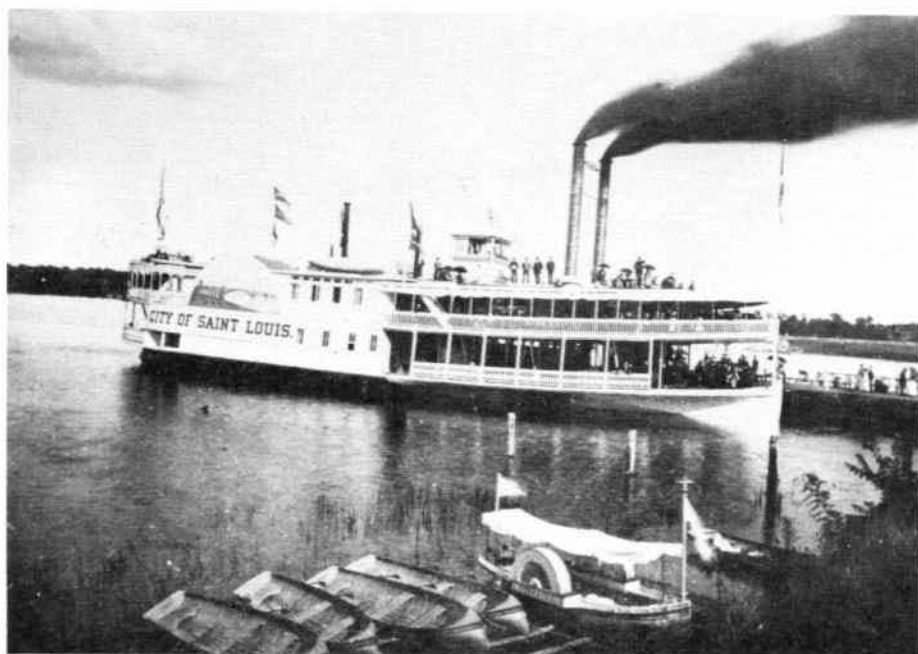
Gentle On My Mind John Hartford was a two-day visitor, April 4-5, at 121 River. He was on tour with appearances locally at the University of Pittsburgh and he departed for a show at Grove City (Pa.) College. He says he's whomping up a special number to have its premiere at S&D come Sept. 21. While in the Pittsburgh area he called on curator Fletcher Hodges at the Stephen Collins Foster Memorial.

Lou Seshar tells us that the roof bell from the KATIE LYONS (ex-MAMIE BARRETT, DUQUESNE, DONALD BIRMINGHAM) does service at Lock 4, Monongahela River, installed on the Calvary Bible Church. Also in that area on another church is the bell from the LEONA.

Lou was one of the U.S. Engineer crew sent to Bellaire, O. to remove the wreckage of the KATIE LYONS after her tow struck a pier of the B&O bridge at that place. The bell was recovered and was taken to the Engineers' boat yard at Lock 4. The disaster happened on March 16, 1942, and among those who lost their lives were Capt. A. C. Lyons, owner of the boat, and Capt. Harry McGuire, pilot.

John J. Knox, 79, of the pioneer Knox boat building family in Marietta, died on March 4, 1974 in the Marietta Memorial Hospital. For many years he worked with the Marietta Paint & Color Co., retiring in 1959 as credit manager. He made his home at 437 Front Street, Marietta. He had a long-standing interest in the river and was a member of S&D. His wife Edna Murphy Knox survives him, as do two daughters, Betty Jeanne Evans, Bexley, O. and Marjorie Ellen Wagner, Oak Grove, O.; one son, John J. Knox, Jr., Marietta; seven grandchildren and five great-grandchildren. He also leaves a sister, Mildred Clark, Upper Arlington, O. and a brother, Harry D. Knox, Caldwell, O. Burial was in the Mound Cemetery, Marietta.

Many have wondered and now we know. The tandem compound condensing engines installed on tow-



CONTEMPORARY with the BELLE OF MINNETONKA on Lake Minnetonka, Minnesota, was the CITY OF ST. LOUIS shown above. The hull was assembled at Wayzata, Minn. in 1881, 160 by 40. An old book telling of Lake Minnetonka boats says the hull was built at Jeffersonville, Ind. and "shipped" to Wayzata. She carried 1000 passengers. Dismantled winter of 1898-1899, after which the forward end of the hull was rebuilt into a barge named PRISCILLA.

boats of Carnegie Steel Co., Carnegie-Illinois, and U. S. Steel, were manufactured by the Treadwell Engineering & Machine Co., Easton, Pa. The boiler feed pumps came from Worthington Pump & Machinery Corp., Blake & Knowles Works, East Cambridge, Mass. Metropolitan injectors were installed. The boilers were built by The Titusville Iron Works, Titusville, Pa. Safety valves came from Ashton Valve Co., Boston, Mass.

Before pilothouse control many tugs, especially in the South, used a gong and a small whistle to indicate the pilot's wishes to the engineer. This was the procedure: Engine standing still, one gong for come ahead full head.

Engine still, one gong and one whistle for come ahead slow.

Boat moving in either direction, one gong, stop.

Standing still, two gongs, back full head.

Standing still, two gongs and one whistle, back slow.

When working strong in either direction and a slow speed is desired, a stopping signal is first given.

When working strong in either direction and a slow bell is given and then the whistle is blown once go back to working strong in the same direction as before.

There was no signal for half-head.

Mark Twain's grandfather, also named Samuel Clemens, lived at Pt.

Pleasant, West Va. (then Virginia) from 1803 until he was accidentally killed during a house-raising. In March, 1805 he bought 119 acres on Ten Mile Creek up Kanawha River near present-day Leon.

Twain's father John Marshall Clemens, born in Virginia in 1798, was a youngster at the time, and was seven when his Dad was killed in 1805.

The Clemens family held on to this Ten Mile property for nearly fifty years, selling it to one John Pollard on Oct. 21, 1854. By that time Mark Twain was about 19, plenty old enough to remember much family talk about the Kanawha River property. Mark's father was adamant about retaining it, kept the taxes paid up, and when on his deathbed in 1847 cautioned the family to hold on to the land.

Mark Twain's mother engineered the final sale in 1854.

It has been thirty years believe it or not since the Chester, Ill. highway bridge collapsed its two main spans. This bridge crossing the Mississippi about midway between St. Louis and Cairo was thought to be victim of a freak tornado. At about 10 p.m. on Saturday night, July 29, 1944 it suddenly disintegrated. Fortunately there was no traffic crossing at the time, hence no fatalities. Several small towboats moored in the vicinity received some damage, all owned by the Hough-Cowgur Co. The bridge was but two years old, having been opened to traffic on Aug. 21, 1942.

GOOD OLD DAYS

WHILE DISCOURSING about the side-wheel CINCINNATI in our Dec. '73 issue several mentions were made of a pilot named James Rowley. Now we are prompted to present a letter Cap'n Jim wrote us in 1949 in response to some questions we had asked him. He told us in one communication that he "was six years old in 1866," which would indicate that he was 89 when he wrote the following. His pen-and-ink handwriting was bold and entirely legible although he complained that "I am badly troubled with arthritis---I advise you never to become acquainted with it."

"The information in my cranium about old-time rivermen who boated in the so-called 'halcyon days,' a misnomer I think, came to my ears while I was piloting the SCOTIA in the Pittsburgh and Cincinnati run 1885-1888.

"My father and I were partner pilots on her. I stood the afternoon and the after-midnight watches in order that father might have the best sleeping time-I was young and he was getting along in years. Andrew Bunting, one of those old-timers, well off in worldly goods and having no near kin, nor a wife, lived on board. He'd come on board, rent a room, and remain with us all season.

"So daily at 4 p.m. father would drop in, seat himself on the lazy bench, and in a few minutes Bunting would arrive. Then my uncle George Rowley, captain of the boat, would appear and the meeting would come to order. Stories of men and boats occupied their conversations until supper time. This was a daily occurrence. I'd listen and work, and the names of those long-gone men and boats became so familiar to me that in my imagination I really knew, or thought I did, rivermen such as Sam Reno, Charles W. Batchelor, Tom Witten, Sam and Jerry Mason, John Anderson, John Ferguson and the rest. I could see them, and feel sure I could pick any one of them out of a crowd.

"But let me confine my present remarks to gentlemen I knew by personal observation. First you have asked about Capt. Charles B. Church who had 'arrived' before the Civil War as part owner and master of some of the biggest--like the BELFAST--and who was held in esteem in his latter days--even had a large sternwheeler in the Cincinnati-New Orleans trade named to honor him.

"I've often wondered how Church

acquired such a reputation as a boatman. I've boated with him quite a bit, and liked him very well. After Commodore Laidley bought the HENRY M. STANLEY Capt. Church commanded her for several months. He looked anything else than a boatman, nor did he act the part. He was a powerfully built man, wore an old green (with age) dusty Stetson hat, good clothes very carelessly cared for, black string necktie, and had a habit of saying 'Hey' before answering any question addressed to him. He always seemed to be in a 'shuffling-around' hurry, not afraid of man nor beast, and his top virtue was that he always was in a good humor. He lived at Aberdeen, O. I think, but most of his boating was south of Cincinnati. He was such a man in size and build as Lewis B. Reade. The steamboat bearing his name, the CHARLES B. CHURCH, was spoken of by the roustabouts as the COLORED BAPTIST CHURCH.

"One of the fine boats Capt. Charles B. Church owned in was the R. R. SPRINGER, and that brings to the fore Capt. Henry U. Hart who commanded her. I've been told that he was a product of Marietta, O. I never knew him personally, but I did know young Royal Hart, a nephew I think, who piloted on the SPRINGER. Royal learned the river on the A. C. DONNALLY. Anyhow Capt. Henry Hart died suddenly and the command of the SPRINGER went to Capt. Church. Royal stayed on as pilot and you've heard the story of how that turned out. He must have fallen asleep at the wheel. The boat was booming down the Mississippi, headed into Waterproof Cut Off, when she veered and hit the bank head-on full tilt. Royal was only 26 when this happened to him. The boat was lost, and Royal persecuted himself thereafter for his negligence. He went to Pittsburgh after that and got a job with Brown's Line and was pilot on the HARRY BROWN (1st) with George Clark. He made good, too, but he seemed to avoid all of his old friends. That SPRINGER business gnawed at his vitals and he died only 36 years old at the Hart farm on the outskirts of Cincinnati. I remember him as a well raised man with an aristocratic bearing and he was a genial companion. Just a year or so before he died he married an Ohio Congressman's daughter.

"You asked about Capt. Nelson Crooks who, of course, was before my time. I've often heard my uncle George Rowley speak of Captain Crooks and about his side-wheelers CLIPPER and CLIPPER NO. 2.

"Chances are that Uncle George was a pilot on the CLIPPER NO. 2; he was born around 1814 or maybe some earlier. My father James Rowley was born in 1828, the youngest of the five brothers.

"I've related to you that much of my 'education' in old-time matters came while I was piloting the SCOTIA, which is true. But I will amend that statement to say that I was exposed prior to that aboard the BUCKEYE STATE in 1881. My father and Dave Alexander were her pilots Pittsburgh-Cincinnati, and my Uncle George was master of her. I was a lowly cub pilot. Some of the pilothouse tales were, well, 'racy,' I'd guess you'd say.

"Now about David Gibson--yes, I was pilot on the LANCASTER, Gibson's sternwheeler in the Cincinnati-New Richmond trade. But before that time I was on the INGOMAR in the same trade. Gibson had her chartered from Capt. Brady Morgan, I believe. The hot competition started while the INGOMAR was there, and the LANCASTER being built at Marietta. We were having it hot-and-heavy with the T. D. DALE.

"I'll tell you a true story about that. Those two were fighting like dogs and cats, both making two round trips a day, except Sundays. Both departed from New Richmond at 5 a.m. Both left Cincinnati on the return at 8 a.m. Then both left New Richmond again at 1 p.m. and departed upbound on the second trip of the day at 6 p.m.

"It was 'Pull Dick, pull Devil' and everything went including brass knuckles; full head through fog and storm, devil get the hindmost. Three feet on the Cincinnati marks and full speed ahead down through Eight Mile, Five Mile, Four Mile and the early morning smoke and slush of Cincinnati's harbor.

"This particular morning the T. D. DALE was about a ½ mile ahead of the INGOMAR after leaving Cincinnati. I saw steam squirt out from the DALE's port side from under the boiler deck. Her wheel stopped rolling. First off it looked to me like she was blowing her mud-valve, but seemed strange she'd be doing so in mid-river under way. I was pilot on watch on the INGOMAR, and presently we came up on her and I blew to pass. No reply. Then her roof bell began to ring.

"Thereupon I stopped engines and came abreast to learn that she'd exploded her boiler. A sheet had let go in the larboard side of her boiler at the water line making a hole you could have put a water bucket in. The force of the steam had ripped a piece of nosing off the boiler deck about 1" wide and 6" long. It was the luckiest of accidents and not one of the crew or about 50 passengers were hurt in the least. We towed the disabled boat back to the foot of Walnut Street in Cincinnati, took aboard her passengers, and again set out for New Richmond.

"It was real lonely until the

DALE got after us again about ten days later. Soon afterward our crew changed over to the new LANCASTER. The DALE was whipped out soon after.

"Yes, I knew William Hall when he was pilot on the SCOTIA. He was a sarcastic, raps-and-slams pilot, and unreliable along the 'keep the promise' line. He seemed to know the river, nearly always had a job, and kept out of major trouble---although now and then he'd make a wharfoat do the hootchy-kootch and have a verbal run-in with the proprietor. He was sandy complexioned, solidly built, and not sociable. I think he died in a Marine Hospital years ago.

"When the ST. LAWRENCE was in the Wheeling-Cincinnati trade in the early '80's her pilots were Amos Davis and Amos Curley. I had great admiration for the former and cubbed for him on the FLEETWOOD when she ran above Cincinnati. Many, many a night I have hung onto the FLEETWOOD's pilot-wheel while this dear old Amos Davis caught himself a nap in a big armchair placed by the door in such a way that, if opened by someone entering, it would be scratched or jolted just enough to waken the old gentleman, and so prevent John Kirker, the mate, from discovering him taking a nap. Amos Davis was about 5 feet 7, weighed around 180, was rather corpulent, had keen black eyes and had grey hair when I knew him. He was very religious, a splendid pilot, not spectacular, but quietly equal to every emergency.

"Amos Curley was small, gentle-spoken, mild-mannered, about the size of Frank Hillis. He was a good pilot and always underrated himself. He knew the river perfectly Pittsburgh to Louisville, and when any argument arose and he was concerned, he'd say "I'll listen but make no attempt at argument." In the end Amos Curley was usually right. He was regularly a pilot with the Gray's Iron Line towboats for a long time.

"Way back before my days there was a river owner-operator who lived at Utopia, between Higginsport and Chilo, named Capt. William McLean who ran a boat named BOSTONA in the Cincinnati-Portsmouth trade. Once he took the boat on a trip to St. Louis and on the wharf a 10-year-old kid asked McLean for a job. These two fell into conversation and McLean discovered that this likely little guy was an orphan, really a waif. McLean adopted the boy and brought him home to Utopia, O. with no fanfare of any sort. The kid was named George Hughes, worked on the farm, got a scanty schooling, and then went to work on McLean's boats. In time he got a pilot's license between Portsmouth and Cincinnati. Later he got an extension to Pittsburgh. He piloted on various steamboats I was on, a silent man, a good pilot, about the build of William F. Brookhart. George saved his money and was worth about \$25,000 when he died.

"One of the usual pilots on the EMMA GRAHAM in the Pittsburgh-Cincinnati trade was George Littleton. He was a farmer by nature and a pilot by choice, trousers-in-boottop and hayseed-all-over-his-hat style, slightly humpbacked, and resembled Jim Pell, so if you have ever seen Jim Pell you have seen George Littleton. He was a good pilot but he always resembled a chicken and egg huckster.

"A regular pilot on the ANDES in the Wheeling-Cincinnati trade was Wesley Corns, who lived at New Richmond, O. He was grouchy, surly, and wouldn't let anyone stay on the boat more than a day until he would begin in many ways to do mean little things and one by one other pilots would come and go. One fine day Capt. Charles Muhleman fired him, and after that Wesley Corns went into an innocuous diessitude.

"Those old side-wheelers in the Pittsburgh-Cincinnati trade in the 1845-1855 period, such as the HIBERNIA NO. 2, MESSENGER NO. 2, BUCKEYE STATE, etc. were extremely narrow. One of my father's brothers was a mate on some of these, and he informed me that each of those narrow boats had a large truck loaded with chain carried in the deckroom just aft of the boilers. A long pendulum hung at the rear of the boilers and it was the duty of the chainwagon gang to watch that thing. If for any reason the boat 'lopsided' such as in rounding to, or due to a rush of passengers to one side, the chain-laden truck was shoved thwartship to the guard on the high side. In such way the lean was corrected, to a degree.

"The speed of those boats was due in no small part to these long narrow hulls. My 'mate' uncle said that many's the time he broke up gangways and departed Cincinnati on these boats at noon, and they'd be passing Vanceburg, Ky. (where he lived) by seven that evening. We reckoned this as 94 miles, which means 13+ m.p.h. to make such time.

"The Pennywitt family, who lived at Manchester, O., once brought in an ocean-style yacht named the SUNBEAM and with her made a round trip a day between Cincinnati and Maysville. I remember that episode, and that boat was a beauty. (Ed. Note: The SUNBEAM was built at Evansville, Ind. 1878 with a wood hull 136 by 23.2.) She drew considerable water and landed at wharfoats only. She could and did pass the BOSTONA or FLEETWOOD with no trouble or extra effort. Her deep draft probably was her downfall; she departed from the trade as suddenly as she had arrived, and I never heard of her again.

"This is a rather rambling get-up from which sequence is noticeable by its absence. Speaking of Sam Pennywitt and the SUNBEAM, he was an inveterate poker player, a fine chap and very handsome in form and face, well liked by all who knew him. The poker business ruined him financially. He and

his brother Henry are the same Pennywitts who built the STELLA WILDS along with the Wheeling Prince family. Sam told me that the night the J. M. WHITE burned the STELLA went to her, but arrived too late to give much assistance.

"One time the towboat COBB CECIL was laid up for wind swells at North Bend. Capt. Bill Kirker and his pilot Kirk Culver were sitting around the cabin stove swapping yarns about wind and storms and such when a local farmer came aboard and paid a call. He was polite and listened to all this gab about windstorms until he had a chance to break in. This farmer then pointed to his head and said: 'See this crease on my noggin? One day I was ploughin' the field, so up come a storm. I got me under a locust, the lightnin' struck the tree, so I retired to the barn. Lightnin' struck it and set the hay afire. I runned and crawled under a strawstack and the lightnin' hit that and set it afire so's I started to run for the house and the lightnin' hit me on the head and glanced off and killed a cow...'

"In other words I'd better ring off. Yours, James Rowley."

Sirs: The first meeting for the 1974 Sternwheel Regatta to be held at Charleston, West Va. Aug. 31 through Sept. 2 has been held. The oil drum regatta which has been held at Montgomery, West Va. for the past several years will be a feature of our show, using the same course on the Kanawha River the sternwheelers use. Tentative plans call for a Whistle Blow all day long on Saturday, Aug. 31 followed by a dinner-dance that evening. The Sunday river events will include the Sternwheel Race and a shoving contest. Other events in prospect include a yawl race, canoe race, ski show and a waterbug show--VW beetles made into water vessels.

There is a list of onshore events as long as the new DELTA QUEEN, but I'm sticking with running the river part.

The Charleston Jaycees are helping with the onshore programs and the Great Kanawha River Navy with the river events.

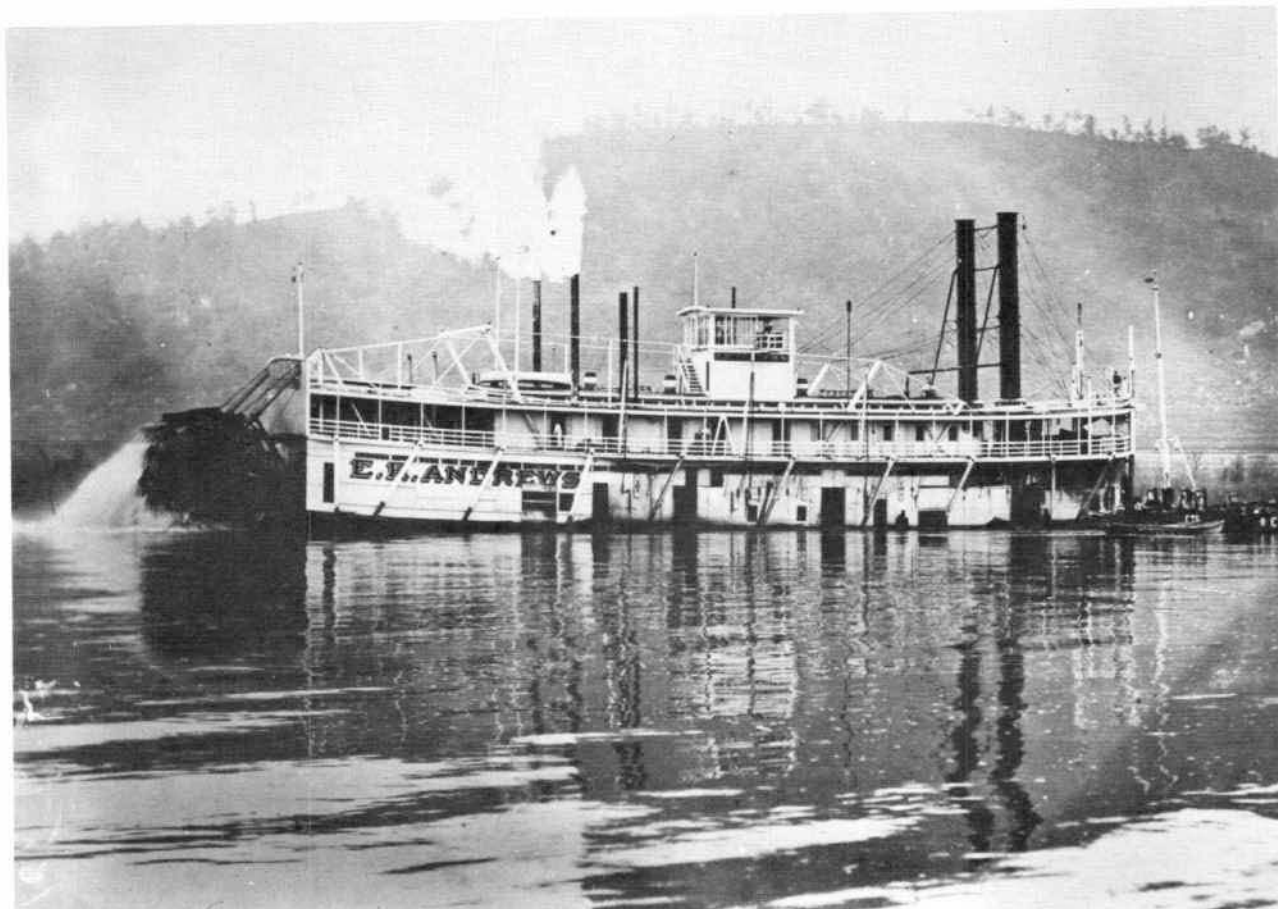
Nelson Jones,
1502 Hampton Road,
Charleston, West Va. 25314

Sirs: I have a sternwheeler on the Monongahela River called the PANSY my brother and I built. She has a 7-ft. dia. by 5 ft. wheel with 12 buckets 9½" deep, powered with a Wisconsin air-cooled gas engine 35 hp. Very easy to operate and I made a 130 mile trip with her last summer.

Samuel P. Yohe,
356 Dry Run Road,
Monongahela, Pa. 15063

=We inquired further about that name PANSY. It's a concocted name for Paul and Sam Yohe. -Ed.

NEW WORLDS TO CONQUER



E. R. ANDREWS
First composite hull, first telephone, first fuel conveyor, first in the hearts of her countrymen.

DURING THE DAYS of iron men and wooden boats, the appearance of a Kanawha River towboat in the Pittsburgh harbor was as unusual as a nova in the firmament. Those 'snake' boats invariably signaled for a left turn coming out of the Kanawha and proceeded to Cincinnati and sometimes to Louisville. Periodically they'd be sent to Middleport, O. for repairs or new boilers. But above that place, almost never.

The JULIUS FLEISCHMANN created no small sensation in the late fall of 1935 when she arrived unexpectedly at Pittsburgh and proceeded up the Monongahela River to Coal Valley. She had in tow a fleet of empty steel barges, returning them to Carnegie-Illinois. For years afterward rivermen still talked about seeing that enormous 'snake' boat up the 'sewer.'

It was just about that same time that Charlie Zubik bought the old Kanawha towboat SALLIE MARMET and brought her up those 265 miles from Pt. Pleasant, West Va. to the Golden Triangle.

What brings this subject to the fore is a batch of letters we've just read disclosing the details

of a trip made by the super-duper Kanawha flagship E. R. ANDREWS from Pt. Pleasant to Pittsburgh and return in 1896. Curiously, we had never heard of this event--and I say curiously because your editor is an ex-employee of the Campbell's Creek Coal Co. whose subsidiary Kanawha & Ohio Transportation Co. owned the ANDREWS, and our 'boss' was Capt. E. A. Burnside who was in command of the ANDREWS when the trip was made. But to make the whole deal curiosier and curiosier Capt. Joseph E. Gould, the prolific and interesting writer of Kanawha towboating (sometimes, most of the time, we feel he is the best writer The Waterways Journal has) has not related anything about this trip. Not that we can think of. And it was Joe Gould who has been sitting on the letters above referred to all of these years, keeping mum about them. Hey, Joe, what other tid-bits do you have up your sleeves?

First of all let us tell you about the E. R. ANDREWS which was in many ways the HURRONICO of the Kanawha River--only for real. Or, better, let Joe tell it. Here he goes:

"After losing two boats by fire,

the GEORGE F. DANA and the JOHN DANA, both losses caused by lanterns which exploded after being knocked over, Mr. S. F. Dana, head of K&O, decided it was time to build the fireproof steamboat that Capt. E. A. Burnside had been urging.

The latter got busy at once and drew up specifications and sketches incorporating his ideas. Capt. E. A. had no boat of his own after the burning of the JOHN DANA, so he was able to put all of his time onto this work.

"He took the data to Cincinnati and there some ideas of Mr. Dana's were added. He and Mr. Dana then went down to Jeffersonville, Ind. and consulted with Ed Howard. An agreement was reached under which the Howard Ship Yard was to build the boat at a cost of \$60,000. Before she was completed she cost \$70,000, a lot of money in 1894 when this happened.

"Mr. Dana decided to name the vessel for a financier friend of his in Rochester, N.Y. who obtained the backing for and who was a stockholder in the Campbell's Creek and K&O companies. He had also been the first president of these two companies. Later a heavily framed picture of Mr. E.

R. Andrews always hung in the boat's cabin.

(If we may make bold to inject a word here, the name originally announced for this boat was MASCOT, and various references were made in press accounts during the period of construction using that name. -Ed.)

"The E. R. ANDREWS was unique in many ways. She was a major breakthrough with numerous innovations, but like many new ideas, some did not work out in practice and had to be changed. However, she was a boat ahead of her time in several departments.

"Capt. E.A. camped right on the job, keeping in close contact with Howard so that he could oversee everything and make changes as construction progressed. The hull was 165 feet long with 32.5-foot beam and depth of 5.2 feet. The cylinders were 20-inch bore by 8-foot stroke (later they were bored out another $\frac{1}{2}$ inch). The ANDREWS was fitted with two Ward patented water-tube boilers and was rated at 780 ihp. at 16 rpm. with 220 psi. boiler pressure and 195 psi. cylinder pressure.

"All of this was a far cry from the 10,100 hp. of some of the latest diesel prop towboats, but are they that much more efficient?

"The ANDREWS' hull was of steel except for the bottom, which was of 4-inch oak planking. Although never before used on the rivers, this was not a new idea. In the 1870's the Clyde shipyards initiated this system, which was called "composite construction" and which so Clyde claimed, made hulls last half again longer than those of all-steel. The ANDREWS' hogchain braces were heavy round steel tubes, and the cylinder timbers were of heavy, built-up steel girders. The pitmans were also made of sturdy steel tubes with steel trusses.

"Steel construction was also used up to and including the boiler deck. On top of this another wood deck was laid, and from there on up the boat was all wood. From her large pilothouse, bridges pro-

truded on either side. Her spacious cabin was beautifully appointed. There was a large oil painting at the forward end of the skylight depicting the E. R. ANDREWS with a loaded tow and other boats passing up and downbound. At the other end was the name E. R. ANDREWS shown as if floating on water. And a picture of the man for whom she was named, with a long beard, like a patriarch, gazed austere down the cabin. Surely Mr. Andrews could have found no fault with this cabin, beautifully decorated and carpeted.

"Aft the main cabin and across a transverse hall, on the port side, was a spacious guest room with bathroom attached. It was painted tastefully in pastel shades, had a thick velvet carpet on the floor and contained a folding bed, wardrobe, dresser, etc. A lot of luxury for a towboat? Well, I may add, the ANDREWS was also licensed as a passenger vessel. And I may as well mention the profusion of gold-leaf trim.

"The E. R. ANDREWS was the first boat (at least out of the Kanawha) that was built fully equipped electrically. The John S. Nowatny Electric Co. of Cincinnati contracted to install a complete electric system including searchlight, side arc lights (six of them) and fully lighted hold and upper works.

"The JOHN DANA had had a system of sorts, which left everything to be desired. She had a few dim bulbs and a searchlight which was no better than the old oil type. But the ANDREWS glowed like a Christmas tree. She also had A-frame derricks mounted on either side of the boiler deck near the galley to hoist up stores, etc. and on the forward cabin bulkhead was a telephone!

"Yep, the first ship-to-shore phone. Outside the cabin, suspended from the hurricane deck, was a large reel of wire which could be unwound and run ashore to be hooked to a telephone line where available. It was always

hooked up at the landings and also when the boat had to go to the bank while on a trip. The ANDREWS had a telephone number--54."

(Oh, this is the far-out towboat of 1894---but hang on for more details. -Ed.)

"This vessel was also the first Kanawha boat to have a steam steering gear. She was equipped with a Crawley-Johnson "Steam Steerer," and after the bugs were worked out (and they were many) it proved to be a most reliable gear. Later it was installed on the other Dana boats, except the EUGENE DANA SMITH, on which a Gardner gear was installed.

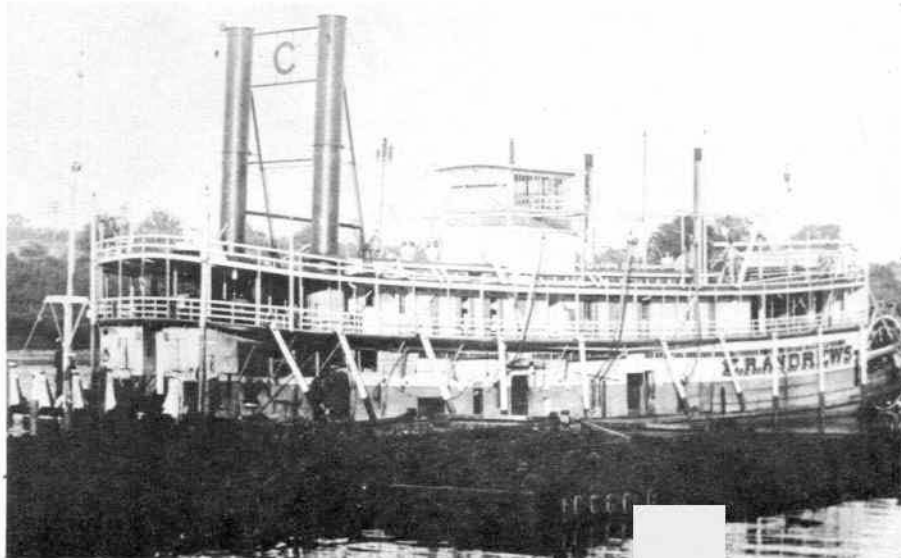
"There were four steam-driven capstans; two large ones on the forecabin and two smaller ones, back near the deckroom. These could also be operated from the big "nigger boiler" in the engine-room, as could the power plant.

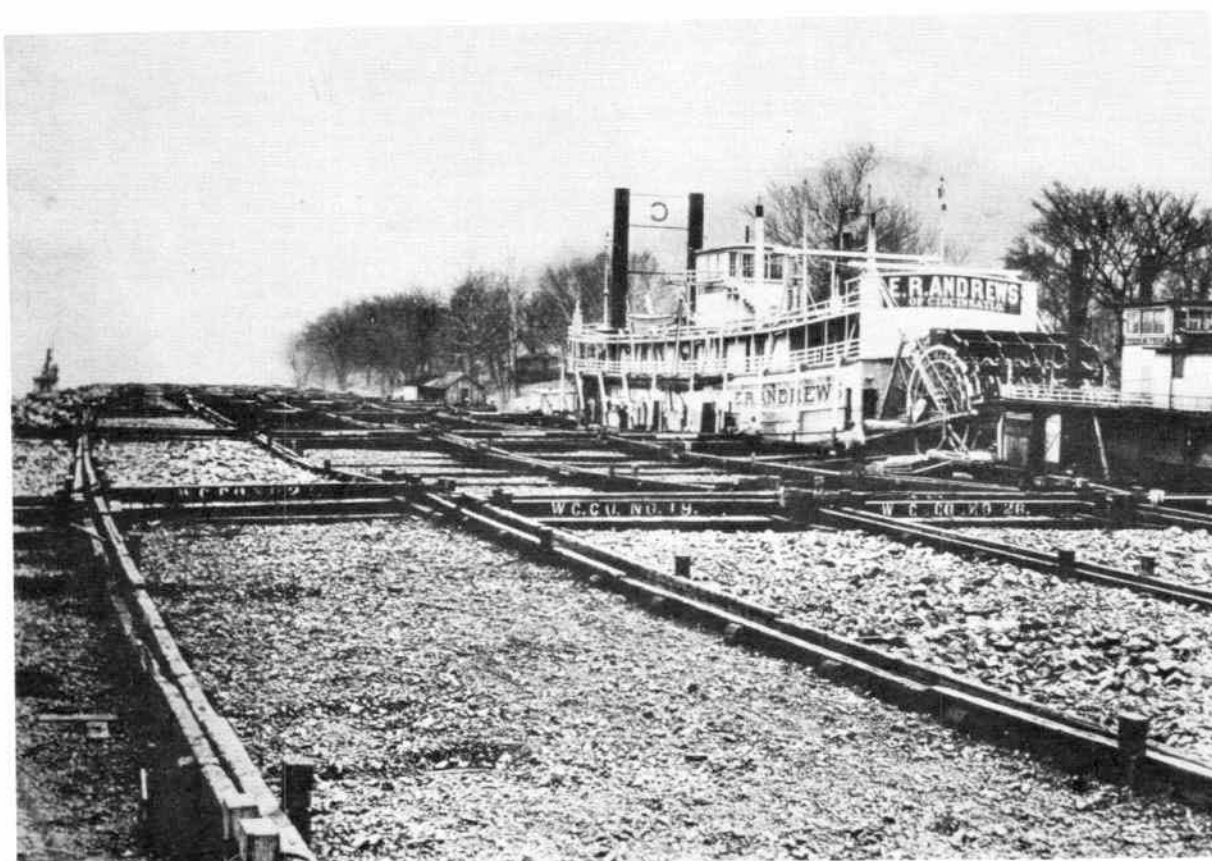
"Although it antedated Rube Goldberg by some years, even Rube at his peak could never have designed such a weird, complicated contraption as the fuel conveyor E.A. devised for the ANDREWS. He knew just what he wanted, made rough drawings and sketches and then sought someone to build it. Finally he picked on the Link Belt & Machine Co. of Chicago, which sent John Artley down to go over the requirements. Mr. Artley decided that Link Belt could design, manufacture and install the two conveyors. One was to be used to take coal from a flat on the head of the steamboat and the other from a flat on her side or from the headbox to the deckroom.

"As the Ward patent boilers were expected to reduce the cost of firemen, so the conveyor system was expected to reduce the number of deck crewmen required. After many revisions in plans, the conveyors were received and Mr. Artley proceeded with the installation. Basically they were two bridge-like structures made of angle iron and embodying belts, pulleys, sprockets, chains, scrapers, buckets, hoppers, etc. You name it, the conveyors had it.

"Did they work? Yes, they did, but not well enough. In this respect they were like the Ward boilers, Nowatny power plant and searchlight, and steel-truss pitmans, all of which had to be replaced. The conveyors were finally abandoned and piled at the end of a field on the Burnside farm where the writer used to play on them as a boy and wonder how they ever operated.

"Now I would like to make a few final remarks about the steamer E. R. ANDREWS. The first two years of her life were very frustrating, to say the least, and would have discouraged lesser men than S. F. Dana and E.A. Those two Ward patented water-tube boilers had no connecting steam drum. Each had a steam dome, like a locomotive, and water had a tendency to work back. As a result there was constant fear that it would punch out the cylinder heads.





C.C.C.Co.'s Pt. Pleasant Landing.

For many years Campbell's Creek coal was harbored in the mouth of the Kanawha River along the left shore between old Lock 11 and the B&O Bridge. This picture was taken during low water, probably in late November. The W.C.Co. barges in the foreground belong (our guess) to the Winifrede Coal Co. At the right is the small towboat MARLEN RIGGS, so the photograph was taken after 1907, the year the RIGGS was built. To our belief, this is the only picture known of the MARLEN RIGGS, a rather celebrated small towboat built by the Riggs family at Higginsport, O. and used during the building of the Ohio River's wicket type locks and dams No. 30 and 34. Marlen Riggs sold her in 1927 to the Pine Bluff Sand & Gravel Co., Pine Bluff, Ark. (still very much in business, 1974) and she was used by them on the Arkansas River several years.

"Because the boilers did not keep up the proper number of paddlewheel rpms, Charles Ward insisted that the wheel be cut down eight inches. E.A. and Bill Johnson, chief engineer, were highly skeptical about this move, but Mr. Ward insisted, so they did it. --And this is how they did it: A smaller set of circles was made and the buckets set in; the wheel arms were left full length. The ANDREWS must have looked funny with the protruding arms.

"The change did not improve the performance of the boilers and, in addition, more coal had to be carried in the deckroom to trim the wheel down.

"Finally, coming up from Cincinnati with a tow, one boiler blew some tubes. Only quick and heroic work by the firemen in hauling the fires under it prevented a possible explosion. The ANDREWS limped up the river on one boiler, and that did it. Charles Ward finally agreed to remove the boilers and lost a big sum on the deal, but the K&O Company lost more. The ALEX MONTGOMERY towed the ANDREWS down to New Albany, Ind. and

she lay there for months while Mr. Zier built a battery of six two-flue boilers for her. They were 36-inch diameter by 28 feet long.

"When she came out with these she was a real steamboat, and the paddlewheel was returned to its original diameter.

"With regard to the electric light plant, there was continuous trouble with the horizontal steam engine. E.A. and Mr. Dana forced Nowatny to install a larger one which worked satisfactorily. E.A. gave up on the searchlight and finally bought a 'Rushmore' searchlight from the Scott Electric Supply Co. of New York, the kind then in use on Navy warships. It was perfect. This was before Carlisle & Finch came on the scene to solve searchlight problems for river steamboats.

"The Link Belt Company worked hard to get the coal conveyors to operate as planned. Link Belt had figured on utilizing the engine actuating the side capstans, but found it did not have enough power for the conveyors. E.A. dug up the old engine from the JOHN DANA's light plant and had it in-

stalled on the ANDREWS. It worked all right, but other troubles developed. It was found that the devices would convey slack coal from the flats when it was dry, but when it was wet, which was often, the scoops and buckets clogged up hopelessly.

"The tubular, trussed pitmans seemed to be another good, sound idea. Mathematically they were far stronger and lighter than the old-type wooden pitmans, but in practice they had a tendency to vibrate quite a bit. This vibration occurred especially when the boat was running light, with flats or a few barges on the head. Running loose, they vibrated badly. The Frisbee Engine & Machine Co. at Cincinnati decided they could be beefed up and the trouble eliminated, so the heavier yokes and truss rods were put on. But, alas, the pitmans still vibrated. Then the wheel shaft broke. At that time E.A. ordered a set of orthodox wooden pitmans. Before they were delivered another wheel shaft broke. Came the wooden pitmans at last, and the troubles

were over."

So ends Joe Goold's masterful description of "the pride of the Kanawha." We have in our files a notation that the pipe pitmans on the ANDREWS were replaced by wooden ones in the summer of 1898. She was taken to Middleport, O. in April, 1900 for a new paddlewheel shaft and wheel. Also at that time her cylinders were bored out, the wheel beams were enlarged and strengthened, and she was given a new electric generator and switches.

All of which is a lot of yak-yak getting to the trip the E. R. ANDREWS made to Pittsburgh.

The purpose of the trip, clearly indicated in the correspondence, was to take 14 empty K&O coal barges to the headwaters of the Ohio. Mr. S. F. Dana figured he could get them loaded with Monongahela River coal and contract their return to Point Pleasant. Hence the ANDREWS was to take the empties up, arrange for their loading, and then return light to the Kanawha River. Like many plans of mice and men, this one came to a cropper.

The whole scheme was highly unusual and was conceived at an unusual time. The year 1896, when this happened, was the "wettest" year many boatmen could recall. The Ohio River, due to unseasonable rainfall, had "coalboat" water in mid-July and all of the loaded coalboats and barges in the harbor at Pittsburgh were sent "south." By July 25 there were only 10 loaded coalboats in the Pittsburgh area, at a time when there usually were hundreds of them. Rivermen were recalling the "wet" year of 1875 when rains fell abnormally during June, July and August. Weather records bear out that in July, 1896 rain fell at Pittsburgh for 26 days out of the 31. On July 28 the river stage at Portsmouth, O. was 29'10".

As consequence of this bonanza, the Kanawha River mines could not keep up with their river loadings. The E. R. ANDREWS, designed to hitch into 28 or 30 loads at Point Pleasant for Cincinnati delivery, was out of work. It was either lay her up or find something else for her to do. Mr. Dana apparently hatched up the Pittsburgh idea overnight. It came as a complete surprise to Capt. E.A.

"Had to buy enough stores at Pt. Pleasant to take us up (to Pittsburgh) for not knowing about this trip and expecting we would lay up at the Point, I did not order stores from the mines. I don't like to have a big lot of stores aboard if I can avoid it," wrote E.A. to his boss in a letter dated Oct. 16, 1896 mailed back from Parkersburg.

The next day in a letter mailed back from Wheeling, E.A. cautions Mr. Dana that he has aboard two "packet pilots" picked up at Middleport and Pomeroy, "who are not regular towboat pilots, that is, can't take a tow out" in case Mr.

Dana gets ideas of contracting with any of the Pittsburgh coalmen to bring back a loaded tow. Capt. E.A. had no pilot's license to Pittsburgh, and as a usual rule he was running "roof captain" on the ANDREWS. Joe Goold says that the ANDREWS was the last Kanawha River towboat to operate with a roof captain and two regular pilots.

On Sept. 20, 1896, E.A. wrote to Mr. Dana from Pittsburgh: "We arrived here Sock this A.M. Brought all 14 and fuels right on in to the city, stemmed every place nicely and steered very well considering the kind of pilots I had. Made nearly as good time in the strong water near town as below. Found 4 ft. 7 in. on marks and we are drawing 5 ft. 4 in. Had all the bad river from Beaver to Glasshouse to run in the night. My young pilot said she beat anything he ever saw to stem."

Obviously the unseasonable high water had subsided, for the present at least, and the ANDREWS was forced to remain at Pittsburgh until rains came. This situation prompted Mr. Dana to instruct E.A. to have the barges delivered to tipples on the Monongahela River, loaded, and pooled out to the awaiting ANDREWS. E.A. told his boss that he was moored at Painter's Mill "a short way below the Point Bridge and between Moren and O'Neil landings, good water and said by all I have talked to about it to be a pretty fair place."

In this letter E.A. wrote, dated Oct. 20, he adds a few comments of his own: "Looks to me like we can't get this coal loaded too quick for the mining situation is a mighty uncertain thing. I suppose you will want the barges loaded to about six and a half feet. At least that is what I told parties you would likely want them to go to although a little less draught might let them down sooner. If we have good water when all are loaded, I suppose we can take the whole tow right from here but if it is somewhat scant will have one of the poolboats help down to a safe place. Am sending part of the crew home today on packet."

When E.A. went around knocking on doors of Pittsburgh coal operators trying to get his 14 empty barges loaded, he met with setbacks. "From present indications it does not look favorable for the early loading of all the barges" he wrote Mr. Dana on Oct. 23. "The trouble is, I think, all these fellows want to load a lot of coal for themselves as the miners are liable to come out anytime. Jutte said this afternoon he could load three barges with his Apollo coal in two days. Snowdon and Wood are not anxious for more loading to do as they want to load their own boats. I am satisfied that it would be the middle or latter of the week-after-next before Jenkins could have all of the remaining four loaded. Looks to me like we ought to have given Jenkins four

or six barges right at the start then they would all have been placed by now and two or three would have been out by Saturday noon."

Capt. E.A. was thirty-two years old when he was giving this advice to his boss in 1896. Joe Goold says E.A. "typed confidential reports to the head office with two fingers, and believe me, they really covered the waterfront! He did not bother too much with punctuation. If the recipient didn't know how to punctuate, that was his hard luck; he should have paid more attention at school." E.A. quit school when he was 15.

Peculiarly, E.A.'s first river trip, when still a boy in the early 1870's, was to come to Pittsburgh with his father, Capt. Joseph Burnside, to get the D. T. LANE, just purchased by K&O, and take her down the Ohio to Pt. Pleasant.

There came a coalboat rise at Pittsburgh on Oct. 26, 1896 and two of the G.C.C.C. (as the barges were stencilled) loads were sent down river in tow of the ROBERT JENKINS to be turned over to the RESOLUTE "about Bellaire someplace" for delivery to Pt. Pleasant. Capt. E.A. was still fuming and fretting about delays getting his empties loaded at the mines.

In a letter dated Oct. 28 he writes to Mr. Dana: "I have been up to Herr's Island in the Allegheny to see Dickey's new barges. Dickey has twelve now at his landing (eight having come in while I was there) and four more to be in today. The barges are not so well built as the ones you had built up Kanawha. Separately I give you some particulars as to the material in them. I finally got him to offer them at \$1050.00 cash in 30 days, you to have the pick of what is there. He claims this price is lower than he has sold to anyone else and those I have talked with say his price is \$1100.00 less 2% for cash is the lowest they have been able to buy at. Of course I simply have their say so; I don't know. Dickey says this is the last lot of the season so if you want barges of Dickey, better take first choice of these.

DICKEY'S BARGES

Size: 135 x 26 x 7'6" inside.

Gunwales:

Bottom 7 x 13"

Second 6 x 16"

Third 6 x 16"

Fourth 6 x 16"

Fifth 6 x 14"

Top 7 x 13"

Rising gun: 45 to 50 ft. long

Bolts: All 7/8" bolts

First streak 30" long

Second 40"

Third 44"

Fourth 36"

Top streak 24 and 26"

Side braces:

7 on each side, each 6 x 12"

Bottom binders:

11 binders 2 x 14"

2 binders 2 x 16" under the bulkheads.

Rakes:

12 ft. radius
 End timberheads, 7 x 14½"
 Quarter 6 x 12½"
 Top end logs, 7 x 14"
 Bulkhead top beams, 6 x 9"
 Opening between deck and bulkheads, 3½ ft.
 Bottom and rake plank, 3" thick
 Four oak boards on each rake
 No iron bands on rakes
 Caulking:
 Bottom, one thread cotton, two threads oakum. Rakes same.
 Sides, two threads oakum.
 Three iron corner bands outside, rather light. One heavy band inside.
 Streamers, 3 x 4" In rakes doubled to 5" thick, spiked, oak.
 Screw bolts all ¾" except in end timberheads, there 1".
 Girders to hind top of sides, 6 x 2"
 Bulkheads made of pine, tongue and groove.
 Only three pump boxes in body of barges; will give you lumber to make fourth box.
 Pine bottom plank on barge here: \$20.00 per thousand.
 Pine gunwales on barge here: \$26.00 per thousand.

"There are several parties wanting barges and part of these 16 are liable to go away at any time. If you want any, it might be a good idea to wire me so can get first pick as some of the barges have some gunwales badly split inside by the drift bolts coming out the sides in driving. Dickey also has some fuel flats for sale at \$575.00, size 18 x 90, 6 ft. deep inside."

Apparently Mr. Dana decided not to buy any of Dickey's barges, although from time to time C.C.C.C. procured such new Allegheny River-built barges. The W. B. CALDERWOOD brought down to Pt. Pleasant a fleet of them in June, 1900.

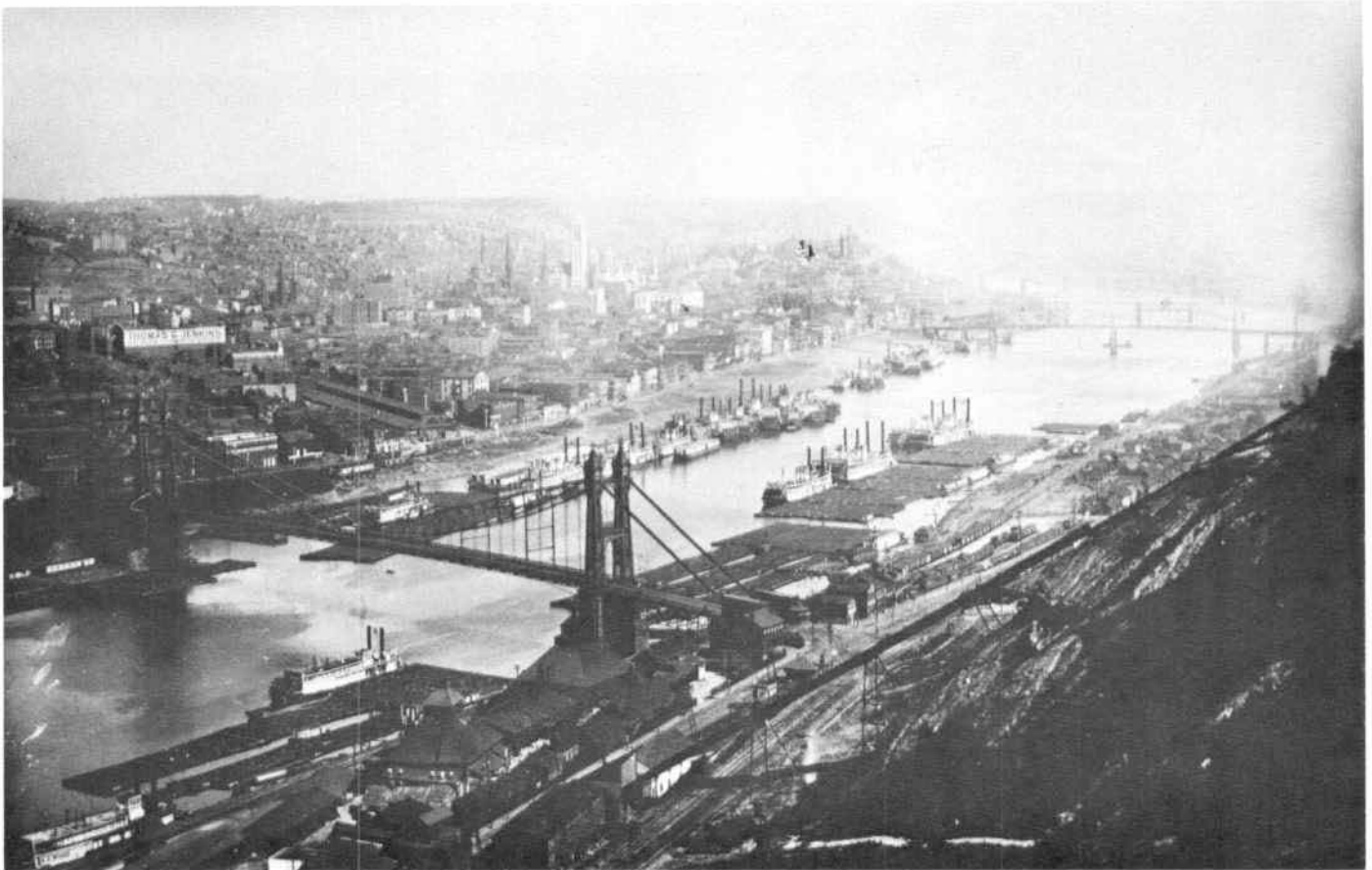
After waiting around eight days for the barges to be loaded, E.A. sent his mate Tom McGuffin up the Monongahela aboard the towboat MARK WINNETT to the Redstone Mine, where three of the ANDREWS' barges were moored for loading. Mr. Dana then got this report:

"Yesterday morning, when McGuffin left there, they were doing but little and none of our empties had been placed under the tipple. Wilson, the manager and chief owner of Redstone, came down last night and I saw him this morning

and asked him why nothing had been done. He said they had an accident yesterday morning in which one of their men, a Slav, was smashed flat with slate. The miners all came out and Wilson said on account of a superstition among the men, they will not go back to work until the Slav is buried."

Election day was coming up. E.A. reports in his letter Oct. 31 to Mr. Dana: "A monster McKinley parade is going on over in Pittsburgh now. Nearly all the mills and works around here being shut down for the occasion." E.A. sent a letter to the West Virginia State Campaign Committee asking transportation funds to send some of his Republican crew members to Pt. Pleasant so they could vote. "The W. Va. State Committee sent tickets only to Wheeling and return," reports E.A. on Nov. 3rd, "but I got three of our Republican voters started and instructed them to go to the Committee's room in Wheeling and try to get transportation down from there. As they have not come back I suppose they made it alright. Part of the men are Ohioans and their state committee did nothing for them."

When the election was over with,



Pittsburgh about 1889.

The river shown in this view is the Monongahela as seen from atop of Mount Washington. The original Point Bridge is at the left, built 1876-77. The Point where the Monongahela and Allegheny meet to form the Ohio is just out of sight to the left. When the E. R. ANDREWS visited Pittsburgh in 1896 the scene was similar to what you see in this picture. She did not go into the Monongahela, but was moored in the Ohio at Painter's Mill below O'Neil's Landing--that's O'Neil's down there in the left lower corner.

E.A. was pleased. "Certainly gratifying," he wrote Mr. Dana, "and I think W. Va. did herself great credit." The world looked a bit more rosy and the long-awaited barges were loaded and ready to go on the first water. It was not long in coming. On Nov. 6 E.A. wrote:

"The prospects this morning looked good for barge water but very close for barges as heavy as ours. Many of the rivermen expressed doubts as to our barges going without extra risk so, as you had wrote to me in one of your earlier letters to, "come when water to come safely," I wired you the prospects. If you was anxious to get the boat and barges down by taking chances, we could start.

"I did intend to drop down to Davis Island Dam but the reports were so uncertain and the dam people themselves being at a loss to know just what to do about the dam. I just held back here. The dam was dropped at noon and as Johnson (our engineer) was not quite ready, I concluded not to try Glasshouse on close water to gain very little time to get to the dam. We will have better water in the morning and will depart as soon as can after daylight.

"The prospects this P.M. are somewhat better, in fact much better, and if the nearby streams emptying in the Allegheny come out as expected, may have light coal-boat water. We have good assurance of fair barge water anyhow. Jenkins will help me down to Deadman or Safe Harbor with his boat and I have agreed to give him \$55 if we should need him to the latter place. I have two good pilots one said to be among the very best and pay them \$50.00 each to Pt. Pleasant and passage back. I was in hopes there would be a good tide in Kanawha but todays papers do not indicate such good news."

"Below Parkersburgh, Nov. 9, 1896: The ANDREWS departed from Pittsburgh Saturday morning, 9:30 o'clock with 10 and 2 fuels and the ROBERT JENKINS with 2 more companies and 2 of Jenkins' for us on exchange. I only had the JENKINS help us to foot of Deadman, for which they will charge us about \$25.00. We are the only boat bringing a full tow from that near Pittsburgh, about 18 miles. The other large boats having the poolers to help them to Safe Harbor, New Cumberland and some to Belaire. At this writing, about 20 miles below Parkersburgh, I do not know of any boats being ahead of us though there may be. My pilots ran all night so we will be at the Point about 6ock P.M. I will likely go ahead of boat to Point to see about the other barges there, get stores and money to pay my pilots.

"Huntington, Nov. 10, 1896: The ANDREWS arrived at the Point a few minutes after six P.M. and was the "Flagship" of the Pittsburgh fleet to that place, the PACIFIC being next to us a half an hour behind. Had to land out in the Ohio and

double my Pittsburgh tow into the Kanawha, there being too much current in the Ohio to pick up in and too much in Kanawha to back all up to the landing in one trip.

"We got in alright, picked up our tow and left at daylight with 22 and 5 flats including the TINNER BOY. Left 8 of the barges at Point loaded with Pittsburgh coal. Your letter and telegram received, the latter late last night. I am bringing one flat of Pittsburgh slack and nut, Crescent, for you to sell. The other flat I used the greater part of coming down.

"My Pittsburgh pilots did good work coming down but gave the ANDREWS the name of being a very slow handler. Would have liked to have kept the Pittsburgh fuel to burn for it's fine fuel; best we ever burned.

"These rises in both rivers have certainly been favorable and fortunate ones for the company so far. Some of the fellows at Pittsburgh says we are the luckiest men who ever came to Pgh. for coal. In nearly 24 hours after our last barge had been delivered to us, we were going down the river with our tow. Wired you this

morning from Gallipolis as we passed."

The TINNER BOY, mentioned in this correspondence, weaved in and out of C.C.C.C. affairs for many years. Joe Goold explains it: "In the 1880s S. F. Dana bought a canal freighter at Portsmouth, O. named the TINNER BOY. For years the towboats shuttled the BOY between Cincinnati and the mines, towing her down light and back loaded with groceries and staples for the mines, shops, boatyard and landings. This sturdy boat gave years of service before it was finally retired. E.A. had himself appointed manufacturer's agent for several large makers of marine supplies, steam fittings, naval stores, etc., thereby getting low prices for the company and also making a neat little sum for himself. Whenever he saw a dollar lying in front of him he never kicked it aside; he picked it up."

The price of Monongahela River coal f.o.b. the tipples was, in part, arranged for @ 2 $\frac{3}{4}$ ¢ the bushel. E.A. reported to Mr. Dana in one letter that while idling the ANDREWS at Pittsburgh, he was holding four deckhands @ a wage of 25¢ a day, each.



WE DID SOME WONDERING in the Dec. '73 issue, on page 15, whether any lady captains or river pilots are manning today's boats. Capt. G. H. (Bub) Crain sends the above view with this comment: "Here's proof that women's lib has filtered into the towing industry. This is my roof captain on our 750 hp. towboat BETTY LOU." Cindy Lou looks right at home at the pilothouse controls, and she's already learned to get her feet up, steer, and drink coffee. We're heard on the grapevine that she charges her Dad 25¢ every time he swears in her presence.



How small can a commercial steam tug get? This pint-sized pusher was built by the Knoxville (Tenn.) Furniture Co. at Clinton, Tenn. on Clinch River. A few of the veterans who recall the tug are hazy about the date she was built, and they can't recall that she had a name. Anyhow she came into existence in the early 1900's. Bill Ring, who lives at Clinton, says she was used at the mill to assist in tying up log rafts floated to Clinton from above, and also she helped feed the endless-chain lift (Jacob's ladder) with which the logs were elevated from the river to the mill. The log rafts in the picture are moored at the left shore, but a flood is going on. The Clinch gorged in the severe 1917-1918 winter and when the break-up came this tug was carried free-astray 59 miles down the Clinch to Kingston, Tenn. where the Clinch joins the Tennessee. She was brought back to Clinton but, says Bill Ring, she wasn't used much thereafter. Which poses the interesting question: How far up the Clinch have commercial steamboats explored? S&D's Earl F. Olson, who sent us the picture above and the details related here, says he was talking with Roy Beets of Oak Ridge, Tenn. who remembers when he was a boy seeing a steam towboat handling barges of lumber, some of which originated at Mile 80 where Norris Dam now is situated. This happened in the 1900-1918 period, an operation possible only when the Clinch was "in tide" as they say thereabouts. Our guesstimate of the size of the tug in this picture is about 30 by 8.

Sirs: Thank you for the article on the CINCINNATI (Dec. '73 issue). One balmy summer evening probably in 1924 my Dad took our family down to the Louisville riverfront, doubtless at Mother's instigation, to see the "new boat." It had to be a Saturday night as the CINCINNATI was laying over. I thought how enormous she seemed inside as compared to our everyday AMERICA (which was actually 10 feet longer).

In those four years 1922-1926 some of the largest and finest passenger boats were built. I sometimes think of this period as the Last Gasp. The CINCINNATI in 1924, the ISLAND QUEEN in 1925, the TOM GREENE in 1923, the CHRIS GREENE in 1925 and the CAPE GIRARDEAU in 1923. Out on the Sacramento were the DELTA QUEEN and DELTA KING in 1926. The ALEXANDER HAMILTON arrived on the Hudson in 1924, and on the Great Lakes were the GREATER DETROIT and the GREATER BUFFALO both in 1924. Had it

not been for the 1929 depression--just think!

While I was mud clerk on the GORDON C. GREENE in 1935 we were usually blocked off with passengers (110 was her limit then). I've heard Capt. Tom Greene say: "Oh Boy; what could we do if we only had the CINCINNATI now."

Capt. Tom's mother, Capt. Mary B. Greene, told me that Mr. Hubbard, when the L&C Packet Co. went bankrupt, begged the Greene family to just take the CINCINNATI on a loan basis and run her; anything to keep her running.

Later I asked Capt. Jesse P. Hughes if this was so, and he confirmed the story. Also he said that he went over the CINCINNATI very thoroughly and was not too happy about the condition she was in. The Greenes were feeling the depression pinch and felt they should stick to their own knitting and so we know the outcome.

I was interested in the comments

about L&C's reluctance about tourist agents. Capt. Buck Leyhe exhibited great foresight when he hooked up with travel agents in Chicago and elsewhere to promote special excursions from all sorts of places, in addition to extensive advertising of the CAPE GIRARDEAU in her regular season. I think Roy Barkhau learned a good many tricks from Capt. Buck which stood him good stead as he filled the shoes of GPA for the Greene Line in the 30's and 40's.

Of course today travel agents reign supreme. It is probably easier to book passage on the DELTA QUEEN through an agent than direct.

But this is just another facet of the changing scene. Still I'm mighty glad that you can watch the PRESIDENT go by, squint your eyes a bit, and seem to see the CINCINNATI which, despite the half-baked legacy she left, made a lot of history and cut quite a swath.

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

The Cincinnati "Times-Star" disappeared from newspaper racks on Tuesday, Jan. 1, 1974 at the age of 93. The honest-to-john newspaper of that name disappeared in 1958 when a consolidation changed its name to "Post and Times-Star." Finally the "and Times-Star" has been deleted. Among the triumphs of that newspaper was the original CHRIS GREENE - BETSY ANN race of 1928.

Sirs: That was a good review of my silly old book and I'm sure it sold a lot of copies. That book is pretty obnoxious and I would not blame you if you would have taken it out back and consigned it along with the potato peelings, etc.

Dick Bissell,
6 Rocky Point Road,
Rowayton, Conn. 06853

=What Dick refers to here is the review we ran in the Dec. '73 issue on his "My Life On The Mississippi or Why I Am Not Mark Twain." We did a lot of barking in that review, and if anything was obnoxious, that was it. -Ed.

A rare breed indeed is J. Wallace (Boone) Weaver, Jr., the man who builds wooden yawls and skiffs in his shop at Racine, O. He was 76 last October 6th. "I can assure you that I don't put them out like I did ten years ago," he says in a recent letter. Just the same he's planning (with some help) to stockpile 15 or 20 ahead this summer.

As of March 1st G. F. Steedman Hinckley assumed the presidency of Delta Queen Steamboat Co. William Muster remains as a member of the board of directors and marketing consultant.



HULL NO. 2999 at the Jeffboat yard, Jeffersonville, Ind. as it appeared on Washington's Birthday, Feb. 22, 1974. The Ohio River may be seen in the distance, looking upstream. In the center foreground is the bow piece, upside down. When completed the bow will be lifted from the table, flopped, and carried to the other end of the hull. In such manner she will be assembled with the bow upstream and the stern rake will be approximately in the location where the bow framing shows in the picture.

A completed amidship section can be easily identified in this view. It was upon this section that the dedication ceremonies were held on November 11, 1973 (see March '74 issue, page 44).

According to advices we have received from Jeffboat, the hull will be completed this fall if all goes well.

This monster steam sternwheel tourist boat is being built for the Delta Queen Steamboat Co. with over all dimensions of 379 feet long and 68 feet wide. She's to have Foster Wheeler steam generators allowed 390 psi, and her tandem compound condensing engines will have 16" and 32" dia. cylinders with 10 ft. stroke.

Our thanks to R. Wes Naye, president of Jeffboat, for supplying the photograph.

The engines for the new boat were contracted to the Bath Iron Works, Bath, Maine. This firm subcontracted the job to the Pine Tree Engineering Co., Brunswick, Maine. The drawings were furnish-

ed by the Pt. Pleasant Marine Co., Pt. Pleasant, West Va., whose predecessor Marietta Manufacturing Co. had built at least three sets of them, for the towboats JASON, ALEXANDER MACKENZIE and JACK RATHBONE.

PICTURE ON THE NEXT PAGE: This was taken looking the other direction, downstream. The section in the foreground, upside down, is shaped to meet the bow. Our thanks to Delta Queen Steamboat Co. for this photo, courtesy of Stephen Shanesy.

On pages 5-8 this issue are the latest construction pictures of the sternwheel NATCHEZ now building below New Orleans. Now as we go to press Bill Dow sends us this pen drawing



depicting her with steam up. Corporate name of owner is New Orleans Steamboat Co., Toulouse St. Wharf (Box 2407) N.O. 70176. Bill is optimistic for completion this fall.



HULL NO. 2999 - See text on the left hand page for description.

The Ohio Valley Improvement Association will hold its annual meeting this year at Louisville, Ky., with the new Galt House as headquarters. The programs will commence October 30 and conclude on November 2nd.

OVI A well may be the oldest continuously active group, never having changed its name, on the rivers. It dates back into the 1890 period. It proverbially meets at Cincinnati, just as S&D has adopted Marietta. But there have been exceptions. The late Frank L. Sibley informed us one time that he had attended an early meeting held at Louisville, and another at Parkersburg.

Frank Sibley for years wrote a river news column, usually columns, in the Gallipolis (O.) "Tribune." He didn't remember the date of the early Louisville meeting but said he never forgot it inasmuch as he met and talked with Paris C. Brown, Capt. J. D. Parker, Commodore F. W. Laidley, Capt. J. Frank Ellison, John F. Dravo, Capt. James A. Henderson, Capt. Robert E. Lee (who headed the Lee Line at Memphis) and others. His

fellow townsman Col. John L. Vance was first president of OVI A. Col. Vance was clerk on the Kanawha River packet COTTAGE No. 2 when she exploded boilers enroute from Charleston to Malden in December, 1865. The boat was demolished and Vance was badly hurt.

Al Wolfe of Wolfe Marine Service located at Hennepin, Ill. on the Illinois River called at 121 River one evening in mid-April. Al is the eldest of seven brothers, three of whom are associated with him in operating three harbor towboats. Al had been hunting high and low for an additional towboat with scant luck. He had been to New Orleans, Minneapolis and to many points between.

All of which points up the unprecedented dearth of idle towboats. New construction is at an all-time peak. All of the major shipyards are booked into 1977 with barge and towboat orders. Dravo has contracts for 30 new towboats and 700 barges; St. Louis Ship has 24 to build or in process; Nashville Bridge has 20 tow-

boats scheduled, and Jeffboat has a single order for 43 towboats (5600 hp. each) and 1800 hopper barges.

Robert E. (Bob) Kennedy became a member of S&D on December 5, 1956 in a manner most unusual. Paul G. Blazer, board chairman of Ashland Oil requested that his son's membership, that of Paul Jr., be transferred to Bob Kennedy, native of Catlettsburg, Ky., descendant of a pioneer river family, and writer of a weekly "River Roundup" in the Ashland (Ky.) Daily Independent.

Donald T. Wright and ye ed met and shook hands for the first time at St. Paul, Minn. aboard the JOE FOWLER in 1914. In June, 1944, thirty years later, we again shook hands at St. Paul aboard the GORDON C. GREENE, vowing on solemn promise to repeat the performance in 1974--if by then a passenger boat was still operating. The best laid plans of mice and men, etc.

Clarence Holbrook Carter, native of Portsmouth, O., recently was honored when the New Jersey State Museum, Trenton, staged a one-man-showing of Carter paintings. In rounding up Carter's art, the Museum curator was anxious to locate one particular oil Carter did in 1942 titled "The Ohio River near Gallipolis." He contacted the Ohio University at Athens where it was supposed to be hanging. The OU people searched high-and-low and were about to give up when somebody remembered seeing it in a women's rest room there. Sure enough there it was, in Cutler Hall, the university's administration building. OU's records had it valued at \$900. Today it is worth at least \$25,000. When Carter painted the scene he was living at Pomeroy, O. The Trenton show included about 60 of his works, some on loan from the Metropolitan Museum of Art and the Museum of Modern Art in New York. Artist Carter, now 69, lives in Milford, N.J. near Trenton.

An original oil painting of the DELTA QUEEN now hangs in the swank Duquesne Club, Pittsburgh, the work of Susan (Mrs. Newton E.) Tucker. It was presented by Mrs. George Casey to honor the memory of her father John F. Casey.

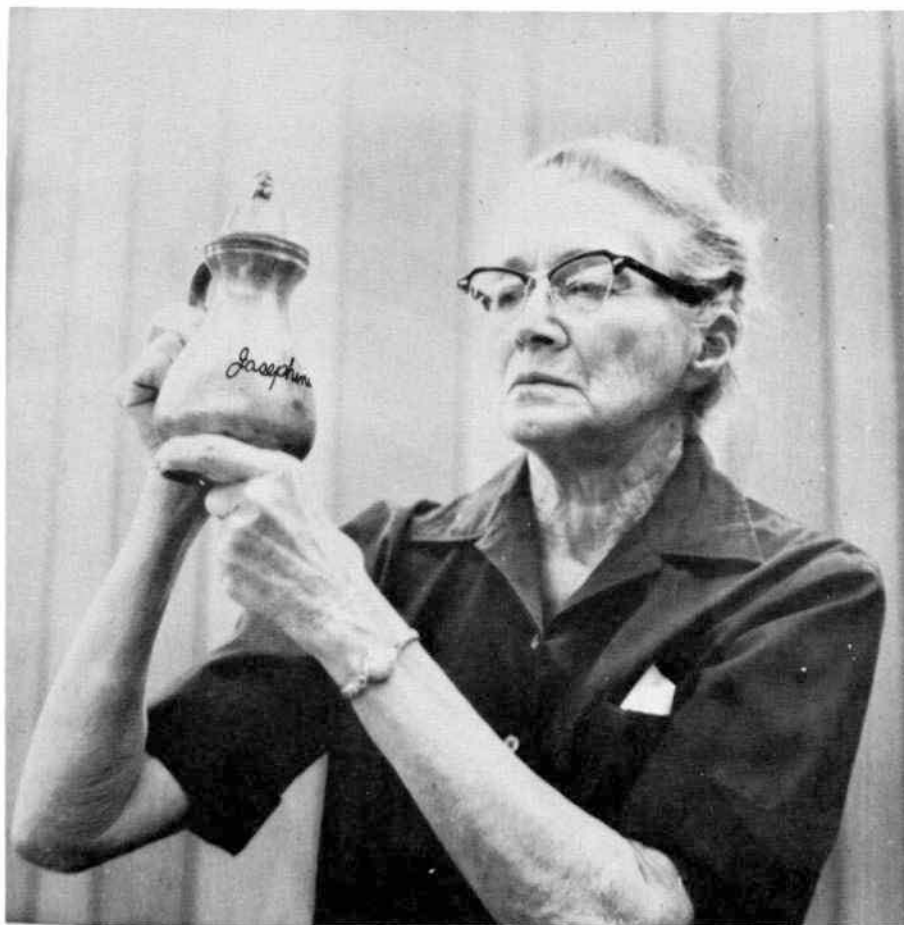
Sirs: As to the folks still around who have blown the SOUTHLAND whistle (March '74 issue, page 15) I know of one--myself. At the age of 14 or 15 I too took advantage of her \$9 round trip cruise Louisville-Evansville and spent much of the time in the pilothouse. Capt. "Bo" Allen, the pilot, was an engaging host. Life's Great Moment came when he allowed me to blow a landing whistle.

John H. Shiner,
2207 Charlestown Road,
New Albany, Ind. 47150

Gary Gilmer, 3330 Ivy Lane, Minneapolis, Minn. 55416 tells us that Lake Minnetonka, featured in the March '74 issue, is staging a come-back. Many large estates and fine homes have been built, and there is a 70-ft. passenger boat providing tours.

Clyde Swift jogs us for not mentioning Mrs. Ned B. Jenkins' father's name (March '74 issue, page 5). He was Thomas M. Price, and in VALLEY GEM days he lived two doors from his brother Capt. Newton Price in McConnelsville, O., says Clyde.

Other publications will reveal to you that Betty Blake was the wife of Will Rogers and that Alan Bates is a movie actor. Betty in the S&D REFLECTOR is v.p. of the Delta Queen Steamboat Co. and Alan is the architect who designed the NATCHEZ. Join S&D and tell your friends. The dope about how to do and how much is on page 4.



Mrs. Hugh Ford
Pictured with her pewter pitcher.

Well now what'cha know; Mrs. Hugh Ford of Winifred, Montana (pictured above) is holding a worn pewter pitcher that was picked up along the shore of the Missouri River near Stafford ferry. The word "Josephine" is engraved on it. What Mrs. Ford is wondering, naturally, is whether this might have come from the old packet JOSEPHINE which served in the mountain trade to Fort Benton 1873-1894, longer than any other boat. Photographer Roberts Donovan blacked the lettering so's it would show in the picture. Kathryn Wright of the "Billings (Mont.) Gazette" sent the picture to us, requesting we give picture credit to the Lewistown (Mont.) "News-Argus," sobeit. She ran her own story with the picture in the Gazette Sunday Magazine last Feb. 24. Then she was talking with Don Powers, S&D river buff of Billings, and at his suggestion she sent all of this along to us. Well, thanks to everybody. We can't say for sure whether this pewter pitcher really did come from the JOSEPHINE, but where else? The roof bell from the JOSEPHINE is displayed in the Yellowstone Valley Museum, atop of Billing's rimrocks, and you might be wondering how it got up to that hell-'n'-gone location away up the Yellowstone 483 miles from the Missouri. Well, in 1875 Capt. Grant Marsh was commissioned to determine the head of navigation on the Yellowstone, so he kept going, and going, and going, and on June 7, 1875 at 2 p.m. he got to Hell Roaring Rapids, too much for JOSEPHINE to climb, so that was it--within whistling distance of today's Billings. Kathryn Wright says there used to be a tree there with JOSEPHINE carved in it with a penknife, the location now being Josephine Park. Also she says that the JOSEPHINE's name was chiseled into the rocks at Pompey's Pillar, dated June 3, 1874. Now we've got a conflation--our records say 1875, and Kathryn Wright says 1874. By the way, Mrs. Hugh Ford pictured above is a collector; she's got rocks, fossils, semi-precious stones and a couple of buffalo teeth. But her JOSEPHINE pitcher is her prize.



This was taken in a coach of a 19-car "special" hauled by two diesels enroute on the Pennsylvania Railroad from Oil City, Pa. to the Kinzua Dam site, October 22, 1960. Sandbar Zenn (center) is being invited by George A. Needle, Jr. of Quaker State Oil (left) to join with members of the City Club of Oil City in the lounge car at the rear, which he accepted. This was the last passenger train run on PRR's line Oil City-Warren-Olean, 68.7 miles from Oil City to Kinzua. Seated at the right is C. V. Starrett of the Buhl Planetarium, Pittsburgh, and looking over his shoulder is guess who! After the ground-breaking ceremonies at Kinzua on the Allegheny River, at which U.S. Army Secretary Wilbur M. Brucker spoke, the passengers were returned by the PRR to Oil City.

John Watson (Sandbar) Zenn died, 85, on Tuesday, February 5, 1974 in the North Hills Passavant Hospital, located in the vicinity of his home at 271 Pine Road, McCandless Township, Pa. He had suffered an acute aneurysm on the Saturday previous. Prior to that he was in good shape; he and his wife Jean had visited with friends on Friday.

So closed the life of another founder of S&D. Jack Zenn was one of the original group which met at Gallipolis, O. on June 3, 1939 and was elected to the executive committee. He had served as an officer ever since, some 35 years.

Jack first appeared at the front door of 121 River in 1936, tall, one shoulder slightly askew, jet black hair, ruddy cheeks, and he asked us hesitantly to accompany him in his car. He was bound down the river hoping to catch sight of the towboat WM. G. CLYDE which lately had exploded boilers and was being towed to Coal Valley for repairs. We got down to Wells-ville, O. before we sighted her in tow of the DUQUESNE.

At that time Jack was living on Jenny Lind Street in McKeesport, Pa. in a frame home which seemed hardly ample for the population it contained. Mrs. Zenn, small, lovely, soft-spoken and full of

fun, was raising four attractive daughters and a handsome son, Dort, Tish, Marj, Phyllis and Philip--Philip and Phyllis were twins--all taller than their mother. Jack introduced his wife as "Shorty," something of a shock when you first heard it, hardly the handle for a fond mother who loved her family, and her china, and her glass paperweights, and who was capable of shoving the lawnmower if need be.

I think Johnnie first got into "big time" river dealings when the late Capt. John L. Howder tabbed him to go up the Youghiogheny to West Newton in 1938 and pilot out a rough-hewn barge to McKeesport. A gang of young men had come to West Newton from Ipswich, Mass. reenacting the pioneer trek of those hardies who in 1788 had settled at Marietta, making of it the capital of the Northwest Territory and the first permanent settlement in what became the state of Ohio. This, in 1938, was the 150th anniversary, and the Ipswich boys had butchered trees, cut lumber, and had recreated the "Adventure Galley" after a fashion, that is, and now the immediate problem was to get it on its way to Marietta. Johnnie had buzzed up the Yough in his motorboat FLYING DUTCHMAN and had some passing acquaintance with

the 1938 channel and obstructions. That's how he got elected.

He found the galley at West Newton with the leather-stockinged and coonskin-capped young men all gung-ho to get going. They had no oars or poles or rope, and the larder consisted of a sack of jelly beans. The river was falling and no time to round up equipment, so Johnnie--muttering and growling and awesomely aware of the foolhardiness--ordered "cast off!"

They came to a screeching halt on the first sandbar, and John W. Zenn became "Sandbar" right there and then. Eventually he got the clumsy boat afloat and drifted it out to the Monongahela River with no further mishaps.

That fall of 1938 Pittsburgh was celebrating its sesquicentennial and William B. Rodgers sought help to create a River Exposition. The idea appealed to Johnnie (or Sandbar as he now had become) and he built a full-scale rake and part of the sides of a Jutte coalboat for display, and sweet-talked some handsome photographs and other exhibit material from Monongahela River friends of his at McKeesport and Elizabeth. Some 20,000 people saw the show in the old Music Hall down near the Point. It was here the seeds were sown for a permanent River Museum.

The river was in Sandbar's system. His dad Philip Zenn, noted locally for stamina and feats of strength, ran an extensive siding yard (so called those days) on the Monongahela River at Riverton, Pa. just below McKeesport. Wooden coalboat bottoms brought from the upper Allegheny were sided and raked by the hundreds. Son Jack, then a kid, started in as a batten boy and literally grew up with a spike maul in one hand and a caulking ("corking") iron in the other. He graduated from High School, went to W&J, then got a river job with the Monongahela River Consolidated Coal & Coke Co. and spent a good bit of time riding around on the CARBON, CADET and the ROVER.

Later he became a foreman in the McKeesport Tin Plate Co.'s Port Vue mill, the recipe for which was a high-carbon exterior and a loud voice, both of which Jack cultivated and mastered, a tool-steel bluff which sheathed his soft and kindly nature to the casual observer for the rest of his days.

Witness that Jack's most noteworthy contribution to S&D in its early days came on the day at New Martinsville in 1940 when quite a few S&D'rs pushed to establish a River Museum in the obsolete, old-fashioned and outdated Heatherington homestead at Bellaire, Ohio. Sandbar, with pipe-mill bluster and loud voice, quashed the motion and steered the Museum to Marietta. Suffice to say time has justified his tactics.

Sandbar rode the GOLDEN EAGLE and the GORDON C. GREENE, and was crew member on two LADY GRACE expeditions, down the Allegheny from Olean, N.Y. and down the Cumberland from Burnside to Paducah. On

another such small boat, the BETSY ANN, he was one of the team for a trip out of the Kentucky River in 1952, and made a high water trip out of Olean in 1953.

In 1955 when we got hopped up with the idea of paddling a stern-wheeler upstream on the Allegheny from Pittsburgh to Olean (a feat which hadn't been done since the NEW CASTLE went up in 1837) it was Sandbar who built the paddlewheel at his machine shop which he called Precisioneering, Inc.

If Sandbar had had his druthers he would have become a Monongahela River towboat pilot. He "cubbed" on various Pittsburgh Coal Co. boats, drew a beautiful set of maps, went before the Inspectors and failed his visual test, never suspecting until that moment he was color blind. This was a blow to him second only to the loss of his wife Shorty who died following a heart attack. She'd been out mowing the lawn getting the place spruced up for expected company.

His obituary in the Pittsburgh Press headlined him as an "Area Expert On Rivers," which would have pleased Sandbar a great deal, and moreso had he known that his good friend C. V. Starrett arranged the piece. He and C.V. were co-chairmen of the Rivers Exhibition of the Buhl Planetarium during the Pittsburgh Bicentennial in 1958. It was a bang-up good show, and Sandbar had done the lion's share of the leg work.

The best thing that happened to Sandbar in his latter days was rediscovering and marrying a McKeesport girl, Jean May. Jean was a school librarian, retiring only a few years ago. Just four days before his death Sandbar said to us: "Jean is so wonderful, so very very wonderful."

He got interested in the Allegheny River Improvement Association and was its president one term, 1958-1959 I think.

In addition to his wife Jean, Sandbar is survived by all of his children, now married. Dort is now Mrs. Daniel Price, McKeesport; Marj is Mrs. Charles Lowe, Berea, O.; Phyllis is Mrs. Philip Thomas, Stoneboro, Pa., and Tish is Mrs. J. Thomas Lane, McCandless Township, Pa. Son Philip L. Zenn lives in Pompano Beach, Fla. There are 13 grandchildren and 10 great-grandchildren.

There wasn't a drop of gasoline available in Sewickley the morning of Sandbar's services. Moreover your editor had measured his length on a concrete sidewalk the night before, spraining an instep in the process. Consequently neither Grace nor I attended the family gathering at the Brandt Funeral Home, Perrysville, Pa., held Thursday morning, February 7, followed by graveside services in the Mount Vernon Cemetery, McKeesport.

Goodbye, our friend. Don't be fretting; the Lord knows you are a good guy. Don't let on to be a Seneca Indian; somebody keeping the records might believe it. Mind your manners around those angels

with your barnyard humor; don't be taking such chances. Look up Walt McCoy and J. Mack and Bob Eberhart and Ed Maurer, and if coal towing is what they're doing the lot of you may be erroneously situated. Let's keep track. Ta ta.

Sirs: We will miss "Sandbar" Zenn very much. He appealed to nearly everyone--even the youngsters knew they were in the presence of an unusual man and personality when he arose at S&D to speak or jest.

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

The DELTA KING was taken away from Sacramento, Calif. where she has been hibernating for the past four years on Feb. 17 last.

Two tugs owned by the Southampton Towing Co. came alongside, the moorings were freed, and the old hulk was towed on a 12-hour journey down the Sacramento River into a "hidden channel." Capt. Dan Huff, who superintended the move, said "it was a little hairy."

"We were getting a stiff cross wind," he related, and said when they shoved into the narrow channel "I was hitting tules on both sides."

For some unexplained reason, the present mooring place is supposed to be a secret one. But Capt. Huff admits "it's kind of hard to hide a steamboat."

Nor was any explanation given to explain the purpose of the move. For one thing, the U.S. Coast Guard and the U.S. Engineers are happy. If the old boat had broken away in wind or flood there at Sacramento she could have been

a menace to bridges and shipping.

The San Francisco Chronicle was not long in discovering the "hide-away." They sent a correspondent and a photographer to the scene and ran the story in their Feb. 25 issue.

Don Wegars, who wrote the story, described a visit on board. "The boat's engines are gone and so is her paddlewheel. The oak paneling in the cabins has been ripped out, windows are broken, the paint is flaking, railings are broken. Scrap, cans, paper and dog dirt litter the decks and the public rooms," he described.

The owner of the DELTA KING, said to be Gene Detgen, a southern California businessman, was unavailable for comment. Max Mortenson, a retired Air Force colonel who is Detgen's Bay Area associate, declined to talk.

The KING spent the early 1950's at Kitimat, British Columbia, as a dormitory for construction workers. In 1959 she wound up at Stockton, Calif. where plans were to turn her into a waterfront restaurant.

A series of legal hassles over ownership involving, among others, attorney Mel Belli and showboat promoter Barney Gould, kept the KING tied up at Stockton until 1969, when she was spirited away to Sacramento in the dead of night by a group calling themselves "Riverboat's A'Comin'." Eventually the ownership was settled firmly on Detgen. The boat idled near the Tower Bridge at Sacramento slowly succumbing to time, weather, vandals and curio hunters.

"There is not much left to take" said Capt. Dan Huff.

We are indebted to Jim Hughes for sending in this news.



The "Adventure Galley" in this picture is being locked at the Emsworth Dam, Ohio River. The U. S. Engineer towboat SHENANGO took her down. On board are the somewhat bedraggled "pioneers" enduring a cold rainstorm. John W. Zenn piloted her out from the place of building, West Newton, Pa. on the Youghiogheny River, to the Monongahela River at McKeesport. As related in the accompanying obituary, Johnnie stuck her on a sandbar and thereby got his nickname "Sandbar."

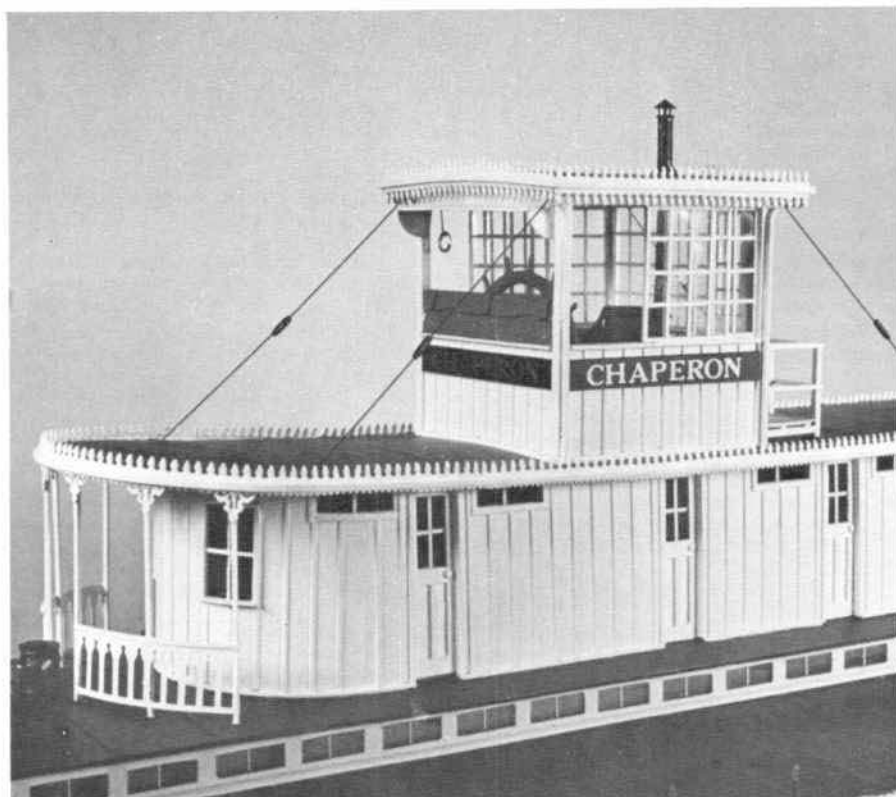
JOHN L. FRYANT is building a model of the old Green River packet CHAPERON using 1/4" = 1 ft. scale. He hopes to have it completed for its debut at the S&D meeting this coming Sept. 21st.

Good pictures taken of a model during its construction require as much planning as building the model itself. There are problems of proper lighting, blanked out background and the right camera elevation. Such candid close-ups are not pleasing unless all of the details are perfect. A camera can be pretty ruthless in exposing any slipshod work.

These three pictures are good examples of skill in the art of building a model, for it is an art form, and also of good photographing.

The construction of a good boat model demands a complete understanding of a thousand and one details. The builder must know as much as the carpenters and ironworkers and marine architects; he must be a lettering artist and apply the right colors. In addition to all of this he is required to master the technique of handling the fragile and delicate materials used in creating small-scale ships that won't warp, peel or fall apart as time goes on.

The young man who builds a good model based on his own research has given himself a two-year college course in patience and humility in addition to a warehouse of knowledge. And it's a lot of fun.



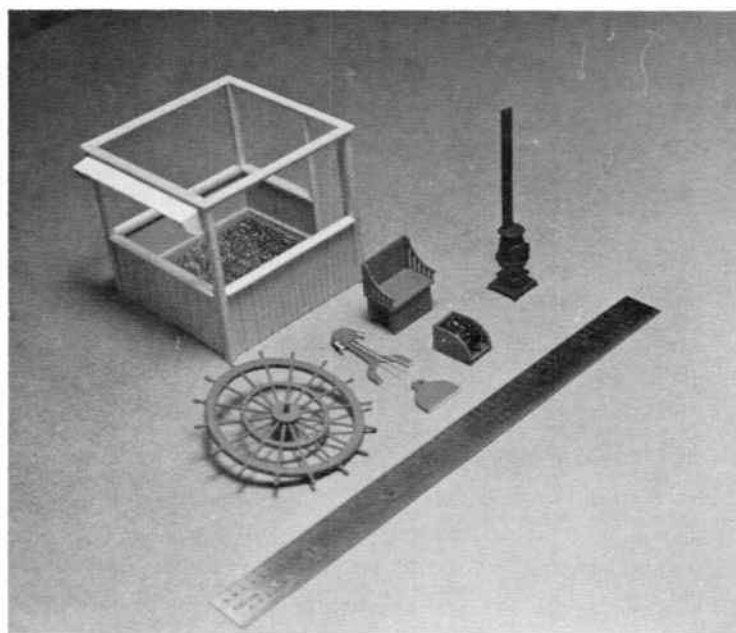
PILOTHOUSE, TEXAS and SKYLIGHT

John Fryant says this shot shows "the finished product minus the whistle." This is a captivating recreation of old-style woodwork, everything flimsy and serviceable. Yes, guy rods held the pilothouse down so's a hefty windstorm wouldn't blow it overboard. He's even simulated white porcelain door-knobs on the Texas stateroom doors. Those Texas bulkheads were made of thin poplar planks with battens over the seams. A Texas porch at the front end was an extravagance that probably cost \$25 extra. Real elegance was to have a similar porch on the rear, which the CHAPERON didn't have. John has shoved back the pilothouse sash so's you can better see the lazy bench, etc. All very fine. The coal stove is piped up through the pilothouse roof with its usual capped top.



ABOVE: Pilothouse detail. John says the little man is his shop inspector, a character known as Farmer Brown.

RIGHT: Pilothouse assembly with a 6" rule in the foreground. The floor has linoleum on it, made from a magazine ad. The items displayed are the pilotwheel, bell stand, journal, lazy bench, coal box and the stove. The framed rules and licenses will be hung on the ceiling.



TENTING TONIGHT

The following letter was sent to us by Jerry B. Devol, Route 3, Devola, O. 45750. It was written by a Union soldier sitting in a tent, the weather cold, spitting snow, and the wind blowing great guns.

Camp Sherman
Paducah
March 3rd, 1862

Dear Father:

My last letter was written at Camp Dennison. I have scarcely had time to write a letter since we left that place. We left Camp Dennison on the evening of the seventeenth of last month, the day on which my last letter was dated. We got down to Cincinnati about dark and worked and worried till near midnight before we got snug on board the boats which were to bring us down the river. The night was dark as blazes and every body was seemingly out of humor. On the whole, we had a rather exciting time of it. The news of the great victory at Fort Donelson had just reached the city and everybody was excited to the highest. I think there was an unusual amount of bad whiskey consumed in the Queen City on that night. Considerable of it found its way onto the boats though strict watch was kept. Sergeant Major Tom Ross was drunk as a fool. One private and one lieutenant fell into the river before the boats left the wharf. They were both got out considerably scared and one of them, the private belonging to Fouracre's Company was about half drowned. Another old gray headed man of Fouracre's was determined not to go. He said he would not leave the state until he was paid off. He began to unslung his knapsack. We had to take hold of him and lead him on board. I was on duty that day.

Well, about midnight after a deal of whiskey and ringing of bells the good old JESSE K. BELL rounded out into the river and turned her head towards the sunny South. There were pretty near four hundred men on our boat so you may know, as she was not a large boat, that there was a poor chance to sleep. I sat up pretty near all of the first night for it seemed that there was no place about the boat where a man could possibly sleep that was not crowded. Toward morning in despair I wandered all over the boat faintly hoping to find some nook or corner where I might stow myself away and get an hour or two's sleep. Well, I saw something under the boilers just as I had about concluded to give up the search which looked like a specimen of humanity. I knew at once somebody had crawled in there to sleep. So in I went bound to have a sleep, and I did. It was warm and right there under the boilers I slept soundly till morning.

Next morning we found ourselves not far from the city of Madison, Indiana which is considerable of a

city. The Ohio is a noble river and there is noble bottoms along its banks. We reached Louisville about one o'clock that day. We stopped there for some time. It is a big place but there don't appear to be much business probably on account of hard times. I think there is a good many Sesesh there. It seemed to me that the crowd at the wharf did not welcome us with as much enthusiasm as at many other places. At almost every farm house on both banks of the river as we came along the inmates came out and waved handkerchiefs and cheered with earnest enthusiasm.

The second night I kept up part of the night and slept under the boilers again the rest of it. The third day the country had changed considerably. It looked as though we were getting down into Dixie. Much of the land along the river in Illinois and Kentucky is very low. I think it would be good to raise ducks and geese on. There is places in Illinois which looks Godforsaken and man deserted enough. The night of the third day we made Paducah.

That night I slept in a state-room along with seven others. The third day we met seventeen steamboats loaded with soldiers. They said they were going up Green River and to Bowling Green. They have since come back and gone down the river to Cairo I suppose. There has a great many troops gone down the river. The Sixty Third went down last week. There is some ten or twelve thousand troops here now. Several regiments here are without guns. The Muddy 77th, as the boys say, has not received a single gun yet. The boys complain considerably.

Some of our men have been out on picket guard and without any arms save those nature gave them. The night we landed here a boat with twelve hundred Sesesh prisoners on board came down from Fort Donelson. The boat lay right beside us part of the night. I did not get up to see the prisoners. Some of the boys did. They said they were a dirty, ragged looking set. They were impudent, too. One of them said they would fight until the last day in the evening. Tom Ross and an Alabama Colonel quarreled like thunder and came near fighting. Paducah is now a loyal town. It is pretty near deserted by its white male inhabitants. There is a good many wooly heads running round town. They looks as though they smelt something in the wind. The women here whose husbands were taken at Donelson wear faces as long as rails.

We live in tents now. We have had some pretty severe weather here. We built flues by which we can keep our tents just warm enough to feel the cold to the best advantage. Today it is spitting snow and blowing great guns. Tomorrow may be warm. We do not get any news here but camp runners. They come thick and fast. First, in the morning one day we heard the pickets had been fired on, next, that Columbus was taken or

evacuated, next, that the war was over, next, we are going up the Tennessee River, then, that our guns are here and we will surely go somewhere, next, there is 15 thousand Sesesh a few miles back in the country, and so on to the end of the chapter.

I have no room to write more. We have not received a cent of money yet. I may have to call for some yet. Direct to Camp Sherman, Paducah, Kentucky. I am well.

Your son,
J. P. Green

The above was written by Sergeant James P. Green, Company B, 77th Regiment, Ohio Volunteer Infantry. He enlisted as a private, age 24, at Camp Tupper, Marietta, O., 22 November 1861 and was appointed Sergeant 2 December 1861. In his first major battle at Shiloh or Pittsburg Landing, Tennessee, 7 April 1862 he was taken prisoner by the Confederacy and he died in their hands in the prison hospital at Macon, Georgia, 15 June, 1862. He was from Watertown Township, Washington County, Ohio, son of Jesse and Ann (Powell) Green.

Twice mentioned Thomas Ross also was from Watertown Township. He enlisted, age 36.

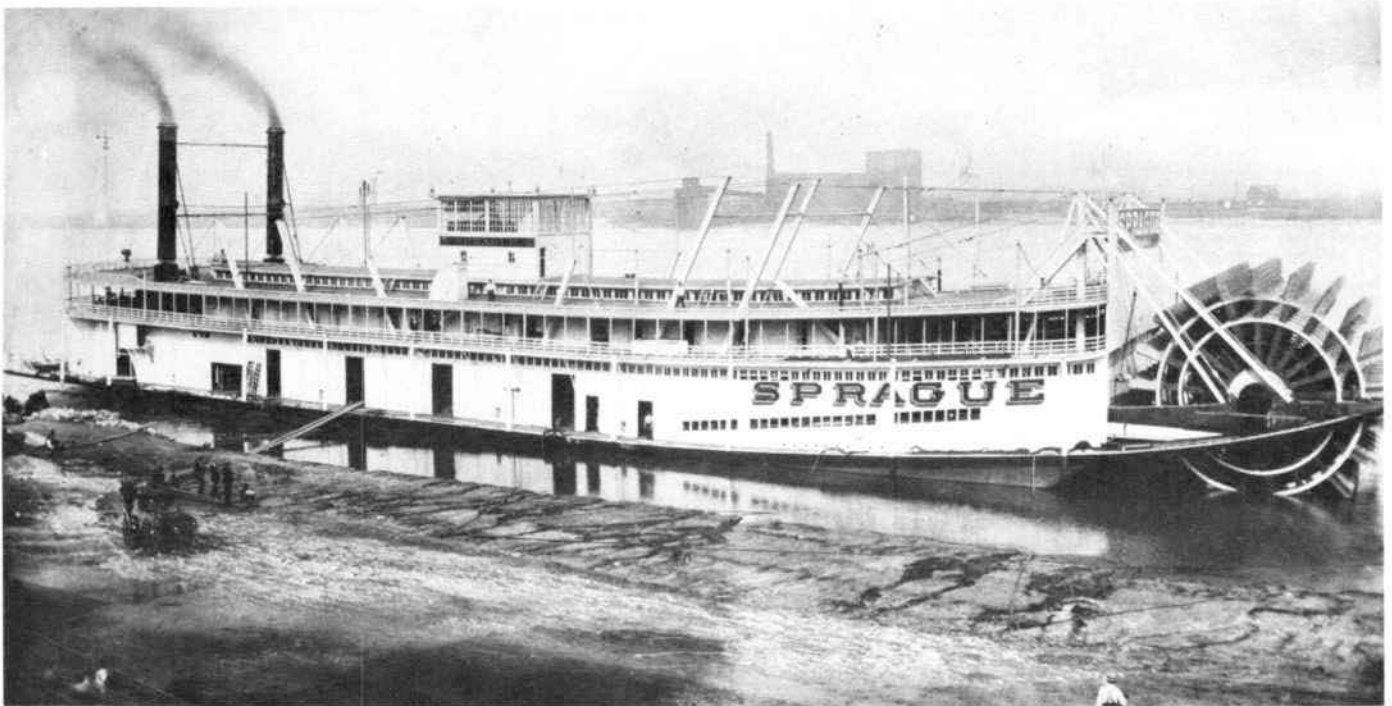
The original letter is presently in the possession of William J. Burke, CPA, Coopers and Lybrand, Suite 2500, One Financial Plaza, Fort Lauderdale, Fla. 33394.

The JESSE K. BELL (first of the name) was a side-wheeler built at Cincinnati in 1856, hull 255 by 40. General Lew (Ben-Hur) Wallace used her as headquarters during the Tennessee campaign, 1862, on the Tennessee River.

Paul and Helen Westerman, who grew up in New Martinsville, West Va., have been located in Florida since they "migrated" south in Sept. 1972. Paul once spent a summer working on the VERNE SWAIN, and for a short spell on the HELEN E. Paul's maternal grandmother was a McEldowney (McEldowney Bar is between Hannibal and New Martinsville on the Ohio). Helen had a great-grandfather who was a river captain, Robert Hutchison. Before marriage she was Helen Potts. Their present address is 1437 Drew St., Clearwater, Fla. 33515.

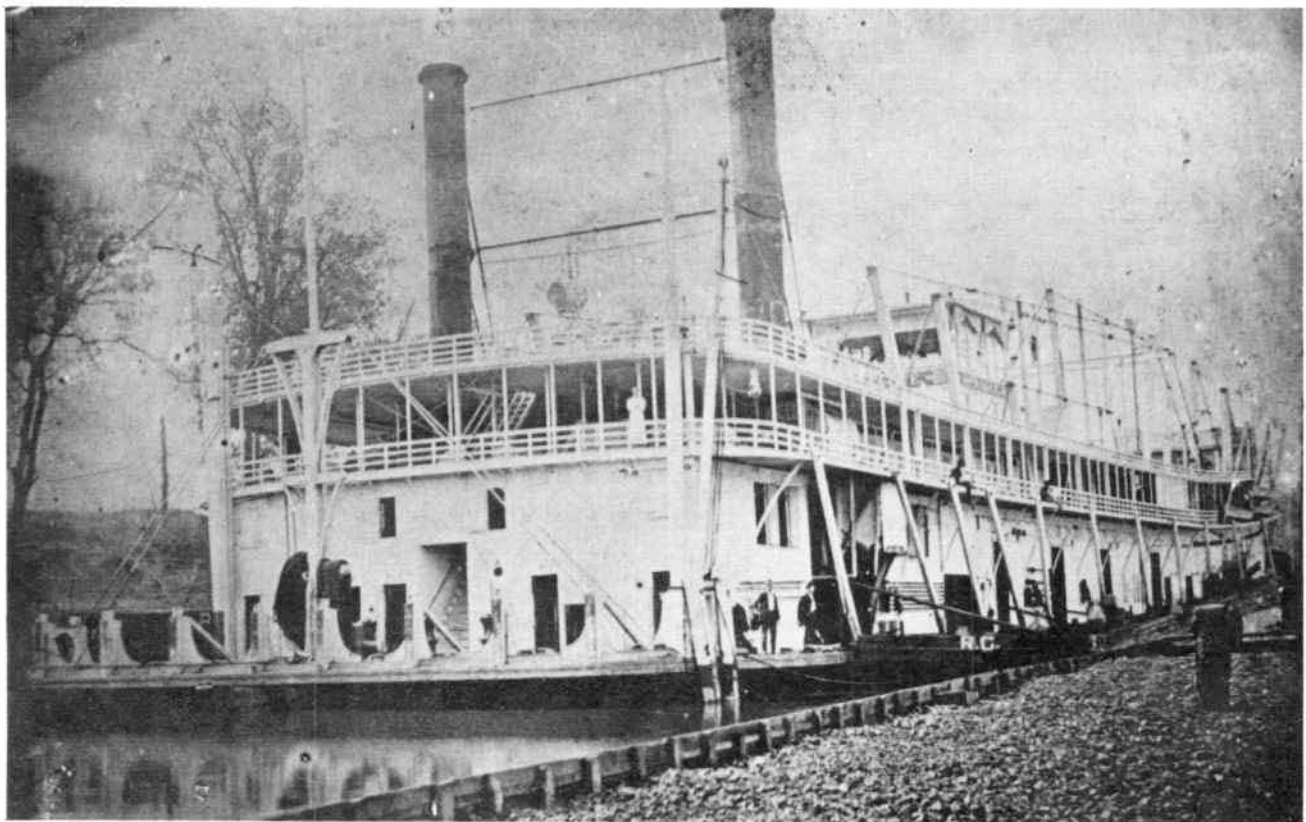
Raymond D. Powell, a locomotive engineer with the Monongahela Connecting R.R., called on us March 26th last. He was seeking information about the pedigree of a Lunkenheimer three-chime steam whistle formerly used on J&L's South Side Works, Pittsburgh. Nobody presently connected with J&L remembers when it was installed, but tradition has it that the whistle once was on a steamboat. After inspecting the instrument we would subscribe to such possibility. Ray Powell has been a member of S&D for some years and makes his residence at 6549 Ohio River Blvd., Pittsburgh 15202.

An outstanding performer.

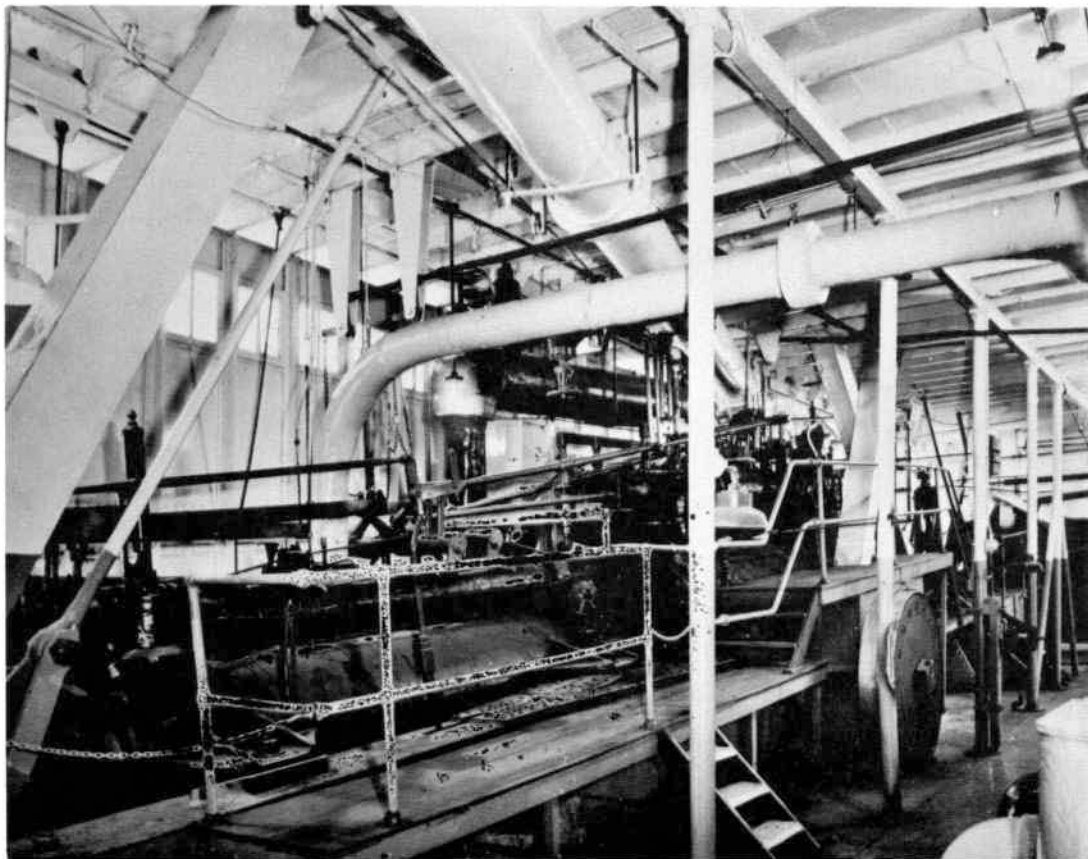
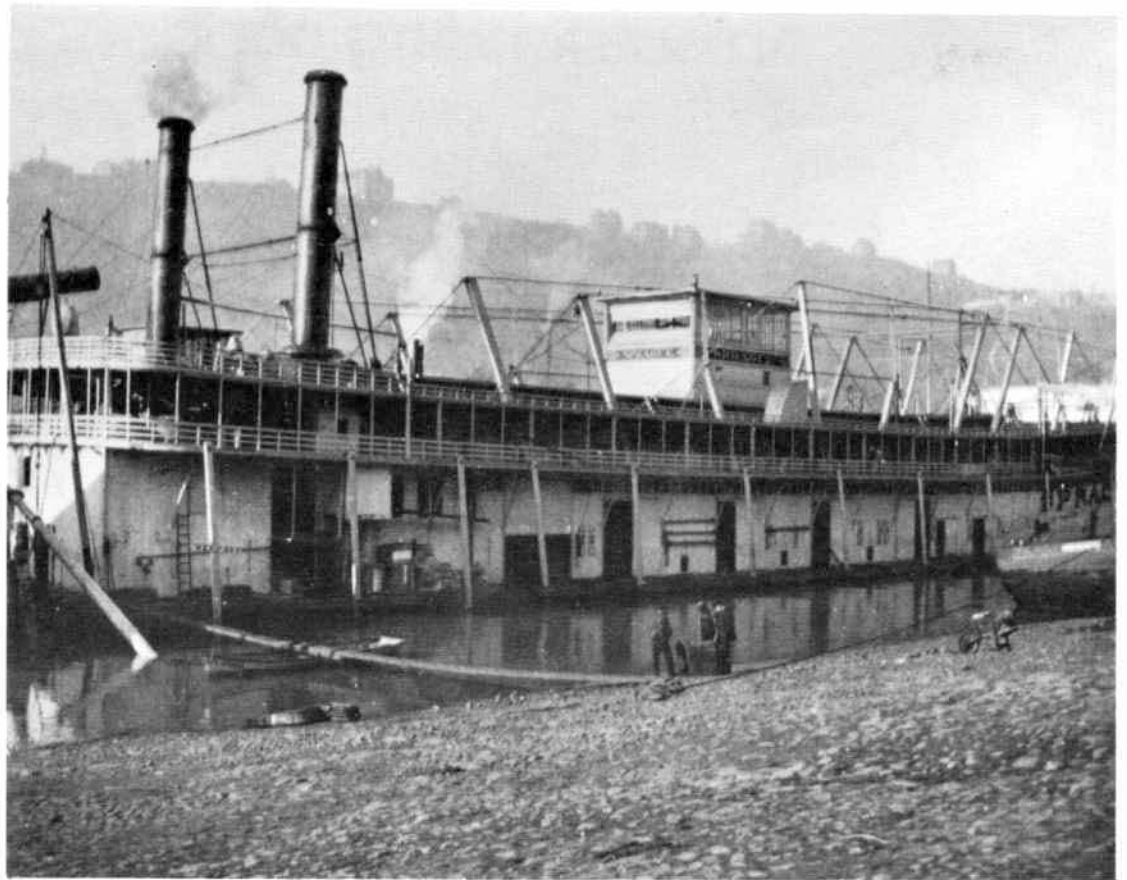


ABOVE is the SPRAGUE, new at St. Louis in the fall of 1902. This is one of the best showing her original hogchaining and her 40 ft. diameter paddlewheel. She was built at Dubuque, Iowa by the Iowa Iron Works (predecessor of Dubuque Boat & Boiler) and towed to St. Louis for completion. Her single-riveted steel hull measured 276 by 61, with an over all length of 318 feet. The paddlewheel weighed 160 tons counting the 40 ton shaft.

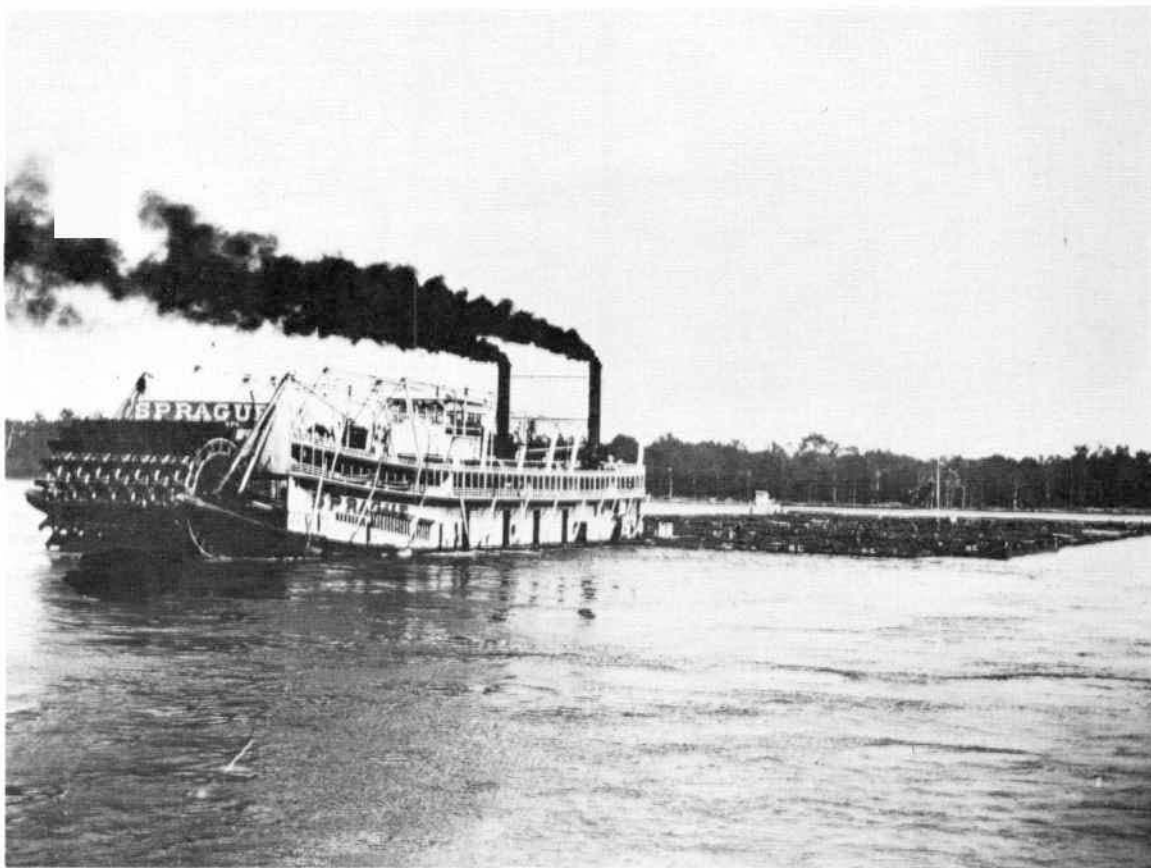
BELOW is an old faded view showing plainly the eight tow knees plus two additional side knees across her head. The vertical distance from main to cabin deck was 15 ft. She was built for the Monongahela River Consolidated Coal & Coke Co., Pittsburgh, to handle their coal loaded in wooden coalboats and barges between Louisville and New Orleans. She originally burned coal to generate 200 psi in six patented Hopkins boilers.



SPRAGUE hobbled in to Pittsburgh for her first visit, arriving at noon, Feb. 12, 1903. She had come from below Cincinnati running on one engine. After repairs while moored at the foot of Market St. in the Monongahela, she departed in March with 25 loads, added more below the Falls and went down the Mississippi with 51. In August, 1904 she was again brought up to Pittsburgh, at which time her paddlewheel was cut down in diameter and additional hogchaining put in her. She was moored at Painter's Mill on the South Side at the time. This picture was taken of her at the Monongahela wharf on the occasion of this visit. She departed on Jan. 14, 1905, and did not again come to Pittsburgh until Capt. Robert Lipps towed her in, April 27, 1959 with UBL's RELIANCE for public viewing during the city's bicentennial celebration. That fall she was returned to Vicksburg.

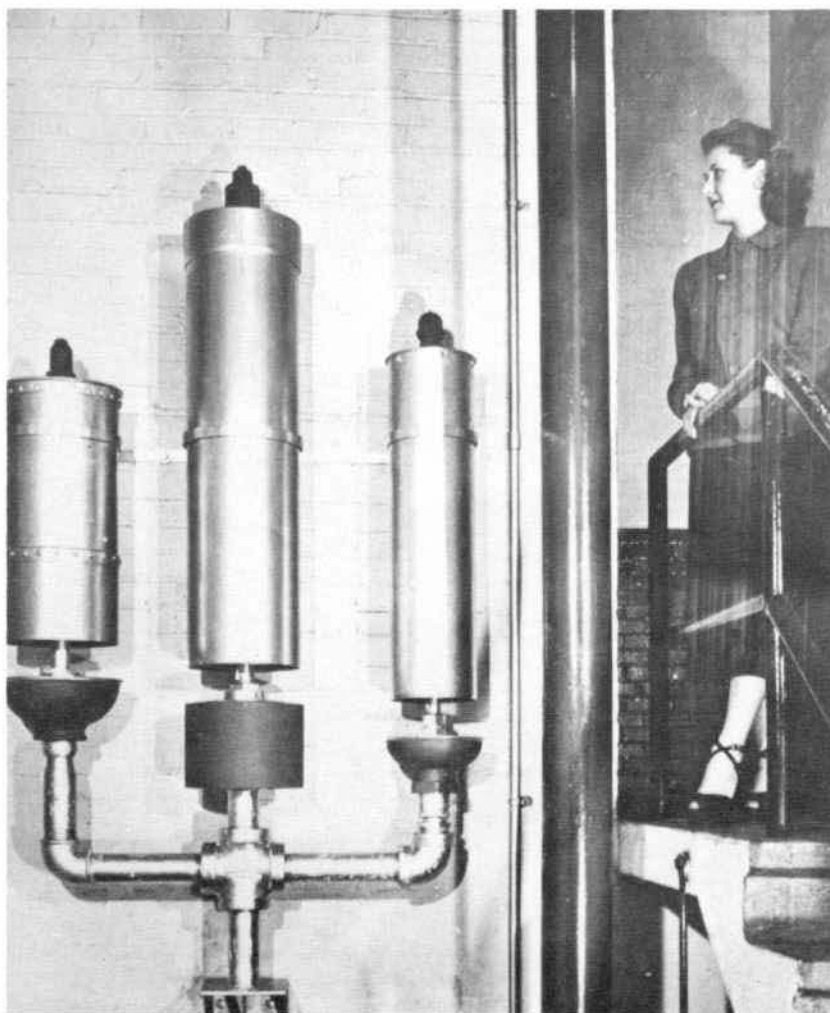


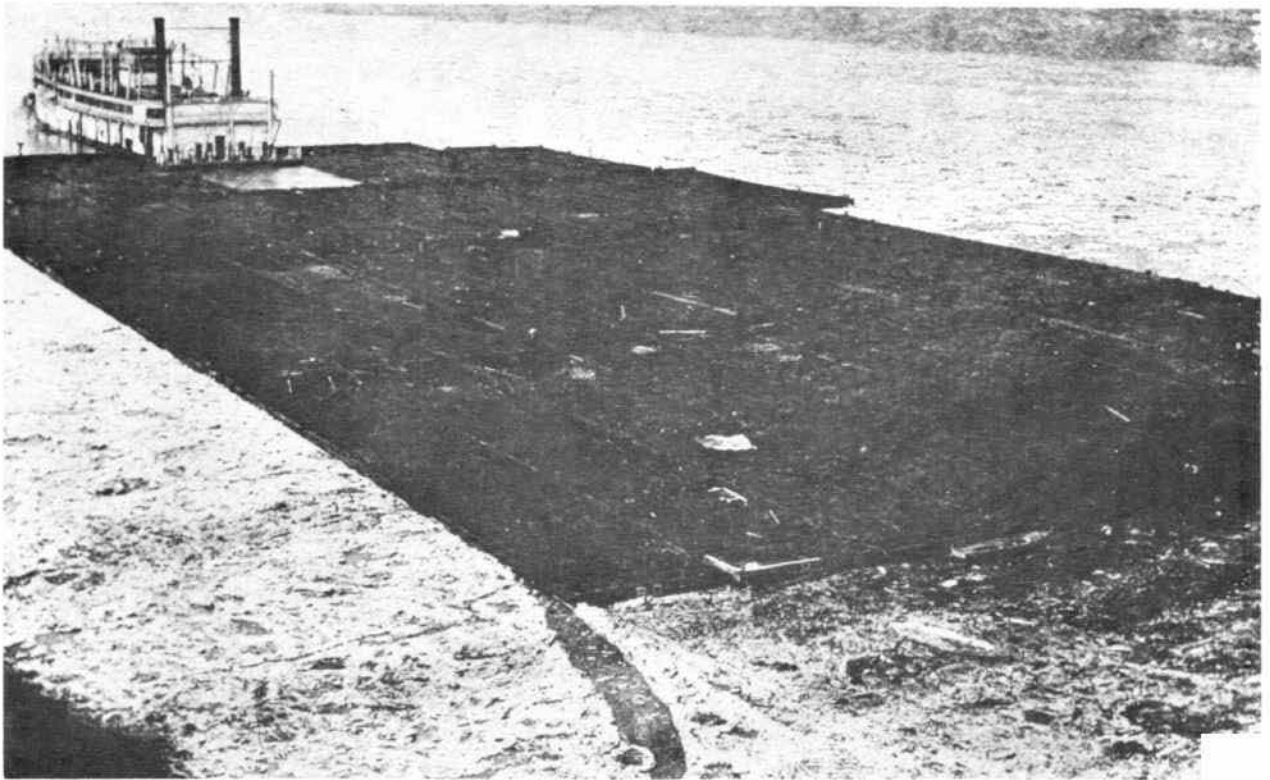
ENGINE ROOM of the SPRAGUE looking aft showing the engine on the starboard side. She sported tandem compound condensing engines. The high pressure cylinders set forward were 28" dia. and the low were 63" dia. Her stroke was 12 ft. The cylinder heads on the high pressure engines weighed over one ton each and those on the low pressure engines weighed over two tons each. Total weight of both engines was about 75 tons. Her pitmans, of Oregon fir, were 50 feet long, 26 inches square at centers, tapering to 16 in. square at the ends. The main steam line from boilers to engines was 160 feet long and 11 inches in diameter. The branch steam lines from the throttle to the high pressure cylinders were 7 inches in diameter. Odd as it may sound, we never have learned who built her engines. This picture was taken at Pittsburgh in 1959 by the Dravo Corporation. The alert observer may note that she had a steel main deck and steel framing for the boiler deck. The boiler deck and all above was built of wood.



THE ABOVE VIEW was taken on the Mississippi River showing SPRAGUE under way with her record tow of coal. She had 56 coalboats and 4 fuels, total of 67,307 tons of cargo. This was moved from below the Falls at Louisville to New Orleans in February, 1907. The pilots were Capts. Cal Blazier and Henry Nye. The wooden coalboats were 175 by 26 loaded to 10½ feet. The tow was made up twelve wide, five lengths, with a duckpond. At the time this tow was taken down, it was conceded to be the greatest tonnage moved by water as a unit, oceans of the world not excepted. The deep sea super-tankers have changed all that, in salt water, but we've never yet heard of a 67,000-ton tow descending the Mississippi in these modern diesel-prop days.

AT THE RIGHT is a good shot of the three-chime "Asleep In the Deep" whistle from the SPRAGUE which tips the scales at 480 pounds. When she was decommissioned by Standard Oil in 1948, Standard officials presented the whistle to Capt. Tom Greene and shipped it to him in Cincinnati. Tom wanted to blow it on the DELTA QUEEN but never did. He gave it to Dan Heekin, a whistle buff, and this picture shows it in Dan's Cincinnati plant. Then in 1954 Dan gave his whistles to S&D and sent them up by barge to Marietta--biggest was the SPRAGUE's.

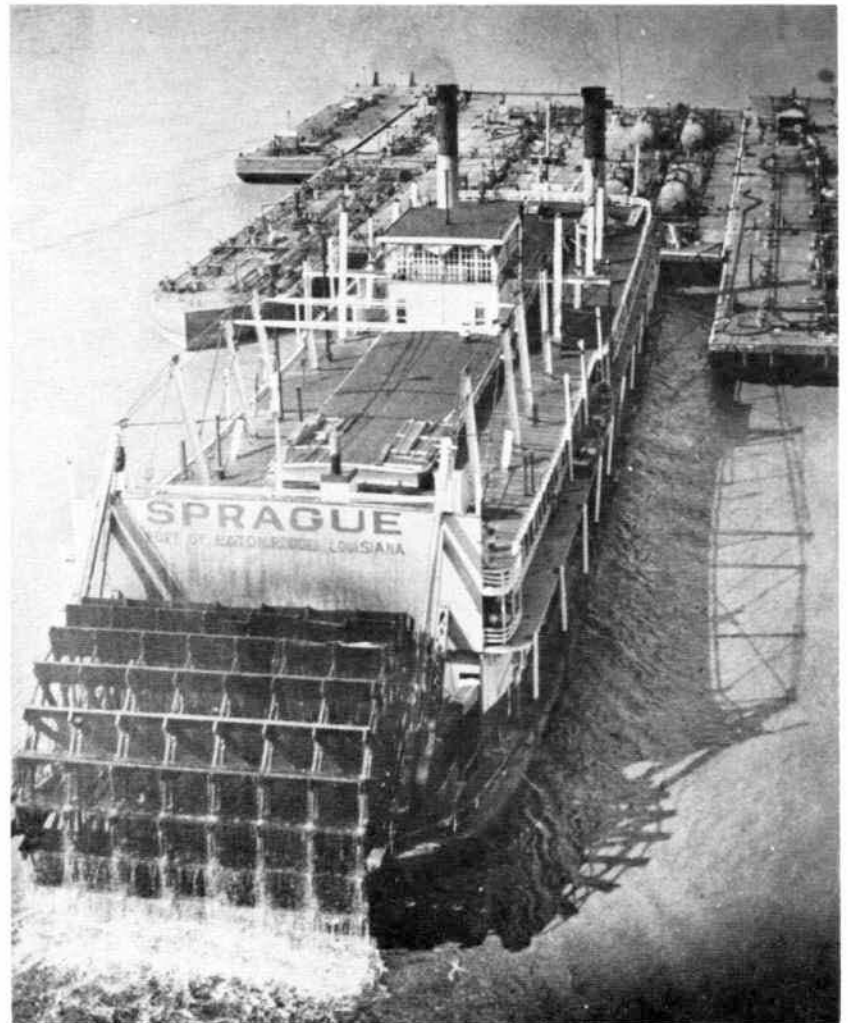




THE ABOVE was taken below the Falls of the Ohio, at Sand Island, Feb. 14, 1904. The river is filled with running ice. SPRAGUE is waiting until conditions better. She has in tow 44 loaded coalboats.

LOWER RIGHT shows SPRAGUE with petroleum barges, view taken at Memphis. She had four owners; Monongahela River Consolidated Coal & Coke Co., Pittsburgh Coal Co., Aluminum Company of America, and Standard Oil of Louisiana.

BELOW is Florence Peaslee Thompson who as a young girl (see the photo she's holding) broke the bottle at Dubuque and christened the new SPRAGUE at the launching, Dec. 5, 1901. This photograph was taken in 1959. Florence married a Dubuque physician, Dr. H. E. Thompson.



Capt. Clare Carpenter and his wife Mabel, Belpre, O., did some Alaskan traveling in the summer of '73. Cap'n Clare says this:

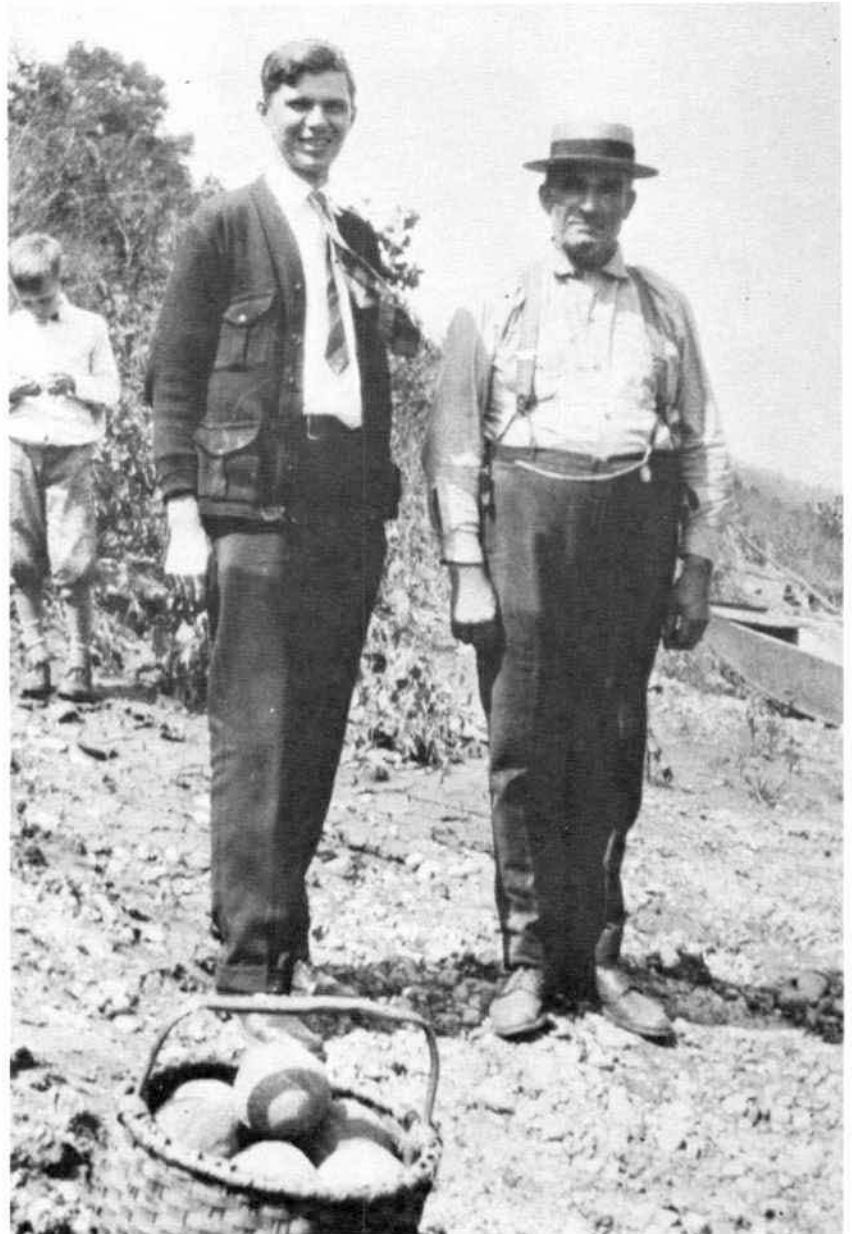
"Whitehorse, Mile 919.4, Alaskan Highway: You get there real sudden like. After hours on a narrow dusty and sometimes rough gravel road, you come around a bend, and whamo! Nice, wide, smooth blacktop, with an enormous white stern-wheel steamboat dead ahead.

"The boat is the KLONDIKE, one of many of its kind that used to operate on the Yukon River. My guess is that it is 300 ft. long, 50 ft. wide, and six feet deep, with a large red wheel. The hull is wood. It seems there were very few staterooms for passengers. Apparently most of the passengers were miners, hunters and prospectors or people who had their own bedrolls and slept on the deck. The KLONDIKE was built to carry copper ore, and carried about 500 tons.

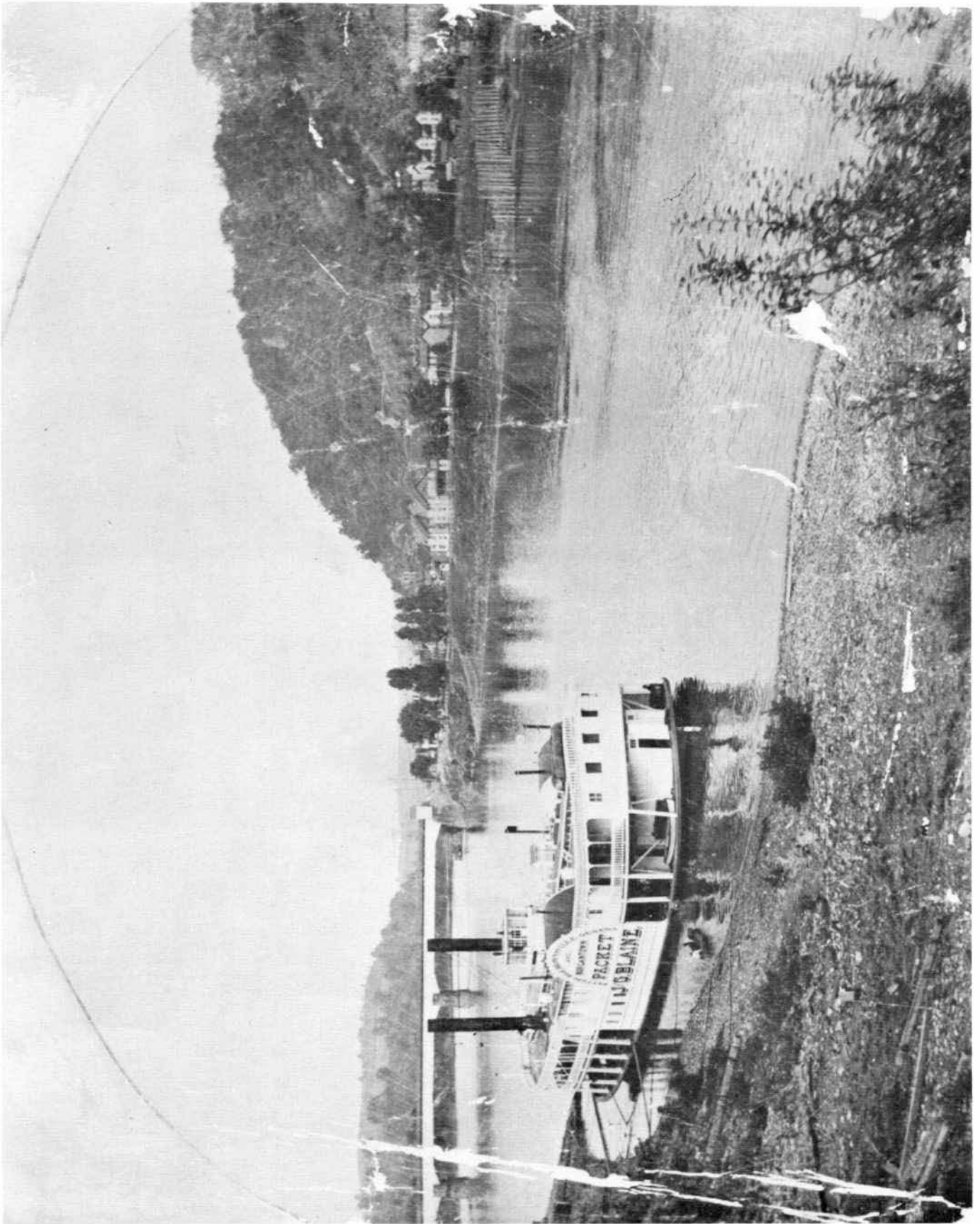
Whitehorse Rapids and Miles Canyon, says Mrs. Carpenter, created a barrier to navigation near the town of Whitehorse so that it was necessary to transfer cargo around them by way of a tramway. Now there is a hydro-electric plant at the rapids, and the resulting new water level has slowed but not completely stopped the wild current that once made it all but impossible for boats to go through. The canyon is not more than about 300 ft. wide, with sheer walls on both sides, and from shore one can see the fast current and eddies. A small excursion boat, the SCHWALKA, runs through the canyon.

"We became interested in the fish ladder and missed the boat trip," says Cap'n Clare. The fish ladder, along the side of the rapids, is about two miles long and six feet wide. It is made of wood with a roof and sides enclosed. The inside is made up of short pools. Salmon go up the fish ladder to spawn, after having come 1900 miles from the Bering Sea."

The tornados of April 3rd last raked portions of towns along the mid-section of the Ohio River; Brandenburg, Ky., Louisville, Hanover, Ind., Madison and Cincinnati. Brandenburg was all but wiped off the map. Nearly every building at Hanover College was badly mauled. Clifty Inn was unroofed. On the hill behind Madison, at North Madison, homes and business places were wiped away. Letters, cards and pictures from North Madison were picked up later at Xenia, 110 miles as a jet flies, the Ohio town hardest hit. At Louisville the Cherokee Park area was a shambles, including some fine homes. It was a typical tornado pattern; long, narrow swaths of complete destruction, with people $\frac{1}{2}$ mile away completely unaware of what had happened until they heard about it on the TV or radio. The storm system tore through five states from central Alabama into Canada. Preliminary figures set the death toll at 72, 29 of these at Brandenburg and 28 at Xenia.



TAKEN AT REEDSVILLE, OHIO where the Belleville Locks and Dam now is located on the Ohio River in 1926. The two worthies in the foreground are Your Editor (left) still on Cloud 9 having recently become manager-purser of the BETSY ANN, and Capt. E. Dayton Randolph who, with his wife, lived up the hill in a white frame house there at Reedsville. In the immediate foreground is a basket of melons Dayton has presented to y.t. and he'd like to have his basket back, please. Over at the left is young Paul Bennett, son of Virgil E. Bennett. Virgil took the picture. Dayton was 69 in 1926 and had been a cracker-jack packet pilot between Pittsburgh and Cincinnati for years. He learned on the ANDES, SCOTIA and EMMA GRAHAM; for years was pilot on the KEYSTONE STATE and after that on the OHIO and JOE FOWLER, and when we met him in 1914 he was on the latter. In the decade 1916-1926 he was still active on the GENERAL WOOD and GENERAL CROWDER, and during several of those years Dayton "learned" me a fraction of what he knew about piloting. He was the inventor of the mythical super-impossible steamer HURRONICO which since has become river folklore. We are indebted to William E. Reed for this print made from Virgil's original negative. Dayton Randolph died, 78, at home in Reedsville, December 6, 1935.



JERRY SUTPHIN discovered this picture on the opposite page in the Library of Congress, Washington, D.C. Obviously it was taken at the lower end of Brownsville, Pa. on the Monongahela River looking upstream. The packet is the JAMES G. BLAINE. Beyond her is the old wooden covered bridge built to link the National Pike from the East to Washington, Pa., Wheeling, Va. and westward. On the wheelhouse of the packet is the wording: PITTSBURGH, BROWNSVILLE, GENEVA and MORGANTOWN PACKET. Inasmuch as the JAMES G. BLAINE inaugurated packet service to Morgantown on Nov. 9, 1889, this summertime view was taken some later.

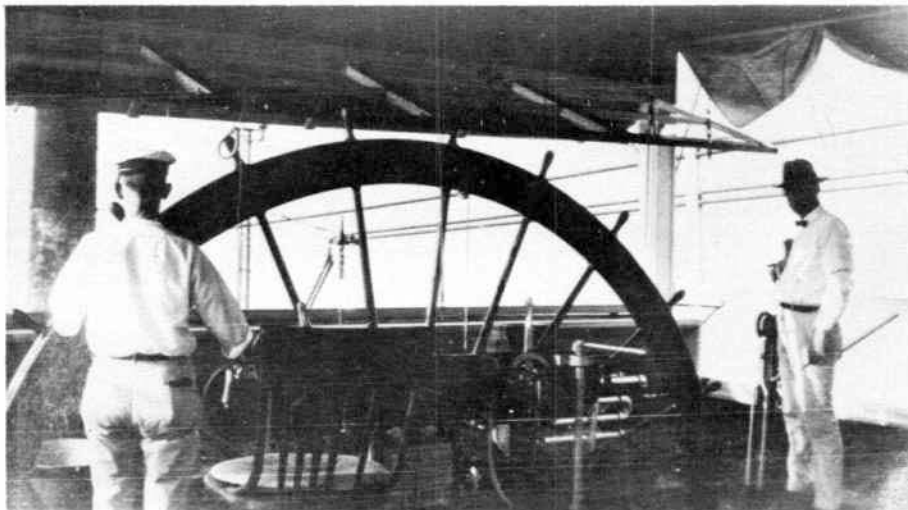
The BLAINE was built at East Riverside (Jacobs Ferry) as mentioned in our last issue, page 41, in 1882. Seems like she had a hard time staying afloat. On July 19, 1890 she struck a rock while departing Morgantown, was raised, and returned to Brownsville for repairs. In the first week of Jan. 1896 due to windy weather she blew against a stump near the Masontown bridge and sank again. George and James Nutt raised her. On Feb. 12, 1900 she sank near the Crescent Coal Works, Monon River, was raised and then sank again at Monessen, Pa. on June 28 that same year. Following repairs at Elizabeth, Pa. she was taken out of service. During a flood in Dec. 1902 she was purposely beached at Brownsville and torn up. Her engines went to the COLUMBIA.

She was named for the American statesman James Gillespie Blaine, born at West Brownsville, Pa. in 1830. He twice ran for the U.S. presidency on the Republican ticket and lost both times. He served as U.S. Secretary of State under Garfield and Arthur, and died in 1893.

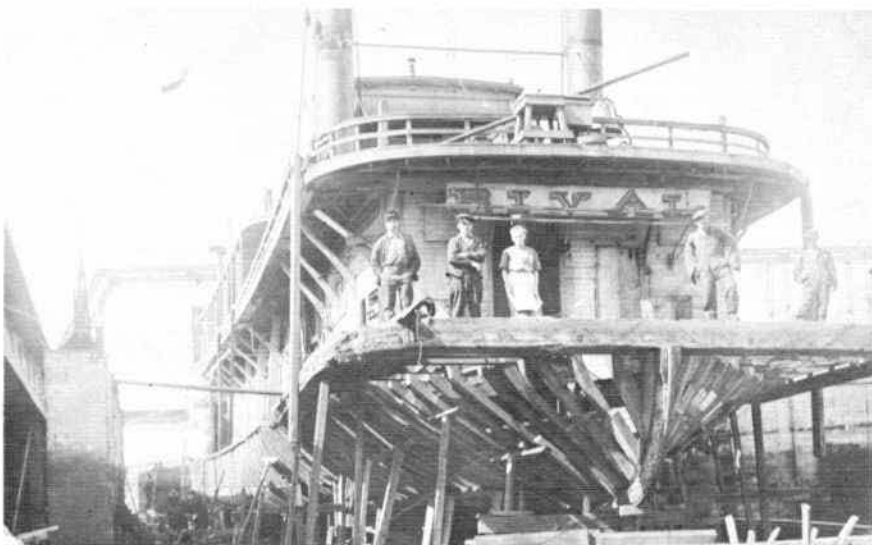
Mr. and Mrs. Sylvester Paul Skarry announce the marriage of their daughter Patricia Maureen to Richard Way Rutter on Saturday, the twentieth of April, 1974 at St. Barnabas Church, Alameda, California. Lt. jg. Rutter is with the U.S. Navy. His parents Capt. and Mrs. J. W. Rutter attended the ceremony and the reception which followed at The Sea Wolf, Jack London Square, Oakland.

Even as we were writing the sad story of the burning of the Big Mama SPRAGUE, Lady Grace called us upstairs to look out the front door. There, out on trials, was

the new W. J. BARTA, first of the "super" towboats. She packs over 10,000 hp. on a hull 190 by 54. This Dravo-built monster soon will be followed by another from the same yard, the LILY M. FRIEDMAN. Both have triple props. They join the fleet of the Valley Line. Dravo is building three more of these giants, two for Union Mechling and one for an undisclosed purchaser. Meanwhile Wisconsin Barge Line is having two 10,100 hp. jobs built at Nashville, Tenn. Each of these packs the horsepower of three SPRAGUES. Could it be Big Mama committed hara-kari?



This "on watch" view of the SPRAGUE's pilothouse was taken in her Standard Oil days. Capt. George S. Knabb (left) has his hand on the steering lever. Over at the right is Capt. Simon Peter Gray, pilot. This pilotwheel was 12 feet in diameter, believed to have been the largest ever placed on a river steamboat. Signals to the engineer room were by old-style bells (no indicator) and the pilot stood at one side or the other inasmuch as the rim of the wheel blocked vision at center. When the boat was backing, the pilot used a foot brake which clamped to the underside of the wheel's rim under the pilothouse floor. The pilothouse originally had a coal stove. Later a steam radiator was installed forward of the wheel. The giant whistle was blown with a foot pedal. The glass front (raised up and hooked in this view) was an innovation---at first she had breastboards, open to the elements.



This unusual view came to us from the collection of the late Capt. W. H. (Buck) Muller who lived at Glenwillard, Pa. Looks like it was taken at the Parkersburg Dock Co. (the B&O bridge in the background, etc.) and she's getting a completely new model bow put under her. Not often do you see a picture with the ribs, headlog and stem exposed so plainly. Her cabin runs full length back to the stern bulkhead so this must have been photographed during her Pittsburgh Coal Co. days prior to July 30, 1914 when she burned off part of her cabin, after which she was sold to the Rodgers' Sand Co. who rebuilt the cabin recess-style. Later she was renamed WM. B. RODGERS and operated in the Pittsburgh area until 1947, at which time she and the REZISTAL were the last high-pressure towboats in the area.

Sirs: The Missouri Historical Society had a wonderful gift recently from Harry Pope, restaurateur, who presented them with a complete file of S&D REFLECTOR and he promises to add to it annually.

Ruth Ferris,
9381 Parkside Drive,
Brentwood, Mo. 63144

Sirs: I am a new member of S&D and have just received my first copy of S&D REFLECTOR. The articles, good photographs and news of members and river events beat all! Enclosed is my check for eleven back issues.

Charles E. Cason,
70 Grant St.,
Fort Thomas, Ky. 41075

Sirs: On page 312 of the recent book "Life On The River" by Norbury L. Wayman there is a picture of a sternwheeler named W. M. REES described in the caption as having four smokestacks. The picture also shows what appears to be two pilothouses. Am I right in assuming that this is actually a picture of two sternwheelers side by side, or was such a boat as this ever built?

Jack C. Standen,
217 Glenwood St.,
Elyria, Ohio 44035

=See accompanying photograph and text. -Ed.

Sirs: When I was in school, my English teacher taught me that nothing could be "more unique" or "most unique" (Dec. '73 issue, page 17, line 2). Either it was unique or it wasn't. The language seems to have changed a lot in 50 years.

James T. Wilson,
414 Pelton Ave.,
Staten Island, N.Y. 10310

=Jim Wilson, you are a wonderful, lovely, most unique person, and not half bad. -Ed.

We were wondering in the Dec. '73 issue whether there are any USCG licensed master-pilot LADIES on the Western Waters. So far no luck finding even one. Meanwhile the Steamship Historical Society of America brags to us that they have TWO such stellar attractions enrolled as members. Capt. Daisy May Godfrey, Lake Delta, N.Y., now retired, worked many years on Moran tugs and held master's and first class pilot's papers. Capt. Karin Claire Smith in 1973 skippered an excursion boat on the Connecticut River out of Essex, Conn. in connection with the tourist railroad there.

Sirs: Glad you brought up the point of the 205-foot-hull HARRY BROWN being locked at No. 1 in the Muskingum River in 1898. Other large boats through that lock both up and down after that date include:

FRANCIS J. TORRANCE in 1900
J. B. FINLEY 1900
JAMES Y. LOCKWOOD 1903
HARRIET 1904

All of the above were too long to be locked in the lower single chamber. Either they were locked using both chambers, or possibly they took advantage of backwater in the Muskingum caused by high water in the Ohio---all lock gates open.

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

=Clyde's latter suggestion is possible but not probable. Our conviction is that the two chambers at No. 1 were operative much longer than the U.S. Engineers' report stated (Sept. 7, 1896). -Ed.

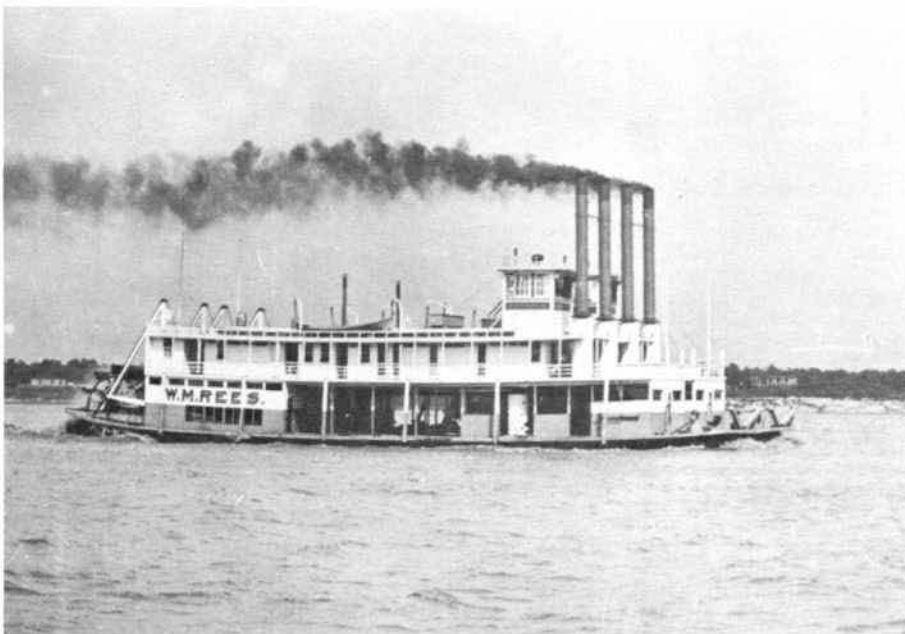
Death came on February 24, 1974 to Marion Boyd Havighurst, Marietta native and authoress of four books, one titled "Strange Island" about Blennerhassett. Her father William W. Boyd was president of Western College 1914-1931. She died in the McCullough-Hyde Hospital at Oxford, O. She is survived by her husband, Walter Havighurst, the prolific author who in 1964

produced the book "Voices On the River," a durable contribution to life and lore of the Mississippi System.

Cyril E. McDougal, 71, retired lockman at Ohio River Lock 14, died on February seventh, 1974 at his home in Clarington, Ohio. S&D extends sympathies to his wife and family, and to S&D member Wesley McDougal, a brother.

Nominated in The Waterways Journal, a 1944 issue, as the seven wonders of the river world: Capt. Mary B. Greene, towboat SPRAGUE, Capt. Donald T. Wright, "The Log of the Betsy Ann," Gallipolis (O.) Locks, and Commodore John W. Hubbard.

Rather unique in this day-&-age, Capt. William D. Bowell has for sale a Lewis & Clark fully-rigged Missouri River keelboat. It is steel framed with cypress overplanking and measures 55 feet in length. Named DISCOVERY, it is powered with GM diesels, totaling 240 hp. This Coast Guard approved keelboat was built in 1966 and carries 49 passengers.

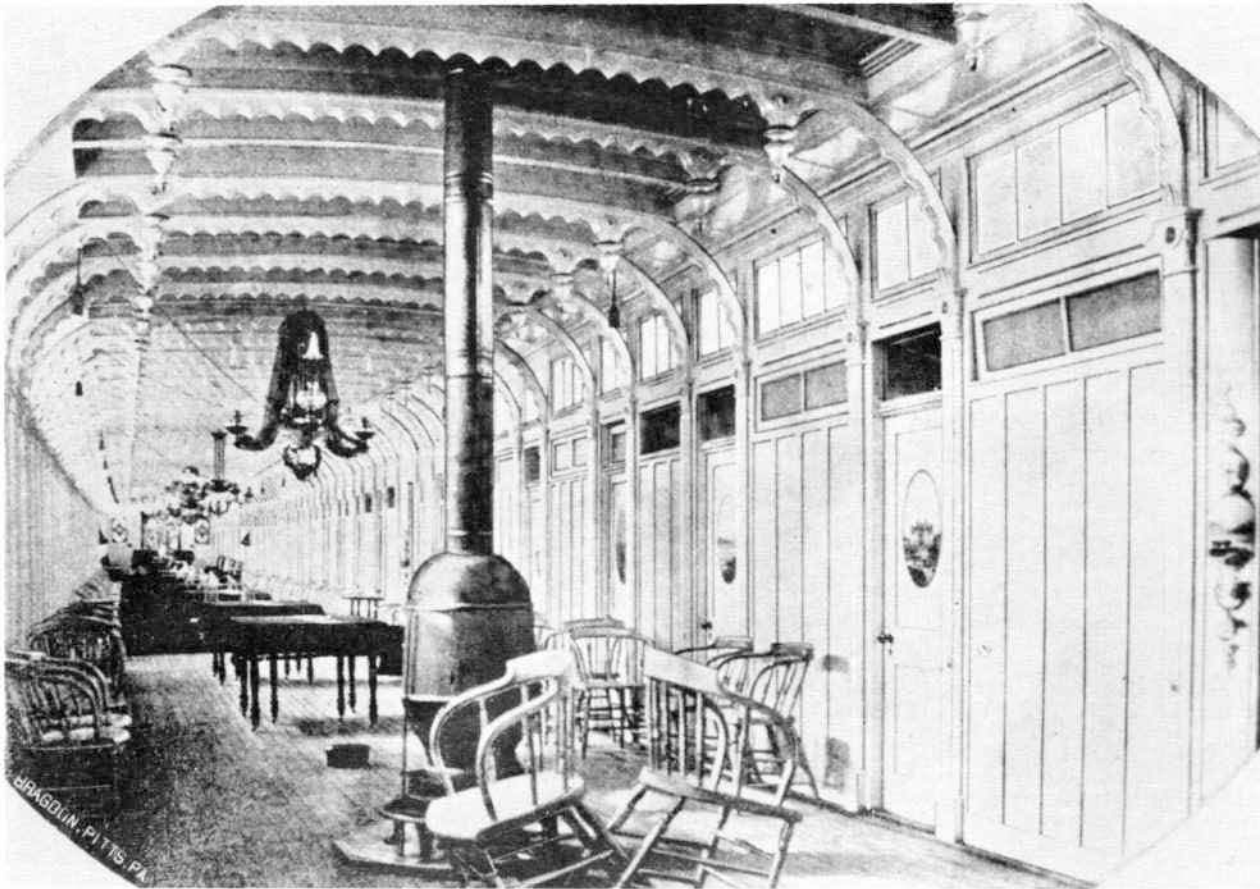


W. M. REES

A four stack towboat?

Well hardly that. In the left column, this page, is a letter from Jack Standen asking about it. The W. M. REES and AUGUSTUS J. NOLTY were built by Dubuque Boat & Boiler for the U.S. Engineers in 1913. This view shows them on their delivery trip. The REES served in the Memphis District until sold at public sale in 1940 to Eugene de Armas, New Orleans, who converted her into a diesel prop towboat. The John I. Hay Co. had her later, renamed SENECA, and sold her to Cornelius Kroll & Co., Houston. Canal Barge bought her in 1954 and sold her a year later to the De Soto Transportation Co., Vicksburg. She had Cooper Bessemer JS-7 diesels, twin prop, 1200 hp. The AUGUSTUS J. NOLTY was sold by the Memphis District USE in 1939 to Earl Webster, Pittsburgh. After alterations, still a steam towboat, he renamed her MILDRED, sold her to Capt. Tom Campbell, who sold her to the Arrow Transportation Co., Sheffield, Ala. They ran her until she was dismantled in 1949.

THE OLD MAGIC LINGERS



CABIN OF THE SCOTIA
Emil Bott painted scenes on the doors.

PITTSBURGH IS BLESSED with an historian whose ability to report fascinating facts is uncanny. George Swetnam's old-time delvings appear in the Sunday editions of the "Press."

On Feb. 3rd last George took on the old steamboat artist Emil Bott with this admission: "Bott has been so completely forgotten that researchers today are having great difficulty finding either his works or much information about his life."

The missing facts include where or when Emil Bott was born, where and when he died, where he is buried, and the names of any offspring who may have survived him. Which does not leave much.

The name Emil Bott became implanted in our consciousness some years ago in an account which credited him with doing the interior decorative work in the cabin of the packet SCOTIA built at Har-mar, O. 1880 for the Pittsburgh-Cincinnati trade. A photograph accompanying this article depicts this work.

Next we read in old newspapers that he had decorated the cabin of the packet BUCKEYE STATE built in 1878, also in the Pittsburgh-Cincinnati trade.

When the nationally celebrated muralist Dean Cornwell visited at 121 River Ave. working on a commission from TRUE Magazine to do a gatefold of the LEE-NATCHEZ race, he knew of Emil Bott. Dean's boyhood was spent in Louisville, Ky. and as a youth (too young to imbibe) he frequented a saloon to feast his eyes on a framed original oil painting of the towboat JOSEPH B. WILLIAMS signed by Emil Bott. Dean's art career, so he said, commenced with the impact this picture made on him.

Then in 1946 at the University of Pittsburgh there was an art exhibit prepared by Walter Hovey and Virginia Lewis oriented to feature the local rivers. One of the inclusions was this oil of the JOS. B. WILLIAMS. Virginia Lewis told us that she had borrowed it from Matt Cavanaugh's saloon, which was in business in a rather tough part of the city down near the Point. Just how Matt acquired it we never learned.

And--and--at this same exhibit was a steamboat stateroom door with a center oval panel done in oils, signed by Emil Bott. It was said to have come from one of the Gray's Iron Line towboats, the

IRON AGE if memory serves right.

So fine. Several years later we were thumbing through old correspondence of James Rees & Sons Co. and came upon two receipts for art work done by Bott, both of which are reproduced here.

And since then more evidence of Bott's steamboat artistry has surfaced. He is known to have decorated the cabin of the packet JOSIE HARRY, for one. He is known to have painted a picture of boats in the Cincinnati harbor.

S&D's C. V. Starrett remembers Bott. C.V. was raised in Monaca, Pa. and in that olden-time a principal "character" of the town was this tall old gentleman donned in silk hat, frock coat, long white beard and cane. The kids tormented him by cupping hands to lips and calling "Ho BOTT!" The infuriated Mr. Bott thereupon would harmlessly brandish his cane.

James H. Welch who in his youth lived at "Welchmont" on Monaca Heights (Mr. Welch's father ran a brick works at the river near the P&E bridge in Monaca) also recalls Emil Bott. His impression is much the same as recalled by C.V. Starrett, save that the old gentleman carried a "green-mit-

known to have exhibited in the first show of the Pittsburgh Art Association in 1859.

Bit by bit, the artist who decorated steamboats slowly emerges.

We are indebted to Fred D. Morrison for a copy of the new published study, "Geology of the Falls of the Ohio River," by Richard L. Powell. The 44-page book is profusely illustrated with well prepared maps and drawings, and copies are priced 75¢ each, obtainable from the Indiana Geological Survey, Bloomington, Indiana, 47401. The cover depicts the details of the Falls, a map drawn following a survey in the summer of 1809 during extreme low water. The old-time Indian Chute, Middle Chute and Kentucky Chute are laid out plainly. Little wonder that a special breed of "Falls pilot" was needed to take a steamboat through any one of them. The book is actually a technical treatise of the geology of the Falls.

Walter M. Windsor, former president of Marietta Manufacturing Co. of Point Pleasant, West Va., and frequent delegate at S&D meetings, is now connected with the Shawnee Shipyard, Box 188, Mound City, Ill. 62963.

Some unusual items were auctioned at a sale conducted at Buhl, Idaho on March 28th last. There was a Ford Model TT truck with Rocky Mountain transmission, a 1923 Model T with original engine and an Aultman Taylor steam traction engine. Chief on the list was a steamboat named IDAHO QUEEN, described in the flyer as having flat endless belts. A small picture taken head-on shows her to be about 35 ft. long, single deck, steel hull, and twin stacks. Buhl is on Snake River. Our thanks to Russell W. Templeton, 308 Prospect St., Warren, Pa. 16365 for bringing this to our attention.

Pittsburgh d. 1st December.
1865.

Mr. James Rees

So.

Emil Bott artist

For painting one large picture view of Porter's Island on the Allegheny River, and two views of Mr. James Rees' Factory and Machine Shop in the Ladies Cabin on the fine little Steamer IDA REES

\$75.00

Received in full

Emil Bott artist



"Pittsburgh 1st December, 1865: Mr. James Rees to Emil Bott, artist:- For painting one large picture view of Porter's Island on the Allegheny River, and side view of Mr. James Rees' factory and machine shop in the ladies' cabin of the fine little steamer IDA REES, \$75.00. Received in full, Emil Bott, artist." The attached cancelled stamp is marked U.S. INTERNAL REVENUE - BANK CHECK 2c. Porter's Island, now known as Four Mile Island, is below Franklin, Pa. at Ajax. The IDA REES was built to operate between Pittsburgh and Oil City on the Allegheny River.

age" umbrella. James Welch played with four of Bott's grandchildren with the fascinating nicknames of Ick, Yick, Niggie and Fink.

Mr. Bott's wife, according to the findings of George Swetnam, was the daughter of another artist named Adolph Bocking.

We recall in some wonderment an original oil by Emil Bott which somebody brought to S&D several years back. In all of the hub-bub

of the meeting we neglected to scribble a note, and now cannot recall who brought the painting or even the subject of it.

Also George Swetnam found a news item from a Pittsburgh newspaper dated Oct. 12, 1849 in which a Bott painting exhibited in the window of a picture framer was highly praised. Mr. Swetnam says: "Bott first swims into our ken" with this meager notice. Bott is

"Emil Bott artist for large landscape view of steamer NATCHEZ and ROBT. E. LEE and (?) scrolling and coat of arms on the C post and landscape."

Dated May 22, 1880, this invoice to James Rees & Sons Co. was for artistry on the side-wheel DEAN ADAMS then being completed at Pittsburgh.

Pittsburgh Penna
May 22nd 1880.
Capt. James Rees
So. Emil Bott artist
For large Landscape View of Steamer Natchez and Robt. E. Lee
and scrolling and Boat designs on the C Post and Land scape
Payment
Emil Bott
P. C. A. -

Sirs: I played a part in the architectural work when the drawings for the hulls of the CINCINNATI and LOUISVILLE were built at the Midland Barge Co. (Dec. '73 issue, pages 39-44). Although regularly employed with the American Bridge Co. at their Ambridge, Pa. plant, I was "loaned" to Midland Barge to help make the drawings. I worked with Thomas Dunbar, and took a picture of him and the drawing room workers lined up in front of the Treadwell Construction Co. office. Treadwell was the parent company of Midland Barge. Also I have a picture of the launching of the CINCINNATI hull.

I retired from American Bridge in 1960 and then was 10 years with Green Engineering Co. during which time I made the drawings for the stainless steel arch at St. Louis.

There is a bit of river in my system inasmuch as Capt. Abner Martin was my mother's uncle.

Claire D. McKinnon,
1058-B Fontmore Road,
Colorado Springs, Colo.
80904

=Capt. Abner Martin, to whom Mr. McKinnon refers, was mate on the side-wheel PENNSYLVANIA when she exploded boilers on June 13, 1858 coming up the Mississippi at Ship Island. Capt. John Klinefelter was master. Twenty lives were lost including Mark Twain's brother Henry. Abner Martin lived for many years at East Liverpool, O. and died there, 96, in May, 1916.
-Ed.

Sirs: I appreciate the remarks in the March '74 issue (page 4) concerning my article in STEAMBOAT BILL on the PIONEER. Being a native of Cape Charles, Va. my interest centers on the steamboats and ferries that once operated in the lower Chesapeake Bay area.

William A. Wall,
Newtown, Va. 23126

=Mr. Wall is pastor of the Upper King and Queen Baptist Church, Newtown, Va. -Ed.

A bow thruster was installed on the DELTA QUEEN at the Avondale yard this past winter. To the best of our knowledge this is the first one ever placed on a river boat plying the Mississippi System. A bow thruster also is being installed on the new NATCHEZ under construction at the Bergeron yard below New Orleans.

Barge lines have been using such assistance for some time, although the unit is not on the towboat. It is positioned on the head of the tow. Cargo Carriers in 1964 had one built by St. Louis Ship with a Murray & Tregurtha Harbormaster as the power. This one is entirely controlled, including clutching, by push-button radio in the pilothouse of the towboat. The radio can start the unit, control its speed, stop it, and---say the owners---if needs be, repair it.

Assistance in guiding the head of tows was accomplished in olden times by lashing a "bow boat" a-

cross the head of the tow, often done while floating Upper Mississippi rafts through narrow bridge spans, and also in assisting coal tows through bridge spans on the Ohio River.

When the DELTA QUEEN emerged from Avondale with this new gadget about the first thing that happened was that she and an ocean freighter side-swiped. Damage to the DQ was sufficient to send her back to the shipyard for repairs. What part the new bow thruster played in this accident, or didn't play, has not yet come to our attention.

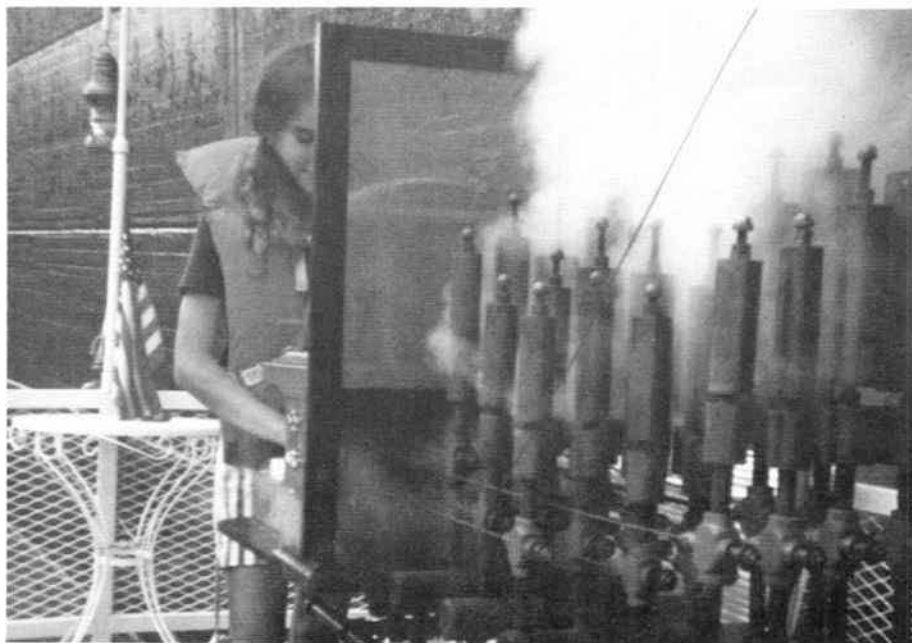
Recent interest in developing rich oil deposits in South America recall to mind a steamboat built at Pittsburgh in 1907 for the Marañon River, tributary of the Amazon, which flows through Peru. The boat was shipped "knock down" to Panama, transported across in sections to the Pacific, again loaded on a ship and delivered at a Peruvian port. She was hauled over the Andes Mountains, three days by rail and 13 days on the backs of mules. Assembly was made at the headwaters of the Marañon, and the boat was used by a firm engaged in the gum trade. Capt. Harry Black, Pittsburgh riverman, superintended the operation.

The Avondale (La.) Marine Ways opened for business on May 1, 1938 with 25 employes on the site of the old Southern Pacific's incline above the Huey P. Long bridge. The "big four" in the firm were Capt. Harry G. Koch (who suggested the site), J. H. Bull, an ex-contractor from South Carolina, P. N. Ellis, and James A. Viavant. The original intent was to provide a repair yard for river and coastal vessels. Then came Pearl Harbor. Avondale commenced turning out V-4 tugs, then coastal ships for the Maritime Commission. By 1944 the yard payroll was running 1,125 persons. Today Avondale is the biggest employer in Louisiana.

Pete Denny's ROBIN D-TOO (ex U. S. Engineers' SCOTT) was hauled out at Pt. Pleasant Marine in April for new hull plating. She's to get an all-steel paddlewheel 15½ ft. dia. by 13 ft. buckets, with 24" dip. Power will come from a Cat D-343 diesel, 465 hp. A full length cabin is being built on her, and the pilothouse will be on the roof. Projected speed is 14½ mph.

DEPT. OF MUTUAL ADMIRATION

On the cream-tinted wall in the men's room of a new triple-prop diesel towboat one morning appeared these words scribbled with a ballpoint pen: THE PILOT OF THIS BOAT SAYS THE CAPTAIN IS A TWERP. The captain also had a ballpoint and one hour and fourteen minutes later two commas and one word had been added: THE PILOT OF THIS BOAT, SAYS THE CAPTAIN, IS A TWERP PERIOD.



GUESS WHAT!

It's a steam calliope. It's being played while the boat is being locked at Markland Locks and Dam, Ohio River. Date is 1973. It ain't on the DELTA QUEEN (easy to figure that out) and it ain't on the BELLE OF LOUISVILLE, and the JULIA BELLE SWAIN has never been through Markland. It isn't on THE CAPTAIN, either. When we tell you that the young lady at the console is Paula Brown the dawn cometh for many readers. Yes, the Cincinnati-based steamboat LORENA now has a calliope, and this is it. In action.

THE FIRST TWO PERSONS registered at the new Ohio River Museum on opening day, first of April, 1974, were Helen M. Edstrand, 1531 W. Wayne, Lima, Ohio, and Jeanette Stuart, 2668 Sherwood Drive, Lima. They were on a bus tour.

Shortly after three o'clock that afternoon some 100 Marietta natives swarmed at the entranceway of the Museum to greet Col. John H. Glenn, Jr., the first American to orbit the earth (Feb. 20, 1962) who is campaigning for the office of U. S. Senator, Ohio. Colonel Glenn was escorted through the new Museum by John Burnworth, ex-Marietta mayor (Democrat) and Ohio Historical Society trustee. There to receive the Colonel was Charles Pratt, assistant director of OHS, accompanied with Mrs. Pratt, and also Museum curator Catherine Remley. John Glenn evidenced great interest when he was informed that your editor had arranged the sea voyage of the DELTA QUEEN and asked for a recounting of the details of the procedure. His frequent perceptive questions left no doubt in our mind that he would have en-

joyed being a participant in the adventure, as much so, maybe more-so, than wheeling three times around the earth solo in Mercury capsule Friendship 7.

BIGGEST SURPRISE in the new Museum is the helter-skelter arrangement of the exhibits. The original projection was to dramatize the history of rivers in orderly sequence from Indian times to the present. Instead of that, each of the three buildings contain samplings of the whole gamut and nestling side by side may be seen models and pictures time-spaced a century apart. The over all effect to the beholder is that of a montage into which Kort nozzles and the old sailing ship JOHN FARNUM, and everything between, are blended into a salad served up in three modern cubicles pleasantly situated along the Muskingum River.

For those who have not visited the new Museum buildings a brief description of the lay-out may be of interest. Visitors enter what is referred to as Building #1

through modern plate glass doors into a reception area furnished with cube-shaped hassocks, so that you may sit down right away, if you want to, or have to. An enlarged river map forms one wall, and framed steamboat paintings monopolize two others, the art work of Dean Cornwell, William E. Reed, Jesse P. Hughes, Rome Childers and others. In glass cases are Bob Thomas's model of the PHIL SHERIDAN and that of the BUCKEYE STATE.

A hallway leads to the registration desk on the left, beyond which, and occupying most of the left, is a tastefully designed souvenir counter and samplings of engaging items, mostly nautical, on sale. The glass-cased Marietta-built sailing ship JOHN FARNUM dominates the central floor. Over at the right, built in the wall, is a diorama of animals and little critters and fish cavorting in and around unpolluted water during the early days when life was simply awful or awfully simple depending on whether you are a muskrat or a man. The best of the existing oil paintings of early Marietta are



ON SUNDAY, MARCH 31 the steel hull VALLEY GEM departed from her winter quarters at Belpre, O. and proceeded up the Ohio to Marietta. On board were owner James E. Sands, his wife Peggy, son Jim, Jr. and the latest Sands arrival Jason J. (they call him "JJ" and he was ten months old). Also in the crew were S. Durward (Steve) Hoag and his wife Della; Charles and Mrs. Pratt; Chuck and Catherine Remley and their son John; Dale and Sally McCoy, and Lady Grace and your editor. The VALLEY GEM will be Marietta's regular excursion boat this season, docking under the Washington Street bridge in the Muskingum, a hop-skip from the new Ohio River Museum. Hourly sight-seeing trips daily from 1 to 4 are available, and charters will be handled on contract at other times. Information is available by contacting Jim Sands at his home, 123 Strecker Hill, Marietta, O. 45750. The boat is allowed 81 persons, is glass enclosed, and the cabin is heated if necessary. She was built at Belpre in 1973 on a hull 53.5 by 17.3. Her stern paddlewheel is driven by a GM 6-71 set thwartship at the stern. She has two main rudders and a monkey rudder.

grouped here, also Bob Thomas's model of the sternwheel SUNSHINE, and a glassed working model of what appears to be the boiler and engine set-up of a primitive side-wheeler. This exhibit was brought down from Columbus and our impression is that nobody is too sure of its origin or purpose. Two old torchbaskets accompany it.

And so out the door and across a gangway into Building #2. By the by there is an old dug-out canoe on the gangway; it has been hanging around Campus Martius for time-on-end, relegated to the side lines mostly, but now of a sudden occupying a prominent spot.

The first thing that hits you bang in the eye coming into Building #2 is the pilotwheel from the towboat MONONGAHELA mounted upright on a wall, newly varnished and shining. Bernard McDonough of Parkersburg presented this wheel to S&D many years ago and it has been shuffled around behind the scenes (once completely lost) and now, like the dug-out canoe, coming into its own.

Over at the left is Billy Bryant's showboat calliope (he sold it to the Ohio Historical Society for \$100) dominating sort of a "showboat nook" with the elegant Eisenbarth & Henderson billboard poster giddy with color behind.

Overhead in the left corridor are the prized S&D pilothouse name boards racked back to back in a parade of history. More cube-shaped hassocks here to sit upon and contemplate. Twist around to port and you gaze through enormous picture windows to see the Muskingum flowing under the Washington Street bridge and on down to its juncture with the Ohio. The new excursion sternwheeler VALLEY GEM docks closeby, a foreground attraction.

Twist around the other way and you see a shoe store of steamboat models hygienically sealed behind glass windows interspersed with a diversity of blue and red enlarged pictures of river scenes extracted from old magazines. The planners used ingenuity here, getting the most models into the least possible space, an art form which dates back probably to the mausoleum into which caskets are stowed end on where they'll be dry and handy for mourners. There are those who will argue that a model steamboat is not pleasingly displayed save in a four-sided glass case with floor space sufficient to walk around and admire its features and proportions. Floor space these days costs money, a fact of modern life hard to refute, so these models are stowed in tiers higher than adult heads and as for kids, they must gawk upward to what appears to them as unsurmountable crags and cliffs.

At the end of this corridor some of S&D's old steamboat whistles are mounted in a huddle. They are clean and shining--gleaming, really--inert and voiceless. One of the sad things about any museum is

its silence. The youngsters touring this museum gaze upon these whistles. Instinctively they will reach out and touch one of them. They know something is wrong but know not what it is; that the instrument has locked into it a certain melody that once upon a time brought tears and pleasure.

The glass-cased model of the J. B. FINLEY (in 1899 the real boat was moored in the Muskingum nearby to receive her engines) is near the picture windows. Look up and forward and you'll see the cabin nameboard of the packet W. N. CHANCELLOR, a work of steamboat art made in 1879. We wondered vaguely that it had not been "modernized" with a new paint job before it was hung there--how did it escape do you suppose?

Well, turn right at the whistles and you are looking at the gilt-framed mirror from the CRYSTAL PALACE which dates back to 1853. It arrived in Marietta aboard the W. P. SNYDER, JR., brought down from Pittsburgh in 1955, a gift of George McClellan Kountz whose grandfather, Commodore William J. Kountz, built the steamboat. On the right are framed pen drawings by J. Franklin Brown. At the left are old-time original photographs in the original frames of the GUIDING STAR. On the rear wall is a collection of freshly scrubbed and varnished half-section hull models, the longest of which was made for the side-wheel ECLIPSE of 1852. The balance, save possibly for one, came from the Ward Engineering Works, Charleston, West Va., the hulls for early propeller towboats. Under these models, appropriately, is an old box of ship carpenter tools from the Dowerman yard, New Albany, Ind., used when the superlative ECLIPSE was built there.

Also in this vicinity is an old cabin chair stenciled H. K. BEDFORD, and a glass-enclosed case displaying old steamboat china and silverware.

Now. There is an entranceway here leading to a compact theater provided with 60 white moulded chairs (the latest) banked toward eight screens (the latest) and a projection booth is built behind these chairs. The projectionist presses buttons and a programmed lecture ensues. Neat.

Exit from the lecture hall at the far end and you come upon a case of steamboat haberdashery including bells, acorns, pendants, and engine indicator, a couple of old compasses, and so on. A cabin chair from the ECLIPSE is on a platform. Ring life preservers on the wall, a steam gauge from the JOHN A. WOOD, and the roof bell from the U.S. Lighthouse steamer GOLDENROD. The stained glass windows formerly in the rear cabin of the TOM GREENE are in an illuminated box. Also there are eight framed 11x14 enlargements made by S. Durward Hoag.

Proceed now across another gangway to Building #3. The central

exhibit is the old rowboat, or skiff, built in 1885 by George Thompson at Portland, Ohio. It was given to S&D in 1969 by Edward H. Whiting of Marietta. Probably it is the oldest existing river skiff. An enormous glass case properly lighted contains many model boats, most dominant being the GUIDING STAR. Photographer R. W. Johnston's famed picture of the 1911 "steamboat centennial" boat parade at Pittsburgh is exhibited here. Also photographer Paul Briol's portrait of Capt. Jesse P. Hughes on watch in the pilothouse of the GORDON C. GREENE. And a nice color enlargement of the excursion steamer AVALON taken by S. Durward Hoag at Marietta.

And this concludes the performance as of opening day, April 1, 1974. The visitor may find this too brief account helpful during his first visit. Very few of the exhibits are identified. Our considered estimate is that but 50% of the displays formerly at Campus Martius Museum are included in the "new look" at the new Ohio River Museum.

NAMED ASSISTANT CURATOR of the Ohio River Museum on April 1 was Rodney S. Collins, Williamstown, West Va. This young man earned both his bachelor's and master's degree from West Virginia University, Morgantown. He specialized in the American frontier, American social history and problems in regional and local history.

He taught history in St. Marys, Marietta and Parkersburg Community College.

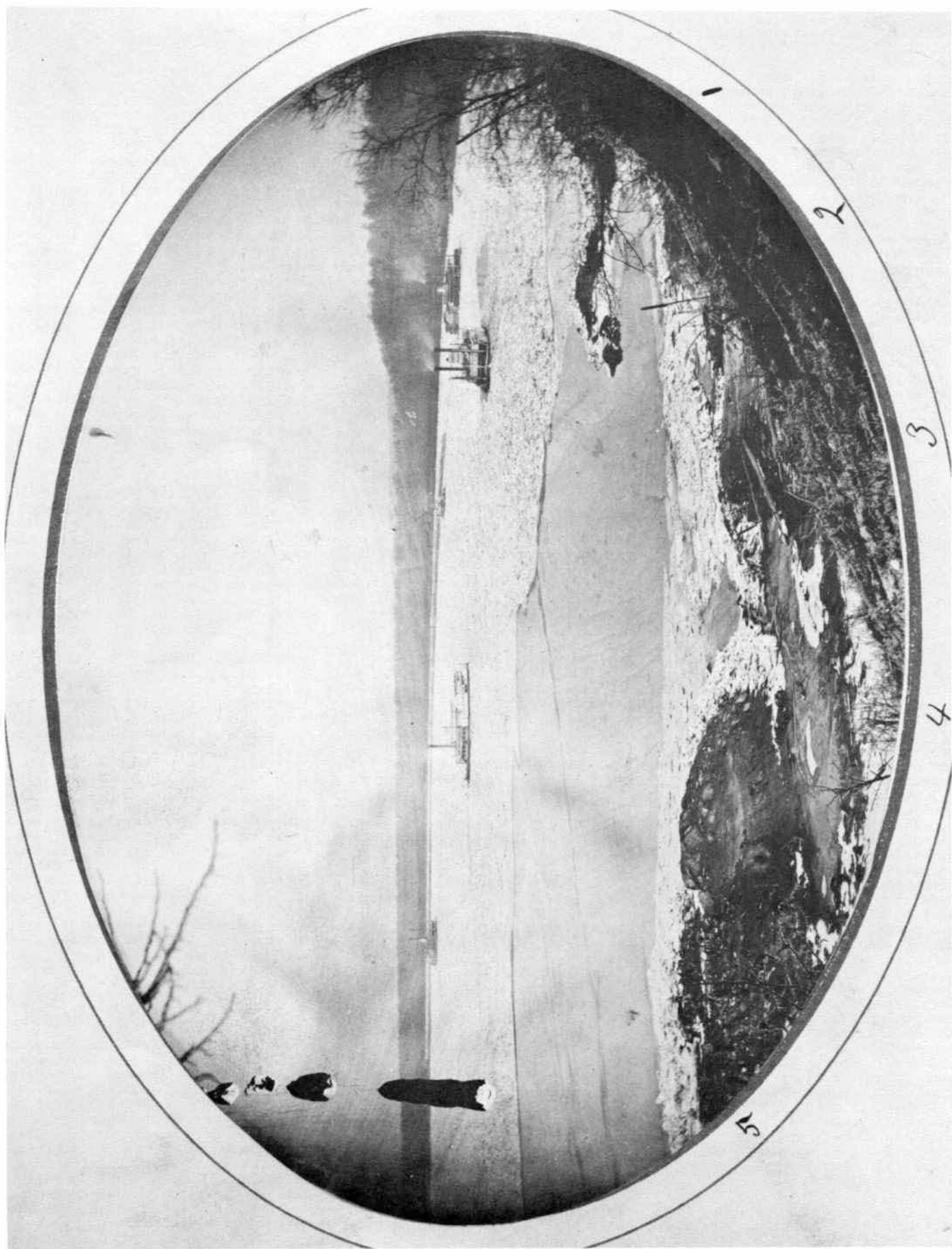
Rodney Collins will assist Catherine Remley in administrative matters, and in developing interpretive programs, school related programs, etc. at the new Museum.

Sirs: I have enjoyed the frequent mention of Capt. Charles Muhleman in recent and past issues. Capt. Charlie got my grandad Dietrich started on the farm in Buckhill Bottom, below Clarrington, O. My grandpa eventually bought it from him.

The paintings on the paddleboxes of the PHIL SHERIDAN and the WILD WAGONER always intrigued me. Were there many such?

Frank E. Pollock, M.D.,
2833 Forest Drive,
Winston-Salem, N.C. 27104

=Paddlebox artistry is an American art form almost completely overlooked, perhaps unknown, to modern scholars. Such embellishment was most popular roughly 1850-1880 on side-wheelers of the Upper Mississippi. The subject matter displayed wide range of geometrical patterns, portraits, wharf scenes, sunbursts, eagles and scrolls. One of the first to our knowledge was the GREEK SLAVE which came out new in 1849 with heroic paintings of Hiram Powers' popular nude statue of that name depicted on her paddleboxes. The valley newspapers gave rave reviews. -Ed.



OPPOSITE

An ice gorge in the Mississippi River above Columbus, Ky. in February, 1872. The steamboats are (1) NICHOLAS LONGWORTH, (2) CHAS. BODMAN, (3) ST. LOUIS, (4) ILLINOIS, (5) GREAT REPUBLIC. Reproduced from the collection of the Library of Congress, courtesy of Jerry Sutphin.

THE MAP

Without much doubt the photographer (unknown) was positioned looking upstream from Columbus. The map on this page was published in New York in 1863 by J. T. Lloyd, "revised and corrected by Capts. Bart and William Bowen, pilots of twenty years experience." It is reproduced from an original owned by H. C. Putnam, Warren, Pa.

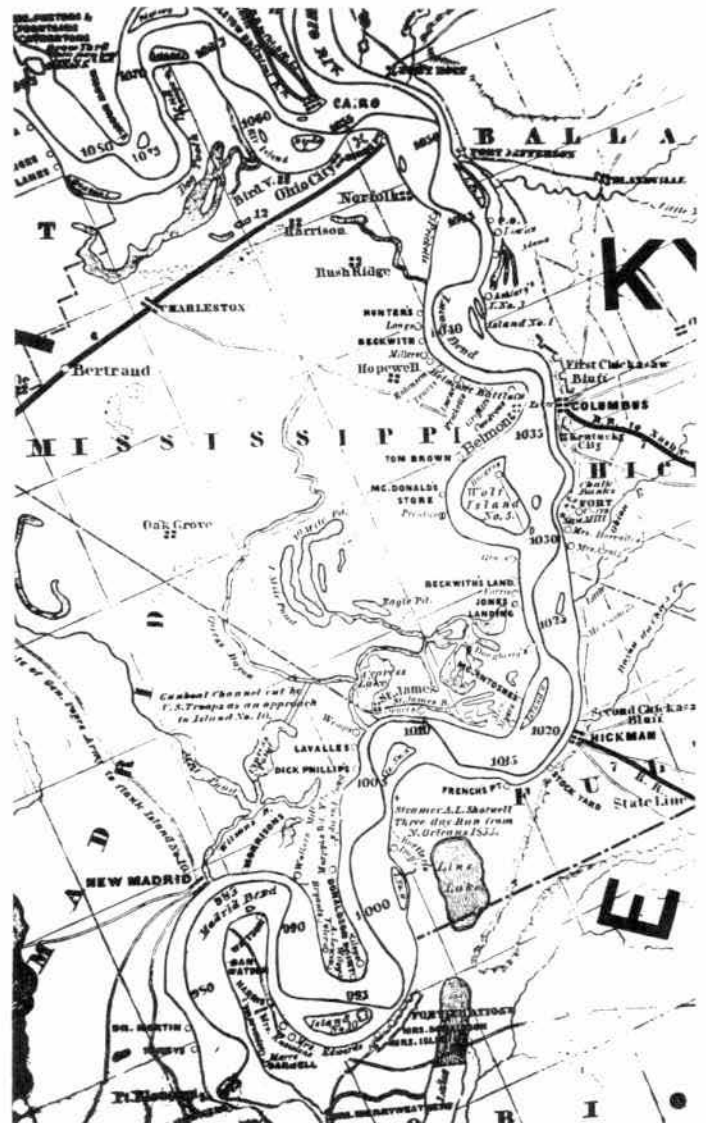


THE PICTURE AT THE RIGHT was taken also at Columbus, Ky. while the ice gorge of Feb. 1872 was still holding. The boats are still in the same locations, save that the side-wheel INDIANA has appeared, seen in the foreground. This view was loaned to us in Oct. 1960 by the late Capt. Donald T. Wright. The INDIANA was built at Madison, Ind. in 1865 on a hull 260 by 40.6; she had five 2-flue boilers and engines 25" dia. by 8 ft. stroke. She was built for Capts. J. Stut and R. E. Neal for the Louisville-New Orleans trade, but often ran to St. Louis.

The ILLINOIS was built at Cincinnati, 1871, and was operated as a passenger and light freight shuttle between Cairo and Columbus, Ky. connecting the IC with the M&O railroad. The ST. LOUIS also was a "railroad" boat, a side-wheel transfer, built at Freedom, Pa. in 1869, and was operated between Columbus, Ky. and Belmont, Mo. until the IC bridge was built at Cairo.

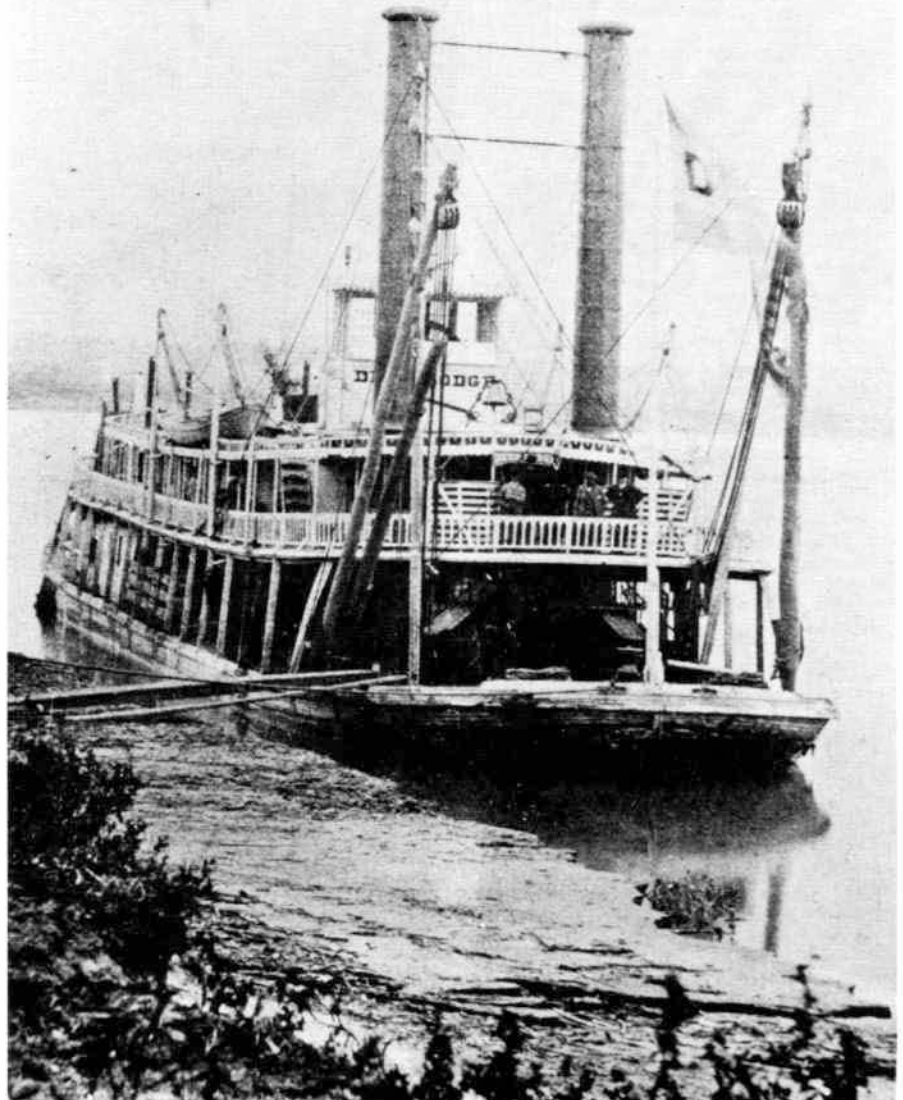
The CHAS. BODMAN came out new in Nov. 1870, built at Cincinnati, and named for a Cincinnati resident who was perhaps the largest tobacco dealer in the southwest. She ran Cincinnati-New Orleans and was largely owned by Capt. O. P. Shinkle. Returning to Cincinnati on her second trip she ran on the rocks at the Louisville Falls (March 19, 1871) and was not released until May 4. Due to having broken 50 floor timbers she was docked at Cincinnati and when repair work was finished the river was too low to run, so she spent the summer laid up in the East End. A photograph taken at Louisville of the packet LE CLAIRE NO. 2 shows the BODMAN in the background stranded on the Falls--the only other photograph known of her--both showing her in trouble. She burned at New Orleans in April, 1875 in the wharf blaze which also reduced to ashes the JOHN KYLE and EXPORTER.

The GREAT REPUBLIC in Feb. 1872 when these pictures were taken was owned by Capt. W. H. Thorwegan of St. Louis. At that time her original owner and builder, Capt. Wm. B. Donaldson, had become assistant attorney for the Iron Mountain Railroad which operated the railroad ferry ST. LOUIS. So what's the point; what's the scoop? A half a dozen more-than-a-century-ago old steamboats got caught in an ice gorge on the Mississippi at Columbus, Kentucky. It looked pretty hairy for everybody and everything, but after a time the ice unlogged and everybody and everything went about its appointed course. Had it not been for a photographer the incident would have been swallowed in oblivion.



Here's how Cap'n Jesse P. Hughes used to tell it: When the stern-wheel SUNSHINE was in the Cincinnati-Memphis trade she had a three-toned whistle much admired by an engineer employed at the New Richmond, O. water works. He got the dimensions and made a duplicate which sounded almost as good, maybe just as good. He blew it on the water works. A friend of his, Jesse Fee, also of New Richmond, bought the whistle and gave it to his father-in-law, Captain Miles Brown of Gallipolis. Capt. Miles put it on the CARRIE BROWN in the Gallipolis-Huntington trade. This change of whistles caused confusion and mistakes amongst shippers and wharfboat persons, and when the complaints got worse, Capt. Miles took it off and put the CARRIE's old tooter back on her. After a time he sold the duplicate to Capt. Gordon C. Greene who put it on the GREENWOOD. There it remained as long as the GREENWOOD ran. When she was wrecked at Cincinnati on Nov. 17, 1925 in collision with the CHRIS GREENE, two of the chimes were recovered from the ruins. These two pieces were stowed in the Greene Line wharfboat there at Cincinnati. One time the BETSY ANN's whistle got to sounding pretty strange and cracks were discovered in one or two of the chimes. So the two parts from the GREENWOOD were borrowed and one of BETSY's kept, and BETSY ANN made two or three round trips in the Cincinnati-Pittsburgh trade blowing this combination. (Ed. Note: Yes, I liked it so much I dallied a bit in changing back.) So when the Greene Line bought the KIWANIS in 1930 they put those two GREENWOOD whistles on her, and she still had them after she was rebuilt and renamed EVERGREENE. Then in 1944 Fred Barrows, engineer on the CHARLES R. HOOK, proposed a swap. He gave Capt. Chris Greene a whistle (pedigree undetermined) which was used thereafter on the EVERGREENE. The two GREENWOOD whistles, plus another one or two, were hooked up on the HOOK. All of which doesn't make a great deal of difference in 1974 until somebody wants to argue about it.

There is a little town near Smithland, Ky. named Burna (zip is 42028). It was named for Burna F. Champion who started out in life as Bernie. When Bernie was about two months old the census taker (1900) came around and wrongly documented the young lad as Burna. So Burna it was. Burna's Dad was the postmaster at Champion, Ky., a town near Smithland named for the family. An adjoining settlement was growing up and needed a name for its proposed post office. A delegation called on the postmaster of Champion, Ky. for advice, and decided to use "Burna, Ky." on the application. So Burna it became. In later life Capt. B. F. Champion was master-pilot of the steam railroad transfer STE. GENEVIEVE. Ever since boyhood everybody called him Jack.



DEER LODGE
Photo taken at Sioux City, Iowa, 1867.

WHEN THIS BOAT WAS NEW at Pittsburgh in Feb. 1865 she was noticed in the river news columns as having aboard a portable saw mill, part of her equipment, to be used on the upper Missouri River for sawing her own cordwood for the furnaces. She was built "mountain country" style at the Speer yard, Belle Vernon, Pa. (Mile 43.5 up the Monongahela River) for Capt. Thomas W. Rea "an old-time Pittsburgher" so says a river editor with scant charity for a man maybe forty or forty two. Her hull was 165 by 35 and her 17½" dia. by 5 ft. stroke engines were made by Robinson, Rae & Co., a Pittsburgh firm. James Dunbar was the architect. She left St. Louis March 3, 1865 on her first trip to Fort Benton, a distance then reckoned at 3,175 miles. Head clerk on her was Henry Dohrman. That November she was snagged and sunk 12 miles below St. Joseph enroute St. Louis to Omaha, but was recovered. In mid-March, 1866 she was off again from St. Louis to Fort Benton, Capt. Pat Yore, master, and Dohrman, clerk. Fare to the Fort was \$300 (sounds like the DQ) and freight rate was 15¢ per pound, repeat pound, meaning \$300 per ton and she was judged to have aboard 300 tons. To further dazzle the reader, her initial cost was \$60,000 including the portable saw mill. In 1866 and again in 1868 this boat made two round trips St. Louis-Fort Benton and was the only steamboat to do so. In all she made 11 trips to the Fort, all of them from St. Louis. In 1869 she was the first arrival of the season at Fort Benton.

THE ST. LAWRENCE WHISTLE

HELEN HUGHES PRATER writes to say:

"I am enclosing a letter from Luther Chapman of Portsmouth, O. whom you probably know. This I found in among my father's old diaries. I don't know whether or not the information about the TOM GREENE's (and the ST. LAWRENCE's) whistle will be of any use to you, but I am sure you will take care of it to the best advantage."

The letter follows:

Dear Capt. Jesse P. Hughes:

In 1923 when Thomas Nichol rebuilt the ST. LAWRENCE whistle using parts recovered from the CHRIS GREENE (1st) and TACOMA wrecks after the fire at Cincinnati which destroyed them (November 4, 1922), he made new base plates. I remember you told me of difficulties when the whistle was first blown on the new TOM GREENE. Evidently the new steam line was not blown out properly to clear out the scale and other particles, and in consequence the escape slots in the bases (bowls) were clogged.

The reconstructed whistle was returned to Nichol with the complaint that the escape slots were not large enough. Mr. Nichol turned down the base plates on his lathe, increasing the size of the slots, and that's the reason the slots are so much larger than the ones you measured on the GREENLAND some years ago.

I think these enlarged slots are the reason the whistle used on the TOM GREENE was so sensitive in changing its tone on slight variations of steam pressure.

When the whistle was new and was on the old ST. LAWRENCE these base plates were made of cast iron, and in the many years it served rust and corrosion cut out the escape slots, making them larger, and that is what I think caused the whistle to change in later years.

These base plates are all made of brass now, and years of service will not change them.

As a word of caution, at any time following work on the main steam line from boiler to whistle, it is very important that the whistle be taken off and the pipe blown out thoroughly after steam has been raised to clear out loose scales.

-Luther C. Chapman.

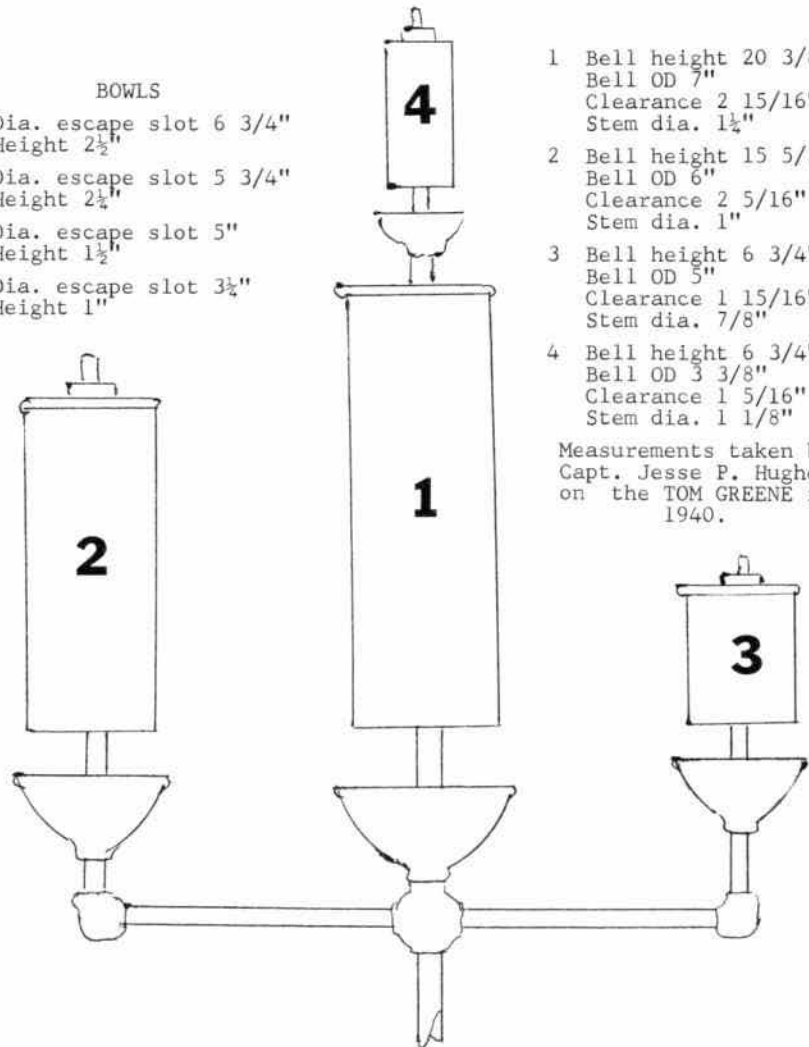
The above quoted letter was written on May 9, 1939 at which time the TOM GREENE was on the marine ways at the Dravo yard, Neville Island, Pa. for hull work. Luther Chapman also drew a sketch of the whistle and itemized the work he had done on it. The following notes tell of this:

On #1: I increased the diameter of the base plate inasmuch as the escape slot was very large. The brace around the stem to the chime at the chime's lip had become loose and I had it brazed.

On #2: This bell (chime) had two cracks near the top, I had them brazed. I cut 3/16" off the

BOWLS

- 1 Dia. escape slot 6 3/4"
Height 2 1/2"
- 2 Dia. escape slot 5 3/4"
Height 2 1/4"
- 3 Dia. escape slot 5"
Height 1 1/2"
- 4 Dia. escape slot 3 1/2"
Height 1"



- 1 Bell height 20 3/8"
Bell OD 7"
Clearance 2 15/16"
Stem dia. 1 1/2"
- 2 Bell height 15 5/16"
Bell OD 6"
Clearance 2 5/16"
Stem dia. 1"
- 3 Bell height 6 3/4"
Bell OD 5"
Clearance 1 15/16"
Stem dia. 7/8"
- 4 Bell height 6 3/4"
Bell OD 3 3/8"
Clearance 1 5/16"
Stem dia. 1 1/8"

Measurements taken by Capt. Jesse P. Hughes on the TOM GREENE in 1940.

lip of the bell. I made a new brass base plate for the bowl in 1933.

On #3: I increased the diameter of the base plate.

On #4: I made this base plate larger to reduce the size of the steam escape slot.

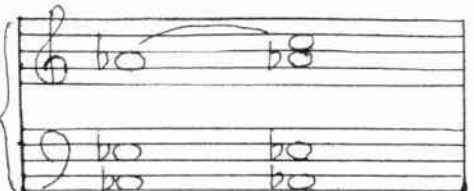
Mr. Chapman also noted that the whistle was best suited for a 1 1/2" steam line from the boilers.

All of the above comes as something of a shock and surprise to F. Way, Jr. who was pilot partner with Jesse P. Hughes bringing the TOM GREENE from Cincinnati to Neville Island. I thought we were blowing the TOM GREENE whistle. But, no. Luther Chapman puts a p.s. on his letter and inquires: "How did my whistle sound on the TOM? I did not hear you going up." What we were blowing was one of the several duplicates Luther had made from time to time for other boats. He had the TOM's whistle at Portsmouth for overhaul when the trip was made. He also wrote: "If we can get good dry steam to the whistle I am quite sure it will again blow as beautifully as it did on the ST. LAWRENCE. I am working to that end and I trust we reach our goal."

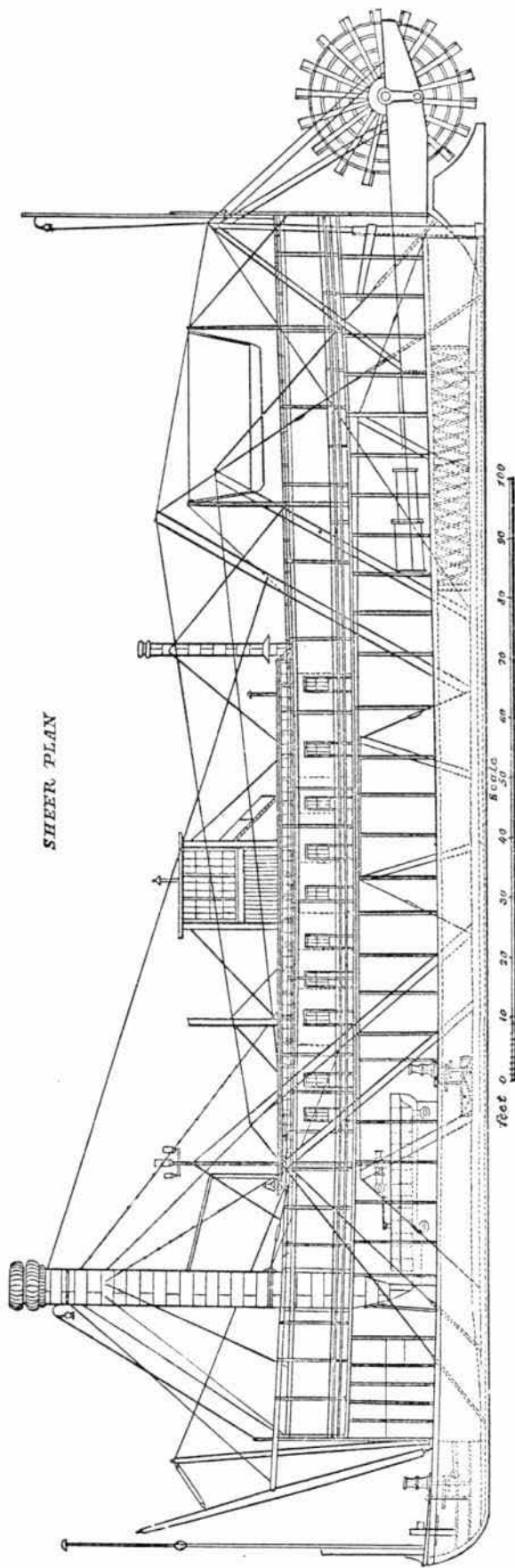
The accompanying sketch and the measurements are taken from notes

made by Jesse P. Hughes and are believed to be correct. If some one of our S&D's takes it upon himself to construct a duplicate, he may follow the advices on the drawing, following which he must tinker with the thing to produce what C. W. Stoll described in our last issue as "a beautiful four-note A-Flat chord," and after 1, 2 and 3 have filled in, #4 comes in late. The expectancy, the lag, of #4 is what gives the blended chord its zing--and it's powerful stuff.

Here is the chord which must be achieved:



The whistle described above is owned by S&D and currently is exhibited in the Ohio River Museum at Marietta, O. The musical chord may be heard in Vol. 1 of "Whistle Echoes."



SHEER PLAN

THIS DERN THING has bothered us no end since John Fryant sent it to us. We used it in the Sept. '65 issue believing it was the JOSEPH B. WILLIAMS. The troubles with that identification are several. This drawing scales out 220 feet long stem to main transom and the WILLIAMS was 210. Another discrepancy is that the aft main hogchain posts are higher than the pilothouse---not so on the WILLIAMS. She has no towing knees. The cabin skylight on the WILLIAMS was much longer fore and aft. The placement of the engines would require pitmans longer than the SPRAGUE's, about 52 feet crosshead to pin.

Well, if it isn't the WILLIAMS, what in the deuce is it? The only early towboat longer than the WILLIAMS was the AJAX with a hull length of 230 feet. About the only tenable conclusion is, maybe, that this drawing is a preliminary suggestion for the WILLIAMS based on AJAX experience. In other words, it's more AJAX than WILLIAMS.

No known picture exists of the AJAX. She was built at the Porter yard, Shousetown, Pa. in the winter of 1864-1865.

This drawing shows compound engines such as the WILLIAMS had---low pressure forward and high aft. Be that as it may, the AJAX had high pressure engines built by Robinson, Rae & Co., Pittsburgh, 28" dia. by 9 ft. stroke and allowed 145 psi generated in six Western-

style boilers.

We looked her up in the Customs records at Pittsburgh some years ago when the records still were at Pittsburgh (now transferred to the National Archives in Washington, D.C.) and found her owners to be John Watson of Louisville, Ky., James Watson of Allegheny County, Pa., and Robert Watson of New Orleans, La. Each owned one-third interest. They called their coal firm R. & J. Watson and their mines were on the Monongahela River at Becks Run (Mile 4.5 from the Point at Pittsburgh). They had 90 acres of coal about 1/3 mile back from the river and closed it down in 1869. So in those four years the AJAX handled most of that coal in coalboats from Pittsburgh to New Orleans.

Well, bless be. We've just come on some more figures. The AJAX was 261 feet over all length and 48 feet over all width (hull width was 37 feet). Chimneys from breeching to top were 71 feet. Height of pilothouse was 40½ feet from the waterline. These figures check out pretty comfortably on this drawing. Her paddlewheel was 30 feet diameter (checks!) and she had 28-foot width buckets.

The captain most of the time she ran was part-owner John Watson. When the AJAX came out in 1865 Cap'n John astonished the coal barons by taking out twelve loaded coalboats. This worked so well, and so easily, that big-

ger tows were handled later, and in the end the AJAX was handling twenty loads. Her big tow from Louisville to New Orleans was sixteen boats, sixteen barges and six fuels, this in 1872. Capt. Job. Whysall was in command of her on that occasion.

In March, 1869 she went up over the falls at Louisville with six coalboats and eighteen barges, all empty of course, a tow 200 by 800 feet, a record to that date. Her pilots then were Joseph Dougherty and John Stafford.

When the country was plagued with bank failures and panic in 1873 many of the so-called coal barons found themselves considerably barren. In 1874 R. & J. Watson failed. The AJAX was laid up at the Howard Ship Yard in Jeffersonville, Ind. and a year later her machinery was removed and placed in storage. In 1878 those same engines went to the all-time-record cotton carrier HENRY FRANK. The hull was bought by the Louisville & Henderson Packet Co. who built a cargo box on it and used it as their Louisville wharfboat. It was there until it sank in a storm during January, 1898.

Anybody submitting documentary evidence to refute our hawkshaw revelation concerning the drawing on this page will be recognized in these pages and will be sent postpaid a 16 oz. jar of Smucker's apple butter.

NASHVILLE'S GRAND OLE OPRY removed to a new \$15 million home during March, abandoning their old headquarters downtown which has been known to three generations as the Ryman Auditorium (see June '72 issue, page 5). The event drew a crowd of 4,400 country music fans headed, no less, by the President of the U.S., Richard Nixon and his wife Pat. Mr. Nixon played "Happy Birthday" on the piano in honor of Pat's 62nd.

All of which points up a glaring deficiency, the life story of Captain T. G. Ryman. He was the riverboat owner-operator who "got religion" and built the auditorium just vacated by Grand Ole Opry.

Born in South Nashville, Tenn. on October 12, 1841, Thomas Green Ryman was grandson of a German settler in Nashville, a locksmith named FREDERICK REIMAN ("clean man" in German). Frederick, with his wife and two brothers, had come to the U.S. in the early 1800's. His locksmith shop was at or about 140 Third Ave., North (then College Street).

Frederick changed his name to the English spelling, Ryman. He and his wife had four sons who grew up in Nashville. One of them, John, married Sarah Green of South Carolina. John and Sarah had five children, the eldest being Thomas G. Ryman.

When Tom was about 10 his parents removed to Chattanooga and took the children along with them. His Dad, among other things, sold ice. He froze the ice by mooring a flatboat next a high bluff where the sun didn't get to it, then partially filling it with water. As soon as skim ice formed, more water was added, and so on, until it became thick. After cutting it into blocks, the ice was stored underground and then dug up for sale in the summer months.

When Tom was 17, still living at Chattanooga, he started selling fish. His partner was an 11-year-old boy, James S. Tyner, who dug the bait worms.

At the outbreak of the Civil War the Ryman's went back to Nashville. Tom kept on selling fish, and once was arrested and imprisoned by the Yankees, but after a few days of incarceration he was personally pardoned by Andrew Johnson, then military governor. The grateful fisherman thereupon delivered to the Governor's mansion a mess of the best fish from the hooks.

The Ryman's lived at 227 College Street (now Third Ave. South) and Tom's father died there in 1864.

Tom's mother emptied her cash from the family teapot and helped Tom buy his first steamboat. This was in 1867 when Tom was 26. The boat was a sternwheeler named the ALPHA (not a bad name for a first) which had been built in 1863 at Shousetown, Pa. at the Porter yard on a wood hull 150 by 29.5. She had one boiler and her engines were 12" dia. by 4 ft. stroke.

Tom had seen the boat at the Nashville landing in 1864, when she was owned and operated by Capt. James H. Porter of Shouse-

town. Porter had sold her to Capt. O. W. Davis and Ammon L. Davis of New Orleans who ran her up Red River. So when Tom Ryman bought the ALPHA (\$3,000 cash) he had to go to New Orleans to get her.

On file at the Inland Rivers Library at Cincinnati is an old freight bill dated Dec. 24, 1869 at Evansville, Ind. Printed on it is STR. ALPHA, Capt. T. G. Ryman, master; W. R. Gracey, clerk.

Tom Ryman met his bride-to-be, Mary Elizabeth Baugh, when she was a boarding student at Franklin College, near Nashville. Tom's sister Susan also was a student there, and these two girls were roommates. After a year of courting, the marriage took place on February 3, 1869 in the parlor of the bride's home on Columbia Pike, near Franklin. It was an early morning wedding, held at eight o'clock. The bride, slender and beautiful in a dress of "empress blue cloth trimmed in white alpaca silk with a long train," was fetching with her short hair "in curls all over her head." (She had cut it when she had typhoid fever the year before).

Her only attendants were her sister Alabama (called "Sis Tom") and Ryman's sister Susan. Sis Tom (later Mrs. John A. Roundtree) and Susan wore dresses of "lavender grey with train trimming in black silk ruffles, three deep pinked on the edge, or picoted as we would say now," Sis Tom wrote. The men wore Prince Albert broadcloth.

The groomsmen were William R. Gracey and William Crutcher.

The early morning wedding was to get everybody aboard the train for Nashville, departing 9 a.m. A short visit was made at the Ryman home. Then the wedding party went by carriage to the Cumberland River wharf and boarded the ALPHA for a cruise to Evansville, Ind. The boat was decorated with flags and a dance band accompanied.

It was said that W. R. Gracey, the boat's head clerk, was the only man aboard who could not dance, and he took a good bit of ribbing because of this deficiency in the social graces. Early the next morning he was observed on the boiler deck, behind a smokestack, shuffling his feet and trying out steps. He soon became proficient, so much so, that Tom Ryman could "hardly keep him in the boat's office long enough to attend to business."

At Clarksville more guests were picked up, including Matthew Gracey, already a figure in the packet business. Other delegates came aboard at Eddyville. During a stop at Shawneetown the bride was required to stand on the weighing scale at a grain elevator, and she registered 117.

At Evansville the gay group went to a photographer's shop and had a group picture made. On the way back to Nashville the ALPHA overtook the TYRONE and there ensued a real bang-up steamboat race. The ALPHA, after some persuasion, was the winner.

Tom Ryman's wife was the mother of ten children, the first three born at Franklin and the other seven at Nashville. Three died in infancy, and the other seven grew to adulthood and survived their father. They first made their home at 515 Third Ave., South and by 1885 removed to a big white frame house on a hill at 514 Second Ave. South (South Market then) that Cap'n Tom planned and had built. It had two little towers and seven gables and a considerable area of lawns and gardens. The view looked out toward the Cumberland River with the suspension bridge in plain sight.

Tom's parents were pillars in Nashville's Elm Street Methodist Church and he attended services there. He grew up in a home where there were family prayers twice a day.

For most of the above we are indebted to Louise Davis of the Tennessean Magazine who did a piece about the Ryman's for their Sunday, Jan. 27, 1974 issue. She based many of her facts on a manuscript which came to her hands written by the late Mrs. Daisy Ryman Coggins of Atlanta. Daisy was one of Cap'n Tom Ryman's daughters.

When Capt. William Rodney Massie died, 79, at 4511 McPherson Ave., St. Louis, on January 29, 1910, he left behind something that very few men possessed, a first class pilot's license from Fort Benton, Montana to New Orleans. In all he piloted some fifty boats to and from the "mountain country" and sank but one. He was raised in Franklin County, Mo. where his family resided in a long brick home about two miles below Hermann, Mo. At one time he was paid \$2,500 a month by Capt. Joe Kinney of the CORA. Some of his last piloting was with Eagle Packet Co. in the St. Louis-Commerce trade, and he was with "Steamboat Bill" Heckmann on the LORA in the St. Louis-Arrow Rock trade. In his latter years he sometimes announced himself as "the greatest pilot living or dead on the Missouri River." He probably spoke the truth.

Black and white prints of Southern Pacific's sternwheel NAVAJO as she appears today a fascinating wreck on Mandeville Island are available from Dick Rutter, 2000 Franciscan Way #100, Alameda, CA 94501, \$1.50 ea including postage. Dick created this drawing, 9 by 12 inches, this past March. The old sternwheeler plied the Sacramento and San Joaquin, wood hull, 250 ft. long. She's been out at pasture since 1938, stranded on dry land, decaying. Some migrant farm workers lived aboard for a time but gave up as she rotted away.

The Times-Picayune, New Orleans, featured a four column spread with pictures of the new NATCHEZ in the April 18th issue.

WHO IS THE MOST COLORFUL river character you've ever met? One candidate with high priority on our list is the late Clatworthy L. (Clat) Adams.

When the GORDON C. GREENE made her first cruise to St. Paul in 1944, Cap'n Tom Greene landed her at Quincy, Ill. The shore leave was brief, about an hour. How best to improve the time?

No problem. Right there at the top of the grade was a battered three-story brick warehouse, at the corner of North Front and Hampshire, known to all rivermen as Clat Adams' Boatstore. So there's where we went.

The interior was dark, dingy, dusty, smelling vaguely of oakum and kerosene. A fly-specked old sign said HAM SANDWICHES 5¢. The main aisle ran the length of the place flanked by counters and shelves and bins. Anchors of all sizes and descriptions hung on the walls; pike poles, seines, kevels, oil lanterns, red and green globed signal lanterns wire-caged with wick bases--things that had gone out of style years ago.

Back amid this marine museum was a battered old roll-top desk, some beat-up chairs, a wall completely concealed with framed steamboat pictures, and the pictures completely concealed with grime.

Seated at the desk in the midst of a labyrinth of newspapers, old correspondence, booklets and such stuff junked all around him, over him, back of him, was a bespectacled old gent with iron grey hair who arose with care so's not to start a paper avalanche. He was 70 years old. He was Clat Adams.

Clat had been running this boatstore since 1900, a year before I was born. His older brother Tom had run it before that--back to 1884. In all of those years nothing had been thrown out. This was the first, and the only genuine, river museum I was ever in. The side-wheel SAINT PAUL was a new steamboat when the Adams' boatstore opened shop, and old Capt. Moses Hall--the SAINT PAUL's first skipper--often trod these floors, and he lived in Quincy. The Diamond Jo Line and the St. Louis & St. Paul Packet Co. had wharfboats

and agents adjacent to the boatstore.

There was a nine-foot pilotwheel decorating the doorway, off of some old packet. Clat had a special fondness for anchors, and had one of the biggest--got it off a Government dredge. His prize one was from the excursion boat FLYING EAGLE. Seems that his older brother Tom (who died in 1914) was running that sternwheeler when she hit the Hannibal bridge during a flood on June 3, 1903. About 35 years later a Government dredge working there at Hannibal, near the Illinois shore across from Lover's Leap, turned up an anchor from the wreck. The dredge crew took it to Keokuk and planted it on the lawn of the U.S. Engineer' building. Clat and his sister got it back from the U.S.E. in 1943. Today it is still in Quincy, exhibited at the Historical building on South 12th Street.

Clat's penchant for anchors had led him to stock up with a dozen or so small stock-and-fluke jobs about right for a johnboat. When I drooled a bit and asked the cost he gave me one of them. It was standard equipment on various LADY GRACE editions including the last and largest of them. One evening one of my deckhands pitched it out on the rocky bar of an Allegheny River island and it shattered to flinders.

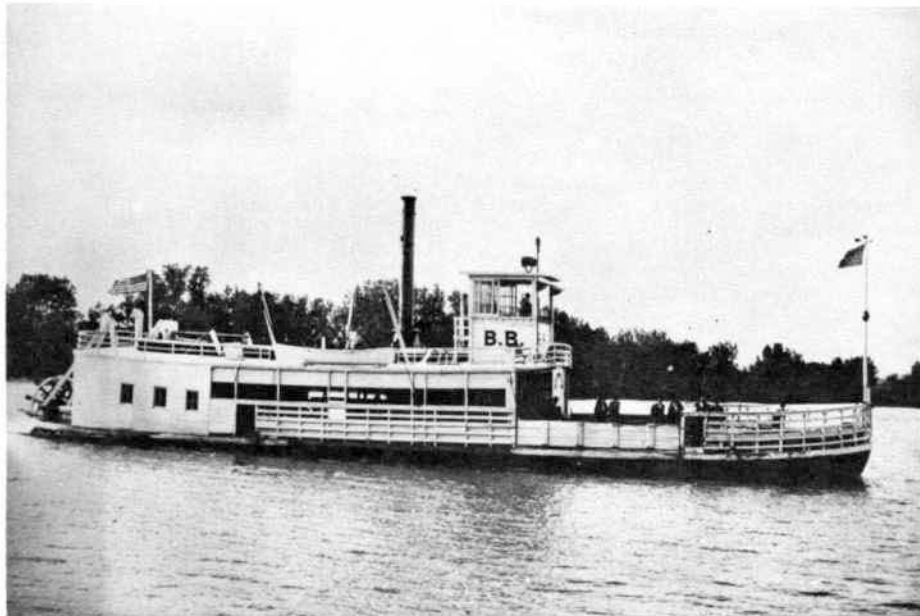
Clat was a widower when we visited his boatstore in 1944, his wife Nellie Hade Adams having died two years prior. Maybe that loss accounts for the lack of house-keeping at the store. Clat said we must see photographs of the two ferryboats he owned and operated at Quincy in days before the highway bridge arrived. So he got a rag and spit on it and rubbed the glass and so defogged the likes of the B.B. and the WARSAW. That fired him up to unhook from the bulkhead a fancifully framed old picture which, following a bit of spit and rub, turned out to be the FLYING EAGLE.

But the roof bell of the GORDON C. GREENE was calling us back to the boat. Clat shook hands all around and we left him standing there at the doorway.

Five years later, on November 28, 1949, Clat passed away. The store's stock was inventoried and sold on August 6, 1950. Two years later fire swept through the two upper stories. It was patched up to become a liquor warehouse later. Now it's little other than a landmark.

We've been reminded of a book called "The Old Country Store" by Gerald Carson. Mention is made in it of Clat's emporium. Carson's wife was a Quincy girl, Lettie Gay.

In the Sunday, June 10, 1973 issue of the Quincy "Herald-Whig" there appears an extensive story of the Adams family written with sympathy and understanding by Carl Landrum. His account reflects the same enthusiasm for Clat Adams that we gained during that brief exposure in 1944.



The ferryboat B.B. was operated at Quincy, Ill. by Clat Adams. He bought her at Moline in 1906 and sold her to a firm in Louisiana, Mo. on March 15, 1920. Sometimes he ran excursions to Sherman Park where in 1914 Barney Oldfield drove his red racer "at nearly 60 miles an hour" and threw a tire and finished on a rim. Then he hopped in a Stutz roadster "courting death on every lap at the sharp turns." At that same show Lincoln Beachey, "king of the air," looped the loop, flew upside down, and at about 100 ft. altitude chased Barney around the track. The B.B. was named MARY HILL when built at the Howard yard, Jeffersonville, Ind. in 1899 for Capt. Elmer Hill, Burlington, Ia. Then she was bought by the Bott Brothers (Otto C. and George T.) of Keokuk and Warsaw and renamed B.B. for Bott Bros. who made barrels. They sent the boat sometimes down the Mississippi to bring up Arkansas barrel staves. When Clat Adams sold her in 1920 he bought the steel hull ferry WARSAW and continued her in the Quincy ferry trade until the highway bridge was completed in 1930. This WARSAW is still in business at Memphis, turned into an "anchor barge" operated by Warner & Tumble, and now by Murphy Marine Service.

The newly organized Kanawha and Ohio River fans (see page 2) plan to meet at Huntington, West Va. on June 9 at the Highland Methodist Church, 28th St. and Third Ave., that city, at 2:30 p.m. If you plan attending it may be well to contact one of the officers to verify time and place. Get in touch with James A. Wallen, G. W. (Jerry) Sutphin or James A. Harmon in the Huntington area; Charles Henry Stone at Pt. Pleasant, or R. Jerome Collins or Herschel W. Burford in the Charleston, St. Albans, Nitro area.

We are obliged to Jack E. Custer of Nashville for sending the newspaper account of Capt. Tom G. Ryman. Jack threw a party last Dec. 5 to christen the completed hull for the model of SPRAGUE he is building. The date coincided with the date of the launching of the real boat, Dec. 5, 1901. Sherrie L. Connelly was sponsor, and those present included Robert D. Burnett, P. T. McGee, Prof. James W. Waters and P. Jeffrey Lacey. The news of the burning of the SPRAGUE must have come as a special shock to Jack Custer.

The Marietta Boat Club which hosts S&D's noon luncheons at the annual meetings has had its annual election of officers. Louis Armor has been named Commodore for the 1974-1975 fiscal year.

NOVEL MUSEUM DISCUSSED

An item in the Parkersburg (West Va.) News, April 1st last, reports that the Huntington District, U.S. Engineers, are investigating the possibility of using Lock 17, Ohio River, as a permanent river museum to display types of wickets and the procedure and history of moveable dams. Lock and Dam 17, located just above Marietta Island, will soon be deactivated, as will the remaining locks and dams of the old type situated between Warwood, West Va. and Marietta, numbers 12, 13, 14, 15, 16 and 17. Modern roller-type dams at Hannibal, O. and Willow Island, West Va. are replacing them.

Lock 17 is ideal for purposes such as the Engineers are considering. The power house of brick affords a sweeping view of the river both up and down, the two brick dwellings are set back amid picturesque natural setting, and an attractive road winds through a beautiful spread of lawn and trees to join Ohio's Route 7.

Moreover, and quite important, such a museum and recreation area would implement the river attractions for which Marietta is widely famed. Lock 17 would be convenient for tourists to visit by car or bus, being but a mile or so from the Hotel Lafayette, and from the busy interchange of U.S. 77.

The lure of the new Ohio River Museum, the W. P. SNYDER, JR. and the Marietta Boat Club would be enhanced.



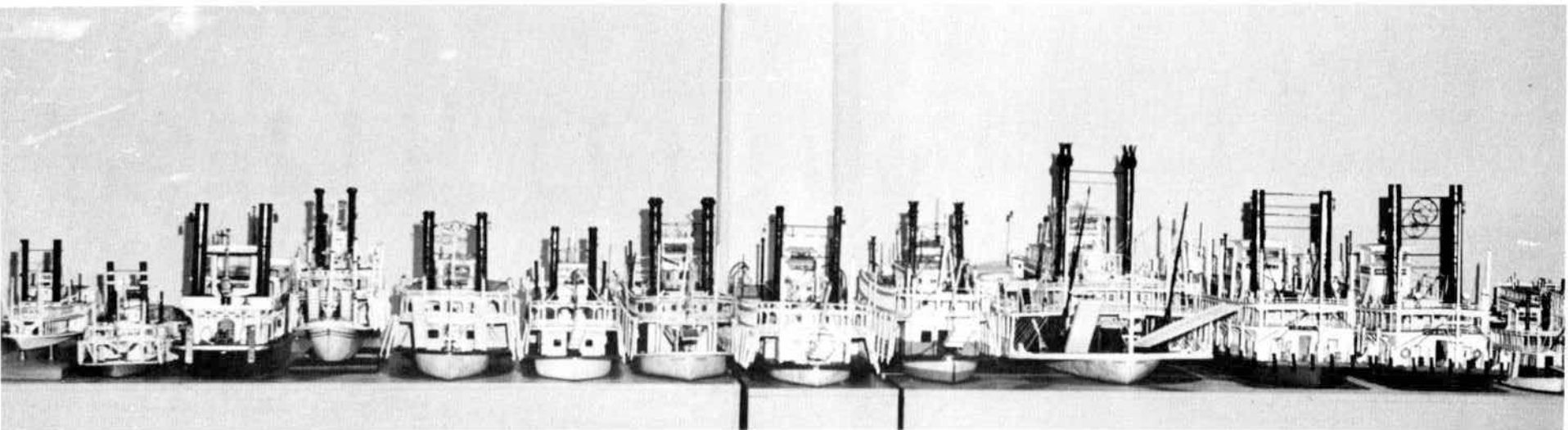
JIM WEBSTER of Penfield, N.Y. sent us this picture and wrote: "This is probably the umpteenth time you have been presented with this same picture--well, anyway, junk it if you wish." That was on Feb. 25 this year. Here we are on Sunday, March 24, a month later, and Eureka! we've just figured out what it's all about. The towboat is the BRILLIANT built at McKeesport, Pa. in 1864 for Capt. William Munhall and others. The last thing we supposed was that we'd ever see a picture of her, so here she is. This is the steamboat that really caused the yellow fever epidemic at Gallipolis, O. in 1878. The how and why of it is sort of interesting. The BRILLIANT was downbound from Pomeroy with 5 loads of coal and 7 of salt on August 5, 1878. She exploded her boilers at the head of Gallipolis Island killing Capt. J. H. Shumaker and pilot William L. Jones, both of Mason City, West Va. Several days later steward Charles P. Zeler died of injuries. Then the JOHN PORTER, upbound with her fever-infected crew arrived at night. The pilot decided to lay at Gallipolis until daylight so's not to run afoul of the BRILLIANT's wreck in the channel. Some of the crew visited uptown. Next morning as the PORTER got under way she broke a rocker arm, or rocker shaft, and again put in at Gallipolis for repairs at the Enos & Hill machine shop.

But back again to the picture. The BRILLIANT's first owner, Capt. Munhall, once took his boat up the Allegheny River to bring out three barges of barreled crude oil, this in latter October, 1865. We've not found evidence of how far up he took the boat, but on the way back he stuck her at Stump Creek Eddy (present Foxburg) and was there some weeks until a rise floated her off. Munhall sold the boat in March, 1872 to Capt's W. W. Little and Thomas W. Watkins, both of Portsmouth, Ohio. The above picture, most assuredly, was taken at Portsmouth sometime between 1872-1878. Look sharp and on down the wharf is a one-stack ferryboat, the RIVER CITY built at Portsmouth 1874, connecting across the Ohio to Springville, Ky. That fact narrows the time-scope of the photograph 1874-1878.

Capt. W. W. Little recovered the engines from the wrecked BRILLIANT and in 1879 built at Cincinnati a large sternwheel packet he named ELDORADO. But that's a tale we'll reserve for some other time.



While Avondale had the DELTA QUEEN's wheel off this spring, they weighed it. Tipped the scales at 44 tons. -Photo from Delta Queen Steamboat Co.



Never since the River Museum at Marietta was opened in 1941 have so many little steamboats been shown in one photograph. Last Feb. 7 Catherine Remley asked S. Durward Hoag to bring his sharp-eyed camera to Campus Martius for a once-in-a-lifetime picture. These models had been removed from their glass cases and were about to be transferred to the new Ohio River Museum. Looks like a wharf scene at St. Louis, New Orleans or Pittsburgh a century ago.

MORE ON PILOT MONTAGUE, HERO OF THE FASHION

In the last issue, page 3, was told the true account of how 33-year-old Tom Montague safely landed the burning packet FASHION above Baton Rouge on December 27, 1866. After reading the account, Charles E. Montague, Jr., Ashland, Ky. wrote his younger brother Peter, living at Roanoke, Va., and asked Peter to look into the Montague genealogy and report any discoveries.

Results: The father of Thomas H. Montague, the brave pilot, was Dudley Street Montague, born in Cumberland County, Virginia, 1800. He was a member of the Wheeling convention which met Nov. 26, 1861 and, with eight others, voted for the new state to be called "Kanawha." He was a member of the second West Virginia legislature from Putnam County during the winter of 1864. His wife was Elizabeth R. Brooks (1804-1866) who died at Red House Shoals, Putnam Co., West Va. Later he remarried and lived until 1886, residing at Red House Shoals at the time.

By the first wife there were ten children, one of whom was Thomas H. Montague, born on August 15, 1833. The Montague genealogy reports no details of his career other to note that he died at the wheel of the FASHION, and the poem on this page was printed in full.

Our S&D friend C. E. Montague, Jr. then got a rather unexpected dividend. Pilot Montague's father had a brother William Washington Montague who--so the genealogy reveals---was the great grandfather of Charles and of his brothers Roland and Peter. "I have no idea what kin that makes us," concludes Charles. Well, let's see---the FASHION's pilot's father was your great grand uncle; ergo his son would be your great grand nephew. Right?

TO THE MEMORY OF A BRAVE PILOT, THOMAS H. MONTAGUE WHO LOST HIS LIFE SAVING OTHERS

The pilot bravely holds the wheel;

Of flames beneath he hears the roar,
Yet still he guides her burning keel--

"I'll hold her 'til she strikes the shore."

Around him flying like shooting stars

A thousand sparks eddying soar,

And yet he stands 'mid falling spars,

"I'll hold her 'til she strikes the shore."

Above the din of shouts and shrieks,

His comrade warns him o'er and o'er,

He calmy to that comrade speaks,

"I'll hold her 'til she strikes the shore."

The goodly ship's a burning wreck;

But she has touched the shore;

Ah! Where's the hero of the deck?

Alas! We'll see him nevermore!

His gallant form is wrapt in flame;

Lost in the craft he loved so well;

His be the award, a hero's fame,

Who at the post of duty fell.

He's lost. She drifts without control;

But ere the bark went down,

Angels, we trust, caught up his soul,

And wreathed it with a martyr's crown.

Raise to his memory the cenotaph,

Let poets chant his praises o'er,

And let his words be his epitaph,

"I'll hold her 'til she strikes the shore."

-Printed in the Natchez (Miss.) Courier.

JAMES REES & SONS CATALOGUE

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boilers, engines, captains...

Photographs and details of steamboats built
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