

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 11, No. 3

Marietta, Ohio

September, 1974



HULL NO. 2999 at Jeffboat, Saturday, July 13, 1974. For the first time you now see the hull completed and work on the main deck housing well advanced. The bow is at the right. Some idea of the magnitude of Delta Queen Steamboat Co.'s monster (yet unnamed) may be appreciated by

finding the two men walking aft alongside about at center. Other detailed views of the construction may be found in this issue on pages 14, 15 and 16. On the same day this picture was made Jeffboat launched American Commercial's new 5,600 hp. towboat W. A. KERNAN, the ninth of a series.

A three-chime Lunkenheimer steam whistle was loaded aboard the DELTA QUEEN at Sewickley on Friday, June 28 1974 consigned to the Frisbie Engine & Machine Works at Cincinnati. The Frisbie firm attended to getting the brass bells polished. It was then shipped to Wilbur and Bill Dow at New Orleans who plan to install it on the new steamboat NATCHEZ.

The original idea was to have a duplicate of the SPRAGUE whistle on the new steamboat. Snags were encountered in getting it built, so the idea was abandoned.

The above-described whistle has three bells, the largest of which measures 23 5/8" high with 8 1/2" OD. The second is 17 3/8" high with a 6" OD. The third is 13 7/8" high with 5" OD.

The origin of this whistle is not clear but tradition has it that it once was on a steamboat and then was placed on the South side (Pittsburgh) mill of the Jones & Laughlin Steel Corp. It was brought to 121 River through the good offices of Raymond D. Powell.

The whistle goes to the new NATCHEZ with the compliments and good wishes of S&D.

BULLETIN:- Further news about the whistle:- When the DQ got to New Cumberland, W. Va. Capt. Ernie Wagner took down the DQ's regular whistle and put the above described whistle in its place. He wanted to hear it blow. C. W. Stoll says "it's a dandy---A-flat Major Triad--A-flat below middle C."

In rigging the thing they used a hand-lever valve which accompanied the new whistle. It leaked steam and didn't work right, so they had to use the master valve operated with a wheel. Later Ernie changed things again and used the DQ's regular valve.

And so, lo and behold, the DQ proceeded down the Ohio River to Cincinnati, and then on to Louisville blowing the new whistle. This performance caused something of a local sensation. All who heard it were pleased, and chief rooster was Capt. Ernie Wagner who wanted to keep it.

Well, anyhow, on the return to Cincinnati it was turned over to Reed L. Coen who took it out to the Frisbie shop for polishing, after which it goes to the steamer NATCHEZ at the Toulouse Street wharf, New Orleans.

Sirs: I am at a loss to express gratitude except to say we are in S&D's debt for the whistle you have provided us for the NATCHEZ. As to the possibility of not using it, such an idea has not crossed our minds---the new whistle is the NATCHEZ's whistle, period.

Bill Dow,
New Orleans Steamboat Co.,
Box 2407,
New Orleans, La. 71076

Sirs: The DELTA QUEEN sailed by on July 9 and blew the three-chime "mystery whistle." Wow, it's a dandy and I really liked the tone, and so should Wilbur Dow. I was in my room on the shore-side of the RENOWN whariboat and nearly tore the door off getting out to see what steamboat was approaching.

"Doc" Hawley,
Str. BELLE OF LOUISVILLE,
River Front Plaza,
Louisville, Ky. 40202

=From what we gather Capt. Ernie Wagner persuaded Jess and Reed Coen to keep the whistle on the DQ for the Louisville trip purposely to produce the reaction noted above. -Ed.

A new river tourist side-wheeler costing \$445,000 has been launched in the mouth of the Murray River, Australia. She's been christened MURRAY RIVER QUEEN and is 160 feet long, and has 36 air-conditioned staterooms, a diningroom, lounge bar, a reading room, television lounge and a copious promenade deck.

Six day round trips are planned. Details may be procured from the Government Tourist Bureau, 18 King St., Adelaide 5000, Australia.

A new and valued acquisition at the Ohio River Museum is a framed sepia portrait of Capt. William (Billy) Anderson at the wheel of the Pittsburgh-Cincinnati packet VIRGINIA. Capt. Ernie Wagner of the DELTA QUEEN sent a "committee" headed by his son Ernie Lee Wagner

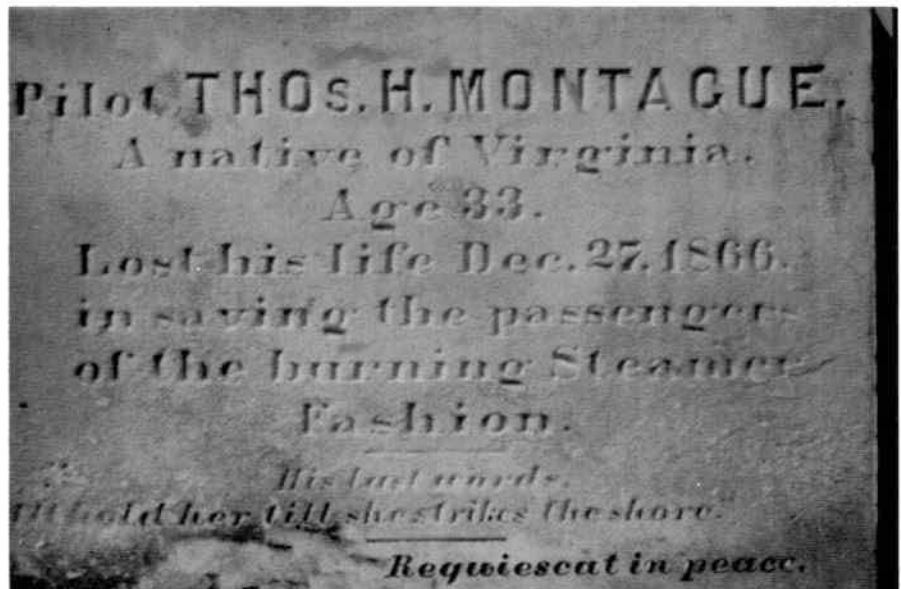
and composed of Capt's Harry Louden and Fred Palmer to the Museum in the boat's V-W driven by C. W. Stoll to deliver the gift.

Sirs: Since reporting to you the chord of the NATCHEZ whistle (same as the BELLE OF LOUISVILLE) other events have happened. In making adjustments and changes to the opening valves, getting more pressure, the pitch went a minor third higher, E-flat, A-flat and middle C. Still more pressure and it sounded more like a Lunkenheimer normally does; the bottom note was raised in pitch, and the top note came down, ending in a diminished chord, F, A-flat, B. So it will be interesting to hear it on the NATCHEZ.

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

Did the SPRAGUE ever break her paddlewheel shaft? Yes. In 1944 Standard Oil of Louisiana detected two ominous cracks. Instead of replacing the shaft with a new one (virtually impossible in that war year) the wheel was dismantled at Baton Rouge and thermit weld was used successfully. The paddlewheel was lifted out of the journals by sinking a barge under it and then pumping it out.

Ross Rogers, Jr. graduated from the Sewickley (Pa.) High School on June 13, 1944. He had served as striker engineer on the towboat BETTY the summer before.



Leonard V. Huber writes: "In the last two issues were mentions of Thomas H. Montague, the brave pilot who lost his life in the burning of the cotton packet FASHION in 1866. His remains were conveyed to New Orleans where he was entombed in a vault in the old Girod Street Cemetery. When the cemetery was demolished in 1957 and all remains moved to the Hope Mausoleum I was able to save the grave marker or vault tablet which contained his inscription. This, with others, is cemented to one of the rear walls of Hope Mausoleum. I made a slide of the tablet (shown above)."

Sirs: My great grandfather William H. Hardy and my great grandmother Harriet G. Hardy owned and operated a small packet named CARRIE in the daily packet trade between Ravenswood, West Va. and Middleport, O. from the summer or fall of 1879 to January 20, 1881 when CARRIE exploded her boiler and sank while shoving a barge of lumber just below Ravenswood.

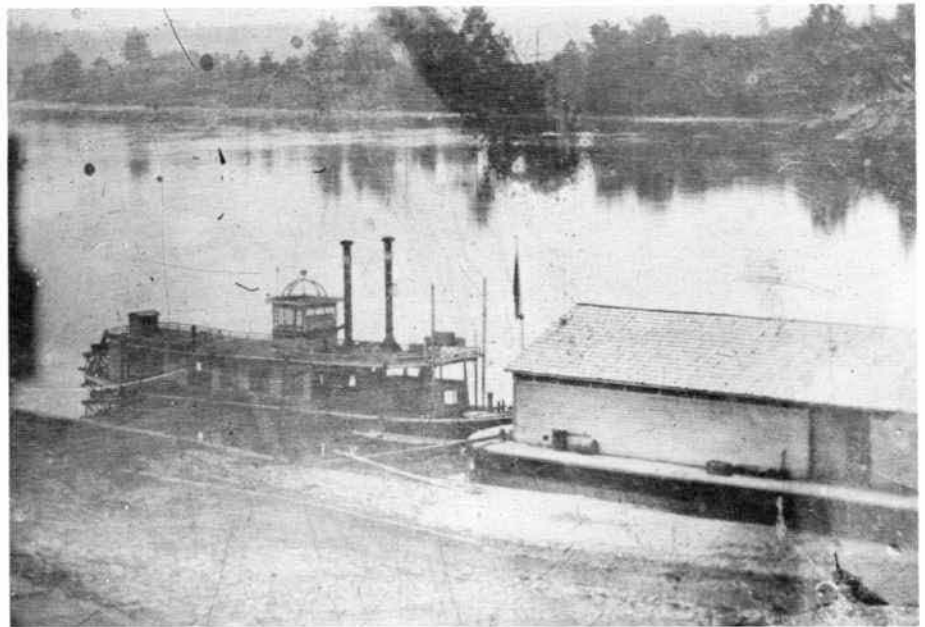
While in the trade Capt. William H. Hardy was master-pilot; Cleo, a son, was clerk; William L. Hardy, a son, was fireman; Lorain, a son, was engineer. All of the Hardys were living in Ravenswood during the period of CARRIE's operation in the Ravenswood-Middleport run.

I am sending along stats of four enrollments of CARRIE over a period of years. I am wondering if you might be able to expand the CARRIE's story a bit, and whether you might have a picture of her.

Fred E. Hardy,
300 West N. First St.,
Shelbyville, Ill. 62565

=The CARRIE was built at Ironton, O. in 1874, a sternwheel packet on a hull 95 by 16. Original owners were John P. Coulter, John Charlston, Jr. and Felix Bramer, all of Ironton, each owning 1/3. On the 17th of Sept. 1877 ownership was transferred to Capt. Edwin F. Maddy 6/8 and William J. Fenner and Charles H. Fenner, each 1/8, all of Gallipolis, O. On Oct. 20, 1877 ownership transferred to Harriet G. Hardy 2/3 and Mary A. Chambers 1/3, both of Chambersburg, O. Effective April 11, 1878 Harriet G. Hardy became sole owner.

During the Hardy ownership she apparently started out in the Ravenswood-Middleport trade, but in March, 1878 was running Ironton-Proctorville, leaving Ironton at 2 p.m. daily. In April, 1878 she was running Portsmouth-Vanceburg in hot competition with the JOHN KYLE, and engineers of both boats were called before the U.S. Inspectors charged with carrying illegal steam pressures. By June 1, 1878 she was back in the Gallipolis-Middleport trade where, says a contemporary account, "she was originally." Thereafter she settled down as a Ravenswood-Middleport daily packet with Capt. William Hardy, master, and C. H. Welton, clerk. She was three miles below Ravenswood when she exploded her boiler. Captain Hardy was pitched overboard but nobody was hurt. -Ed.



CARRIE at Ravenswood?

This photograph is made from an old tin-type taken at Ravenswood, West Va. The name of the little packet is not distinguishable but is thought to be the CARRIE (see letter, etc. in column at the left).



THIS IS THE WHISTLE discussed on page 2, photographed by Jim Swartzwelder on June 22 last at 121 River. If you see a paddlewheel at the left it is because a paddlewheel is there--came from the LADY GRACE. Jim says this: "I remember the whistle well; it blew at J&L's South Side Works (Pittsburgh) at 9 each morning; ever since my grade school days I've heard it--its deep-throated notes reverberating across the Monongahela River into Miss Timblin's art room at the Oakland Elementary School near the Parkway. "I'll bet for certain it will be a favorite voice on the river when installed on the NATCHEZ."

S&D'S ANNUAL MEETING

Your attention is invited to the announcement on page 47 of this issue regarding our get-together at Marietta on the week-end of Saturday, September 21st.

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.

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.

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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

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.

ELSEWHERE IN THIS ISSUE is news of the resignation of Daniel R. Porter who stepped down on August 16th last and no longer is director of the Ohio Historical Society. The OHS Board of Trustees accepted Mr. Porter's resignation at a meeting held at Adena July 13th and named Charles C. Pratt to serve as acting director until such time it takes for a selection committee to recommend a permanent successor. This may take a while to do; several months, maybe.

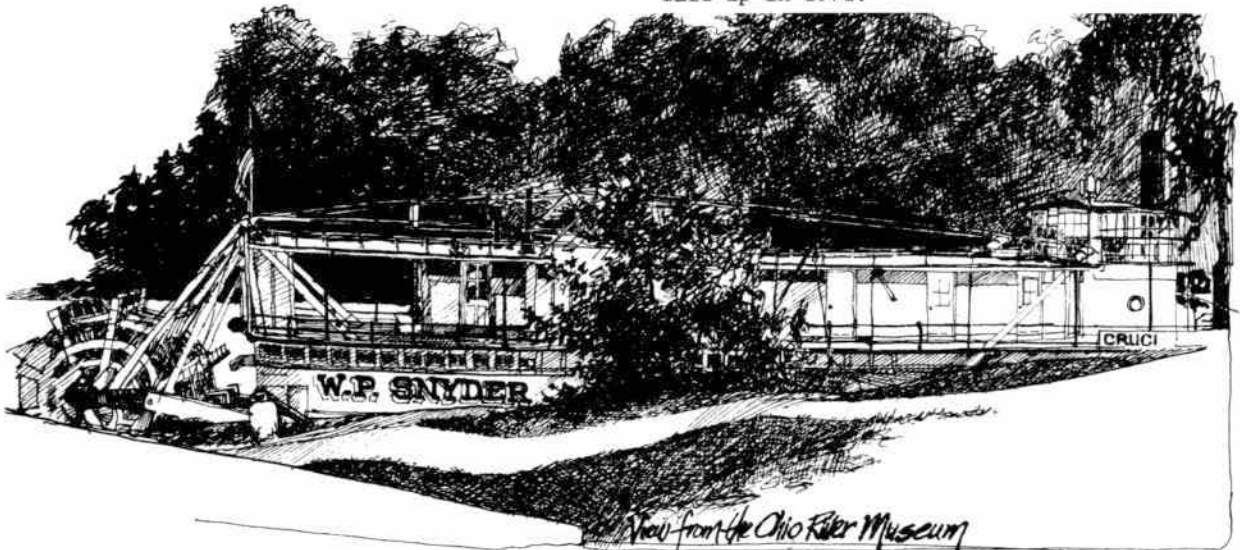
Our immediate reaction is to heave a big sigh of relief. For Dan Porter, that is. Over the past five or six years OHS has expanded its facilities statewide, and with such complexity, and each project in itself unique, requiring scrupulous attention to detail, that we sometimes have wondered how Dan Porter kept his watch wound.

Other times we've wondered if his watch was running at all. During Dan Porter's administration more often than enough we've had the b'jesus scary feeling that S&D's priceless river relics were being swallowed into the digestive tract of a soulless entity. Maybe they have been. We have looked around pretty carefully in the new Ohio River Museum and yet have to discover any sign or symptom that S&D provided the most of what the customer looks at. We've lately read a two-column "come-on" release printed in the Warren, O. "Tribune Chronicle" detailing the attractions at Campus Martius, in the Ohio River Museum, and aboard the W. P. SNYDER, JR., all "run by the Ohio Historical Society." True, for mention of S&D's part in all of this is superfluous. But it hurts.

Dan Porter has had too, too much to cope with, and with great delight we learn he has become the director of the Preservation Society in Newport, Rhode Island. It's a pint-sized outfit compared with OHS and it suits Dan to a T. More power to him, we say, and have a nice day. Bob Hollback in the lead editorial printed in the Marietta "Times" last July 16th bade goodbye to Dan Porter, saying that Marietta is losing a good friend. It's a nice piece and Mr. Hollback winds it up this way:—"This city will be watching closely the selection of the next Society director. We have a lot to lose." Amen, brother.

We trust that OHS trustees will select Charles C. Pratt, if Charlie wants the job. He's been the assistant director since 1965. Anything Charlie Pratt tells you is good as a gilt-edge contract in writing, and he's a person you feel like rolling up your sleeves to help. Maybe OHS is overdue for such leadership.

TWO CONCERTED "SAVE THE BOAT" PROJECTS have been launched since our last issue. The citizens of Vicksburg, Miss. are determined to rebuild the SPRAGUE and, so we hear, have firmed plans to beach her when the river falls so's the work can be done ashore. The other, and equally impressive, is to save the side-wheel Hudson River liner ALEXANDER HAMILTON, a job 339 feet long, now docked at the South Side Seaport, New York City. She "has deteriorated considerably" since she was laid up in 1971.



The Marietta Bicentennial Commission soon will issue a calendar with the above drawing on the cover. Thirteen were chosen from 92 entries. The artist for the above is Gary Schmitt, an Ohio University student from Dayton, Ohio.

-Marietta Times.

THE SPRAGUE'S ENGINES

Sirs: Concerning the inquiry on page 36 last issue about what firm built the engines of the SPRAGUE:

Some years ago in Vicksburg the same question was posed to me, and in order to seek the answer I set myself to climbing all over (and I mean that very literally) her engines in hopes of finding a builder's plate or some sort of identification of those engines' origins. Would you believe, I finally located the plate under the starboard low pressure cylinder support for the fulcrum of the admission valve lever. The plate simply said "Iowa Iron Works."

Yes, those engines were built at Dubuque, Iowa, along with the rest of that magnificent boat.

However, one very interesting apocryphal, and, for that matter, even a quite likely tale concerning those engines relates that those huge cylinders had to be poured in the ground since they were far too large for any conventional mould.

But then, to get them from the machine shop on 7th Street to the boat yard on 3rd Street, they had to ROLL them down Central Street.

Well, the story hardly stops here. The SPRAGUE gave the Combine more than its share of headaches before she ever began to operate successfully. When she was coming downstream from St. Louis (where the sternwheel was completed and she was painted in August, 1902), she had to be laid up at Cairo for about a month to deal with the numerous problems that her engines gave.

And, as you know, of course, she came into Pittsburgh running on one engine on Feb. 12, 1903, because of these various problems. When she left there for New Orleans on March 9, 1903, the troubles had only begun.

Her tiller line parted at Wheeling, W. Va.; then a cylinder head blew out at Hickman, Ky. on March 28, 1903. She was, however, able to run the Harriman bridge at Memphis on April 5, 1903 with no help despite the fact that the tug N. M. JONES followed alongside for this specific purpose. And when she came back upstream on April 23 she blew another cylinder head at Greenville, Miss. This took a bit of time to repair, but she was able to come up past Memphis on May 2 with 32 empty coalboats, 12 barges and four fuels, her pilots being Capt. Henry B. Nye and Geo. W. Clark. She arrived at Louisville on May 13 and was laid up there with the expectation that she would take coal south on the next rise. Incidentally, by May 19, 1903 the ALICE BROWN, SPRAGUE, and JOSEPH B. WILLIAMS were all laid up at West Louisville.

Now that is not the last word on those engines. While the SPRAGUE was laid up at West Louisville it was decided that something would have to be done about those engines, this despite the fact that she had brought up a record tow of empties and had blown two cylinder heads on her first trip of towing.

She was then taken to Cincinnati where new high pressure engines were built for her. And for this reason the SPRAGUE was not involved in the July, 1903 rise (slight one, however) when the Combine tried to get all of their coal south only to have the JOHN A. WOOD and six of her coalboats sunk at Evansville while a raging race riot was going on.

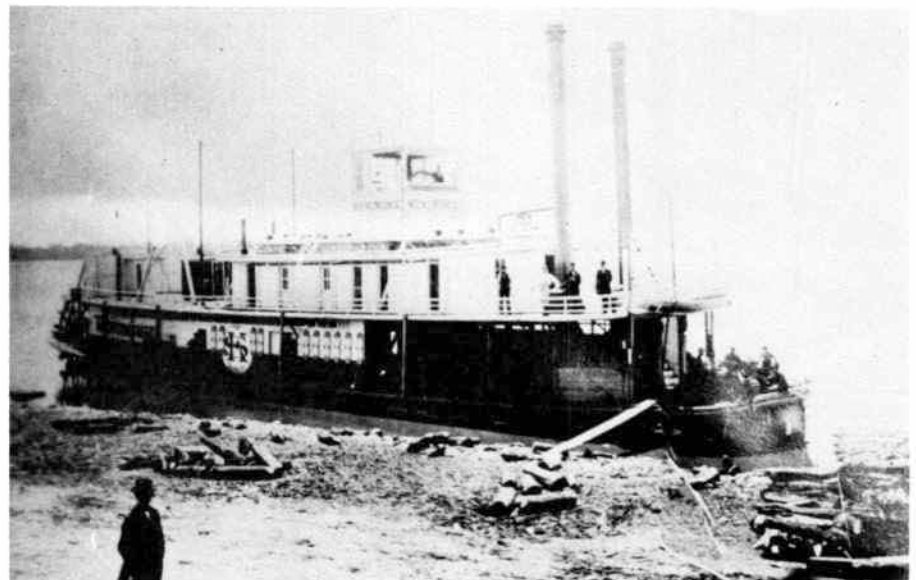
The following quote is from the Louisville Courier-Journal of May 28, 1903:

"The two new high pressure engines building (sic) at Cincinnati for the SPRAGUE. It is expected, (sic) will be completed in a few weeks. Capt. Carroll, her commander, says that, owing to a defect in one of her high pressure cylinders, all her power could not be utilized, and she still brought up from New Orleans the largest tow on record, 32 coalboats and 22 barges, 54 pieces in all. Capt. Carroll says that with her new cylinders he expects the SPRAGUE to come up the Mississippi with 75 pieces; also that she handles like a top, and with favorable weather conditions can land her tow without the use of a line."

Anyway, her high pressure engines built by Iowa Iron Works had to be replaced. I imagine I shall dredge up further information about the Cincinnati replacements when I get a bit further into my microfilm research.

You could not have been more correct about my shock learning of the destruction of the SPRAGUE, as you predicted on page 55 last issue.

Jack E. Custer,
223 Carden Ave.,
Nashville, Tenn. 37205



We've had a request from James P. Jones, Chief, Operations Division, Chicago U.S. Engineers. What he wants to know is whether or not the Menomonie River in Wisconsin was ever gainfully employed to transport rafts or other vessels? Heck, we didn't know where it was until we looked at a map. It's a trib. to the Chippewa and there's a town named for it in Dunn County. What with all that we were reminded of a raftboat named MENOMONIE built at Madison, Ind. 1880, but whether she ever got to Menomonie, Wis. is a question.

Send \$2.65 to the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402 and request a paperback illustrated book, "The Steamboat BERTRAND" by Jerome E. Petsche.

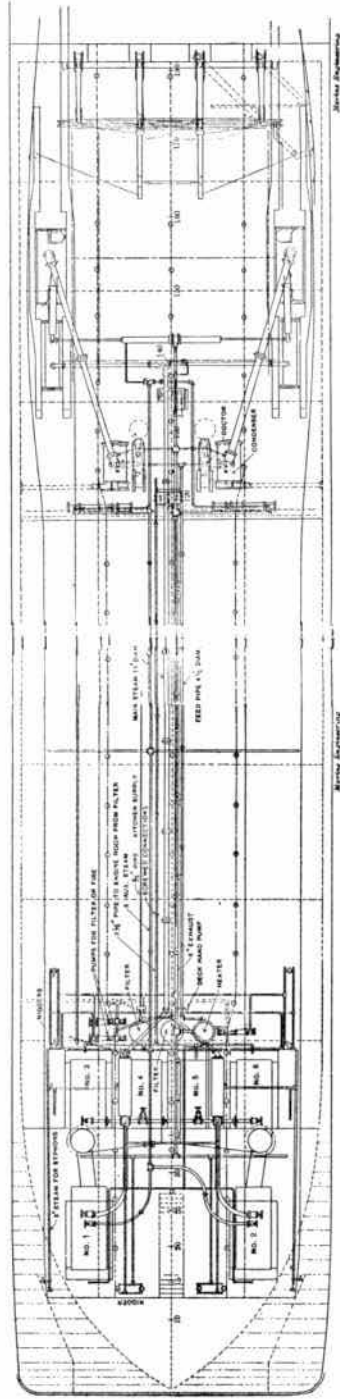
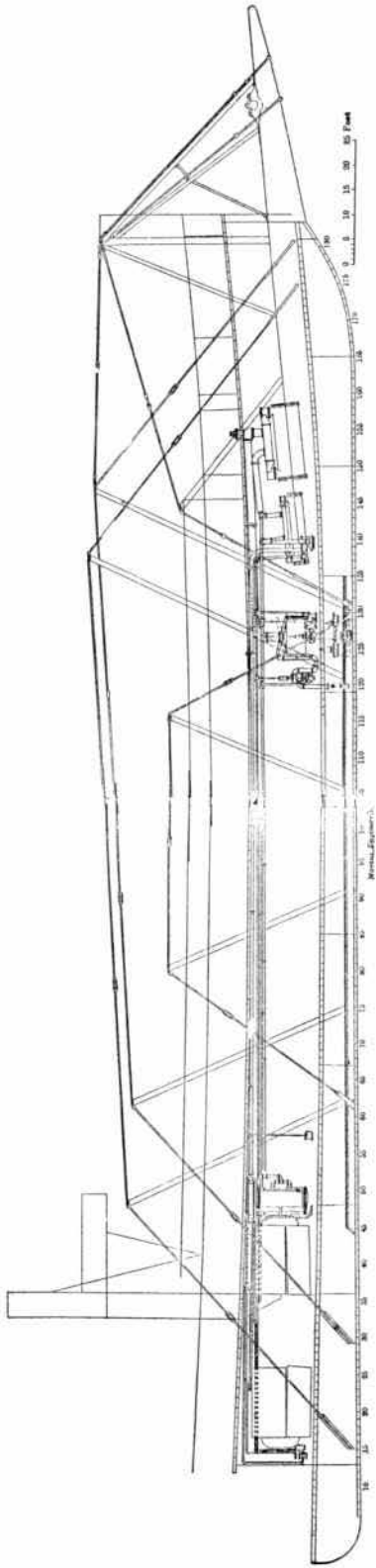
What you'll get is one of the most fascinating steamboat books of many a moon, 200 pages including a glossary of steamboat terms (Cocked hat: A triangular wooden component....etc.), 101 illustrations, a bibliography, index, in fact the whole works about the old steamboat BERTRAND which has been making headlines since she was discovered buried in Missouri River mud in February, 1968.

Sirs: Otto C. Bott of Bott Bros. Mfg. Co. was my uncle. I remember the steamer B.B. shown in the last issue, page 54.

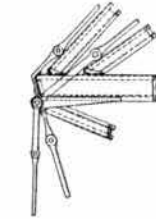
Mark J. Aldrich,
Eppers Hotel,
Keokuk, Iowa 52632

According to a late dispatch from Brussels, Belgium, pianist Earl Garner is doing all right for himself. To quote the account, he "is one of the most sought after musicians in the world and one of the first names on the list of this year's annual summer jazz migration to Europe, playing concerts from Brussels to Zagreb, Yugoslavia."

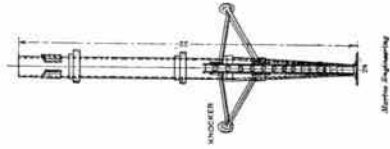
Earl used to sneak aboard the Streckfus excursion steamer ST. PAUL at Pittsburgh, then just a whipper-snapper kid, and band leader Fate Marable would let him sit in. Garner, like Fate, never learned to read music--plays by ear.



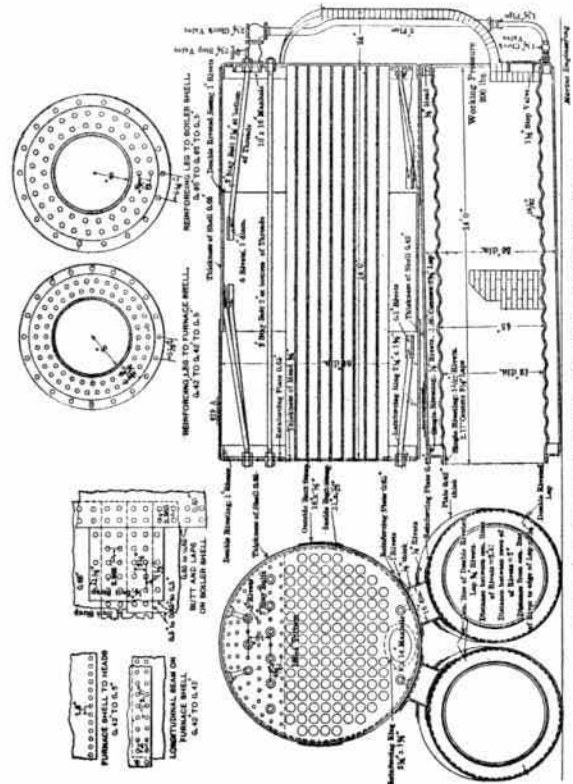
FIVE PLAN AND HOG-CHAIN PLAN THE STEEL STEAM WHEEL TOWBOAT SPRAGUE.



DETAILS OF HOG-CHAIN BRACES AND HAWSER PUIT.



ONE OF THE FOUR ROLLERS FITTED ON THE SPRAGUE.



ONE OF THE SIX HOPKINS ROLLERS INSTALLED ON THE STEAM TOWBOAT SPRAGUE.

ORIGINAL PLANS OF THE SPRAGUE, INCLUDING DRAWING OF HER PATENTED HOPKINS BOILERS AND SHOWING HOW THEY WERE PLACED ON HER
 Taken from the Sept. 1903 issue of Marine Engineering

THE HOPKINS BOILER

When the SPRAGUE was new she was equipped with six of these patented boilers (see drawing). In principle each boiler was made up of one horizontal tubular boiler, and two fire chambers below, connected therewith and extending longitudinally with the boiler shell. These fire chambers or furnaces each had an annular water space extending throughout the length of and surrounding the entire furnace. This annular water space surrounding the furnace was connected to the tubular member with water legs at the front and rear thereof, the front leg being somewhat longer than the rear water leg. The furnace used was of the corrugated type. In installing the boilers the tubular member was made level, and the furnace, because of the longer water leg in the front, inclined upwardly from the front to the rear.

A sheet-iron combustion chamber lined with firebrick was attached to the rear of the boiler, and the feed-water pipe was carried through the combustion chamber and the rear head of the boiler and discharged the feed water over the smoke flues in the front of the tubular member.

In raising steam the water surrounding the corrugated furnace, as it became heated, flowed along the annular water space until it reached the back leg; thence it flowed upwardly through the back leg into the tubular member, thence forward and down the front leg, thence over the furnace, and up the back leg into the tubular member. Circulation was accelerated by having the feed water discharged in the front part of the tubular boiler directly over the front leg.

Boilers No. 1 and No. 2 were set forward of the stacks, and No's. 3-6 were set aft. Each boiler was an independent unit and hence one or more of the boilers could be "down" and the steam load shifted to others "on the line." Her steam capacity with all six on the line was in excess of the usual need to operate the main engines and her auxiliaries. She was purposely over-boilered inasmuch as a great quantity of steam was required to supply syphon lines run out on laden coal-boats and barges.

Specifically she had two furnaces for each boiler, each with a mean diameter of 45" and length of 14 ft. The upper tube shell was 7 ft. dia. and 14 ft. long, containing 126 4" tubes. She was allowed 200 psi and fuel consumption per 24 hr. day was figured 1,437.5 bushels of bituminous coal. (The BETSY ANN could make a 7-day round trip Pittsburgh-Cincinnati on what the SPRAGUE burned daily--Ed.)

Sirs: My grandmother was Alma M. Blanks, born in 1900 at Columbia, La. and who grew up at Monroe, La. She gave me a photograph of the cotton packet BOB BLANKS and also a silver bucket and matching goblets used on one of the Blanks' steamboats when champagne or wine was served. Even in her time the prosperous days of our family boats was past.

Faulkner Blanks, who was clerk in 1901 on the Ouachita River cotton packet FRED A. BLANKS, was my grandmother's father.

Alma M. Dickinson,
Box 98742,
Des Moines, Wash. 98188

As late as 1947 the wreck of an old 222-foot side-wheeler was visible in low water about 18 miles below Shreveport, La. on the Old River branch of the Red. Every once in a while somebody writes it up, and the latest is an account in the Shreveport Journal in the issue of July 10th last, written by staff member Mildred S. Watkins. We are indebted to N. O'Moore Roberts for sending us a copy.

The steamboat was the side-wheel KENTUCKY built at Cincinnati in 1856 for the Louisville-Memphis trade, Capt. John Scott. She had four boilers and 22" dia. by 7 ft. stroke engines.

About two weeks after the Confederate flag had been lowered in Shreveport the KENTUCKY was chartered to convey Confed troops back

to St. Louis, many of them residing in Missouri. On the evening of Thursday, June 8, 1865 she departed Shreveport and an hour or so later struck a snag and went to the bottom.

Soon thereafter a letter from Capt. Stephen J. Webber was printed in the New Orleans Times. "If I had the power I would hang the captain and pilots (of the KENTUCKY) to the first tree I could find, an assertion I am prepared to maintain," he wrote. Captain Webber had assisted in the rescue operations and was convinced, as were others, that the Federals had purposely scuttled the boat.

The life loss was considerable, estimated variously from fifty to two hundred.

The "Kentucky" plantation on Old River later was named by its owner William Crowder to memorialize the steamboat disaster which had happened just off his land.

Many of the bodies were buried at the location on the Bossier side. Every time of high water the banks caved, and finally in 1908 the graveyard crumbled away and where it had been became a large sand bar.

Mr. and Mrs. William G. Patterson, Richmond, Ind., sold their pleasure boat BELLE OF RICHMOND this past June to Robert Lible of Bromley, Ky. The new owner does not plan to change the boat's name and will harbor her near Anderson's Ferry and live aboard.



First-day visitor to the new Ohio River Museum, Marietta, was Col. John H. Glenn, Jr., the first American to orbit the earth (Feb. 20, 1962). Col. Glenn in this picture taken by Ted Strickland of the Marietta "Times" is exchanging steamboat gossip with a young lady who's admiring Bob Thomas's model of the sternwheeler SUNSHINE. Museum curator Catherine Remley is enjoying the unusual scene. Date: April 1, 1974.

A 24-car high varnish railroad train hauled by two of the most powerful steam locomotives ever built will tour the 48 continental U.S. States for 21 months starting next April. Called the "Freedom Train," this heritage-laden project will be open to visitors, the cars loaded with such items as the U.S. Constitution, Bill of Rights, and the Declaration of Independence, a review of 200 years of national history and culture.

The American Freedom Train Foundation, sponsor of the show, has announced that S&D member John P. Killoran has been named general manager, and that his wife Nancy is to be chief hostess of the Freedom Train.

John and Nancy live at Hurricane, West Va. and took part of their honeymoon aboard the DELTA QUEEN from Pittsburgh to Cincinnati only a year or so ago. John is probably best known along the rivers for the part he plays in the Cass Scenic Railroad in West Virginia. He is a native of Lewisburg, W. Va., graduate of Greenbrier Military Institute there and Marshall University. He is assistant chief of West Virginia's state park system and executive v.p. of the Tourist Railway Association, and a director in the National Railway Historical Society.

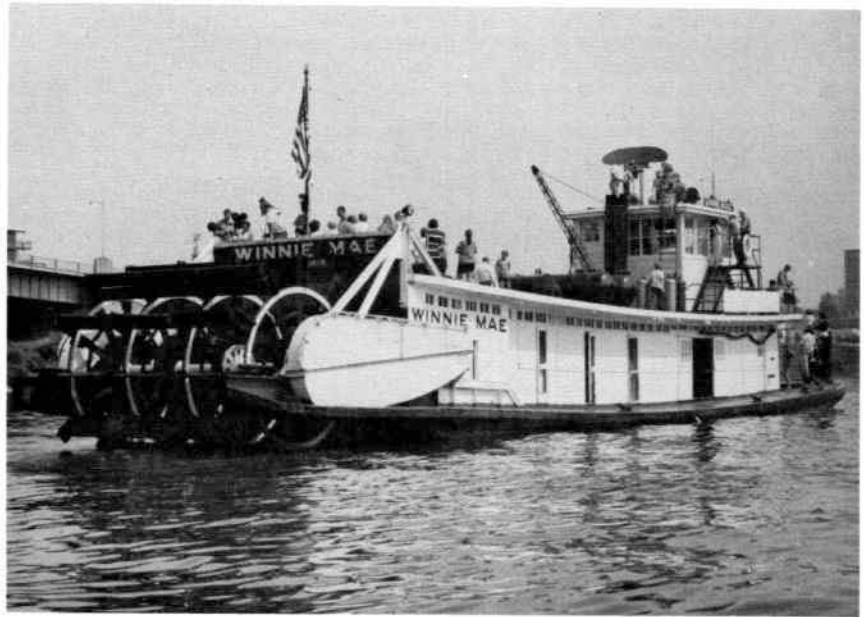
His wife Nancy taught college classes in Dayton, Ohio, and was a public relations consultant.

In announcing John's appointment to the Freedom Train the president of the foundation, Ross E. Rowland, Jr., said "Killoran has been selected for this key position after a search of the nation's best available talent in the field of special rail operations, and his appointment was suggested by one of the most respected rail executives in the nation."

The Freedom Train will be a cooperative venture with the American Revolution Bicentennial Administration. It will cover some 18,925 miles over 17 major U.S. rail systems.

"Steamboat Bill" Barr, member of S&D's Board of Governors, received a first class license as pilot of vessels plying the Kanawha River between Port Amherst and its mouth at Pt. Pleasant, and the Ohio River between Pt. Pleasant and Cincinnati this past July. He sat for the examination at the Huntington offices of the U.S. Coast Guard, Marine Inspection. Bill served his apprenticeship aboard towboats of the Amherst Fuel Co., the J. S. LEWIS and others. He is a graduate of Marietta College and makes his home with his parents, Mr. and Mrs. Robert Barr, at Charleston, West Va.

Sirs: Anent the letter from Jack C. Standen on page 42 of the June issue concerning the photograph of what appears to be the four-stack W. M. REES, I have received several other letters on this same sub-



WINNIE MAE BURNED

With a crew of six aboard and tied up near Crown City, Ohio at the right shore of the Ohio River, the WINNIE MAE took fire shortly before 6 o'clock on the morning of Wednesday, June 12, 1974. A crew member out on the barges saw the blaze and gave the alarm. All escaped safely. The fire department from Crown City responded but were given wrong instructions about where to go. By the time they reached the scene the famous towboat was in ruins. Twice winner in the Annual Sternwheel Race at Charleston, W. Va., the WINNIE MAE was built in 1936 on a steel hull constructed by Dravo. At the time of loss she was owned by White Bros., Inc., Belle, West Va. The original owner was the Monongahela and Ohio Dredging Co., Pittsburgh, who named her for the celebrated airplane in which Wiley Post circled the earth in 115h, 36m and 30s in 1933. The KATHY R had the wrecked boat in tow a week later, reportedly enroute to Belle, W. Va. Capt. Harry White must first assess the damage before deciding whether to rebuild her. The above picture was taken at Charleston just before the start of the races held Sept. 1971 by William E. (Slim) Brandt, Steubenville, Ohio.

ject. I was not the only one fooled by this unique illustration in my book "Life On the River." I enjoyed reading the explanation. It is always a pleasure to read the S&D REFLECTOR, especially the recent articles about the SPRAGUE and J. M. WHITE.

Norbury L. Wayman,
8137 Park Ridge Drive,
St. Louis, Mo. 63123

At about midnight on March 20, 1874 the towboat BALTIC was up-bound with empties on the Ohio River at Clarington, O. The pilot saw flames coming from the river-bank Hubbard House. He tromped the boat's whistle treadle. The short, quick toots alerted the watchman on the side-wheel packet JAMES REES moored at the wharf with her furnace fires slacked. The watchman saw the flames at the hotel and commenced ringing the REES's roof bell. In short order the whole populace was awake. The

guests evacuated the hotel and nobody was hurt. The Hubbard House burned to the ground. --from the Spirit of Democracy, Woodsfield, Ohio.

James T. King, Sr. is the operational manager for the Greater Pittsburgh International Airport. His avocation is speedboat (hydroplane) racing and he is conceded one of the best in the area. His father came to Neville Island in 1919 and for some years sold outboards and repaired them. Today the senior King works for his son at the Airport as chief mechanic.

These Kings are from down Parkersburg-way, the elder King having been born there. James Sr.'s father was Thomas H. King, a river steamboat engineer most of his life. John King was his grandfather, the same John King mentioned on page 43 of this issue as pilot of the Parkersburg-Belpre ferryboat NINA PADEN.



We've been entertaining ourself with this picture of the SIDNEY taken at New Orleans, thanks to C. W. Stoll who handed it to us. The banner on the roof rail says SEE NEW ORLEANS HARBOR; Leaves 2:30 p.m., Returns 5:00 p.m. Then on the boiler deck rail is this brag: WE ARE GOING TO MEET AND RETURN WITH THE KING REX Monday Feb. 15; leaves 10:30, Fare 50¢. This event had to be in 1915, the only year the SIDNEY ran at N.O. when Monday fell on the 15th. Do you suppose the sign meant what it says: that you could pay 50¢ and ride with the King of the Carnival? Hardly--the king generally arrived on his own "royal barge." In 1915 the regal rulers of Mardi Gras were Ernest Lee Jahncke and his queen Sadie Downman which is sort of wonderful because there was a New Iberia Lumber Co. towboat named SADIE DOWNMAN, although the towboat deceased itself several years prior to 1915. In Leonard Huber's elegant book, co-authored with Charles L. Dufour, "One Hundred Years of Rex 1872-1971" there appears a glorious double-page color picture of this king and queen with their pages Paul F. Jahncke, Jr. and Reuben G. Bush. They don't look to me like they had just come in on the SIDNEY.

When the excursion side-wheeler ISLAND QUEEN exploded and burned at Pittsburgh on Sept. 9, 1947 by good fortune many of the crew were not on board, although nineteen persons lost their lives. One of those "up the hill" was Robert A. (Bob) Reisiger, jazz trombone player who had been with band-leader Clyde Trask on the QUEEN since the early 1940s, and also played at the Moonlite Gardens at Coney Island. He later played trombone with Jimmy James at Cincinnati and then was with big name bands at Los Angeles, Las Vegas and New York. He died, 50, on Wednesday, May 22, 1974 at the Fort Lauderdale Lake Hospital in Florida. Services were at the St. Charles Borromeo Church in Carthage, Ohio.

At the first annual election of officers, held at Pt. Pleasant, West Va. on Sunday, June 23, 1974, the Ohio-Kanawha (O-K) Branch of S&D elected Jerome Collins, Nitro, W. Va. as president, and also elected James A. Wallen, Huntington, vice president, and Herschel W. Burford, St. Albans, as secretary.

Movies were shown of Kanawha and

Ohio steamboats and refreshments were served.

Among those present were Charles H. Stone, Mr. and Mrs. Jack E. Burdett, Sylvia Gibeau, Mr. and Mrs. Jerry Sutphin, Bob Kennedy, Mr. and Mrs. Ben McKinley, Doug Wetherholt, Charles H. Martin, Jim Bupp, Gene and Del LeRoy, Mr. and Mrs. Jerome Collins and Herschel W. Burford.

The group will convene with S&D at Marietta on Sept. 21 and will hold a December meeting, the arrangements for which are pending.

Mention of Thomas Sherlock in our last issue (page 13) recalls the death of Miss Anne Sherlock, daughter, on May 15, 1945. She willed many heirlooms, including a diamond cross, to relatives. This cross was presented to her by her brother-in-law Henry Probasco, who donated the Tyler Davidson fountain, a Cincinnati landmark.

The SALLY REED, a diesel stern-wheeler formerly owned by Pfaff & Smith Builders Supply Co., Charleston, W. Va., was originally the BERNICE built by Charles Zubik at Pittsburgh in 1931.

On December 20, 1866 a report was made to Gen. A. A. Humphreys, chief of engineers, U.S. Engineer Corps, by W. Milnor Roberts, who then was the superintending engineer for Ohio River improvements. Dated at Pittsburgh, Pa., it tells how far navigation extended up the Ohio's tributaries as of that date.

Beaver River: Slackwater for canalboats to Lake Erie.

Little Beaver River: Formerly navigable for canalboats, but long out of use for canal navigation.

Big Muskingum: to Zanesville.

Little Kanawha: 15 miles for small steamboats in high water; 40 miles for oil flats.

Big Hocking: In early times navigated 18 miles by keelboats.

Shade River: Lumber is run out 15 miles (yellow pine). Tan bark, hoop poles, etc. come out in considerable quantity.

Big Kanawha: Packets run to Charleston. Navigable in high water to Saline, 20 m. above Charleston.

Raccoon Creek: Pig metal boated down 20 or 30 miles in high water in large quantities.

Guyandotte River: Coal is floated down. Packets go to Barbersville, 15 m. in high water.

Big Sandy: Boats ascend 40 m.; no locks or dams.

Big Scioto: Small steamboats have ascended to Chillicothe, 75 miles, but canal carries traffic.

Big Miami: At one time navigated to Dayton.

Kentucky River: Regular packets to Frankfort.

Salt River: Navigation for flatboats.

Green River: Slackwater to Bowling Green; flatboats go above.

Wabash River: White River has been navigated to Indianapolis; on Wabash above mouth of White River are locks and dams. Lafayette is ordinary head of navigation but boats have been to Logansport.

Saline River: Coal boated from 8 miles up.

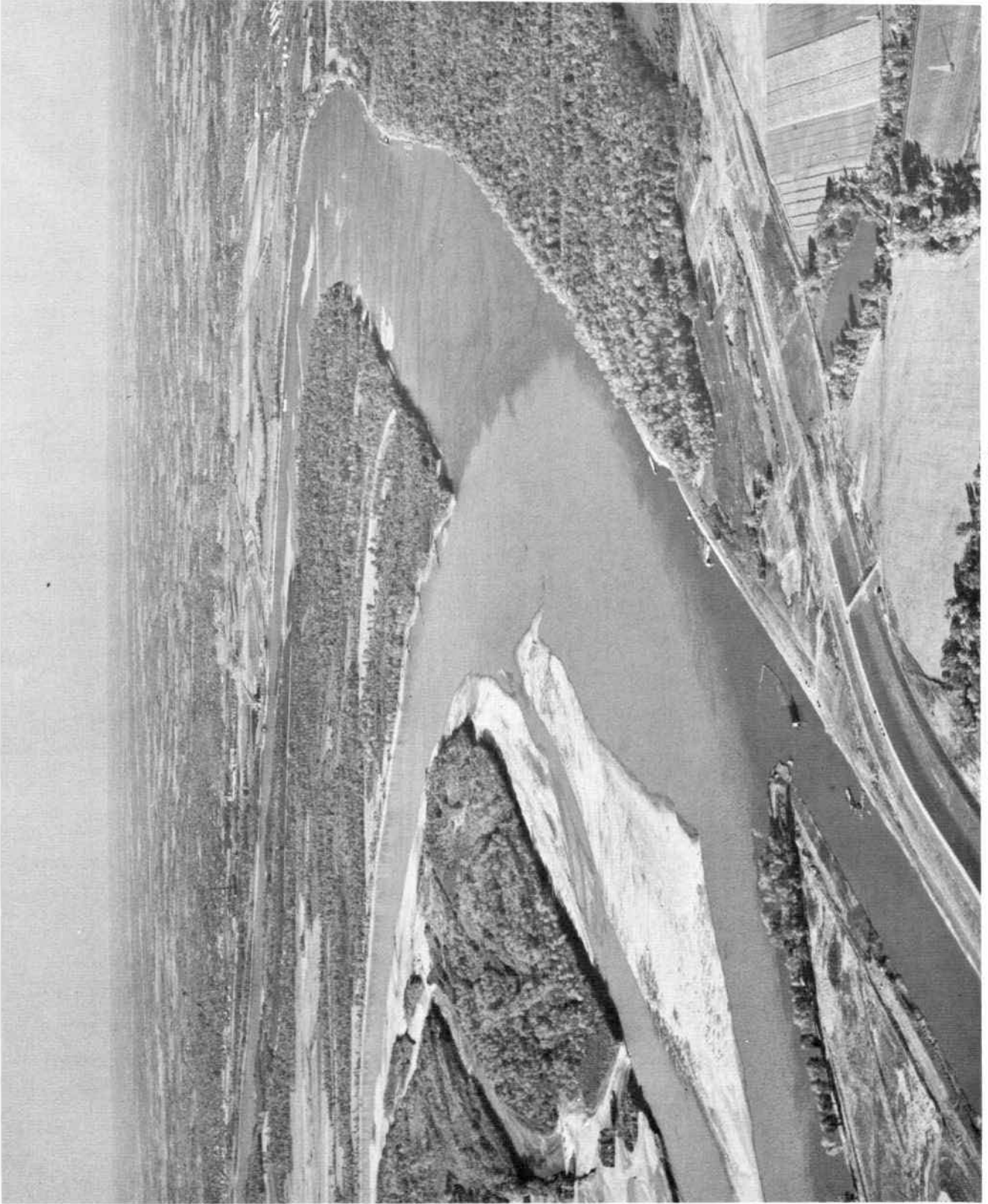
Tradewater River: Coal boated from 5 miles up.

Cumberland River: Navigation to South Fork. Coal brought from above to Nashville.

Tennessee River: Regular packets to Eastport. Muscle Shoals is 18 miles in extent and has 5 ft. on it in high water. Small boats ply above but seldom come below.

The Ohio River is figured 1,015 miles long; Allegheny 239, Monongahela 115, Tennessee 700, Cumberland 700, Wabash 440. 4,020 miles of navigable waterway for Ohio River system including above and tributaries.

The "Steamboat Days" celebration held at Peoria last Aug. 2-4 had what was called a "Dignitary Committee" headed by S&D member Robert J. Anton. Highlight of the affair was a race scheduled between the JULIA BELLE SWAIN and the DELTA QUEEN. Our deadline for this issue came too early to permit inclusion of the details.



At Mile 195 above Cairo. See text upper left next page.

PICTURE ON OPPOSITE PAGE

THERE'S NO SIGN POST to tell you what to do, but if you make a sharp left you'll be on your way to Omaha and Sioux City. If you go on up a ways and make the next sharp left you're headed for St. Paul and Minneapolis. For here's where the Muddy Mo meets the Upper Miss, a union creating the Missus Sloppy. Note how the liquid farmlands from Montana and Nebraska spew almost across the clear green waters from the Minnehaha country. In the foreground is the entrance to the Chain of Rocks Canal with a dredge working. Away up yonder is Wood River, Ill. The wooded real estate, center, is called Mobile Island, and the Muddy Mo takes its last sweep through Amazon Bend. A side-wheeler named AMAZON was fatally snagged here back in the 1850's. This dramatic view was taken by Gerald R. Massie from a plane just about over top of old Chouteau Island, looking north. We are indebted to Capt. Tom Kenny for this chance to display it.

There has been some speculation as to when the Eagle Packet Co. of St. Louis discontinued landing its boats at the regular "packet" location below Eads Bridge. The end came in September, 1942 when the old wharfboat was taken in tow by the GOLDEN EAGLE and the tug SUSIE HAZARD and deposited between the fences on the Illinois shore opposite Quarantine Hospital, just below Jefferson Barracks. It was sunk there. This wharfboat had a wood hull and originally was built at Madison, Ind. in 1899 as a model barge for the Barrett Line, 225 by 40 by 7.5. The Barrett Line named all of their barges, and this one was christened MAMIE BARRETT. Eagle Packet bought it in 1910 to replace a much older wharfboat built on the hull of the side-wheel LEVIATHAN which had been sunk in ice. The MAMIE BARRETT wharfboat was long enough to have upper and lower and midship gangways with steel stages over which teams could enter at both ends and drive ashore from the center one. This arrangement made it possible to load two packets at the same time, and it served the SPREAD EAGLE, BALD EAGLE, PEORIA, ALTON, CAPE GIRARDEAU, GREY EAGLE, GOLDEN EAGLE and PIASA. The company office was built in one end. When in 1942 the wharfboat was destroyed as noted above Eagle Packet moved its offices to the Eagle Boat Store, 804 North Levee, and the GOLDEN EAGLE thenceforth landed at the paved grade above Eads Bridge in front of the Boat Store location.

While on this subject, the first LEVIATHAN wharfboat was the hull of the 307 by 49 ft. side-wheeler of that name built in 1864 at New Albany which burned at St. Louis in 1866. No photo is known of it.



THE FAMOUS HOWARD SHIP YARD toward the end of its career built at least one diesel sternwheel towboat shown above. The HELEN H had a steel hull 85 by 22 when delivered to the Hougland Barge Line in 1930. About noon, Sept. 22, 1942 she caught fire while moored at the Paraland Oil terminal at Bettendorf, Iowa, just above Dubuque. The BOB GRESHAM pulled the burning towboat out in midstream, away from two barges loaded with gasoline, where she burned herself out. The hull was hauled out at Paducah, lengthened 14 feet, new superstructure placed, and she was renamed COURTNEY H. In 1948 the Houglands sold her to Cumberland River Sand & Gravel Co. Then, in late 1956 she was sold to Amherst Barge Line who renamed her EMMA NO. 3. Point Towing Co. bought her in 1959, and sold her in Feb. 1960 to John L. Donaldson who renamed her BROOKLYN and used her in Kentucky River. She was retired just a year or so ago.



Taken at the launching of the mv. JASON at the Dravo yard, Neville Island, Pa., June 22nd last. From the left: John Sargent and his wife Marian, Mrs. Virginia Smith, Ye Ed and Lady Grace, Miss Melinda Sargent. The Sargents live at Aliquippa, Pa. and John is with Dravo's water and waste treatment division. Photo by Bob Smith.

Ernest C. Smith, East Liverpool, O. artist and model builder, has sold his models formerly displayed in the Wellsville (O.) River Museum to Delmar O'Hara, a Wellsville attorney, who has them at his residence. The Wellsville Museum, forced to vacate its headquarters in an old stone dwelling several years ago, now is located in the Hammond home, formerly occupied by the late Dr. Henry C. Hammond and son John William Hammond. It is on Riverside Avenue at the lower end of Wellsville. Also living on Riverside is Stuart (Stu) Wilson who operates the towboat NANCY KELLY, and next door to Stu is the old Benjamin Way home-stead, now a funeral home. Capt. Ben Way operated early packets in the 1850's, DIURNAL and FOREST CITY, Pittsburgh--Wheeling, making

railroad connections with the C&P trains to Cleveland. He was a distant relative of ye ed.

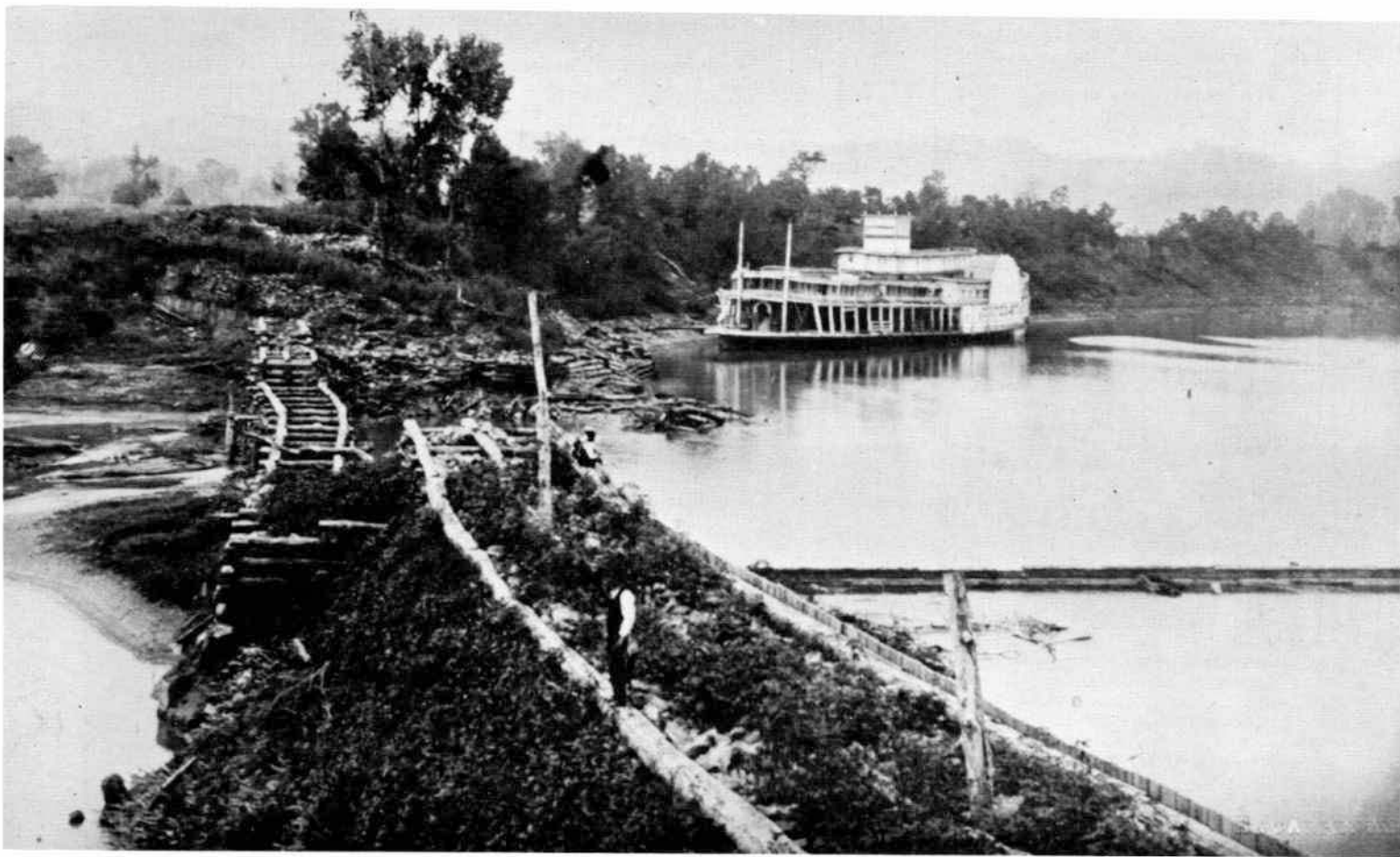
The traffic bridge crossing the Ohio River at Portsmouth, Ohio was made toll-free last May first. In an agreement the state of Ohio will assume the bridge's ownership as soon as outstanding bonds for \$380,000 indebtedness are paid off. Originally owned by the Fullerton-Portsmouth Bridge Co., it is officially known as the U. S. Grant bridge, opened in 1928.

Sirs: I believe the picture of the RIVAL in the last issue (page 41) was taken at the Lewis Pope & Sons dock at Parkersburg. She was built in 1903 in Marietta at the foot of Sacra Via where the W. P.

SNYDER, JR. was moored 1955-1973. Those days the river shore sloped gently, making a good launch-way. I was surprised when I returned later to visit aboard the SNYDER and saw the steep bank, all filled in since I was a boy. My father and Capt. J. M. Hammitt continued work at the Sacra Via location until 1907 when we moved to the old Knox yard in Harmar in time for the big high water.

Lou Seshar,
537 Conrad Ave.,
North Charleroi, Pa. 15022

The National Bank of Savanna at Savanna, Ill. is issuing personalized checks in color with a good picture of the BETSY ANN on them. Our thanks to Irvin M. Shrake for sending one along.



THIS PICTURE WAS TAKEN on Friday, August 10th, 1883 four miles up the Kentucky River at Lock and Dam No. 1--or what's left of the dam. The state of Kentucky had handed the Kentucky River navigation over to the U.S. Engineers four years before this picture was made. There were four old locks and dams built 1841-1844 in pretty sad condition. The dam at No. 1 had a big gap in it, not backing any water at all. And such was the state of affairs when this picture was taken, and work was under way to close the breach. The chief object of interest, however, is the side-wheeler moored below the dam at the opposite shore. Some sharp looking with a magnifying glass discloses the name UNITED STATES on her wheelhouses. We showed an oil painting of her in the March '74 is-

sue, page 24, remember? This is the packet built at Cincinnati in 1869 on the hull of the older UNITED STATES which had collided with the AMERICA the year prior. She belonged to the U.S. Mail Line and ran Cincinnati-Louisville. So here she is in August, 1883 shorn of jackstaff and smokestacks. Just as a wild guess she may have been brought here as a quarter boat for the work crew rebuilding the dam. We've read in another account that she was dismantled at Madison, Ind. in February, 1884. This unusual scene was rescued from old U. S. Engineer files by John Bleidt, currently president of the Louisville Propeller Club. The print comes to us courtesy of C. W. Stoll who flew to the Greater Pittsburgh Airport one day this past April and handed it to us.

Miss Irene Bowyer died in the Pleasant Valley Hospital, Point Pleasant, West Va. on the evening of Wednesday, May 29, 1974. She was the daughter of Capt. Charles Clendenin Bowyer and Kittie B. Bowyer (nee Parsons), both of whom died many years ago. She was born in Pt. Pleasant and for many years was assistant secretary of the Pt. Pleasant Building & Loan.

Irene was a devoted Episcopalian all her adult life, enjoyed social activities and seldom missed an excursion on the HOMER SMITH in which her father had interest. Her one sister was the late Mrs. Charles Russell McCulloch (Naida Chancellor Bowyer McCulloch).

For the past thirty years Irene has been an honorary member of S&D

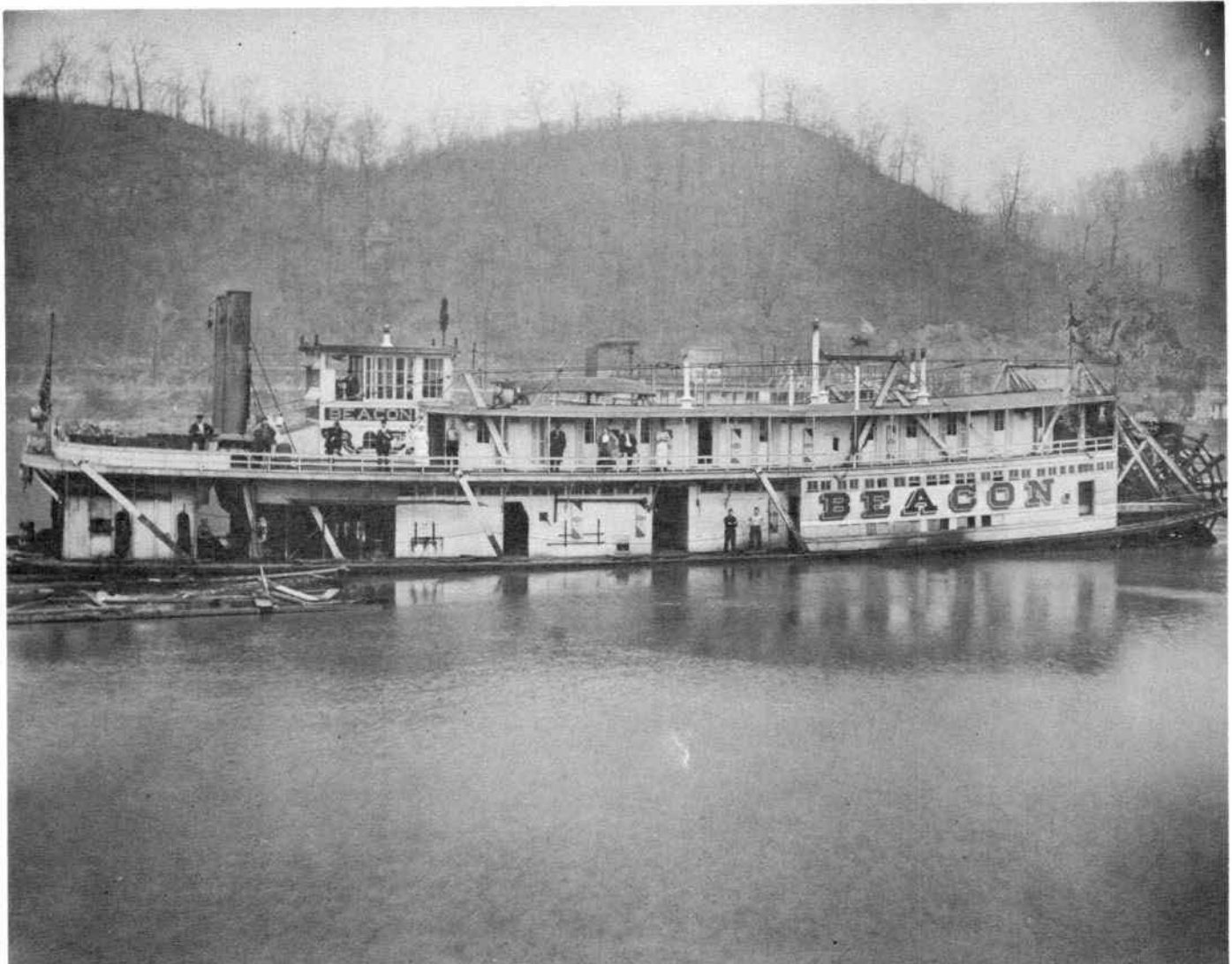
although she never attended a meeting. She is survived by two cousins, Hildreth Armstrong, of Pt. Pleasant, and George C. Bowyer of Delaware, Ohio.

Memorial services were held in the Christ Church, Episcopal, at Pt. Pleasant, Fr. Thomas R. Kuhn and the Rev. Rufus Cromartie presiding.

We had a surprise phone visit with Mrs. Oliver Barr, 224 Dell Avenue, Pittsburgh, on the morning of June 12th last. Mrs. Barr, now 80, is daughter of the late Capt. Harry Regan who was well known in his day as a pilot on showboats. Mrs. Barr asked did we remember the side-wheel CITY OF PITTSBURG

and when we complained we were not yet born for THAT, she said, "why you young so-and-so; I was taken on board right at Pittsburgh and remember the boat well." She has lived in Mount Lebanon for 52 years and grew up at Bellevue, Pa. in a home overlooking the Ohio River there.

Incidental intelligence: There is a swank beer joint in Essen, Germany called "The Mississippi," with interior white-painted railings and two stained glass windows. One of these windows shows in glass the race of the ROBT. E. LEE and NATCHEZ, and the other has a side view of the side-wheel MAYFLOWER, vintage 1854.



The BEACON is pictured about 1920 moored at the Pittsburgh Coal Co.'s marine ways, on the Monongahela River at Elizabeth, Pa. She was built there in the summer and fall of 1916 and ran her trial trip on January 29, 1917 commanded by Capt. George Smith and with Ben Miller, chief engineer. Across the river in the picture is the VALIANT (pilot house and stacks are visible) which was hauled out on the Elizabeth ways, rebuilt, and renamed TRANSPORTER. The BEACON was built on a wood hull 136.6 by 26 and had compound condensing engines 12" and 36" dia. by 6 ft. stroke. Most of her life she wore the three-

chime whistle originally on the CARBON, and later (1937) it was placed on the PITTSBURGH COAL. She was long commanded by Capt. Frank Schmidt who shared pilot watches with Capt. Ben Williams. Ed Price and Ben Kinsey were in charge of the engines, and Charles Danner ran second. She twice sank at Dravosburg, the first time in January, 1926 and the other time a year later almost to the day. In the end she was retired and laid up in the Allegheny River below the 16th Street bridge, Pittsburgh, where she sank for good on December 20, 1937.



BOW SECTION PLACED

These three shots were taken at Jeffboat this spring and come to us courtesy of R. Wes Naye.

In this view the completed bow section, fabricated and plated on a table at the stern of Hull # 2999, is lifted and is about to travel high above the construction work. It was built in this upside down position and must be flopped. Photo made April 6, 1974.

Here the section has been flopped and is being gently lowered to position to become the bow of Delta Queen Steamboat Company's yet unnamed flagship. Incidentally this is a good panorama view of the Jeffboat yard crammed with construction of barges and diesel prop tow-boats.





This picture was made twenty days later, on April 26, 1974 showing the bow-piece welded to place and now an integral part of the new steamboat. The deck plating is on for most of the length and the two black square holes are for the Foster Wheeler steam generators being completed at Dansville, N.Y. They will generate 390 psi. In this view the stern section is being fabricated upside down at upper right and probably by the time you read these lines will be flopped and welded, making the hull complete. Jeffboat is to build the superstructure complete, most of which will be accomplished after the hull is launched in November this year. A name for the boat will be decided upon prior to the launch and RIVER QUEEN is mentioned more often than other suggested titles. We first suggested PRISCILLA, then because of the upcoming bicentennial switched to BETSY ROSS, neither of which created the slightest ripple of applause at 322 East Fourth Street.

When the DELTA QUEEN visited at Pittsburgh this past July we were pleased to notice that one of the officers was Tom Cook who hails from Charleston, West Va. He went aboard as deckhand and soon was promoted to night watchman. Tom owns the famous whistle from the QUEEN CITY which for some years afterward was blown on the towboat JOE COOK owned by Pfaff & Smith Builders Supply Co.

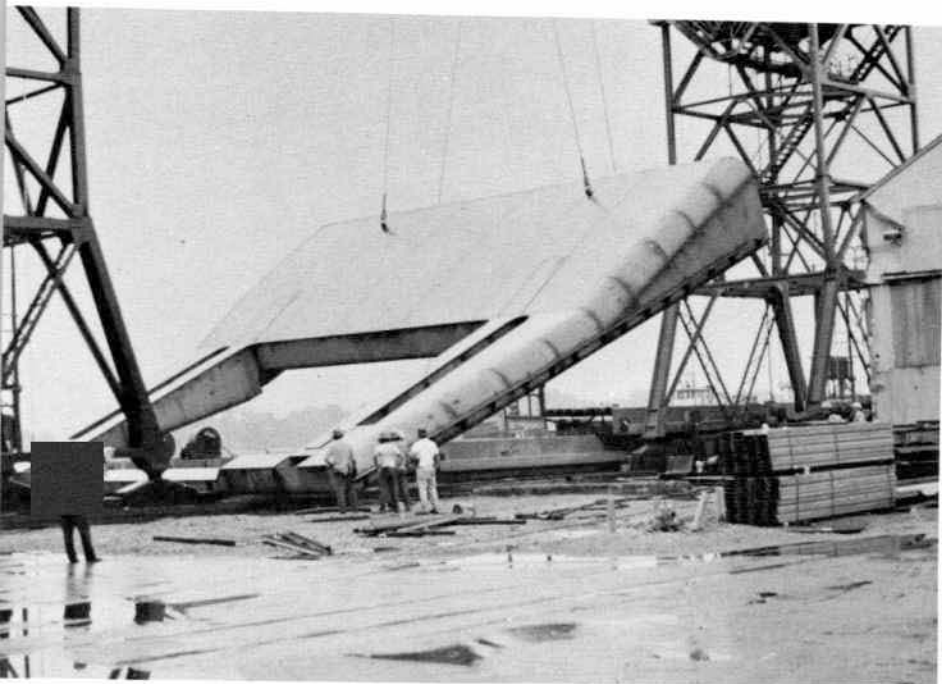
Sirs: Have been told that the issue of March '74 contains an article and pictures of the NEVA. This little boat, earlier named the CLARIBELL, played an important part in the history of this small river town. "CLARIBELL" was a

household word.

Juanita K. Burdette,
Leon, West Va. 25123

=The CLARIBELL was built 1880 at Pt. Pleasant, West Va., a short trade packet on a hull 100 by 18.8 feet. She ran between Gallipolis, O. and Buffalo, W. Va. on the Kanawha, Capt. F. A. Barrows, master, and Austin Barrows, clerk. In April, 1898 she was briefly in the Parkersburg-Gallipolis trade with Capt. Charles F. Stalder, master, and F. L. Barrows, engineer. A new hull some larger was built that year at Pt. Pleasant and much of CLARIBELL's equipment transferred to it, and so emerged the NEVA. -Ed.

The latest on the SPRAGUE is a grapevine report that plans have been prepared for her restoration, and by plans we mean blueprints. Those who have seen these prints recognized the craftsmanship of Alan L. Bates, who has been furnishing sets of SPRAGUE drawings for model builders. We'd say this is a switch--using model blueprint details to reconstruct an honest-to-john ex-steamboat. If they follow Alan's lines they'll get themselves a real job, but they won't. They'll be thinking in terms of adding a theater and such trappings and goof it up. Our inclination is to expect the worst and hope for the best.



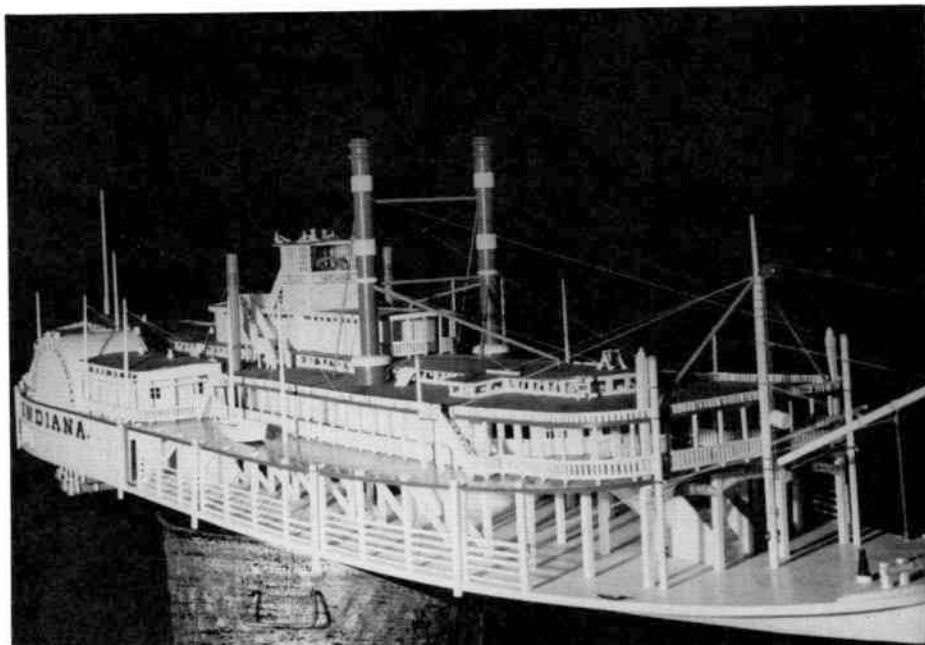
JEFFBOAT

America's largest inland shipbuilder.



FLOPPING THE STERN RAKE AND FANTAILS
The above-pictured operation was performed at the Jeffboat yard on Saturday, June 29th last. The 83-ton after section for the new DELTA QUEEN successor, built upside down, was lifted to an upright

position (two upper views) and then lowered right side up to meet the rear of the hull shown in the preceding pictures of this series. As you read these lines the hull for #2999 has taken its final shape, completely plated and decked.



This model of the INDIANA was made by David Krupick of 3848 Luzon St., Fort Myers, Florida 33901. He also has one of the CHAPERON, and both are displayed in his shop. One caller remembered the CITY OF LOUISVILLE and its destruction by ice at Cincinnati in 1918. "I believe I was born fifty years too late and missed all the fun," says Dave. He used plans drawn by Alan L. Bates for the model pictured above.

Ruth Ames Palmer, for seventeen years head librarian at the Marietta Public Library, died on Wednesday, May eighth, 1974. She lived in the family home with her sister Mildred Palmer at 629 Fourth Street, Marietta. Ruth was born in Marietta and graduated from Marietta College. She also had a degree from Western Reserve School of Library Science. She attended S&D meetings for many years. She is survived also by another sister, Mrs. Hope Murphy of Dallas, Texas. Memorial services were held at the residence.

The story of the VIRGINIA in the cornfield (March '74 issue, page 12) brings forth a letter from H. D. Smith who lives in the Mount Lebanon section of Pittsburgh. He was 13 at the time of the event and lived on the Ohio side about a half mile above Willow Grove, West Va. He and other youngsters paddled a johnboat across the day after the stranding and tromped around the VIRGINIA in the muddy cornfield. He recalls that the gentleman who owned the cornfield was a retired Army captain, Jim Williamson. Later on Mr. Smith made frequent trips on the KANAWHA bringing produce to Pittsburgh, and now he is retired after 44 years of service with Crucible Steel.

Paul W. Seabrook, New Albany, Ind., not only remembers when the SPRAGUE towed coal down the Ohio River, but was aboard of her a number of times. The owning firm, the Monongahela River Consolidated

Coal & Coke Co. (called for short the "Combine") had a large landing at the foot of Broadway, Louisville. Paul on one occasion visited there to see the SPRAGUE, the PITTSBURGH, JOS. B. WILLIAMS and the DUQUESNE.

"My second big round came in the spring of 1913," says Paul. "I rode with Capt. John Hottell on the FULTON while coalboats were being passed down through the canal and locks, enough to make up five large tows. On that occasion the SPRAGUE was making up at White City Landing, the HARRY BROWN at the old red brick house along the Kentucky shore, and the DUQUESNE and JOS. B. WILLIAMS had made up at the foot of Sand Island. When they left on that Sunday afternoon, the J. B. FINLEY was dropped down head-down and was held by lines to Sand Island and the K&I bridge while a tow was made up for her. John Hottell went out pilot on her, his first watches taking loads south."

Paul Seabrook also was interested in the item on page 15 of our last issue about C. Allen Knight. "I knew both the father Capt. Charley Knight and the son," recalls Paul. "Capt. Charley spent many years on the E. T. Slider towboats E. T. SLIDER and NORTHERN and before that he was with the Combine on the FULTON and tripped coal out to Cairo with the ENTERPRISE. I have seen him put the FULTON across the head of a Combine tow as a bow boat while coming down over the Falls, and I have ridden with him up over the Falls."

When the governor of Ohio paddles down the Muskingum aboard a sternwheeler--that's news.

The CLAIRE-E proceeded from Coal Run up to Stockport, and there took aboard Gov. John J. Gilligan, this on Wednesday, June 12th last. A landing was made at Beverly where a group of local persons, headed by Beverly's mayor Herman Hilton, heard the governor talk about aid for the aged. After passing through Lock 4 the governor ate lunch and talked with newsmen down to Lock 3 at Lowell.

The voyage was hosted by Gene and Claire Fitch, the CLAIRE-E's owners and crew. The boat had to plow her way through the Lowell canal where silting had shallowed the channel.

Departing the boat at Lowell, Governor and Mrs. Gilligan registered at the Hotel Lafayette, Marietta, where they spent the night.

Sirs: The June S&D REFLECTOR is another winner and proves once more that in a sorry world this publication is the only cultural feast around that is gettin' better all the time instead of worse.

Imagine seeing Carl Hall again after all these years (page 2). Some thirty years ago Mr. Hall was the chief engineer on the lordly sternwheeler ALEXANDER MACKENZIE. When I had been on her for a few days after leaving Cincinnati for Baton Rouge I strolled into the engineroom one day. Mr. Hall requested an explanation for my presence. When I told him I had just come in to have a look at the engines and such, he pointed out that neither he nor the engines stood in the slightest need of a deckhand's presence and that if I would remove myself at once it would create joy in his heart.

I also enjoyed the picture of Mrs. Florence Peaslee Thompson who busted the bubbly on the SPRAGUE at Dubuque in 1901. She was a close family friend and her husband, Dr. "Tommy" Thompson, was an eye, ear, nose and throat mechanic who snatched out my tonsils and fitted my first pair of specs.

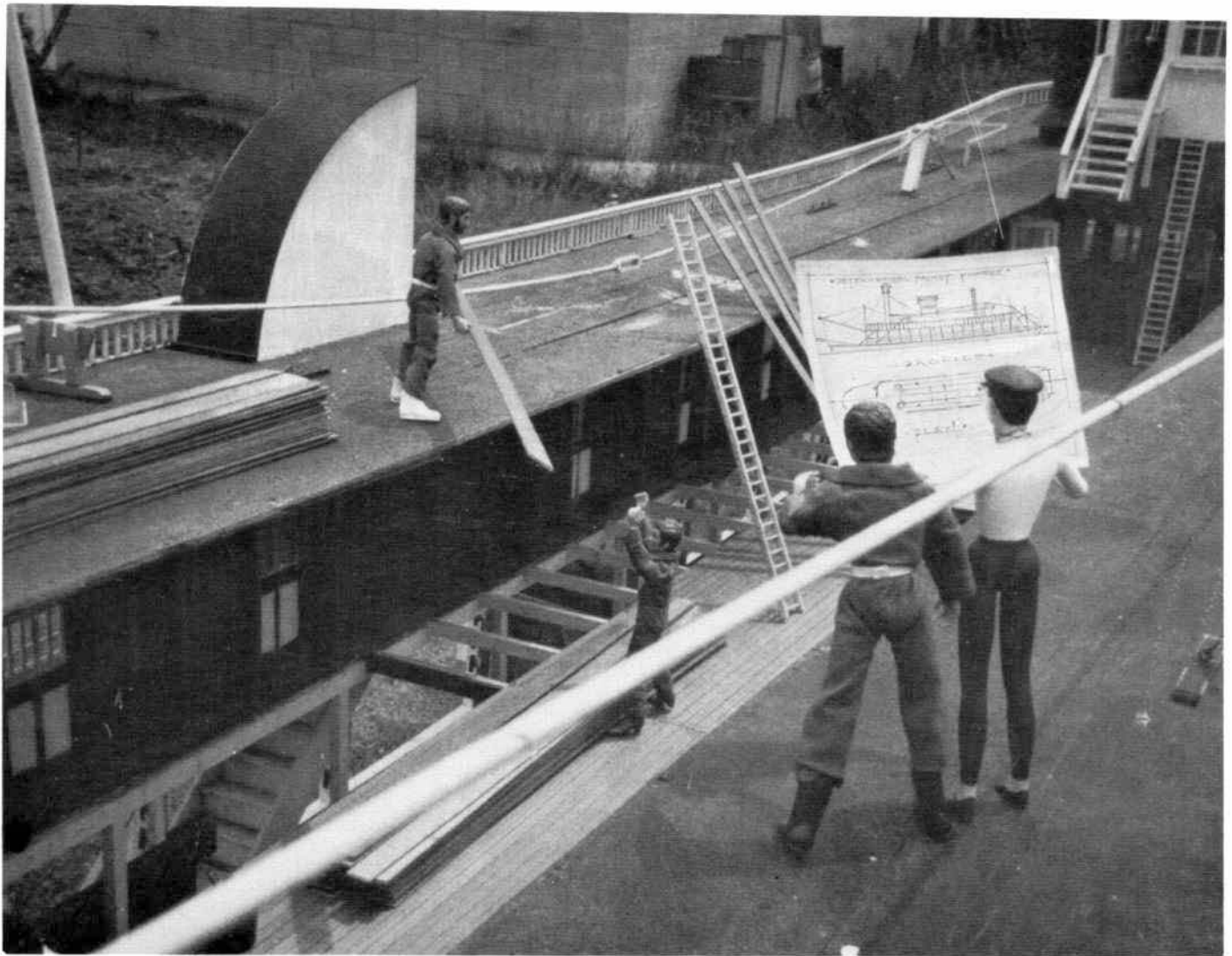
Entire issue beautiful.

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

A major collection of river material assembled by the late Capt. Howard Leslie Stody has been presented to the Louisiana State Museum and will be housed in the Cabildo, Jackson Square, New Orleans.

Capt. Stody was pilot and master of the SPRAGUE in her Standard Oil days. The presentation was made by his daughter, Mrs. Pat Major of Covington, La.

The collection includes photographs, 21 volumes of SPRAGUE's logs, bowls and saucers from the SPRAGUE and BETSY ANN, navigation charts and a compass.



THE STEAMBOAT PIONEER is undergoing a complete renovation at the Schotten Ship Yard, Hubbard, Ohio. The above picture and the two on the next page show the work in progress as of July 1st last. She is getting a completely new main cabin built to the design and finish of the former packet SENATOR CORDILL.

In these views the texas has been removed and the pilothouse set forward to allow the installation of a completely new cabin floor.

The above view shows a workman passing lumber down from the roof while his partner receives and piles it in orderly fashion. The marine architect in the white shirt is admiring his drawings as the boss carpenter wonders why an architect is paid to draw pictures of a job he can do just as well (better, he thinks) with a piece of blue chalk and a folding rule.

On the next page (upper) is a bird's eye view of the work in progress looking from the stern toward the bow. The carpenters in the foreground are laying off the proper lengths with steel square and pencil while a third one saws

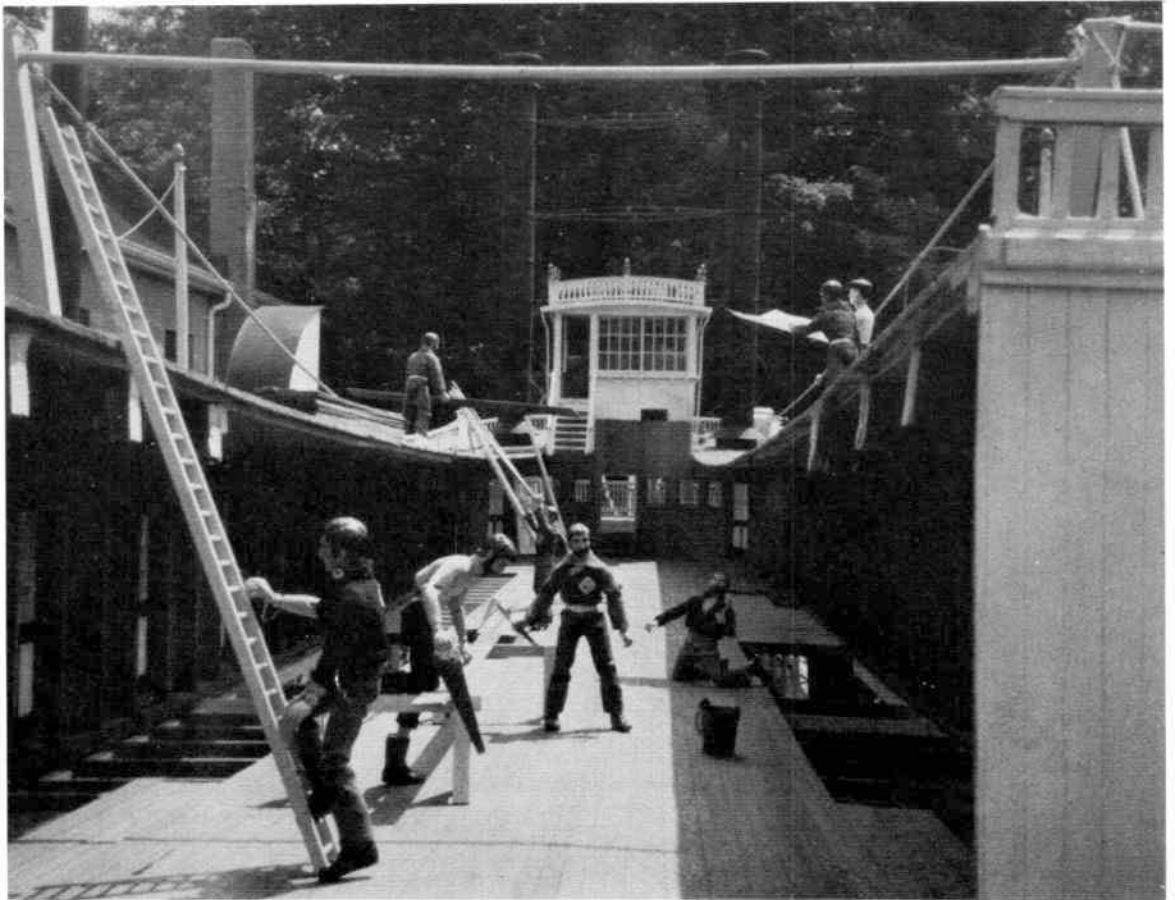
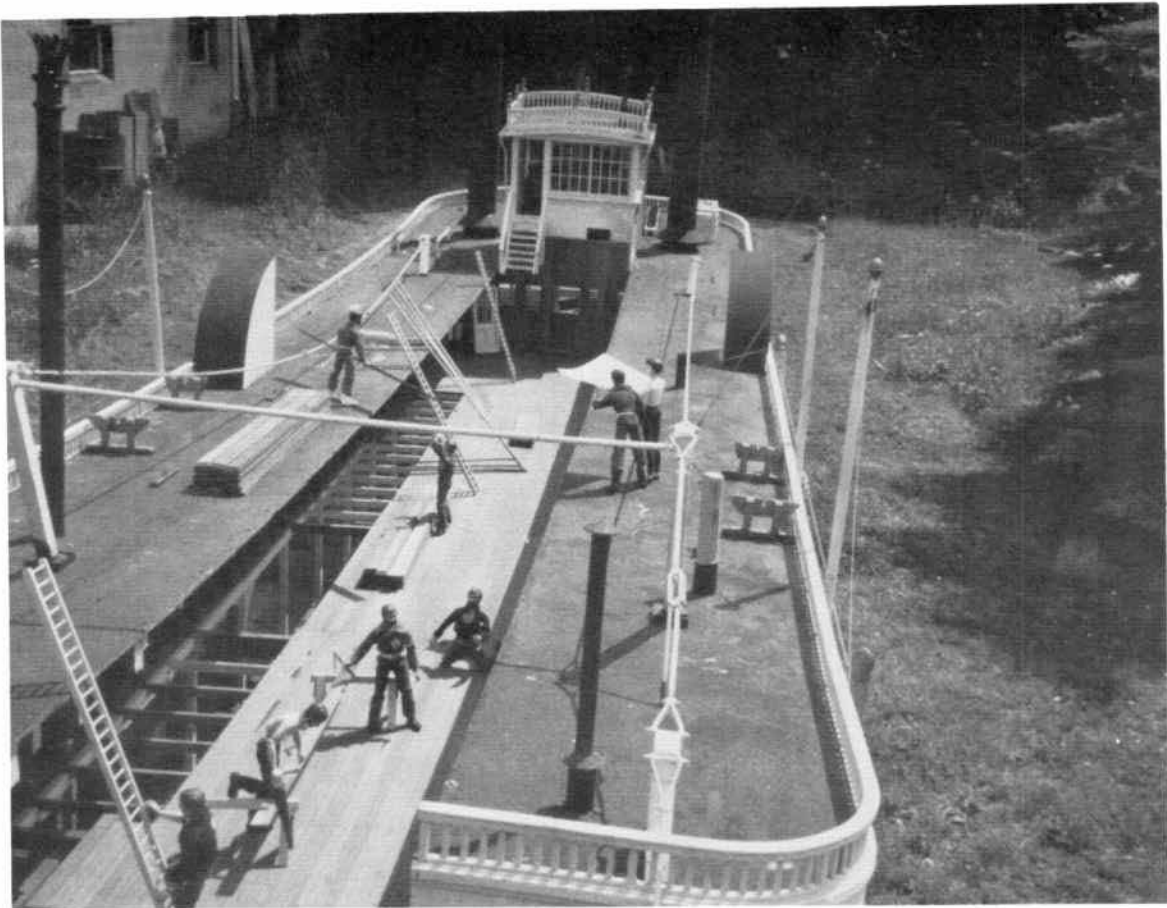
a board resting on two sawhorses. The architect continues to admire his drawing with the boss carpenter cluck-clucking approval and admiration. Meanwhile the two workmen continue to pass lumber from roof to floor.

In the third view (lower, next page) the noon whistle has just blown and the instinct to halt all productive work has seized everybody on the job, although the reactions are varied according to the temperaments of each man. The workman about to climb the ladder is frozen with indecision trying to remember whether his dinner bucket is aloft or below.

The carpenter with saw is tempted to go ahead making his cut but wonders what the union agent will think. The agent is the guy with the steel square---he's already quit marking off boards and now his gimlet eye is trained on the man with the saw. The carpenter on his knees has a mouthful of finishing nails which he must spit out, or swallow or--least likely--go ahead and drive. The workman on the roof has a board in his

hands ready to let down, confronted with the decision whether to put it back on the pile on the roof or pass it. The architect of course didn't hear the whistle blow because he never works by whistles. The boss carpenter is most concerned about getting the skylight roof on before these sunny days bring on a rain.

Vevay, Ind. is much in the news what with 20th Century-Fox in town filming a two-hour, made-for-TV movie called "A Girl Named Sooner" with many townspeople participating. About a year and a half ago the old B. F. Schenck mansion in Vevay, a vast pile of brick built in 1874 (nine bedrooms and five baths) was bought by two young men from Louisville, Burrel Farnsley and Sandy Speer, who are slowly renovating it as part of a program instigated by Farnsley's father Charles Farnsley, once mayor of Louisville, who now owns five old Vevay homes. This small town with 1,400 pop. which never had a railroad--but does have a quaint Swiss heritage--seems destined for a come-back.



The late Earl Cooper who headed the Victor Towing Co., Parkersburg, once told us that following a "high tide" in the Little Kanawha River, he has seen ten and twelve gasboats loading simultaneously at the Parkersburg wharfboat with freight for Grantsville, with some going through to Glenville. They also loaded small flats, none over 30 inches deep, down to 3-inch splash, and towed them ahead. Many of these flats had wide planks spiked on top of the gunwales, in effect boardwalks for men to walk on. In swift chutes two men on a side with poles to their shoulders shoved and walked backwards, while the 7 to 25 hp. gas engines popped and cracked, turning up the paddlewheel "like nobody's business."

Earl says that on the larger and more elaborate boats (which had a cabin back of the pilothouse) it took two quarts if Sam Thomson rye from Parkersburg to Grantsville, doled out so's one quart was consumed to Creston and the other one above.

Once such a boat was shoving up Little Kanawha, the pilot dodging logs and cross-ties which had broken loose, and were floating free-astray. "When it came night the pilot decided to tie up," says Earl. After the engine was shut off and the boat securely moored, this pilot (probably with the most of a qt. of Sam Thomson aboard) was still steering. "I'm making it real good now," he declared.

Earl Cooper also related this: "One time here at Parkersburg I saw a gasboat down from Glenville which had extra-heavy paddlewheel timbers and the paddlewheel fitted with steel plate over buckets and arms. She had been running from Glenville on up to Burnsville. I naturally was inquisitive and asked the proprietor why all the armor? He answered, "When she stops on the shoals up there I just give her hell and walk her over."

On page 13 last issue we noted that the side-wheel LANCASTER was the first boat in which Commodore David Gibson held interest, bought apparently from Capt. John Klinefelter.

Now we have a revealing letter from John W. Panhorst, Jr., Grabill, Ind., great-great grandson of Capt. John Klinefelter. John Panhorst has researched the Klinefelter steamboats and offers this information about the LANCASTER of 1842:

First enrolled at Pittsburgh on Feb. 25, 1842 owned in shares by Capt. Jacob Klinefelter (registered as master), Robert Beer, William Holmes & Co., James Forsythe & Co. and Lewis Hutcheson & Co. Capt. James H. Fisher took command and apparently bought Jacob Klinefelter's interest on May 4, 1844. Then, on April 7, 1847 the boat was transferred to Cincinnati enrollment with John Conner as her master and 1/4 owner. The other shareholders were David Gibson of New Richmond, O. 1/4; John McClean

and owners of the steamboat CLIPPER 1/4; and owners of the steamboat DANIEL BOONE 1/4.

Capt. Jacob Klinefelter involved in the above was a brother to Capt. John Simpson Klinefelter. Readers having pertinent information about Klinefelter-owned boats are invited to correspond with S&D member John William Panhorst, Jr., R.R. 1, Cedar Shores, Grabill, Ind. 46741.

Our researcher of Muskingum River steamboats, Clyde Swift of Glen Ellyn, Ill., has pin-pointed the date when the T. D. DALE was in the Cincinnati-New Richmond trade, an event twice mentioned in our last issue. He reports:

"On Saturday, June 19, 1886 the T. D. DALE left Marietta heading for the lower Ohio. Messrs. Berry and Morgan exchanged her for the BURNSIDE which made her way up the Ohio. The boats met midway and exchanged officers. The BURNSIDE entered the Beverly-Marietta trade and the T. D. DALE entered the New Richmond-Cincinnati trade."

Mention is made in this issue of the CLAIRE-E rubbing bottom in the Lowell canal on the Muskingum. Gene Fitch may take solace in Clyde Swift's finding that the T. D. DALE and the GEORGE STRECKER on Sunday, May 23, 1886 both loaded at Beverly with excursionists and took them to Blennerhassett Island for a day of fun and frolic. That evening on the return both boats got stuck in the Lowell canal requiring the tired excursionists to walk home the eleven miles from there to Beverly. The boats wiggled off and limped into Beverly at 9 the next morning.

Sirs: The sixth annual West Virginia Oil & Gas Festival will be held this year at Sistersville, West Va. on Sept. 12-15. We are adding a new event, a riverboat exhibit to be shown on the second floor of the Wells Department Store. We have hundreds of old pictures of riverboats past and present, also tools used in the making of boats, and some scale models of present boats on the Ohio.

S&D members are invited to take part, and please contact me for information or assistance.

Stewart Bradfield,
Box 191,
Sistersville, West Va. 26175

=High spot of this Festival probably is the showing of old gas engines in Sistersville's city park, Sept. 14-15. -Ed.

On page 11 this issue is a story of the disposition of the Eagle Packet Co. wharfboat at St. Louis. A coincidence to this was the disposal of the Lee Line wharfboat at Memphis at the same time, in September, 1942. The Lee Line's wood wharfboat, 300 by 50 by 6, was built at the Howard yard, Jeffersonville, Ind. in 1909, valued when new at \$28,000. It was taken down and beached on the head of President's Island. The Lee Line had been out of business for some time, and the last owner of the wharfboat was the Delta Transportation Co. headed by two Memphis gentlemen, Frederick and Earl Smith. They turned it over to the Mid South Wrecking Co. Lt. Comdr. Frederick Smith, USN, owned a very handsome yacht ATREBOR, twin prop, 600 hp., steel hull.



Even a cat may look on a king. Jack E. Custer's long-tailed buttermilk job named "Tom Dodsworth" is inspecting Jack's hull for his SPRAGUE model. Jack hopes to bring SPRAGUE to S&D on Sept. 21---why not the whole dish, Tom and all?

MEASURED BY THE NUMBER of extant photographs, the HUDSON attracted much admiration during her nineteen year reign. We would judge that more collodion was expended on her than on any other Mississippi-style packet running in the gay ninties.

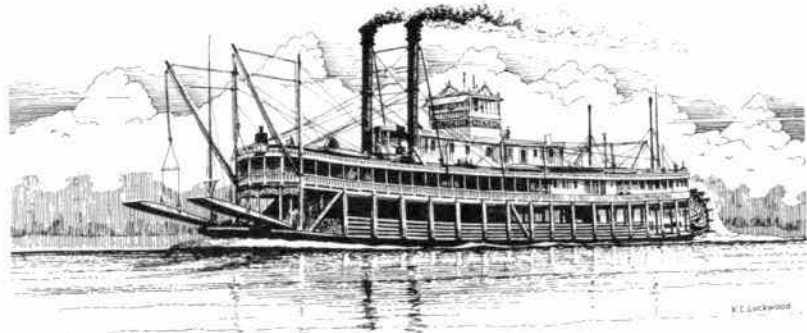
This steamboat was sculptured in wood and metal with a grace so faultless that she became photogenic from all points of observation, broadside, ahead, astern, from the beach or from a hillside. Anybody could take a good picture of the HUDSON and many did. Here in fact was an American art form with more allure than the best statuary guarded in museums of the world--she was a three-dimensional creation of motion, vitality, undeniable charm, and even had a pleasing voice.

A couple of years ago a gentleman phoned us from 80 Broad St., New York and said: "My son Bill and I want to build a passenger boat for the Mississippi River and we've found pictures of one called the HUDSON in a book; this is what we want--exactly." The gentleman was William E. Dow, Jr. who now is building the NATCHEZ.

The book he and Bill had inspected was "Mississippi Stern-Wheelers." The publisher of that book, Mr. Kalmbach, after sorting hundreds of pictures of candidates for inclusion had remarked: "Here is a boat we're going to have to show twice--she's remarkable."

An early national exposure came in 1895 when the talented "steamboat artist" Samuel Ward Stanton included a fetching pen-and-ink drawing of the HUDSON in his cele-

American Artistry in Wood

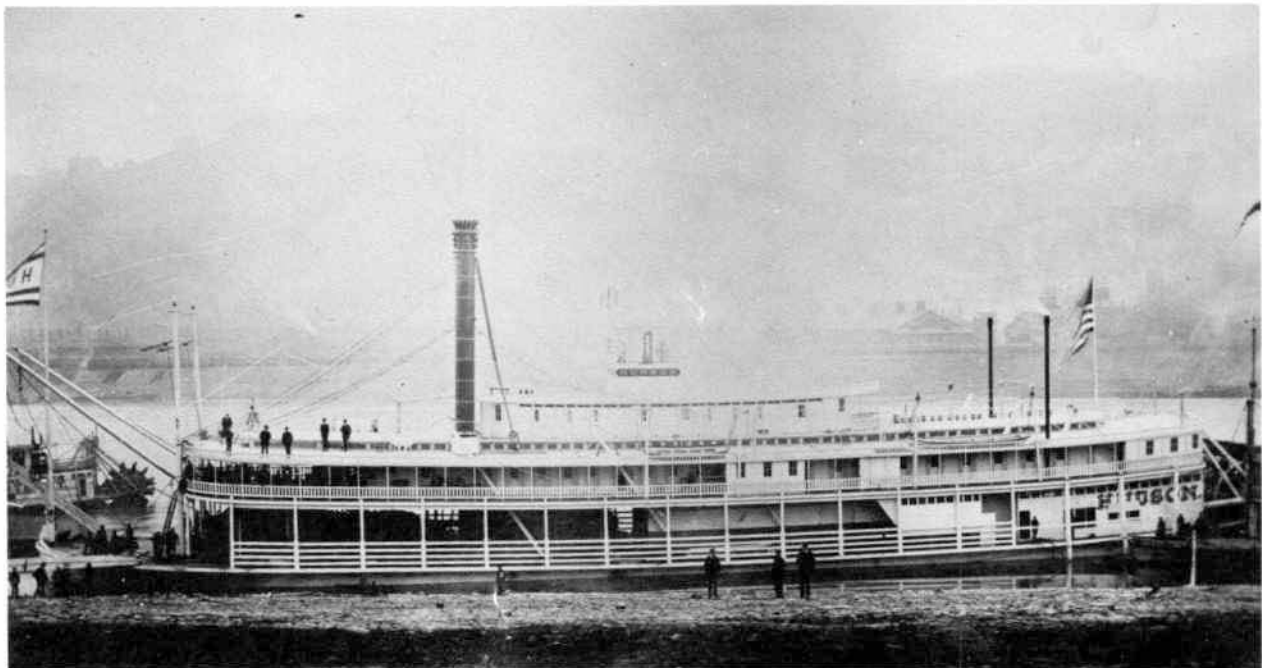


This excellent drawing of the HUDSON is taken from a London magazine, "Ships Monthly," Vol. 7, No. 9, September 1972 issue. The artist is K. E. Lockwood. The surprise of seeing the HUDSON in a modern British publication was the spur which resulted in the preparation of this feature story.

brated volume "American Steam Vessels." Incidentally a reprint of the river section of this book is announced for publication this September.

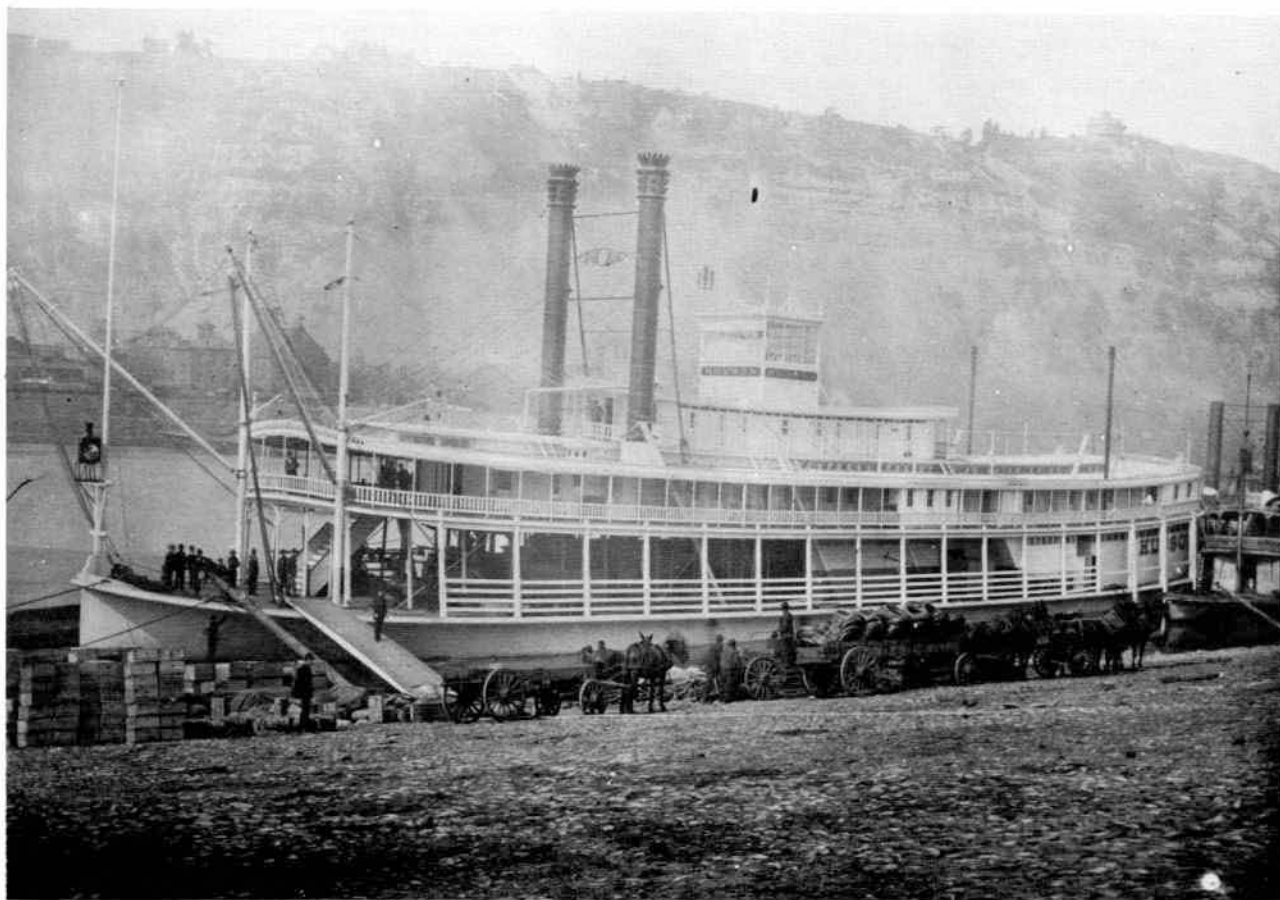
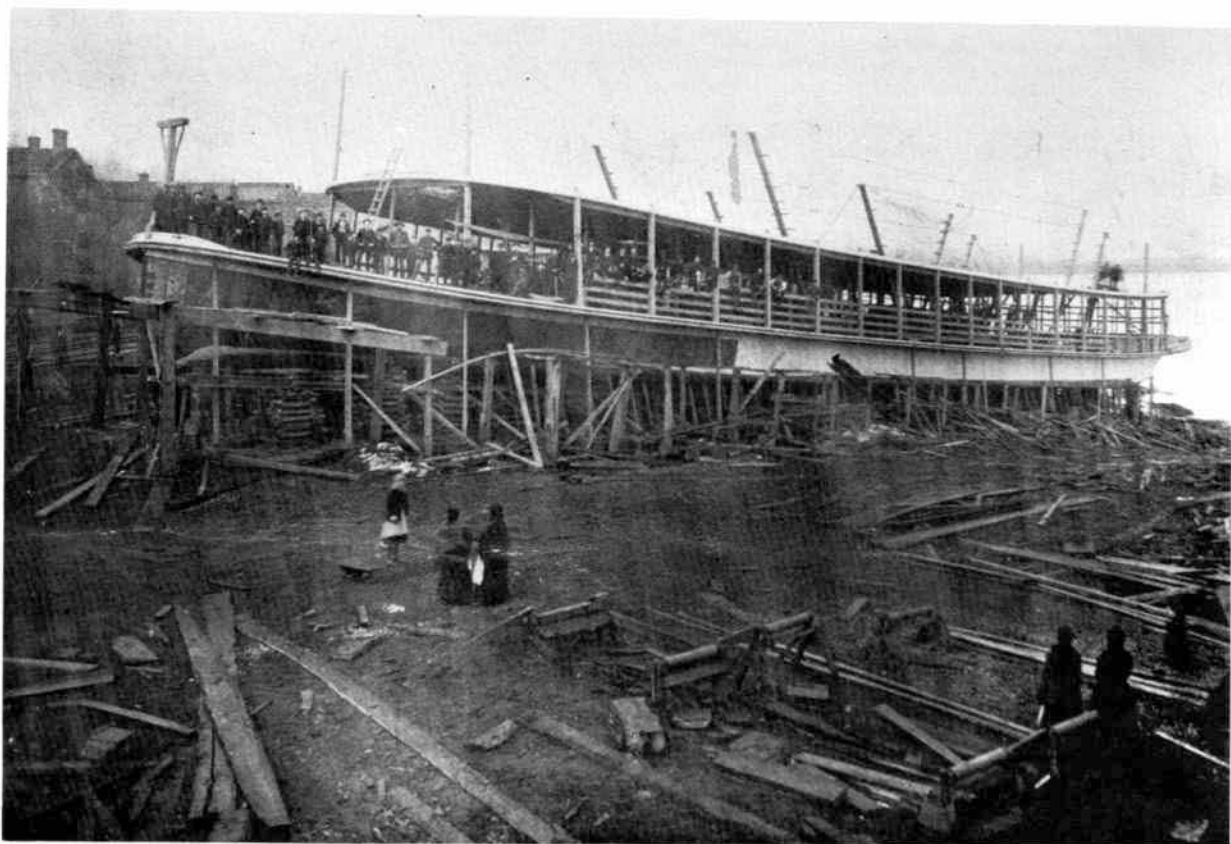
Once, browsing through old magazines, I happened on a captivating story---fictional---about an old river captain whose fancy stern-wheeler had been outmoded by barge lines, so he beached her in front of his cottage. Every morning he went aboard, swept the decks, did

odds and ends of work like painting the stacks and greasing the engines, and his neighbors thought he was a nut, but he didn't care. He loved that boat. He dreamed of the day when she'd again be back in business and he'd be at the wheel. The story was illustrated with ink wash drawings of the old gent in suspenders and uniform cap doing his chores and admiring the old crate---and by golly she was the HUDSON, every inch of her. I



The HUDSON pictured at the Monongahela wharf, Pittsburgh, ready to leave on her maiden trip to Paducah and St. Louis in 1886. Capt. William S. Pollock unearthed the original glass plate of this view in the old James Rees & Sons Co. shop in 1921. It had a bad brown stain down through the center which we've tried to "dodge" out as much as possible. The towboat showing at the left is the MONTEREY, named for a town on the Allegheny River above East Brady, Pa.

The HUDSON ready to launch at the Freedom yard. The view came to us years ago from John M. Sweeney who built NETTIE QUILL and T. P. LEATHERS at this location about the same time. Other than one of the QUILL being built no other photographs are known of activity at this once important boat yard. The biggest boats launched here were the WILL S. HAYS and JOS. B. WILLIAMS. Note that the fore-body of the hull is painted black, and in the picture below it has been repainted white. From the angle we surmise her stern is aimed slightly up-stream.



The HUDSON being outfitted at the Monongahela wharf, Pittsburgh, in 1886. Note the old-style locomotive headlight mounted on the gallows-frame at the stem. It later was placed forward on the hurricane roof. The stern is resting against the old packet CHESAPEAKE (first) which one year later sank at this location when some boys turned loose a wagon which rolled down the stone wharf and the tongue mortally stabbed the hull. This view came from the James Rees & Sons Co. files.

made the error of sending the magazine to Donald Wright with the idea he might want to use it, pictures and all, in *The Waterways Journal*. He made the error of losing it. So I can't relate to you who the author was, or the artist, or even the name of the publication. If any reader has knowledge of this story, wire collect.

THE HUDSON was not named for the Hudson River. She was not built at the Howard Ship Yard where fluent lines of deck and hull were the end result of much experience. She was built under the supervision of a gentleman who never before had built a steamboat.

Fact is, James Franklin Ellison was born in Christian County, Kentucky, near Hopkinsville, where there isn't a river or the makings of one. His father Marshall Ellison owned a plantation of considerable acreage, kept slaves, and was considered pretty well fixed. He had come into this estate by inheritance inasmuch as his father and mother, who were Welsh, had come to Kentucky from Virginia in 1800. He married well, too. Mrs. Ellison (Frank's mother) was a lineal descendant of Squire Boone, Daniel's brother, tracing her ancestry to Benjamin Franklin (so easy to see for whom Frank was named) and she was connected by blood and marriage with the Cockrell, Jewett and Ashbrook families who were to the manor born in this Kentucky region.

Frank was slated to become heir to all of this affluence inasmuch as he was the only son. The other child was a daughter four years younger than Frank.

But alack, along came the Civil War, the slaves deserted, and the father donned the gray uniform and headed south in the service of the Confederacy. Exposed as they were on the plantation, Mrs. Ellison closed the place, took her son Frank (then 6) and daughter to Paducah. Within weeks Marshall Ellison returned from the battlefields to join them, a wounded and sick man, and despite doctors and sleepless care, shortly died.

The widow with inborn fortitude picked up the pieces and set about to raise her children. She disposed of the plantation and made a home there in Paducah. So that's where Frank went to school and he later attended a school in St. Louis taking a business course. He was greatly attracted to the steamboats and became a packet clerk in the employ of the Evansville & Cairo Packet Company. This was at the time the ARKANSAS BELLE and PAT CLEBURNE were running, although Frank well remembered (how could he forget!) the side-wheel IDLEWILD--quite possibly he worked on her--which lately had been sold to the Memphis & Arkansas City Packet Company.

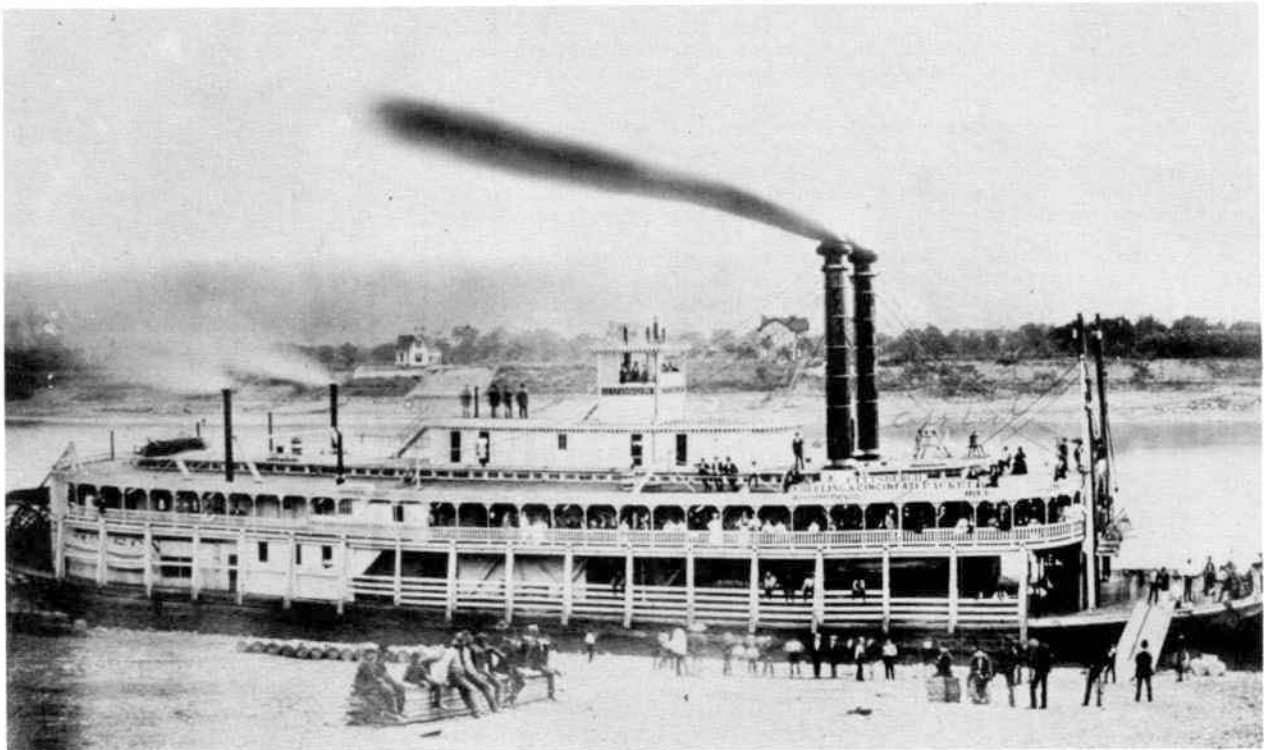
Frank's first command was the sternwheel cotton packet E. W. COLE running in the Memphis-Vicksburg trade in the fall of 1883

when he was about 26. He came back to Paducah with ambitions to own his own steamboat. The Cumberland River packets out of Nashville at that time were carrying a great deal of reshipping to and from St. Louis, running out to Cairo, about 45 miles, reshipping with the Anchor Line.

Frank's idea was to run a packet between Paducah and St. Louis to handle all of this freight without reshipping. Capt. J. S. Tyner of the Ryman Line's B. S. RHEA nodded approval. Frank was to get the boat and run it.

The best second-hand steamer available at the moment was the sternwheel HUDSON, already about nine years old and about due at the boneyard. But the price was right for a young man with scant resources and who was determined not to borrow from his mother. So the venture was commenced and was at once a success. Such a howling success, to be sure, that the construction of a new steamer for the Paducah-St. Louis trade was justified.

FRANK ELLISON needed financial partners and sound boat-building savvy. Fortunately both were available wrapped in one package. James Rees, the Pittsburgh boat, engine and boiler builder, proposed and submitted a price for a new sternwheel packet 225 feet long of hull and 37 feet beam. James Rees & Sons Co. offered Ellison attractive terms, a down payment and notes falling due



The first HUDSON photographed at the Wheeling wharf in 1875 at the time of her inaugural trip with invited guests aboard. Capt. William M. List, master, is standing in front of the texas. Her roof signboard says PITTSBURGH, WHEELING & CINCINNATI PACKET. The whistle on the pilothouse very well may be the same one used on Ellison's HUDSON and on the QUEEN CITY. Wheeling Island is in the distance, only two houses in sight. We are indebted to John M. Sweeney for the picture.



The cabin of Ellison's HUDSON viewed from amidship looking forward. When new she had chandeliers with oil lamps which leads to speculation as to whether she had a light plant in 1886. In this scene she has electric lights. The door at extreme right is marked PANTRY. The upper panels in the doors seem to be burlled maple.

at later dates. The usual Rees custom was also to accept a substantial slice of stock, guarantee of a constant check on the boat's business through regular financial statements.

At this time, in 1885, boat building in the Pittsburgh area was in the doldrums. The old yard at Shousetown had closed due to deaths of the two principals. The Sewickley yard, source of much Rees business, had burned out. The McCaskey & Kerr yard at Freedom, Pa. (Ohio River Mile 23.4) had been operating under lease to Samuel S. Brown, the Pittsburgh coal baron. In the past three years the WILL S. HAYS had been built there in which both Rees and Brown had interest; also the towboat JIM WOOD, and also two hulls for the A. J. Sweeney firm of Wheeling, the NETTIE QUILL and T. P. LEATHERS. The Freedom yard now needed new contracts--badly--to keep the work force together.

So Jim Rees's proposal was to build the hull for Ellison's new boat at the Freedom yard, have it towed to the Rees shop at Pittsburgh where the upper works would be built, and new Rees engines and boilers installed. This Ellison steamboat came along at a most propitious moment for all concerned. The Rees firm was well protected no matter how the new boat

fared in the Paducah-St. Louis trade; if worst came to worst Rees could take her over for their Memphis & Arkansas City Packet Co. or dispose of her by sale. It would appear that the only vulnerable party was J. Frank Ellison.

To set the wheels in motion Ellison's immediate task was to make a substantial down payment and sign the contract. How he procured the money is sort of a river tradition. There are several versions but the one we like best is that he applied for a loan to his banker in Paducah, was turned down flat; then he went to other local banks and business men there and also was refused. Exasperated and nursing his wounds he confided his plight to a knowledgeable lady of Paducah who said in effect why Frankie you studied book-keeping and you should have studied chemistry, you leave this to me--I'll hold my own banker's meeting tonight and you call tomorrow and get the cash, how much do you need? OK, now promise me on your solemn oath that you'll build the best damn boat this town ever saw, and maybe I'll ride with you to St. Looie, a deal?

The knowledgeable lady of Paducah, if such a person existed, knew human chemistry. Frank Ellison took his old HUDSON up the Ohio to Freedom, Pa. and his en-

thusiasm to build the perfect sternwheel packet struck sympathetic vibrations in the system of architect Tom Dunbar, and even in the system of Jim Rees. Most important, Frank Ellison had in his mind's eye a crystal-clear idea of every detail, garnered in his youth while admiring the old IDLE-WILD. Pieces and parts of the HUDSON were used in building the new boat, which Frank decided also to name HUDSON.

Bow your heads for a moment as we speak a few chosen words over the wreckage of the old HUDSON. She was built at Murraysville, W. Va. and completed at Wheeling in 1875 for the List brothers, designed for the Wheeling-Cincinnati trade, replacing the older R. R. HUDSON. Both were named to honor the same gentleman of Pomeroy Bend who shipped much salt, etc. Four years later the Lists built a much larger and handsome side-wheeler, the ST. LAWRENCE, selling the HUDSON to a group who ran her briefly Pittsburgh-Cincinnati and then sold her to J. Frank Ellison.

THE "NEW" HUDSON got her finishing touches moored at the Monongahela River wharf, foot of Market Street, Pittsburgh. Every riverman from miles around came to admire this Pin Up Girl of '86. She had twin landing stages

heeled on the forecastle, her fancy smokestacks were identical to those of Ellison's childhood dream boat IDLEWILD, and were provided with the new Christy Patent hoists for tilting them back, there were cute skylights with pagoda tops over office and bar, and another one for good measure over the captain's room on the texas roof. She had a big, roomy forecastle, an enormous freight area forward of her four boilers, and her passenger cabin was worthy of a private club.

Thomas M. Rees concocted a publicity stunt worthy of P. T. Barnum. Instead of running a break-in or trial trip in the harbor to

prove out her machinery, she was tapped out with her full load of freight and passengers, departing for Paducah with no delay. Rees boilers and machinery were reliable and dependable--this event, unprecedented, was the talk of the river for years after.

As well may be imagined, the reception and ovation when this new HUDSON arrived at Paducah was a milestone in the city's history. Capt. J. Frank Ellison was the hero of the hour. There seemed no impediment to his success and yet, blindly, he had just passed under it.

On July 13, 1885, even as the HUDSON's hull was taking shape at

Freedom, Pa., there was a great celebration at Henderson, Ky. for the opening of the new L&N Railroad bridge. Prior to that date the L&N had used cumbersome river car ferries there, often forced to suspend service in times of flood and ice. The L&N also had taken another great step--they had adopted a standardized rail gauge, that of 4 feet 8½ inches. The single track across the new bridge could carry freight cars from all northern lines without interchange or changing wheel trucks. The new Ohio River bridge meant that the L&N was giving 12-hour passenger service Nashville to St. Louis, and was running freights through in 22 hours. All of this, coupled with some rate manipulation, spelled kate-bar-the-door for the once lucrative packet business between the Cumberland River and Saint Looie. J. Frank Ellison's grand idea had died in its inception.

Nevertheless the HUDSON was entered in the Paducah-St. Louis trade. But without the Nashville reshipping it was no-go. Curiously at this same time the St. Louis & Tennessee River Packet Co. was trying out the Florence-St. Louis trade with the small HENRY A. TYLER, the beginning of a huge success story ably told by Frank L. Teuton in his book "Steamboat Days on the Tennessee River."

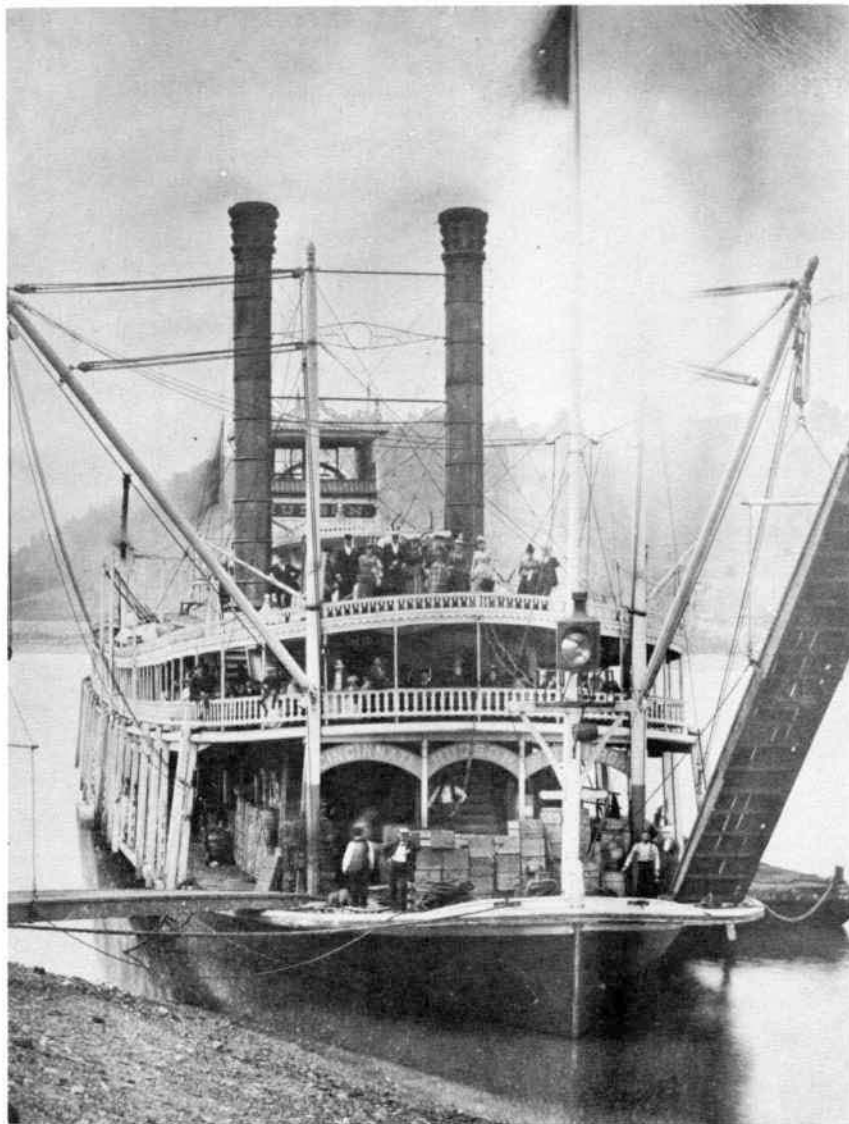
Ellison then entered the HUDSON in the Mississippi River trade between St. Louis and Grafton, Ill., a short-haul (38.7 miles) run in which the side-wheel SPREAD EAGLE was entrenched. The competition was more than he had bargained for and the HUDSON was again without a home.

ON DECEMBER 1, 1888 the HUDSON blew to land at the New Orleans wharfboat, Cincinnati, having arrived from St. Louis with Capt. J. Frank Ellison, master, Aaron McLaughlin, pilot; A. J. Slavin and Abbott Veatch, clerks, and James Daniels, steward.

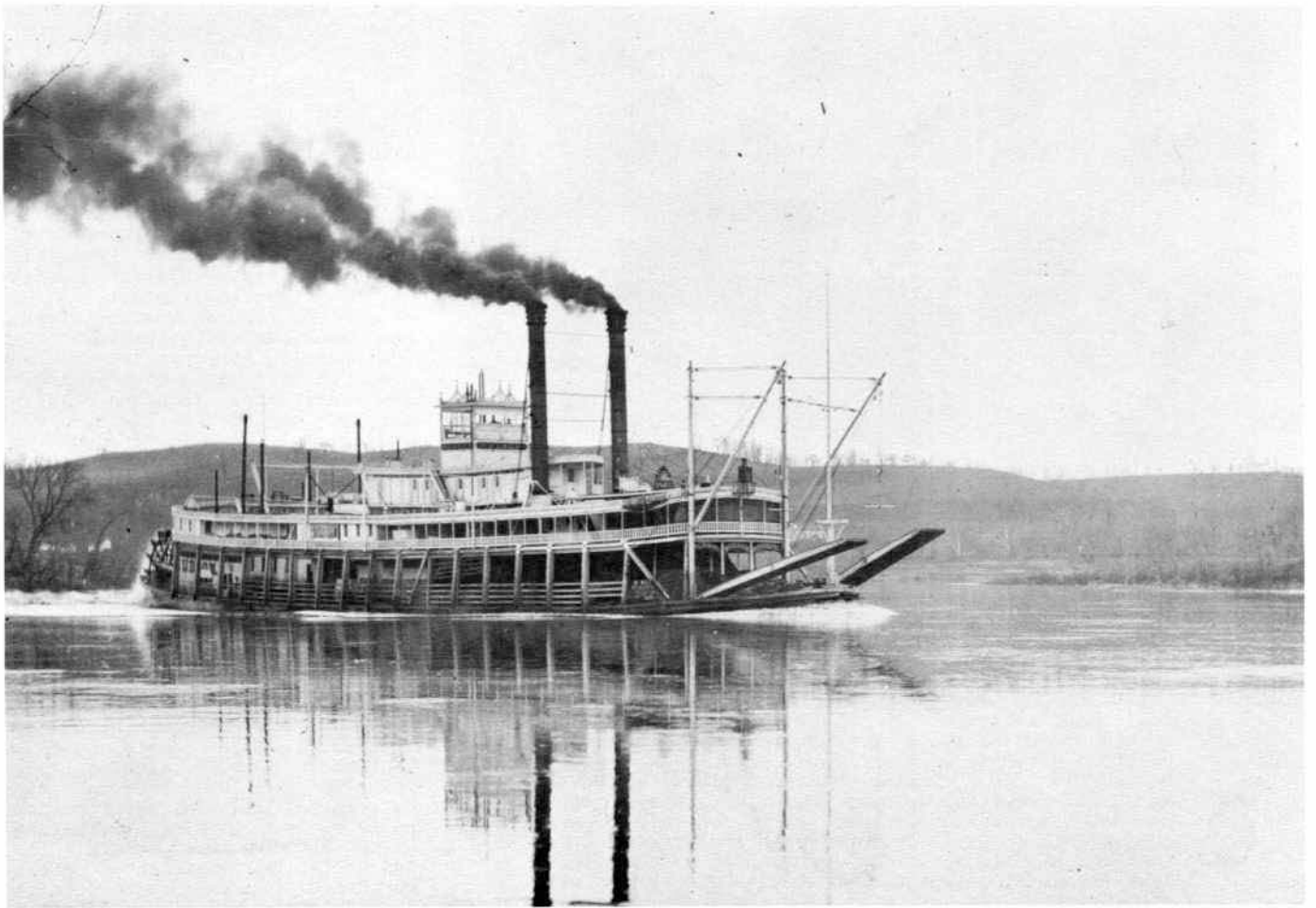
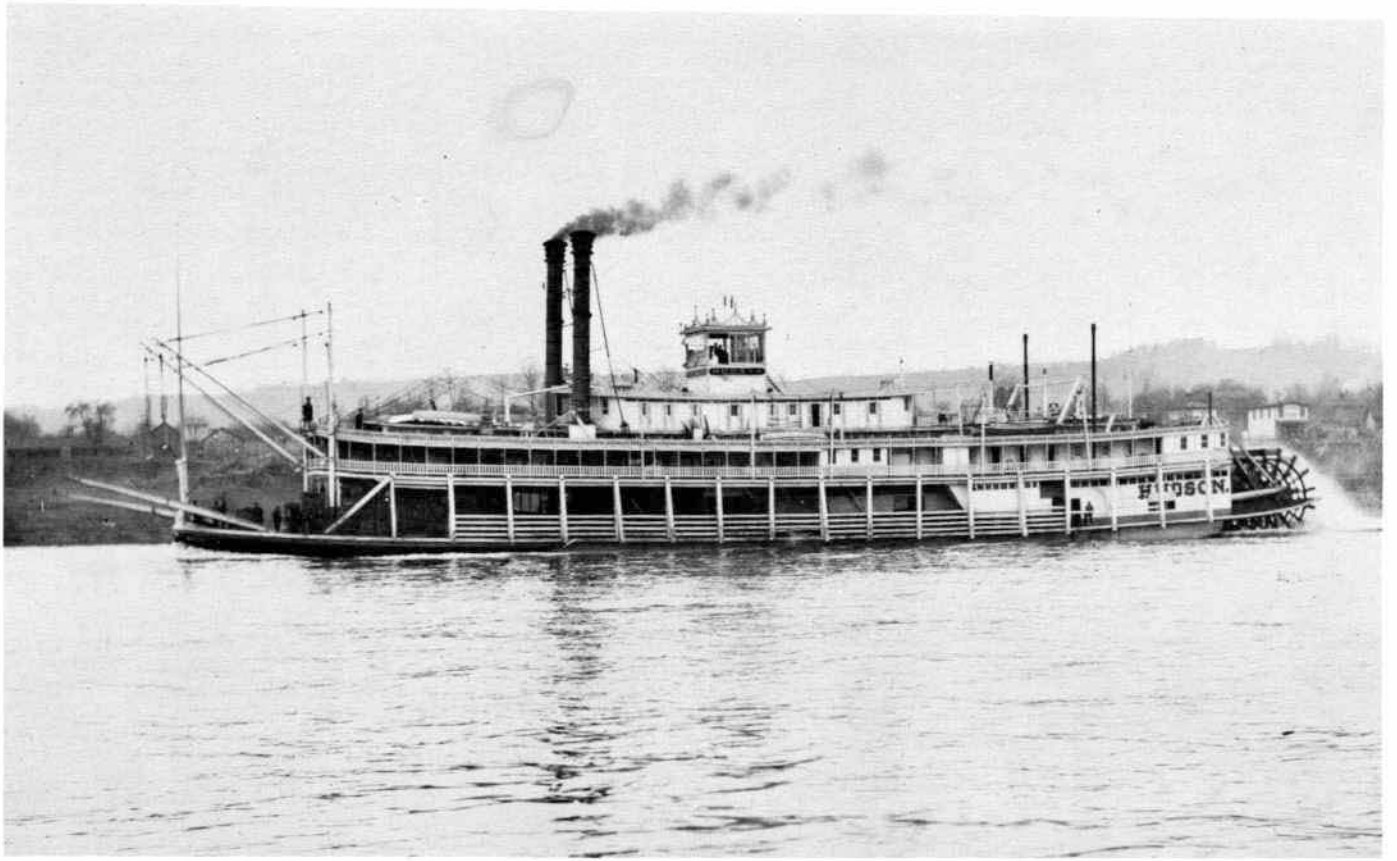
Of passing interest let us say that this same Abbott Veatch, a few years later, launched a river magazine called "The River," with the initial issue dated August 29, 1891. This was the forerunner of "The Waterways Journal" still in business with a masthead proclaiming "Weekly Since 1887" for some reason unknown to us.

The HUDSON had been adopted into the Pittsburgh & Cincinnati Packet Line by invitation. Just how this was engineered we have never learned, but a surmise probably not wide of the mark is that the Rees family used persuasion. The elder James Rees was still at the reins in 1888 although he did not long survive (his death came on September 13, 1889, aged 69).

The P&C Line in 1888 was unincorporated and was knit principally by interlocking stockholders in the several line packets. They had their own wharfboat at Pittsburgh and received and discharged at Cincinnati over the big (or so-called New Orleans) wharfboat at



This slightly fogged photograph of the HUDSON was taken by Thomas Pollock Anshutz (1851-1912), the famous artist who in his 'forties vacationed on the HUDSON as guest of his uncle Phil Anshutz, pilot. Recently an Anshutz oil painting was sold at auction for a quarter-million dollars (see the March '73 issue, page 36). The original print was not dated but obviously was taken soon after the HUDSON entered the P&C trade--principal clue being that the headlight still is mounted on the gallow's-frame. Our guess is that the boat is landed at Georgetown, Pa.



PICTURES ON OPPOSITE PAGE

These two portraits of the HUDSON were taken from shore at Letart Falls, Ohio by the noted steamboat photographer Thornton Barrette. The original glass plates are now owned by Capt. William S. Pollock of Beaver, Pa. A little sleuthing proves they were not taken the same day---her boiler deck canvas curtains are up in the top view and lowered in the other. In our humble opinion these two are a little the best of all HUDSON portraits.

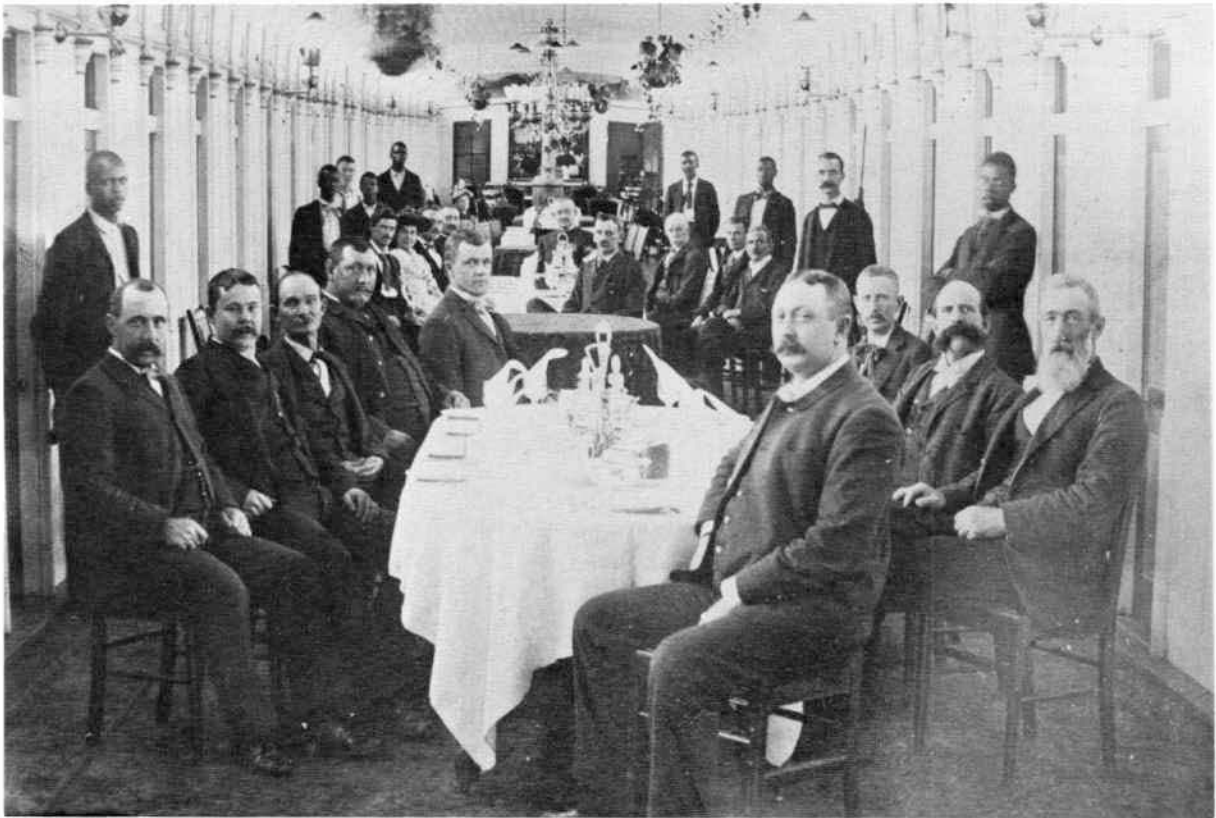
the foot of Main Street, owned by the White Collar Line. It required a full week for a P&C packet to make its round trip, hence each member boat was assigned a "day" in the trade. One of these days was reserved for a White Collar owned boat, in 1888 the LOUIS A. SHERLEY.

The haughty twin-stage HUDSON was something of a sensation at places like Gallipolis and elsewhere, the more so because Capt. J. Frank Ellison was wearing a uniform coat with brass buttons and his crew likewise, the first such ostentation seen thereabouts. The hallmark of a steamboat captain theretofore had been swallow tails and a "stovepipe" silk hat. The rumor got about, and was soon confirmed, that this Capt. Ellison owned a brass telescope--and used it. He had a studio portrait of himself taken holding the thing. When a bevy of young ladies were on the hurricane roof Captain Ellison was known to step from his Texas room, open his telescope, gaze intently through it, frown, take another look, snap it shut and disappear back in his room. All of such was something of a novelty north of Antiquity, Ohio.

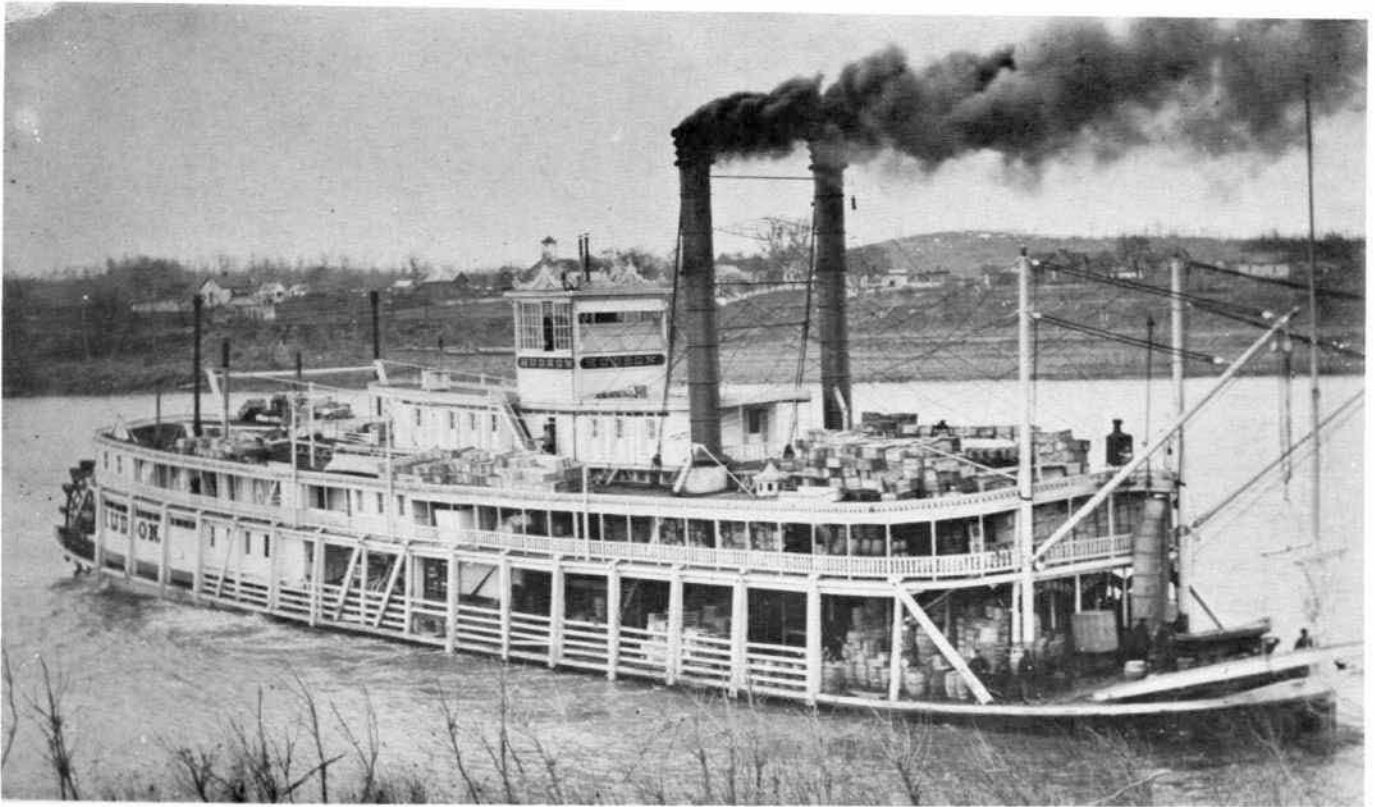
Strangely the rail competition which had hurt Ellison at Paducah became his ally at Pittsburgh. In 1888 the iron and steel industry was in the hands of numerous firms

with growing markets throughout the west and southwest U.S. The P&C Line accepted freight for river cities through to New Orleans, reshipping at Cincinnati with the White Collar Line. Also favorable less than all-rail prorates were in effect with rail lines serving the west and southwest from Cincinnati, the Big Four, I&N, and Southern. More often than not the HUDSON would load to capacity at Pittsburgh, ring the bell and depart, leaving on shore and on the wharfboat much such "low class" freight for the next boat in the line to handle.

In 1893 or thereabouts Ellison put a steam steering rig on the HUDSON, an experiment of consequence. Prior to then all packets on the Western rivers had been steered manually. The device was invented by William T. Johnston, a Cincinnati machinist, a "booster rig" operated on much of the same principle as today's power steering automobiles. The pilot steered by using the pilotwheel but no longer did he need athletic prow-

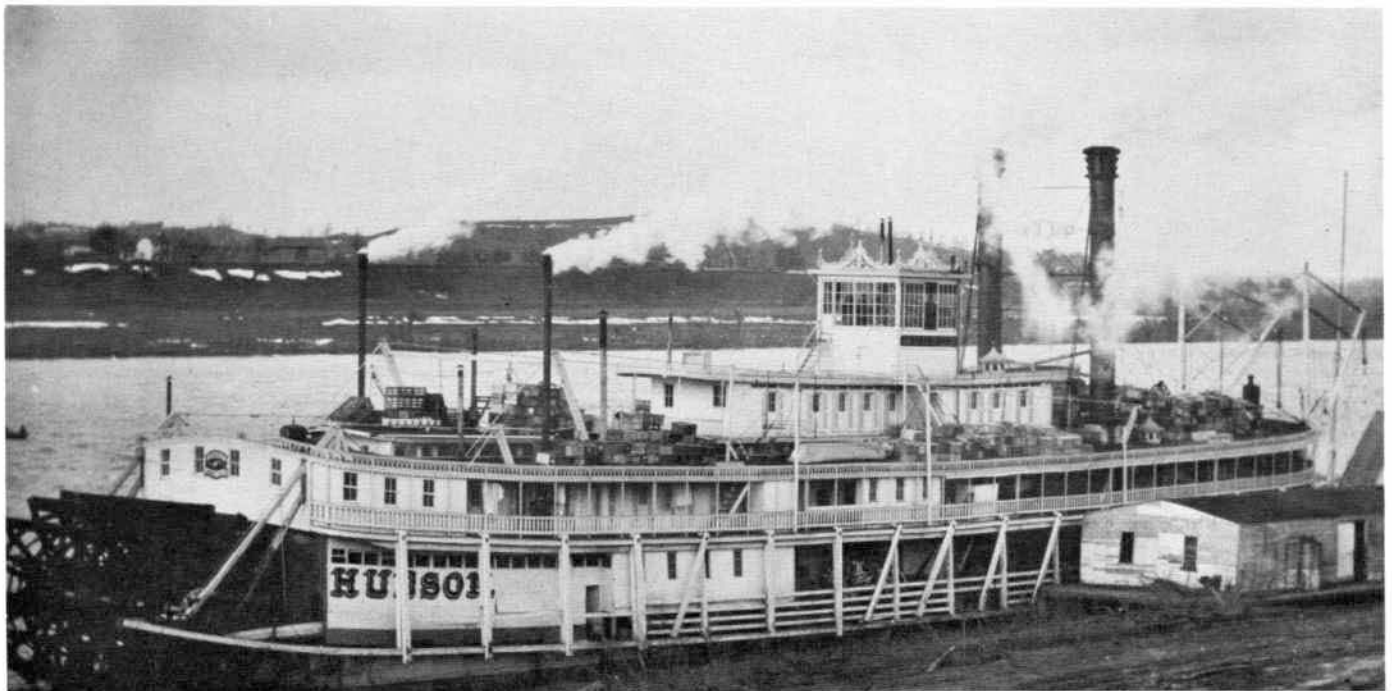


The crew of the HUDSON, picture taken at Cincinnati in 1892. In the foreground is Capt. J. Frank Ellison, then about 35. Over on the right with the white beard is Capt. Phil Anshutz, pilot. Next to him with the black mustache is Eli Mauck, general freight and passenger agent for P&C at Cincinnati. His partner at the table is Frank Moore, third (mud) clerk. On the left in the foreground is John Sweeney, a mate who came around on the boat from St. Louis and later was captain on the QUEEN CITY. Next to him is George Johnson, engineer. The heavy-set man, last on the left side, is Sam Dupuy, second mate who later was mate on the ISLAND QUEEN (first). At the foot of the table, looking this way, is Robert R. Agnew, the clerk who became captain on the HUDSON, QUEEN CITY and KATE ADAMS. This picture was found in 1960 just in time to get it to Capt. Jesse P. Hughes and other worthies who made the identifications.



ABOVE: No doubt about this location:- On the Ohio River at Letart Falls, Ohio, looking across at Letart, West Va. No doubt about what's going on, either:- The downbound HUDSON has killed out her headway and now she's rounding to to land at Letart Falls. For some reason she's on the KEYSTONE STATE "day" and is wearing the KS's whistle. The roof is cluttered with empty chicken coops being returned to downriver hucksters and empty egg cases are stowed forward on the boiler deck. On the fore-castle is a skiff she's picked up at Portland, O. Probably a balmy day in late March although there are a few spots of snow on the West Virginia hill-tops.

BELOW: The reason we've put these pictures on the same page is because of a hunch they were taken within hours of one another. A little more snow trace over in Ohio; she has the KS's whistle and not only is the freight stowed almost identical to what you see above, but also the maid has a gingham dress hanging out to dry hard aft on the boiler deck guard--it's flip-flopping in the breeze in both pictures. If this be so the photographer got aboard at Letart Falls and took this below there--but where? Could be at New Haven, W. Va. if that place ever had a wharfboat. Anyhow everything worked out all right. Another mystery is who took the pictures?



ess of arms and legs to "climb" the spokes. The trial on the HUDSON proved successful and thereafter it was marketed under the firm name of Crawley & Johnston. Drawings of the invention appeared in S&D REFLECTOR's Sept. '67 issue on page 11.

Also in 1893 the P&C Line was incorporated in West Virginia with capital stock of \$200,000. Ellison and others relinquished individual holdings in lieu of stock in the new corporation. Ellison was named superintendent of the Line at Cincinnati. The command of the HUDSON was entrusted to a young, handsome Ellison protege, Capt. Robert R. Agnew.

THE TEMPTATION while writing this piece is to pursue the destiny of Capt. J. Frank Ellison, the Paducah boy who made good. Later in life he became the superintendent of the Para Steamboat & Transportation Co. headquartered at Para (now Belem) in Brazil, and built for them a fleet of sternwheelers (those of you who have the James Rees & Sons catalogue turn to page 26 and see the two photographs of these). While with the P&C Line he master-minded

the building of the packets QUEEN CITY and VIRGINIA, and as secretary of the Ohio Valley Improvement Association he did much to foster the building of the original Ohio River locks and dams.

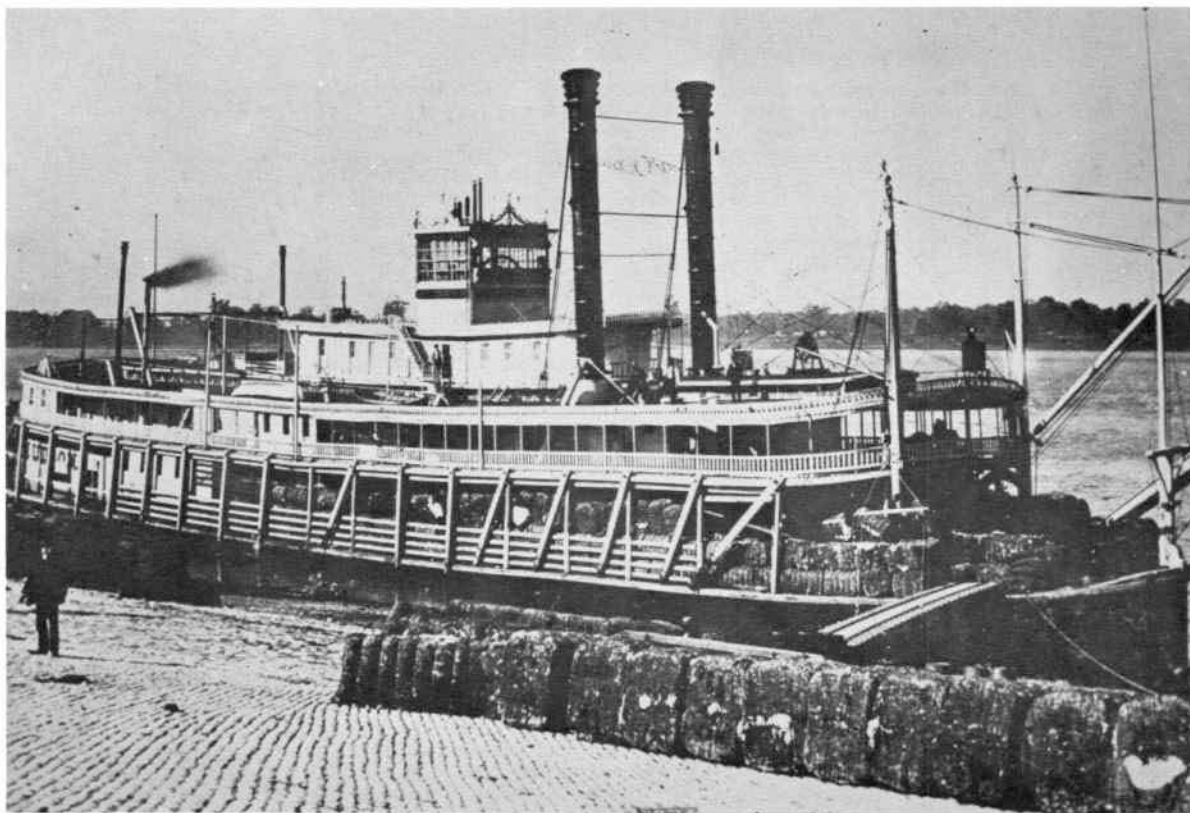
Anyhow, as P&C built new boats the aging HUDSON was downgraded to a "spare." She was sent to Memphis in the fall of 1898 to run in the Arkansas City trade at the behest of Thomas M. Rees and remained there until the new KATE ADAMS came out in the following year. The Coney Island Company at Cincinnati used her as a "second" excursion boat in summer months, teamed up with the ISLAND QUEEN. As early as May, 1896 we note the HUDSON running an excursion between Portsmouth and Ironton with some 1,000 aboard.

Her last operation as a Pittsburgh-Cincinnati packet came in the early spring of 1903, pinch-hitting for the QUEEN CITY which was off to New Orleans on her inaugural Mardi Gras voyage. Capt. Spence Sandford was in command. Later that year she operated in the Cincinnati-Memphis trade with all of her regular officers except the pilots.

The winter of 1903-1904 was a

bad one causing, among other destruction, the sinking of the Big Sandy wharfboat at the foot of Broadway in Cincinnati. A March flood carried it off. Immediately thereafter Ellison dropped the HUDSON in at the location and held the landing place until the Coney Island Company could move its wharfboat there from below the suspension bridge at the foot of Vine Street. From that day on the P&C Line used the Coney wharfboat as their terminal. This strategy engineered by Ellison was done at the great displeasure of Commodore Laidley, head of the White Collar Line. He never forgave Frank Ellison for doing this.

After doing service in this battle the HUDSON was laid up and at 7:30 on the evening of June 25, 1904 she peacefully sank. She was pumped out and repaired at the Cincinnati Marine Railway Co. and operated that summer in the Coney Island trade. This accomplished, she was laid up at the foot of Hazen Street in Cincinnati's East End. That winter was another bad one, gorges formed, and the big twin-stage packet was shoved out on shore when the break-up came. No attempt was made to refloat



Here we are at Memphis in the late fall of 1898 with the HUDSON running in the Memphis-Arkansas City trade pending the completion of the KATE ADAMS. The former KATE (#2) had been sold in September to the Chalmette Packet Co. of New Orleans. This picture was preserved by Capt. Samuel Granville Smith, St. Louis, who operated the Marine Photo Co. It's unusual in that you don't often see a P&C packet loaded with cotton bales. Also we note she's changed whistles, which adds credence to the story that her original whistle went over to the QUEEN CITY in 1897.



This sylvan setting is the entranceway to the grounds at Coney Island, the amusement park $8\frac{1}{2}$ miles above Cincinnati, lately removed to a new location north of the city. The river is fairly high and the HUDSON's stacks are dropped back to clear Cincinnati bridges. She ran in the Coney trade periodically 1896-1904 and after she burned the Coney people bought the side-wheel FRANCIS J. TORRANCE to replace her. The photograph was taken by Capt. Tony Meldahl, her pilot.

her, Ellison saying "she is safer as she is."

Late on the night of Feb. 5, 1905, watchman A. Spangler was making his usual rounds over the HUDSON's decks. He had with him a dog. As Spangler prepared to make a round in the hull he was attracted by the dog's unusual antics. The animal whined and scratched at his legs, wanting to go up the main stairway.

Figuring that the dog sensed that something was wrong, Spangler changed his course and followed the dog to the boiler deck. The main cabin was filled with smoke and flames.

Spangler hurried to the barber-shop opposite the office where his watchman partner Capt. Charles B. Church was sleeping, due to come on watch at one a.m. Captain Church was roused and got out on the double. He did not have time to grab his clothes.

The wind was blowing offshore, a circumstance which undoubtedly saved Crane's Lumber Yard. The HUDSON was too far from shore in the ice pack for city firemen to reach effectively. Even so, due to the wind, she did not entirely burn. When the flames died out, her port engineroom bulkhead was still intact, part of the cabin

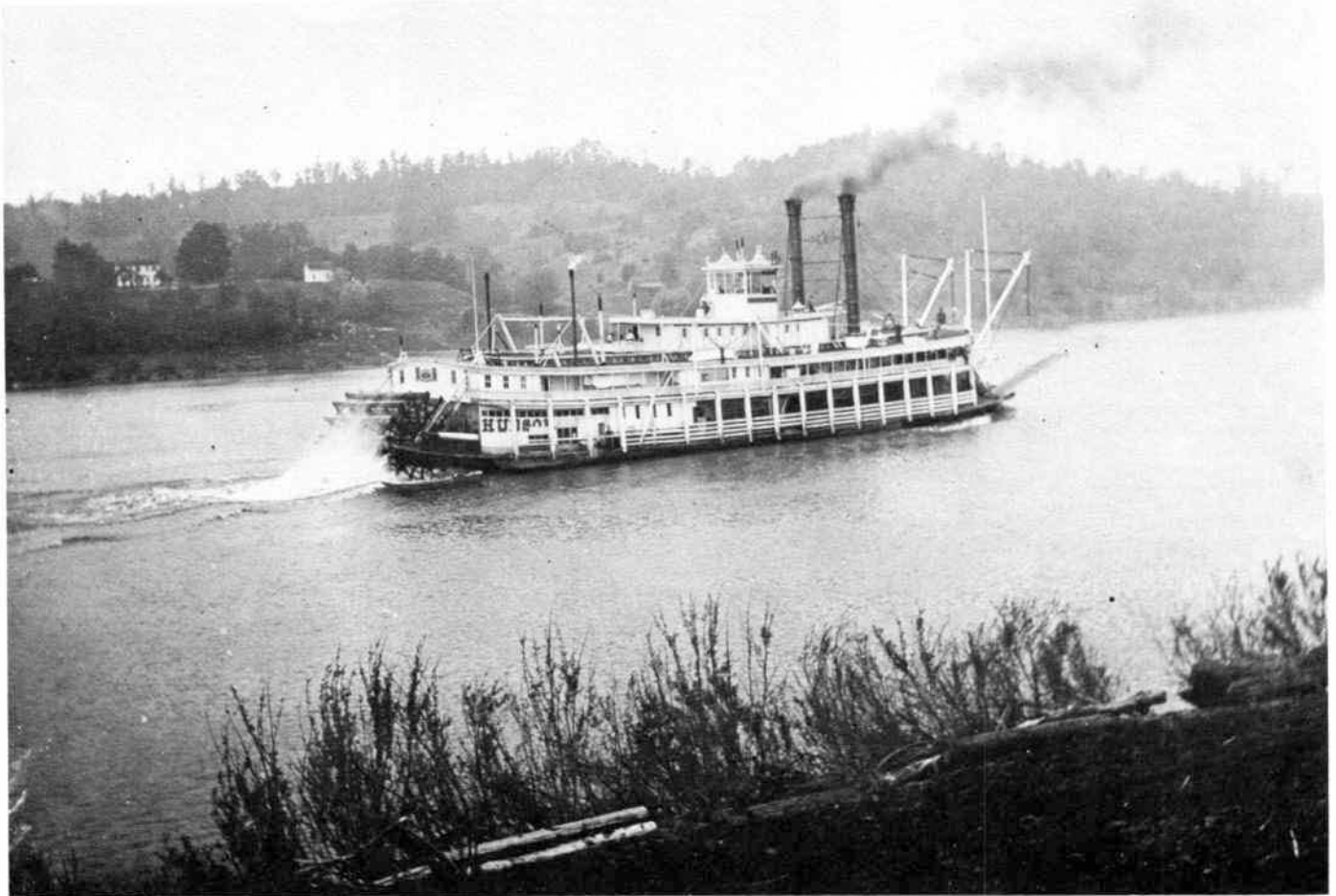
was still there, the 'scape pipes did not fall, the jackstaff was in place and the starboard stage derrick remained in its position. The hull, although saved, was of little value.

CAPT. J. FRANKLIN ELLISON and Frances Taylor were married on September 5, 1894 at the home of the bride's eldest brother, in Chicago. Frances was the daughter of James and Elizabeth (Betty) Taylor, of Mullaghbane House, County Fermanagh, Ireland. The couple made their home on Ashland Avenue, Cincinnati and two children were born to them, Susan Elizabeth, and Rees Taylor Ellison who died aged three. Frank Ellison was president of the Cincinnati Chamber of Commerce and once ran for mayor of Cincinnati but failed to be nominated. He died in North Carolina in March, 1924. For the next quarter-century his widow continued to live at 2327 Ashland Avenue, and her next door neighbors at 2329 Ashland were Capt. and Mrs. Jesse P. Hughes. In 1949 Mrs. Ellison married Col. F. W. Stopford (Ret.) Coast Artillery, and they made their home at Bradenton, Florida.

There are a few gray-heads who remember Captain Ellison who, in

his latter years, was connected with Neare, Gibbs & Company, the Cincinnati marine insurance firm. The last recollection we have of talking with him was during the construction of the big towboat CHARLES F. RICHARDSON at Hays, Pa. in 1921. Also there are a few gray-heads who remember the HUDSON and one I can name is Joe Goold.

American Heritage blooms forth with their August issue having a wrap-around front-back continuous cover depicting the Cincinnati waterfront with the double-cabin side-wheel AMERICA head-on at the foot of Vine Street, the suspension bridge arching majestically, and over at the Covington side the side-wheel CHAMPION NO. 6 and two others, both sternwheelers. Up at the city wharf (Main to Broadway) boats are packed solid. Off in the distance is the L&N railroad bridge with its original spans put up 1871-1872. The artist is John Stobart. If artistic license is permissible on the covers of front-rank American Heritage, all's well. But to us it looks sort of odd-ball for the AMERICA (to which swinging stages have been added) to be consorting with the L&N bridge.



TA TA, HUDSON

Pictured upbound on the Ohio River at Meldahl's Landing, West Va., just above Newberry Island by Capt. Tony Meldahl. Hull built at Freedom, Pa. and completed at Pittsburgh, 1886. Hull measured 225 by 37 by 6. Rees engines, 20" dia. by 6 ft. stroke. Four boilers. Over all width, 43 feet. Paddlewheel 23 ft. dia., 16 buckets 27 ft. long with 22" dip. Gross tonnage 741 76/100, net 620 07/100. She was built under contract by James Rees & Sons Co., Tom Dunbar, architect, for Capt. J. Frank Ellison. Joiner work by Ed Richardson. Cost complete \$50,000. In all the time she ran there was no change in architecture nor alteration of her appearance. The scope of her operations included the entire length of the Ohio River and on the Mississippi from Arkansas City to Grafton, Ill.

Harold B. Barth died, 89, at East Liverpool, Ohio, on Saturday, June 15, 1974. He was stricken with a heart attack in the Carnegie Public Library while ascending the stairway to the East Liverpool Historical Society's Museum on the second floor. He was pronounced dead at the City Hospital upon arrival.

Since 1907 H. B. Barth had been identified with civic affairs in his home town. For 21 years he was secretary of the Chamber of Commerce, retiring in 1941. During his tenure he took active interest in the improvement of the Ohio River and frequently was a delegate at Ohio Valley Improvement Association meetings. He was the best informed historian of the pottery industry in his area and the outstanding ceramic exhibits displayed in the Museum are due in large part to his zeal. He was the editor of the two-volume "History of Columbiana County" pub-

lished in 1925.

Those who met Harold Barth never forgot him. He spoke dynamically, probably due to his early career as a Shakespearean actor, and he was adept with facial expressions and gestures. He never married.

Services were held on Tuesday, June 18 last and he was buried in the Riverview Cemetery, East Liverpool.

Sirs: Jack Printz died at Leesburg, Virginia on Friday, June 28, 1974, aged 78. He was born in Zanesville, Ohio and worked for the Ohio Inspection Bureau following his graduation from Ohio State in 1921. He retired in 1959 and has lived at "Shadow Mountain," south of Leesburg, since then. He never lost his interest in the history of the rivers and had a wealth of stories about helping crew the DEL NORTE.

J. W. Rutter,
964 Worthington,

Birmingham, Mich. 48009

=Father of Jack Printz was S. W. (Will) Printz who installed steamboat machinery (VIRGINIA, LORENA and others) for Griffith & Wedge, a Zanesville firm. In 1894 Will built the steam launch DEL NORTE from the hull up, including the engine which he designed. The pattern for this engine is displayed at the Ohio River Museum. The DEL NORTE lasted until its builder's death in 1943. The yacht was named for an old Muskingum packet which, with Jack Printz's grandfather at the throttle, was delivered to Texas--the diary of which was related in a prior issue of this magazine. -Ed.

The oil portrait of Capt. Donald T. Wright, the entrechat welcome to the offices of The Waterways Journal, St. Louis, has been permanently removed.

THE CRYSTAL PALACE

A large and fancifully gilt-trimmed mirror hangs in the Ohio River Museum, Marietta. It has a special niche of its own, fenced by a semi-circular railing designed and built by Bob Thomas. This ornamental framed mirror originally graced the ladies' cabin of the side-wheeler CRYSTAL PALACE which was built in 1853.

We've done a bit of sleuthing and find that when this boat was built her stockholders were Capt. William J. Kountz, master ($\frac{1}{2}$ interest), Clarke & Thaw ($\frac{1}{2}$), William Bingham (3/16) and Capt. M. W. Beltzhoover (1/16). These are names of prominent Pittsburghers who made transportation history in those days of canals, packets and the building of rail lines.

Clarke & Thaw was a canalboat firm--or lately had been--identified with traffic on the Pennsylvania Canal. William Bingham also ran canalboats--so we see here a total of 11/16 of the CRYSTAL PALACE owned by canalboaters. Capt's Kountz and Beltzhoover both were practical rivermen and spent most of their active careers on the Ohio and Mississippi.

The hull for the CRYSTAL PALACE was built at Freedom, Pa. and measured 279'6" by 33 ft. by 6 ft. depth of hold. She was rated 1541 31/95 tons. On Saturday, April 16, 1853 she departed from the Allegheny River wharf, Pittsburgh, on a trial trip to Beaver, Pa. and return. A reporter wrote up the affair and noted that the cabin floor was covered with "the finest carpet" and underneath the ladies' cabin was a nursery fitted up with staterooms for servants, "attached to which is a fine bathroom with cold and warm water, plunge and shower baths."

The main cabin was 247 feet long and 17'3" wide, with a ceiling height of 12 $\frac{1}{2}$ ft., containing 173 berths. The boat had five boilers, each 46" dia. by 38 ft. long, five flues to a boiler. Her paddlewheels were 38 ft. in diameter with buckets 12'4" wide. She had two doctor pumps, and a nigger boiler.

The hull was built at Freedom by Graham & Company, and the engines, 32 $\frac{1}{2}$ " dia. by 8 ft. stroke, were from Robinson & Minis, Pittsburgh.

In exterior appearance the new boat excelled anything to that time, having fancy railings and considerable ornamentation. Capt. W. J. Kountz trimmed her in bright red. Various newspapers referred to her as the "Red Palace."

The crew on the maiden voyage to Beaver and back was composed of Capt. Wm. J. Kountz, master; James Campbell, mate; George Rowley and John Ferguson, pilots; Charles Coles, first clerk; Miles N. Carpenter, second clerk; Thomas Kennedy, chief engineer; William Aikens, second engineer; and Adam



MIRROR FROM CRYSTAL PALACE
The romance is undiminished...

Shown as it now hangs in the Ohio River Museum at Marietta. The railing protecting it was patterned from the sternwheel CITY OF WHEELING. A chair in view was used in the board room of the old Knox Boat Yard, Harmar.

Harbison, carpenter.

She was built to operate between Pittsburgh and Cincinnati, an elaborate bid to attract a passenger trade which was leaking to the railroads which had just connected these two important cities. Her name honored the great Crystal Palace building at the World's Fair in New York at 6th Avenue and 42nd Streets which--at the time of the boat's maiden trip--was just due to open.

A son of Capt. Wm. J. Kountz, George McClellan Kountz, told this scribe a few other details. "I was born too late to remember the CRYSTAL PALACE, but you might say I was raised on her, for she was a frequent topic of conversation in the family. My father bragged that she was the finest boat that ever sailed the Western Waters.

He said she had so much power that when running full head of steam she lifted her bow out of water, and as consequence the mate made a practice of loading her 'down by the head.' To correct this fault, my father had a new hull built for her in 1856."

This superlative opinion was not held by everybody. A newspaper editor at Wheeling, writing in the "Intelligencer" in April, 1853 after his first look at her, said this:

"The CRYSTAL PALACE is supposed to be the ne plus ultra of steamboats. She looks very well by moonlight, though the principal defect which struck us was the same as that of a big man's house who was not blessed with any other family than himself, wife, and

cat; too much room for a small family."

The editors at Wheeling were not noted for lauding anything which came out of Pittsburgh in 1853. The commercial rivalry between the two towns was white hot, fanned by a national controversy over the Wheeling suspension bridge, and also due to the Wheeling Union Line of steamboats running Wheeling-Louisville in competition with the Pittsburgh & Cincinnati Line.

Meanwhile the canalboaters were having troubles. On March 25, 1853, the second floor of the Clarke & Thaw warehouse at Wayne and Penn, Pittsburgh, collapsed, severely injuring Thomas Shields Clarke, an owner. Some 2,000 barrels of flour were damaged or ruined. One month later, June 26, some not-so-small boys boarded the canalboat CHARLES DUNN at night, figuring to steal some wine. They used a candle to see by and bored the barrel with a gimlet. The contents proved to be turpentine, which took fire from the candle, and in short order the CHARLES DUNN was ablaze, communicating the fire to the Clarke & Thaw warehouse, and thence to the Bingham warehouse, both of which were lost. A bridge over the canal at Penn and Liberty crowded with spectators collapsed, fortunately with no fatalities.

William Thaw, of the Clarke & Thaw firm, by now was more interested in the new Pennsylvania Railroad, and when low water in June prevented the further operation of the CRYSTAL PALACE in the Pittsburgh-Cincinnati trade, he was willing to sell his interest. Capt. Wm. J. Kountz took the boat to the St. Louis-New Orleans trade where we find her operating in 1855 with Capt. R. A. Reilly, master.

In the late fall of 1856 the new hull was built at Monongahela, Pa. on the Monon River, some wider and much longer, and deeper of hold. It measured 301 by 36 by 8, designed and put up by George Cunningham, a noted boat builder. The CRYSTAL PALACE was brought to the headwaters of the Ohio where her upper works, engines, etc. were transferred over. The paddlewheel diameter was increased to 45 feet. This "new" steamboat was christened CITY OF MEMPHIS.

She entered the St. Louis-New Orleans trade, Capt. W. J. Kountz in command, and with James Kerr, Jr. as first clerk. A daily newspaper was printed on board, called "The Reporter," and Kerr was the editor. One of the pilots may have contributed to the columns of this sheet, a printer-turned-pilot named Samuel Clemens. His partner probably was J. Ed Montgomery who a year or so later was promoted to become captain.

The CITY OF MEMPHIS was entered in what became called the "Railroad Line," which handled freight and express in connection with the

Illinois Central RR at Cairo, and had a lucrative U.S. Mail contract besides. Many of the boats in the Line became sufficiently famous to evoke recognition even today, the PENNSYLVANIA (which exploded and resulted in the death of Mark Twain's brother Henry), the A. T. LACEY (which Twain was riding on when his brother Henry was blown up), the ALECK SCOTT and others. The Line's superintendent was E. W. Gould who later wrote "Gould's History of River Navigation."

On Feb. 21, 1861 the CITY OF MEMPHIS was moored at New Orleans when a hurricane struck, doing extensive damage to shipping. The famous ECLIPSE was torn loose and before captured her bow was stove, her ladies' cabin wrecked, and her stacks toppled. The ATLANTIC and CITY OF MEMPHIS also lost their smokestacks overboard.

On April 12, 1861 when Fort Sumter was fired on the CITY OF MEMPHIS was leaving New Orleans on a regular trip to St. Louis. When she got to Cairo she was tied up and the crew paid off. Then she was towed to Mound City where she was outfitted as a U.S. hospital boat, and was used conveying sick and wounded from Forts Donelson and Henry to St. Louis and Cincinnati. She made three trips to Keokuk with sick and wounded.

The Memphis "Argus" commented, "she's ideal for a hospital boat--too slow for a packet."

In November of 1862 she was sold to Capt. John Bofinger and others of St. Louis for a reputed \$35,000 and was brought from Cairo to St. Louis once again to become a packet. In the spring of 1864 she was extensively rebuilt and the engines from the MOLLIE ABLE were put into her, a practically new set, about the same size as the old ones 32" dia. by 8 ft. stroke. She was renamed CONSTITUTION and seems to have made several round trips St. Louis-New Orleans with that name on her. Due to some complications with U.S. Customs her old name was restored, so once again she was the CITY OF MEMPHIS when she exploded her boilers below Memphis on May 31, 1866 with a life loss of at least five, and probably eleven persons. The hull was towed to St. Louis and dismantled.

Capt. William J. Kountz became coordinator of Ohio River troop and supply movements for General George B. McClellan. Capt. J. Ed Montgomery was in charge of the Rebel fleet in the Battle of Memphis. James Kerr, Jr., who doubled as first clerk and editor, and who had served with Kountz aboard the CRYSTAL PALACE, also joined the Southern cause and served in Virginia.

The gentleman who gave the old mirror to S&D in 1955, George McClellan Kountz (named obviously for the Civil War general under whom his father had served) told us that his father had brought the mirror home from the CITY OF MEM-

PHIS when he sold his interest in her. For many years it was stored in a warehouse at Cheswick, Pa. where George Kountz operated the Red Raven Corporation (a soft drink marketed as "Red Raven Splits"). George Kountz had the mirror trucked to the steamer W. P. SNYDER, JR. in 1955 where it was loaded at Pittsburgh on the U. S. Steel's excursion barge and delivered at Marietta.

The romance of the old mirror is undiminished, in its day on the river having reflected the likenesses of Mark Twain and so many rivermen who boated both before the Civil War and after, and some who engaged in both sides of the struggle. To say nothing of the scores of northern and southern belles who "fixed" themselves before the glass, casting quick glances over the shoulder of their reflections to study the likenesses of young males awaiting.

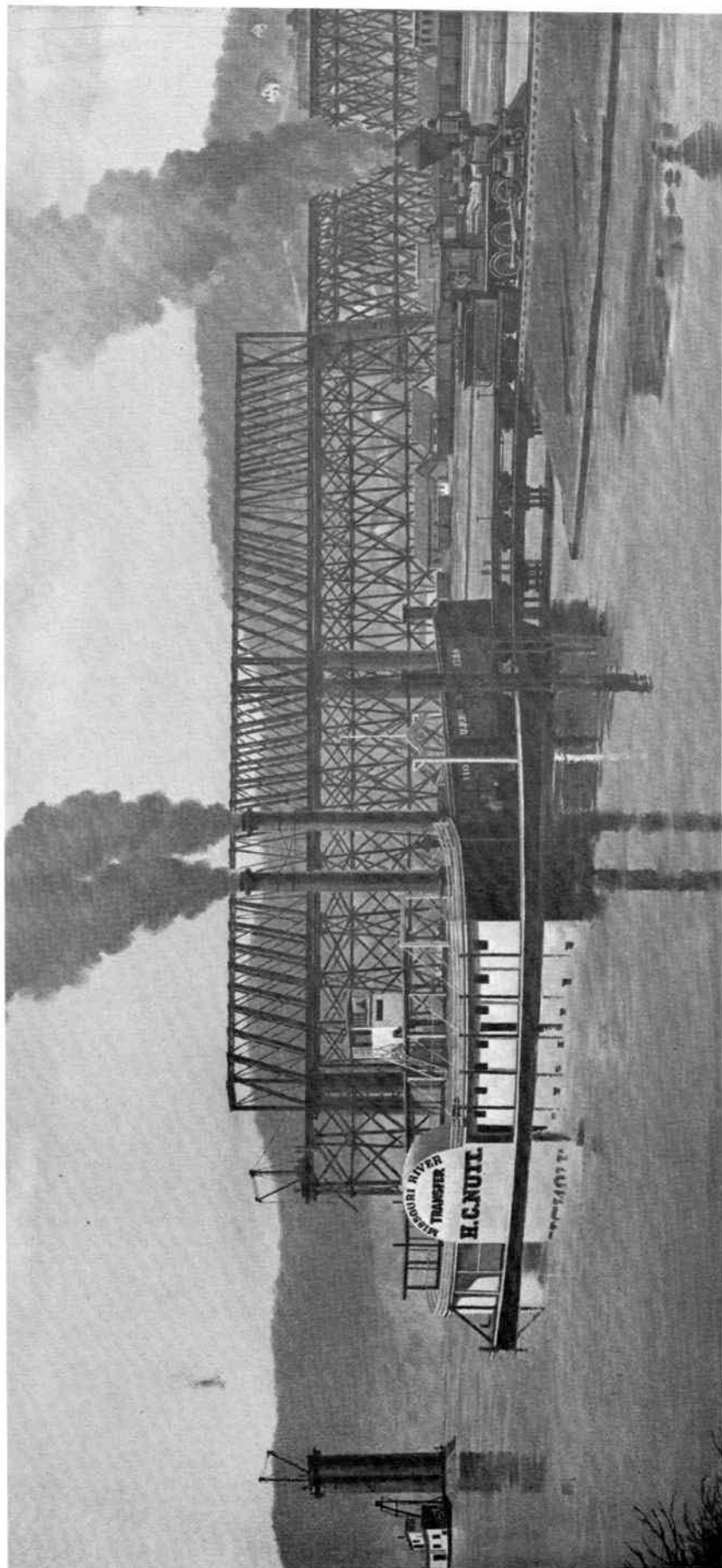
Sirs: The back cover picture on the June issue is awesome. I did not expect ever to see the DELTA QUEEN's paddlewheel airborne. I felt instinctively like hurriedly backing off lest those slings let go those 44 beautiful and mighty tons. I wonder how many readers were tempted to count the number of buckets. My count says 28 although beforehand I had thought it was 26. Either way, it's a large quantity for the paddlewheel diameter.

George W. Schotten,
R.D. #2 Bedford Road,
Hubbard, Ohio 44425

One time there was a boat RAMSEY DOTTLER which came out new with great expectations for speed. She made 6 mph stemming a 3 mph current. The engineer said she could do much better when they got the boilers installed---somebody had forgotten to put them on.

So while at the docks getting the boilers put on the pollution abatement people passed a law she wasn't to make any smoke. The owners went to great expense and hired a professor who said to whitewash the coal every Sunday. This wisdom whipped that problem but meanwhile the river fell to a very low stage and she came up by Marietta raising a cloud of dust behind her, polluting the atmosphere something awful. Out ahead of her the fish were lashing the water trying to keep from being run over and smashed. The fish escaped up Duck Creek. But Babe Uhl's rooming house in Marietta had to be housecleaned from all the dust (she thought it was smoke and called in the law) and the RAMSEY DOTTLER had to pay the costs.

For most of the above intelligence you can blame, if you haven't already guessed, our friend Lou Seshar.



ON THURSDAY, FEBRUARY 10, 1870 this railroad transfer steamer H. C. NUTT left Pittsburgh for Omaha, Neb. to shuttle cars across the Missouri River for the Union Pacific RR. She was owned by the Missouri River Transfer Company, a firm owned in equal shares by William W. Marsh of Omaha and H. C. Nutt, Council Bluffs, Iowa.

The 180 by 33 ft. wood hull was built at the McFall yard along the Monongahela River at California, Pa., and from thence she was taken to Wellsville, O. where P. F. Geisse completed the superstructure. The engines, 20" dia. by 5½ ft. stroke, were placed at Pittsburgh as were her four boilers (two on each guard) allowed 121 psi. The single track rails accommodated five freight cars.

The H. C. NUTT loaded and unloaded from inclines at Omaha and across at Council Bluffs during the period when the great

bridge was being built, opened to traffic in 1872. When the river froze over in winter the NUTT was kept in an ice harbor. On one occasion, at least, the Union Pacific chopped holes in the ice, drove piling, and laid rails across the river to keep traffic moving until the spring thaw came.

The above picture was brought to us by S&D member Joseph Peretic, 132 Baker Drive, Pleasant Hills, Pittsburgh, Pa. 15236. Joe picked it up framed, at a dealer's shop because it looked interesting. We note the original was the work of an artist who signs himself FOGG. The artist surely worked from a photograph to have captured the details of the NUTT, the bridge structure, and the diamond-stack U.P. locomotive with such fidelity. It is recorded that on July 14, 1871 while shuttling cars the NUTT struck one of the bridge piers doing \$2,000 damage, to herself we presume, for seldom did wooden steamboats come off with laurels

when bridge-tilting.

We note that the NUTT was registered at Memphis in 1876, and her last owner, a year later, was M. B. Pritchard of Little Rock, Ark. at which time Capt. W. W. Maingault was her master. She was removed from documentation in 1878.

Without much doubt the NUTT transferred the first transcontinental train across the Missouri River. In the summer of 1870 a palatial train was made up at Boston billed as the "Pullman Hotel Express" to proceed from "Faneuil Hall to the Golden Gate." The train carried a baggage car fitted with large ice closets and a refrigerator, and also a printing press. The smoking car, divided into four compartments, contained a newspaper editor's office, "wine room," smoking room and barber shop. Departure from Boston was made May 23, and six weeks later the train was back at Boston. It was a "first" for the railroads of America.

A TRIP TO REMEMBER
Excerpts from Bob Burtnett's log.

Bob Burtnett, recently retired from a lengthy tenure with Caterpillar Tractor Co. (once he disappeared into Brazil and was lost for years) has not diminished his love for steamboats. Lately he was invited to ride the JULIA BELLE SWAIN from the upper Tennessee to Peoria. Although he had to leave at Paducah, he nevertheless wrote an account of the trip which was run in three instalments in the Chillicothe (Ill.) Bulletin. Some excerpts:

We left Chattanooga about 5:30 in the afternoon with Capt. Dennis Trone and John Hartford in the pilothouse. At six, John Hoseman and I took over the wheel with Leonore Claiborne as chartkeeper. On that first watch the haze lay on the water for an hour or so and then the moonlight took over as a beacon and the watch was well nigh perfect.

About ten that night we came to the ancient L&N railroad bridge near Bridgeport. The longest freight train in history made us tread water for about 40 minutes.

The next morning, a little before five, I awakened as the engines stopped. Cap had tied off at Capt. Howard Powell's boat yard at Guntersville, Ala.

Powell's boat yard as a Must Stop on every trip. The yard has more old boat treasures in one spot than any yard I have ever seen. Capt. Howard Powell and his son, Howard Jr., always come aboard and we have a good session talking about the Tennessee River in the old days before TVA.

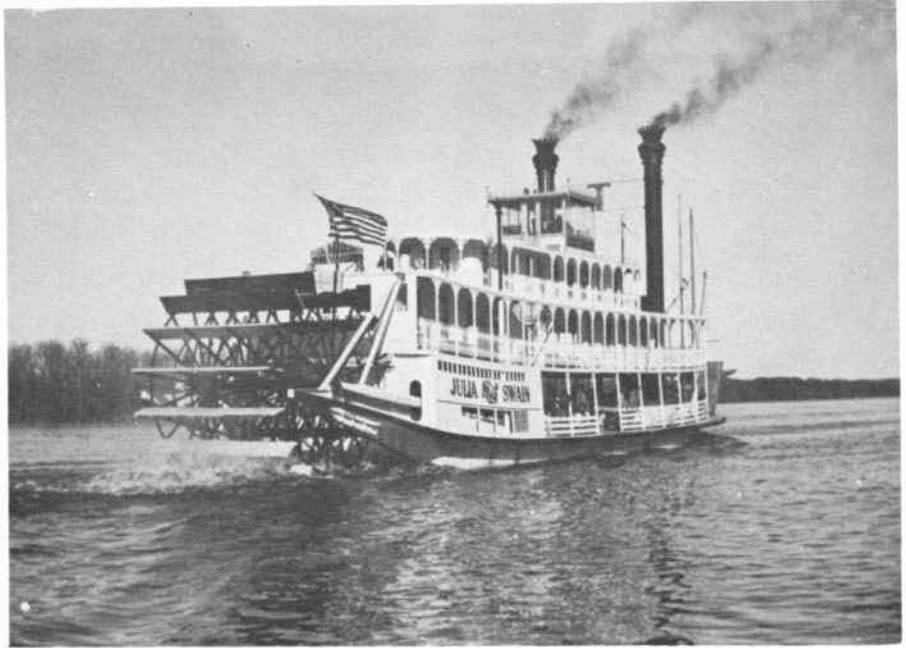
Cap used to run a ferry boat down at Decatur, Ala. It would be fun to get Powell and Cap Hillyer together for a yarn swapping spree. The Tennessee is just one of the many rivers that Cap Hillyer piloted boats upon.

The river buff working in the pilothouse with Cap Trone is John Hartford. This young man is both composer and musician and a very interesting person. He and his young son were making the down-river run with us.

John caught the river bug many years ago when he worked as a deckhand on the ARROWHEAD, the FRANK C. RAND, and several other boats on the Illinois and Mississippi rivers. His musical career took him away from the river during working hours, but when he can swipe the time he comes aboard the JULIA BELLE SWAIN.

As we went down the Tennessee River on the 6th of June it was really hot and muggy. We made a stop at Decatur, Ala. to take on fuel, and the high water and a strong wind made landing difficult.

All that night we ran on the edge of thunderstorms and heavy rain showers. The rain came down straight so we didn't need breastboards or visor. We ran through



JULIA BELLE SWAIN
She deadheaded from Upper Tennessee to Peoria.

Pickwick, Wheeler and Wilson locks and the most fantastic is Wheeler, a drop of 95.3 feet in only a few minutes.

Next morning at Cerro Gordo Bend we met the LEE B pushing a dredge, and at Swallow Bluff Island met the MOLLY M upbound with 12 loads. We tied off at Clifton, Tenn. for fuel, an old river town, no industry of any type, slowly fading away. Carl Himes runs a gas station and rebuilds old player pianos. We gathered around while he played several rolls.

Next morning early I got up to find we had switched into the Cumberland River. Cap had come thru the Barklay Canal, a safer bet in stormy weather. The Coast Guard had been announcing the progress of several tornadoes the evening before and we'd learned of a tornado which had struck Forrest City in Arkansas. The Cumberland is far more sheltered by the hills than is the Tennessee.

We passed the little towns of Pinkneyville, Dycus, and Rappalles Landing before we started down the last long bend toward the Ohio River. We met the PAT BREEN at the river's mouth, and she had 15 coal barges. At Paducah I had to leave the boat and catch a plane for Duluth, Minn. for my daughter's wedding.

As deck help we had Dean and Joyce Gabbert, a man and wife newspaper team who publish a paper in Fairfield, Iowa. Mary Betty Hoseman and Leonore Claiborne were chart watchers. Lyle Claiborne and John Barnett, along with Doug Schleiser and Doc Cullis, worked the engines. Twenty-seven grand people made the trip.

Sirs: Several "odd name" steamboats have appeared in past issues

of S&D REFLECTOR, and permit me to submit another, the TRY US. I am submitting a few of her enrollment records at Keokuk, supplied to me through the National Archives.

William L. Talbot,
226 High St.,
Keokuk, Iowa 52632

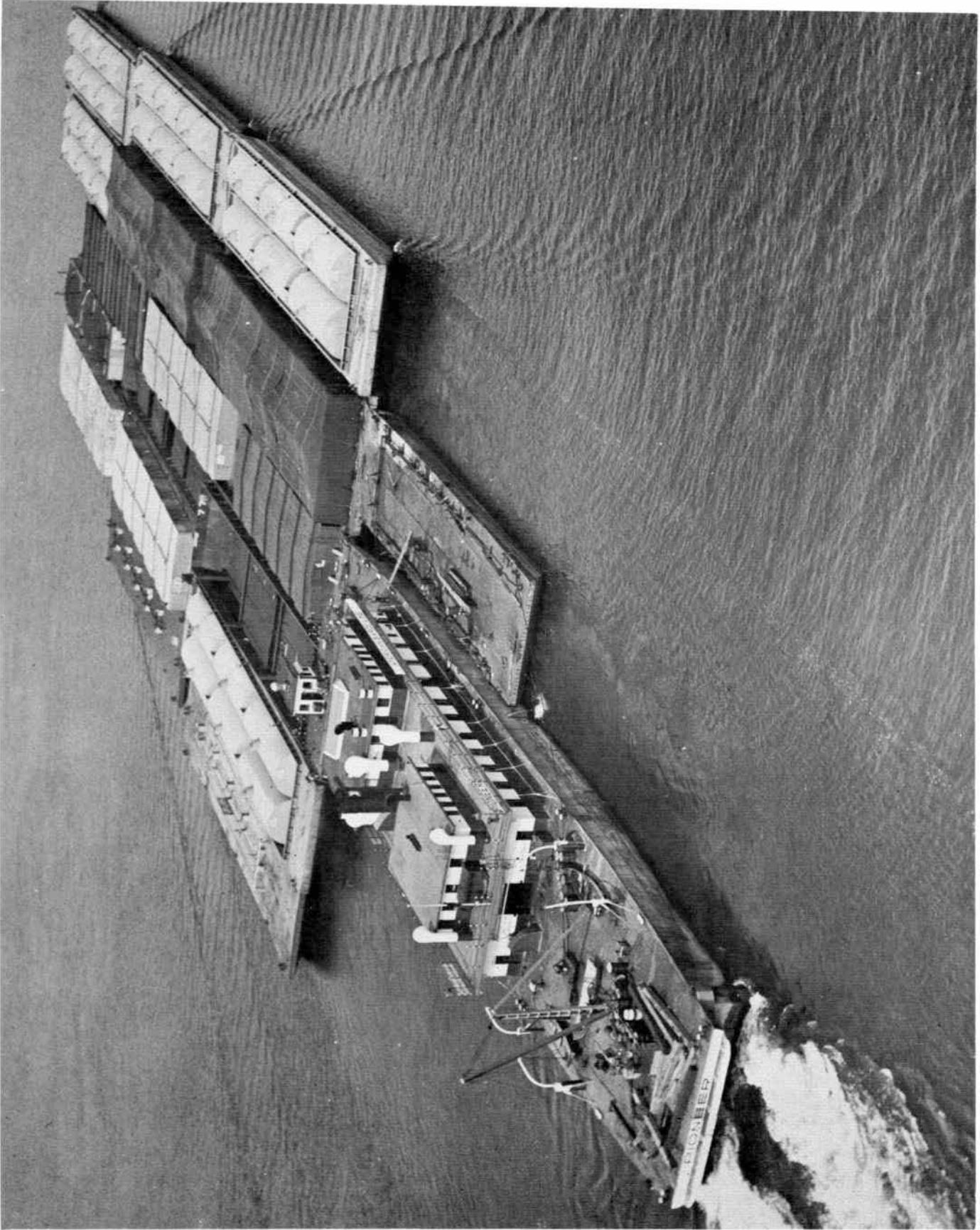
=The TRY US, 81 by 11 by 2, was a sternwheeler built at Parkersburg, W. Va., 1862, and her first home port was Wheeling. She weighed in at 32 tons. We've picked up a note dated at Louisville, Ky. on Nov. 13, 1863:- "All of the coal mines between this city and Cairo are idle for want of powder for blasting. The TRY US passed down on Monday with a load of powder to supply this want."

She is known to have been in the Smithland-Canton, Ky. trade on the Cumberland in Oct. 1865.

On Oct. 15, 1867 her home port was Davenport, Iowa, owned by William W. Dalzell. One month later she was transferred to E. P. McCutcheon, William T. Adair and S. M. Archer of Keokuk with McCutcheon, master.

Again transferred, Feb. 18, 1868 to E. P. McCutcheon, H. J. Wilsey and Udnay H. Asde, with Wilsey as master. On March 30, 1868 transferred to Vincent and Thomas Peel, Burlington, Iowa. The Lytle List disposed of her by fire at Evansville, Ind. on June 30, 1875. -Ed.

Ferryboat rates at Baresville (Hannibal), Ohio a century ago:-
Single person 5¢
Single person and horse 20¢
One horse and wagon 40¢
Two horses and wagon 50¢
Four horses and wagon \$1
Cattle per head 15¢
Hogs and sheep per head 3¢.



American Barge Line's PIONEER arriving in New Orleans, Sept. 18, 1936
Read C. W. Stoll's letter, next page.

Sirs: You ask the question as to why the American Barge Line acquired the side-wheel steam towboat PIONEER (March '74 issue, page 4).

I saw the PIONEER shortly after she arrived in Louisville in 1934, and was aboard her before she was converted to a diesel screw towboat, and have often wondered the same question.

Since several people involved directly with the matter are in this area, I have asked a few questions and have come up with some conclusions. Those with whom I have talked were Mr. Pat Calhoun, Capt. Jack D. Wofford, Robert F. Brandt, Sr. and J. Campbell Foster all of whom are or were with ABL at one time. The conclusions set forth below are my own, drawn from the conversations I had with the above-named gentlemen.

Probably the chief reason that ABL tried to use this coastwise monster as a towboat was that she was a bargain. Further, ABL had done some high-powered financing with a New York bank which either held a substantial mortgage or was otherwise financially involved with this burned-down steam side-wheeler and doubtless made it attractive or prudent for ABL to look into the possibility of using the boat.

Apparently Bob Brandt, then the chief engineer of ABL and a diesel specialist (a former Fairbanks-Morse field engineer who was brought to ABL to supervise the operation of their growing diesel fleet) spearheaded the project.

His diagnosis was that the PIONEER's power plant looked good enough to warrant a try at towing on the Mississippi System and that if she flunked, they still had a good enough hull for a diesel conversion.

And that is exactly what happened. She made the trip to Louisville with a tow, did some harbor work, but if she went above here as a towboat, I cannot say. Needless to say she went to the bank and was converted into the diesel-powered twin-screw towboat that ran on the Lower Mississippi for several years and was touted at one time as "the most powerful diesel towboat on the river."

She made one or more trips to the Upper Ohio, as in my collection I have a snapshot taken by Mack Gamble up in his territory.

In one regard in particular Mr. William A. Wall, author of the recent "Steamboat Bill" article is misinformed, when he asserted that the PIONEER did not often go into New Orleans because she could not stem the current below Vicksburg. Capt. Wofford, who was on the PIONEER for some time advised me that he has gone into New Orleans many times on her. ABL tried to keep her up in the swift stretches above tidewater or slack current because that is where she did her best work, and most particularly because she was a poor handler.

In those days ABL was using their line towboats to make up tow

and the PIONEER was exceedingly awkward in doing close work. Consequently they tried to keep a good-handling towboat working out of New Orleans and do the harbor work and turn the tow over to the PIONEER to take up the river through the swift reaches of the Lower.

So I hope this throws some light on the mystery, and Capt. Wofford surely does back up the late Capt. Lewis B. Reade in his estimate of this unique vessel with respect to handling.

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

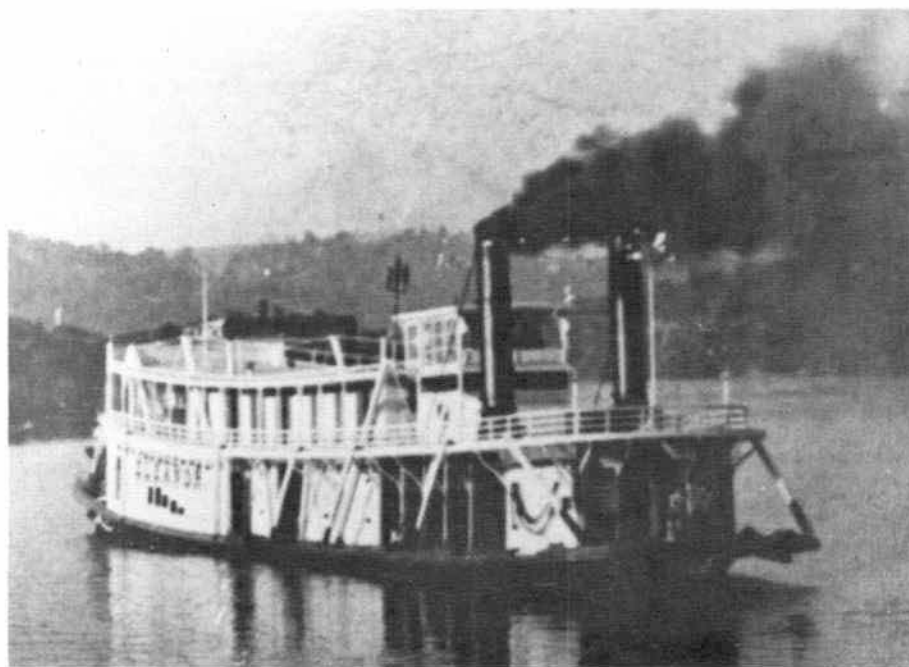
On Saturday, April 6th last Col. and Mrs. Robert J. Reynolds were driving from Germany into Austria with International plates attached to their car. They passed the official guards ok but were asked to stop by Capt. Robert John Maybin III, MPPG U.S. Customs, on the look-out for illegal goods.

Captain Maybin inspected Col. Reynolds' ID card (LCol AUS-Ret.)

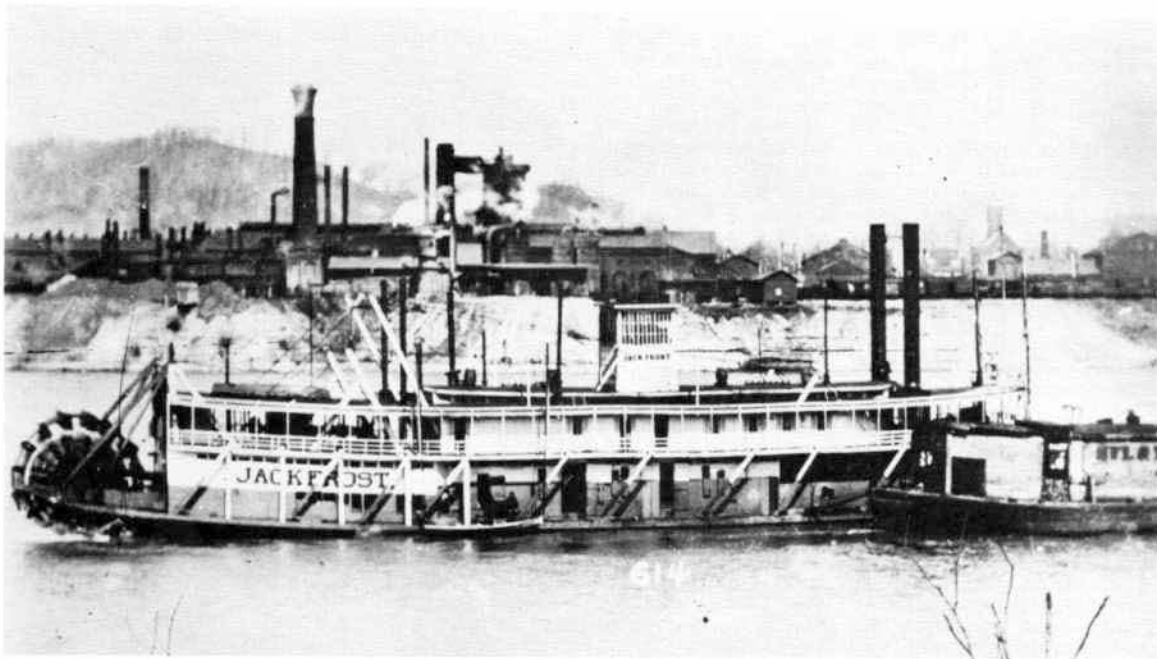
and learned he was from Ohio. A bit of conversation and turns out Captain Maybin was from Sewickley, Pa. "Ever hear of the Sons and Daughters of Pioneer Rivermen?" Mercy yes, Col. and Mrs. Reynolds are members. "Give my regards to Fred, will you," said Captain Maybin, "and have a good trip."

Mrs. Reynolds is directly related to Lt. Simeral who ran a tavern and boat dock at Simeral's Ferry, Pa. (now West Newton) where Gen. Rufus Putnam and his 48 followers built their boats to get to Marietta in 1788. She got a smile from the account of the reenactment of the voyage in our last issue, page 31.

The story of Capt. Tom Ryman in our last issue has persuaded a note from J. D. Tyner, Route 1, Old Hickory Lake, Mt. Juliet, Tenn. 37122. "My grandfather was a partner of Tom Ryman," says he, and adds, "My father was on the H. W. BUTTORFF, and I was born on the GRACEY CHILDERS. All of my uncles boated on the Cumberland and the Ohio, Matt Leek, Will Leek, Jim Leek, etc."



HERE IS SOMETHING of a discovery, and our thanks to Steve Mackinack of Elizabeth, Pa. for sending it. In his younger days the late J. A. Yonker who headed the Ohio Inspection Bureau at Columbus, O. was a fireman on this towboat, the ELEANOR. He wrote entertaining accounts of his experiences for The Waterways Journal, always hoping that someday--someday a picture of the boat would be found. So let's dedicate this column, and the picture above, to the memory of Mr. Yonker who was well known at S&D meetings and a frequent visitor at the River Museum, Marietta. The ELEANOR was built in 1901 at Brownsville, Pa. on a wood hull 117 by 23 for Capt. Bert Gribble. Most of the boat's career was spent pooling coal out of the Monongahela River. In October, 1912 she was sold to Lewis Pope & Sons, Parkersburg, W. Va. and two months later was resold to the Crucible Steel Co. of Pittsburgh who renamed her MIDLAND.



JACK FROST

Pictured upbound on the Ohio River with St. Louis & Mississippi Valley model barges, with an Ironton iron mill in the background.

BEN P. DONNELL of the Valley Mineral Products Corp., 915 Olive St., St. Louis 63101 writes to say:- "William L. Huse founded the Huse Ice & Transportation Co., then living at Peru, Ill. He was mayor of Peru when quite young, and was associated with a Mr. Loomis in the hardware business and maybe other enterprises. There is no written account of his operations, to my knowledge. One of his towboats was the POLAR WAVE. When I was a youngster there was an ice company at St. Louis of that name, successor to Huse Ice & Transportation. I would like to find someone who could collaborate with me in drawing up some kind of an account of Mr. Huse's operations---he must have been quite a man."

What we don't know would fill a book, save that the Huse river operations were unique and extensive. They barged river ice from the Illinois to New Orleans and points between. In 1881 they built the towboat JACK FROST at Jeffersonville, Ind. (pictured above) on a wood hull 165 by 30. She had four boilers and 22" dia. by 7 ft. stroke engines. The ice was packed in model barges, some of which were the hulls of dismantled side-wheelers.

It is said that Mr. Huse brought to St. Louis the first "ice machine" from France for manufacture of artificial ice.

The POLAR WAVE, mentioned by Mr. Donnell, was built at Jeffersonville in 1885 on a wood hull 146 by 25.7. She was reported burned at Helena, Ark. in January, 1904.

The JACK FROST was sold in Nov. 1901 to the T. J. Hall Co. of Cincinnati. In the fall of 1902 she

was caught here at Sewickley by low water and remained at the bank several weeks until a rise came, then continued to Pittsburgh and took out a coal tow. We recall Capt. "Red" Schletker telling that he remembered when she was beached out below Willow Run, below the C&O bridge, on the Kentucky shore, at West Covington, and literally rotted down.

Not far above Ohio River Lock 14 on the hill-side of Route 7 there is some concrete masonry left over from the Marcoll coal mine and tippie. On Thursday morning, June 12, 1924, at about 8 o'clock, the packet BETSY ANN was preparing to land at the mine to take on fuel when the mine exploded hurling debris 1,200 feet in the air. No one was in the mine at the time. The Marcoll mine had exploded once before, August 2, 1923, killing two men and injuring several others.

The above report is taken from files of a Woodsfield, O. newspaper, and to this we may add a recollection of having landed at Marcoll Mine aboard the GENERAL PERSHING in 1921, about noon, to discharge materials. The mine then was under construction. A ball of black smoke shot aloft from the mine's shaft, obviously a gas explosion. Thus the concrete masonry still evident is the hangover of a short-lived (1921-1924) enterprise plagued with accidents.

Capt. Ray E. Prichard has our thanks for sending on an album of photographs, most of them taken at the Ayer & Lord marine ways, Paducah, Ky. in 1927. The photographer was Capt. Oscar Scarsborough who then was in charge of the tool room at the ways. Capt. Prichard recalls that the general manager of the Paducah firm in 1927 was Capt. William L. Berry. The superintendent was Bill Leek, and in charge of operations in the office was Miss Annie I. Baker. Capt. Joe Billings was the fleet boss.

Many of the photographs show in detail the transfer of the upperworks of the MISSISSIPPI to a new steel hull, and also quite a few of the big excursion side-wheeler AMERICA during and after repairs on the ways. The GREATER NEW ORLEANS was also pictured on the ways and again afloat. The TRANSPORTER arrived, a wreck, after the Joppa tornado, and she is shown before and after rebuilding. The IDLEWILD was moored there during the 1927 flood. Last but not the least is a picture of Capt. Ray Prichard himself in the drafting room at the ways.

The roof bell of the RUFUS PUTNAM, first steamboat to ascend the Muskingum River from Marietta to Zanesville (1824) is among the treasures of S&D stored in Campus Martius Museum. It was presented to S&D by Capt. Scott Heatherington, one of the Heatherington clan who operated a coal works and ran steamboats at Bellaire, O. Scott was born at Bellaire in 1877 and piloted various boats on the Muskingum including the LIBERTY and GENERAL BEACH. Later he made his home at Marietta where he died, 67 years old, December 15, 1944.



Progress report: The new excursion steamboat NATCHEZ now has texas and pilothouse. This view comes to us from Bill Dow, taken on 25th of July, 1974. She's to have a pilotwheel procured on the West Coast, a roof bell from Paducah (somebody tells us it is from the towboat J. D. AYRES), double swinging stages, and news of her whistle appears elsewhere in this issue. The hottest gossip in the realm of timberheads and ringbolts is speculation about which lucky mortals will be chosen to crew her.

An inquiry here from Gilbert Courtois, Jr. of Berard Brothers, Inc., New Iberia, La. "We are interested in the history of a boat we once owned named R. J. NUGENT, although we don't own it any more" says Mr. Courtois. So we did the best we could, starting back when she was built at Cincinnati for the U.S. Engineers, a steel hull sternwheeler, steam of course, named SCIOTO. In 1912-1913 three such boats were built on the grade just above the suspension bridge at Cincinnati by the Charles Barnes Co. for the Engineers; the MIAMI, GUYANDOT and SCIOTO. The CAYUGA followed a year or so later. All had a single stack aft of the pilothouse. Later all were changed to two stacks.

An old school friend of ours, E. Curtis (Buss) Stoner, Jr., tells us that the fast steam yachts WENONAH and WAUNETA (March '72 issue) were indeed owned by Charles A. and George E. Painter who many years ago were next-door neighbors on Pittsburgh's Western Avenue.

A younger brother John H. Painter, lived at Kittanning, Pa. His son J.H. Jr. married Buss's sister Marjorie Copley Stoner.

When the Painter estate was divided, the two older brothers got the Painter property on the Monongahela River and the iron mill in Pittsburgh's West End. John Sr. got the Kittanning property.

A letter here from Briar Cullen, 37 Glass St., Essendon, Victoria 3040, Australia. He wants to construct a model steamboat Mississippi style. "In Australia there is no society such as S&D to sup-

ply such information," says he.

"There were steamboats on the main rivers here late in the last century," he continues. "These were small craft, many used for carrying cargo rather than passengers. I'm sure that in America many were also used as barges, but it would be positive to say that your passenger vessels would be a sight for us to see in comparison to the smaller Australian types."

Mr. Cullen was referred to Alan L. Bates, 1567 Bardstown Road, Louisville, Ky. 40205. Meanwhile we sent him a copy of the S&D REFLECTOR. We have a member in New Zealand but none in Australia.

On Sept. 16, 1972, two radio controlled model steamboats paddled about in the new reflection pool at the Ohio River Museum, Marietta, O. These were the sidewheel J. M. WHITE, built by John H. Leslie of Winnetka, Ill. and Ralph Hitchcock of Seattle, and the sternwheel IDLEWILD, built by John L. Fryant of Alexandria, Va.

Little did the owners of these models know, or suspect, that two years later, both the J. M. WHITE and IDLEWILD were to arrive at the Smithsonian Institution, Washington, D.C. as permanent fixtures.

Both models arrived almost sim-

ultaneously this past mid-July. The J. M. WHITE came as a gift (and what a gift!) and the IDLEWILD was acquired by the Smithsonian by purchase. Photographs of the J. M. WHITE model were shown in our Dec. '72 issue, and the IDLEWILD model graced the back page of our Sept. '71 issue, and was again shown in the Dec. '72 issue.

Tom Doyle of Nashville, Tenn. is building a scale model of the old Pittsburgh-Cincinnati packet VIRGINIA, approximated so that one inch on the model equals four feet of the real boat. It is to be radio controlled. We have a photo of the model made last July, and at that time Tom had her up to and including the framework for the pilothouse. It looks strangely like the NATCHEZ shown on this page--which is a compliment both to Tom and to his skill as a model builder. Jack Custer is twisting Tom's arm to attend S&D later this month and bring the VIRGINIA with him. To our way of thinking the VIRGINIA was one of the best proportioned gold-braid packets ever built, and we're adding our two cent's worth of persuasion in having a chance to admire the model.



Corridor in the new Ohio River Museum, Marietta showing the old steamboat nameboards displayed aloft, the whistle collection in the distance, and boat models cubby-holed into a wall. Photo by Ted Strickland of the Marietta "Times."

Luther Cornelius Chapman, Sr., 84, died on Tuesday, June 25, 1974 at the Scioto Memorial Hospital, Portsmouth, Ohio. He was widely noted as the builder of steamboat whistles, an avocation. For fifty years he was with the N&W Railroad and retired in 1960.

In our last issue, page 51, he is widely quoted in the article about the ST. LAWRENCE whistle. About a week before Luther died his son Luther, Jr., took that issue of the S&D REFLECTOR to his Dad so that he might see and read it. "He enjoyed it very much," reports S&D member Richard Russell also of Portsmouth.

Aside from his son Lou C. Chapman, Jr., 1052 Noel Drive, Portsmouth, he is also survived by a brother, Fletcher Trimble Chapman, Dayton, Ohio; a sister, Mrs. Carl Compton, St. Albans, West Va., and three grandchildren. Luther Chapman's wife Bessie Waller Chapman died in 1970.

He was born in Glenhayes, West Va. A story which may be apocryphal but nonetheless gained great credence some years ago was that Luther once installed one of his steamboat whistles on a N&W locomotive, coupled to a string of empty coal hoppers, crossed the Ohio River bridge and was away up in West Virginia blowing it when a N&W superintendent finally flagged him down and made him take it off.

Services were held at the Temple Baptist Church and interment was in Memorial Burial Park, Portsmouth.

The 2¢ Internal Revenue stamp affixed to the Emil Bott receipt shown on page 44 last issue was a

Civil War financing measure. A tax of 2¢ was charged on checks cashed, beginning on Oct. 1, 1862. Like many "temporary" taxes, it outlasted the Civil War, and did not end until July 1, 1882. The same 2¢ tax was reinstated in 1898 for the Spanish-American War and was repealed three years later. We have this advice from Paul Rieger, Sylvania, Ohio.

Vandals have caught up with S&D. The beautiful bronze plaque which was attached to the Tom Greene Memorial Light at the Hotel Lafayette's riverward parking lot was removed by person or persons unknown early this summer.

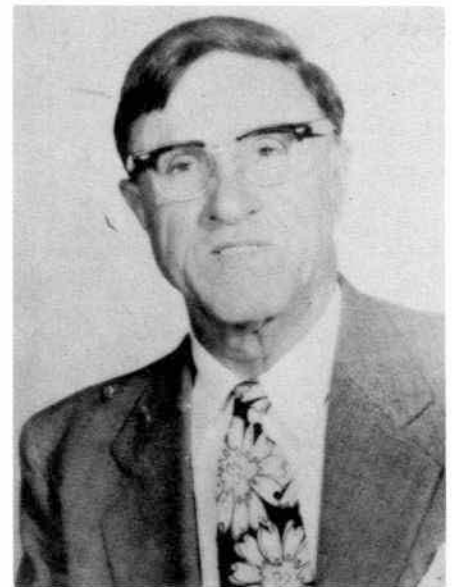
Capt. C. Leonard Schlamp tells us that the Evansville (Ind.) Stamp Club at their current show is offering envelopes for sale featuring pictures and short descriptions of the ARMADA, ISLAND QUEEN (1st) and SPRAGUE.

Friends of Pearl Burks (Mrs. Donald T.) Wright honored her seventy-fifth birthday by staging an overnight cruise leaving Little Rock, Ark. aboard the ARKANSAS EXPLORER at 11:30 o'clock on the morning of August 5th last and returning at nine o'clock next morning. Hosts of the occasion were Jack Trotter and Capt. Gary Davis. Members of the first cadet-pilot class of the National River Academy of Helena, Ark. also participated.

Capt. Roy L. Barkhau who since 1970 has resided at the Watterson Hotel, Louisville, Ky., was hospitalized in the St. Louis (Mo.) City Hospital following a heart attack while visiting in that city this past July. James V. Swift of The Waterways Journal reported on July 9th that Roy was in intensive care, doing Ok, sense of humor good, and complaining about the food. All of which augurs well for recovery.

The last ferryboat at Gallipolis was the JOHN W. LANE. In 1944 she was dieselized at the Parkersburg docks, then owned by C. C. Thornton of that place. She burned at Gallipolis Ferry, W. Va. on January 22, 1947.

Down along the O-hi-o below Madison about nine miles, on the Kentucky side, is a little gravel bar and behind it the famous Payne Hollow. Harlan Hubbard and his wife Anna live there, in case you didn't know. It's about the most remote and hard-to-get-to place you can imagine--and once you get there it's the most hospitable. What brings this up is a new book just published called "Payne Hollow" telling all about it. Harlan Hubbard is the author, and it's from The Eakins Press, N.Y., priced \$5.95. Harlan and Anna built their home using local green-cut lumber and driftwood, complete even to a goat shed, a Steinway grand and a bass viol. How they came to do this, an engaging tale, is plentifully illustrated with many of Harlan's pen sketches. We wouldn't swap places with them for all the cows in Texas. The funny thing is they like living there. The whole tale is incredible--read it.



LUTHER C. CHAPMAN
His obituary appears in the left column, this page.

THE GREAT REPUBLIC AT COLUMBUS

Russell M. Lintner, after seeing the two pictures, map, and the write-up of boats in the ice gorge at Columbus, Ky. in our last issue, sent along to us the following blow-by-blow account telling how the GREAT REPUBLIC happened to be there. The notations are taken from old files of the Pittsburgh "Daily Gazette." The Grand Duke Alexis, principal actor in the drama, was a 22-year-old celebrity visiting in the U.S., getting red-carpet treatment. He was younger brother of Alexander III who later was crowned emperor of Russia.

1872: Jan. 13:- The Grand Duke Alexis and suite have contracted with the owners of the GREAT REPUBLIC for transportation South. The time for the trip is the 28th, or immediately after the buffalo hunt.

Jan. 23: A St. Louis special to the Cincinnati "Commercial" says:- A dispatch received today from the Grand Duke Alexis and party announces that they will arrive at St. Louis on the 23rd and leave for Cairo to take the GREAT REPUBLIC for New Orleans on the 27th. The GREAT REPUBLIC leaves New Orleans tomorrow evening and will have the chamber ready for the reception of the Duke on her arrival at Cairo. A number of mechanics will come up on the boat and make the necessary changes.

Jan. 27: A St. Louis dispatch describes the changes made in the GREAT REPUBLIC for the accommodation of the Grand Duke by taking down a partition. Two staterooms have been turned into one, making of it a room 19 feet long and eight feet high. Besides the ceilings are being painted, and an elegant carpet will be placed on the floor, after which one of the handsomest chamber sets to be found in St. Louis will be placed in the room. Capt. Thorwegan and Mr. Morrison looked at one this morning that is valued at \$3,000, but the head-board was too high, so a plainer set will have to be selected.

Jan. 29: The GREAT REPUBLIC will not run at night while the Grand Duke is aboard.

Jan. 31: Cairo, Jan. 30:- Navigation is suspended. The GREAT REPUBLIC, NICHOLAS LONGWORTH, the CHAS. BODMAN, ST. LOUIS and ILLINOIS are in the gorge at Columbus. The TOM JASPER, ROBERT MITCHELL, BELLE ST. LOUIS and DEXTER are at Columbus awaiting the break-up.

Feb. 1: A dispatch from Cairo yesterday reports the river at that point full of ice, and the gorge at Columbus is still solid and now reported to be ten miles in length. Five boats are caught in it, among them the GREAT REPUBLIC.

Feb. 3: A St. Louis special to the Cincinnati "Commercial" says that Capt. Isaac Jones of the DEXTER came up from Belmont this morning. He reports six feet of

water between Columbus and Memphis and falling rapidly. Capt. Jones thinks the CHAS. BODMAN will get through the gorge, as she is but a short distance from the lower edge of it and can cut her way out. The GREAT REPUBLIC is a mile higher up and will not be able, it is thought, to move until the weather moderates or the river rises. Considerable discussion is going on here among boatmen in regard to the charter of the GREAT REPUBLIC. The knowing ones say, that having a good thing, she should have been satisfied with it, and obeyed orders to the letter as in doing so she would have fulfilled her part of the contract and thrown all responsibility on the Duke. However this may be, it teaches a lesson that should not be forgotten by boatmen. Thomas Morrison, one of her owners, went down to Belmont this morning to see if anything could be done to relieve the boat from a very disagreeable position.

Feb. 5: At last accounts the GREAT REPUBLIC was still stuck in the gorge at Columbus and there is little or no hope of getting her out before the weather moderates. Therefore her engagement to convey the Grand Duke Alexis to New Orleans is broken. Same date:- The GREAT REPUBLIC is in the middle of the river surrounded by frozen ice and nothing but a special interposition of Providence will allow her to reach Memphis in time for the Grand Duke's trip. This seems too bad, after so many delays.

Feb. 6: If the GREAT REPUBLIC cannot be extracted from the ice gorge in time to convey the Grand Duke from Memphis to New Orleans it is probable that the JAMES HOWARD or RICHMOND will take her place.

Feb. 8: The GREAT REPUBLIC was unable to extricate herself from the gorge and could not therefore fulfill her engagement in conveying the Ducal party from Memphis to New Orleans. The JAMES HOWARD had the honor of fulfilling the engagement in place of the REPUBLIC.

Feb. 10: A Memphis special to the Cincinnati "Commercial" says:- The JAMES HOWARD left here for New Orleans at 10 o'clock this forenoon with the Duke Alexis and his attendants, numbering forty persons in all. The boat rounded out and ran above the city to "show off." She carried the Russian colors amidships, the American flag at the stern, and the Russian naval jack at the fore-castle. Passing the front of the city at full speed, she fired three guns which were responded to by cheers and the waving of handkerchiefs from several hundred persons on the Bluff, together with salutes from the steam whistles of several steamers in port. The HOWARD answered with a salute from her whistle, and Alexis acknowledged the parting cheers by lifting his hat several times. The weather was beautiful and the HOWARD went out of sight with a big trip. The

HOWARD is under charter to the GREAT REPUBLIC and carries out that vessel's contract. Capt. Thorwegan and Morrison of the GREAT REPUBLIC went down with Captain Pegram.

Feb. 12: The Cairo "Bulletin" says:- Capt. David Hiner says that "Few people know what caused the ice gorge at Columbus, Ky." He says that during the Civil War while General Polk was in command at Columbus he caused a large number of cannon balls to be thrown in the channel and also had heavy chain stretched across the river from bank to bank, and that the chain contracted by the extreme cold weather, and the ice had lodged against the chain, and being unable to pass over it has formed the gorge.

Same date: Cairo, Feb. 11th:- The gorge at Columbus began to give way at 6 this morning and by noon the channel was sufficiently cleared to permit the passage of boats. All escaped without injury.

Same date:- St. Louis, Feb. 11:- A dispatch from Belmont to the "Democrat" says the gorge there commenced moving about 4 o'clock this morning and soon after went out. The NICHOLAS LONGWORTH was able to turn to, and took a position in a bend until the ice passed, when she started south. All the other boats got out uninjured. The GREAT REPUBLIC left for Cairo.

To the foregoing account Russell Lintner says "I was under the impression that the Columbus chain was removed when the Union forces took Island No. 10 during April of 1862."

Signatures have always held for us a considerable fascination and lately we have added this one to our collection.

Cordially,



This is the way John A. Epling signs himself. He's president of The Propeller Club of the United States, Port of Huntington, W. Va.

Capt. Tom Kenny of Wisconsin Barge Line for some reason or another sent a copy of our June issue to Capt. Harry B. Dyer, honorary board chairman of Nashville Bridge Company. In the next mail we had a letter from Captain Dyer: "I have applied for membership in S&D to Mrs. J. W. Rutter; I am very much interested in everything in the June issue and enclosed is my check for the four previous issues." Captain Dyer probably has not yet had proper recognition for the architecturally pleasing towboats his firm turns out, each new one bearing the hallmark of Nashville design and quality.

AN EVENT with historical implications was the launching of 10,100 hp. towboat JASON (see below) at the Dravo yard, Neville Island, Pa. on Saturday, June 22nd last. She is being built for the Union Mechling Corporation, Pittsburgh. The name JASON is one familiar in Union Barge Line operations, that of the former steam sternwheeler pictured at the right. The paddlewheel-pushing JASON had the distinction of being the last steam sternwheel towboat built for inland service (1940) and her diesel triple prop successor is one of the vanguard of "super" Viking giants (190 by 54) packing unprecedented horsepower and great expectations.

Union Barge operated the old JASON 1941-1951 when she was sold to Amherst and renamed HERBERT E. JONES. Ten years later she was sold to become a restaurant-dance boat on the Allegheny River called THUNDERBIRD. As this is written she is still there rustivating, unused, now owned by Capt. Philip M. Brown, Jr., Louisville, Ky.



Daniel W. Porter, director of the Ohio Historical Society, has resigned effective August 16, 1974 according to John Burnworth, member of the society's executive board.

Dr. Harold S. Grimm, president of the Society, has appointed a five member screening and selection committee to find Porter's successor. John Burnworth, one of this committee, is of the opinion that Charles Pratt, assistant director, will be named acting director meanwhile.

The task of finding a new director may require several months.

Dan Porter has been director for the past 13 years. He is transferring to a smaller New England historical society where he begins work Sept. 3, 1974. He was formerly from that area.

The Marietta "Times" runs a 25 years ago column, and in reviewing the files for July 1, 1949 the following events were reported:

¶ S. Durward Hoag celebrated the 31st anniversary of the Lafayette Hotel by driving around town in a 1918 car. That's the year the hotel opened.

¶ John Knox, who graduated last month from Marietta High School, where he played the French horn in the band, was selected to play first horn in the band clinic at Ohio University.

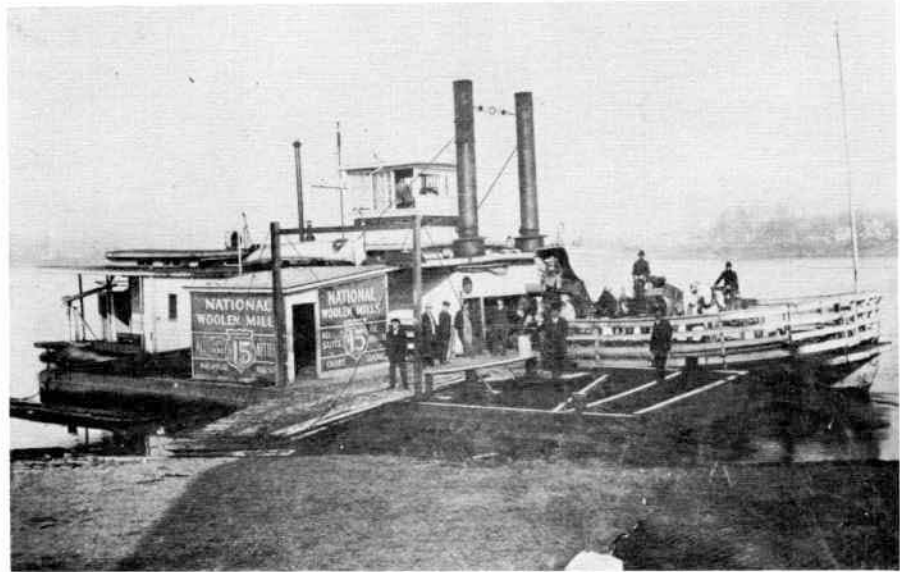
¶ Thousands of visitors were flocking to St. Marys, West Va. for the celebration of its centennial. St. Marys was founded in 1849 by Alexander Creel, who said he had a dream in which the Virgin Mary told him the location would be the site of a "happy and prosperous city."

The Louisiana State University at Shreveport was the recipient of an extensive collection of river relics and an unpublished manuscript, book length, about Capt. Thomas P. Leathers. The gift was presented by Eugenie Watson Somdal of Shreveport in the memory of her late husband Dewey A. Somdal, noted architect and river buff who brought together more material on the life of Leathers than can be found anywhere. At the opening of the display LSUS officials honored Mrs. Somdal with a coffee on Tuesday, June 25th last.

This is a big year for Leonard Huber.

During the annual commencement exercise at Tulane University, the 71-year-old New Orleans author and historian donned cap and gown to receive an honorary Master of Humane Letters degree in recognition of his "notable work in New Orleans history and his leadership in the preservation and advancement of the cultural heritage of the city."

Leonard recently transferred his enormous collection of pictures depicting New Orleans through the years to the Kemper and Lelia Wil-



NINA PADEN

She was in the news on July 3rd.

The Belpre Historical Society has acquired a model of the ferryboat NINA PADEN which operated on the Ohio River between Parkersburg, W. Va. and Belpre, O. The model was made by the late Capt. Harry Kraft and was presented by his daughter Mrs. Virginia Watson, Columbus, O. The event was reported in the Marietta "Times" last July 3rd. The NINA PADEN was built at Marietta in 1896, a recess-wheel ferry with a wood hull 103 by 26.8. She succeeded an older ferry named MAGGIE PADEN, and was owned by the Paden family and Capt. J. Henry Shaw. The ownership on Feb. 5, 1906 became J. H. Shaw 15/24, Dora P. Shaw 5/24 and Mary L. Skinner 4/24. On Dec. 11, 1911 the owners became Dora P. Shaw of Belpre 5/6, and Mary L. Skinner of Cincinnati 1/6. Capt. John Stone of Belpre became master-pilot and associated with him were Joe Deems, Noah Buckner and Bill Taylor. The ferry ran from 5 a.m. until midnight, and a launch service was provided in the early morning hours. When the suspension bridge was built 1915-1916 she was sold Feb. 1917 to the Ashland (Ky.) & Ironton Transfer & Ferry Co. and her name was changed to CITY OF ASHLAND. She ferried at Ashland until the bridge was built there in 1931 and then was sold to Capt. John F. Davis of Fullerton, Ky. who changed her name to CAPTAIN JOHN and used her in the Fullerton-Portsmouth run. During the big flood of Jan. 21, 1937 she was handling passengers across the flooded Scioto bottoms where she struck a log and sank. Capt. Davis was at the wheel when the accident happened. The above view was taken years ago at Parkersburg when you could go to the United Woolen Mill and get a \$15 suit.

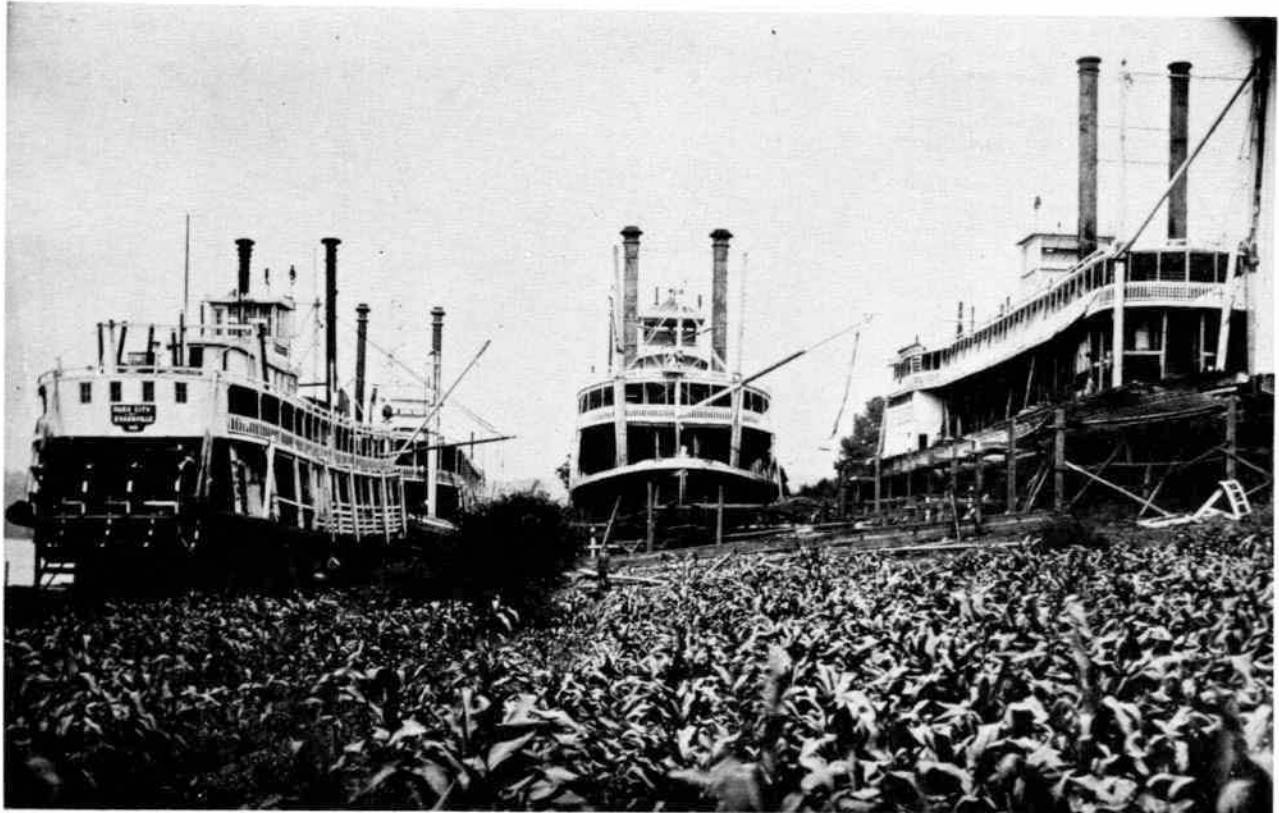
liams Foundation for inclusion in the Historic New Orleans Collection, which is housed at 533 Royal in the Vieux Carre.

Retired? Hardly that. Last April his 14th book was published, "The Cemeteries," third in the Friends of the Cabildo's series on New Orleans architecture, which he coauthored with Mrs. Mary Louise Christovich and Mrs. Peggy McDowell. And later this year he has two more books due to appear, "Louisiana; A Pictorial History," some 400 pages long, and a shorter picture-filled "History of Mardi Gras."

Mr. and Mrs. Ben H. Wells watch boats from their home 25 miles be-

low St. Louis. "Neither of us can claim ancestry among the pioneers of the river, but we do feel a close association to the Mississippi and the people who conduct the transportation facilities on it," writes Mr. Wells. They have joined S&D.

In looking over advance reservations at the Hotel Lafayette for Sept. 21 it appears like quite a party is in the making. William L. Talbot of Keokuk is in high hopes of being there. One sad note is a bulletin from John Hartford who can't make it to Marietta this year because of a scheduled performance elsewhere.



LAWRENCE A. POMEROY, JR. of Cleveland, O. recently presented the original of this picture, $6\frac{1}{2}$ by $9\frac{1}{2}$, to the Steamship Historical Society. It was taken by Spaulding & Flora, photographers, 137 E. Main St., Madison, Ind. Charles D. Bieser, intermediary in the transfer, suggested that S&D REFLECTOR first take a gander at it and provide a bit of background. Well, plain to see, the boats from the left are the PARK CITY, GOLDENROD, CLYDE and CITY OF CAMDEN. They're at the Madison Marine Ways and the corn is just about right for the Fourth of July. The earliest date the picture could have been taken is 1898 when the PARK CITY was new, and the latest is 1906 when the CITY OF CAMDEN went to Mobile. The latter date is more probable inasmuch as in 1906 the CLYDE's hull was completely rebuilt.

Thirty or more years ago Miss Rachel Sole of Sardis, O. had an interesting relic called a "hair book." Contributors supplied a lock of hair, which was mounted and secured usually with a piece of ribbon. Miss Sole's book predated the Civil War and in it were locks from Capts. Joe Witten, Samuel Keigley, John Irwin (who was an uncle of Capt. Mel Irwin), Owen Jolly and others. Among the ladies represented was Miss Kate Brennan, who married George Paden, and was the mother of Capts. Frank and Clyde Paden who operated the diesel towboat DIESEL, now the fine CLAIRE-E. In the back of the book was a schedule of the boats passing Cochransville, a Monroe County town now almost forgotten, in 1851. The Pittsburgh and Cincinnati packets were listed up-bound: HIBERNIA NO. 2, Sunday; CINCINNATI, Monday; BRILLIANT, Tuesday; CLIPPER NO. 2, Wednesday; MESSENGER NO. 2, Thursday; BUCKEYE STATE, Friday, and the KEYSTONE STATE, Saturday. The Parkersburg-Wheeling boat was the ALLEGHENY

CLIPPER.



This group of notables is aboard the the BELLE OF RICHMOND at Marietta on Sept. 17, 1966, photo made by R. L. Dana. From the left: Robert Lee Kesterson of Belpre, O. who had a 30-foot sternwheeler VALLEY BELLE; W. G. Patterson, Richmond, Ind., owner of B/R; Mrs. Frank G. Monroe; Mrs. R. L. Dana, and Capt. Harry Kraft. There is news of Captain Kraft's model of the ferryboat NINA PADEN on page 43 of this issue. Our thanks to Bill Patterson for the loan of the picture.

AS YOU WERE

BY JIM BAKER



-Marietta Times

¶ A pilot is a man who knows a great deal about very little and who goes along knowing more and more about less and less until finally he knows practically everything about nothing.

¶ A captain on the other hand is a man who knows very little about a great deal and keeps on knowing less and less about more and more until finally he knows practically nothing about everything.

¶ An engineer starts out knowing practically everything about everything and he ends up knowing nothing about nothing, due to his association with pilots and captains.

=The above is taken from a newspaper published aboard the U.S. dredge JADWIN 1935-1936. This mimeo sheet was edited by Edward King, formerly a Pittsburgh newspaperman. He called his paper the "Jadwin Jest."

The many friends of H. N. (Ray) Spencer, Jr., publisher of The Waterways Journal, are grieved to learn of a recent heart attack he suffered when returning home from a trip to Tulsa, Okla. Ray was hospitalized three weeks, after which he spent another three weeks recuperating. At the present time (July) he and his wife are sojourning in Florida. All signs point to a complete and successful recovery.

Sirs: Emil Bott is the artist who did a drawing in Leslie's "Illustrated Famous Leaders and Battle Scenes of the Civil War." It depicts the river movement of U.S. troops with the shoreline of Benwood, West Va. in the foreground and an extensive view of Bellaire, O. across the river. Six steamboats are in sight, three of them loaded with troops.

I used this scene as the dust jacket of my new book "Through One

Man's Eye."

The article about Bott in the last issue made me most happy, for I had known nothing about him previously.

Paul E. Rieger,
5031 Westminster Road,
Sylvania, Ohio 43560

=Paul Rieger, native of Belmont County, O., based his new book on numerous letters written by a Belmont County U.S. soldier, James G. Theaker, who spent three years in Civil War service. Copies are available from the author at the above address, \$6.95 postpaid. Mr. Rieger is a CPA and associate v.p. for finance at the University of Toledo. -Ed.

The Frisbie Engine & Machine Co. is still in business at Cincinnati located at 2635 Spring Grove Avenue. Years ago the firm manufactured steamboat machinery. Today they build calliopes.

They've just finished a 32-whistle calliope for the sternwheel steamboat MINNE-HA-HA operating on Lake George, N. Y. and presently one is being completed for the new steamboat NATCHEZ at New Orleans. A third one will be played aboard the sternwheel REED LEE (ex-SEWICKLEY) owned by Reed Coen.

Head of the Frisbie firm is Jess Coen, and Reed is his son. Jess started his river career with the Campbell's Creek Coal Co. on the Kanawha River at Dana (now Port Amherst), West Va.

Consultant with the firm is Ernest Wilde, also of Cincinnati, who has built a number of smaller calliopes over the past years. One of his is on the BELLE OF LOUISVILLE, and another on the CHAPERON PARTY BOAT.

A forerunner at Cincinnati who built such instruments was Thomas J. Nicol. The other leading manufacturer along the rivers was George Kratz, Evansville, Ind.

The Coen calliopes are electronically operated--which is to say played--for they use live steam. Also they come equipped with multi colored lights. The going price for a 32-whistle job runs \$17,000 to \$20,000 (without a boiler).

Randy Russell this past summer was working on the DUNCAN BRUCE and his brother Mike was on the LUKE GLADDERS.

In our last issue was brief mention of Capt. Abner Martin, mate on the side-wheel PENNSYLVANIA at the time she exploded in 1858 at Ship Island, Mississippi River. We now have a letter from Claire D. McKinnon, Colorado Springs, who says:

"Captain Martin was rather an aristocratic looking gentleman. I remember him well, as he was bedfast two years before he died and his booming voice rang out all over the house when he wanted service. His wife Lucinda was a sis-

ter of my grandmother Arivilla Dawson."

A brief sketch of his life:

Capt. Abner Martin was a native of Virginia, born in Tyler County in 1820. He went to work on the Ohio River packets when 13. During the course of his boating he was in several accidents. His first was aboard the side-wheel ROANOKE when she sank at the mouth of the Big Hocking River in 1836. He was mate on the side-wheel BROOKLYN when she collapsed a flue 20 miles below Vicksburg in 1847, and was on the NATIONAL 15 miles below Paducah in a similar accident.

During the heyday of the "Railroad Line" prior to the Civil War, he was on various of their boats as mate and happenstance placed him for 11 months with Sam Clemens of Hannibal, Mo., then a cub pilot. After the explosion of the PENNSYLVANIA, Abner was mate and master on various packets handling U. S. troops and supplies during the war. He was on the new sternwheeler MOUNTAINEER on the Tennessee River when she was shelled and destroyed by fire at Johnsonville on Nov. 4, 1864. He afterwards related that his escape along with the rest of the crew overland to Nashville, through guerrilla infested territory, was perhaps the most exciting episode in his life.

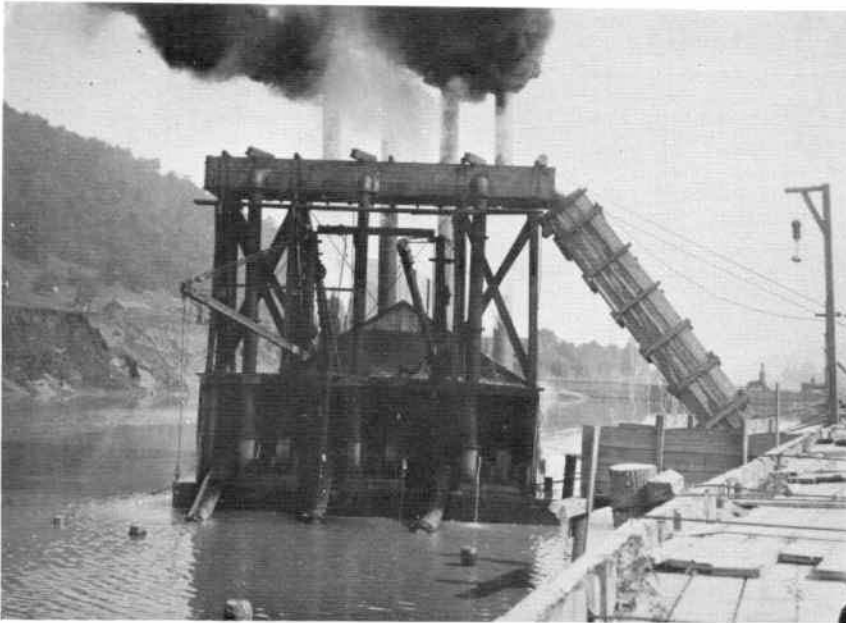
In 1861 he had moved his wife and family to the upper end of East Liverpool, O., a section long known as "Martin's Gardens." Later the Patterson Foundry occupied part of the acres.

The celebrated Mark Twain was scheduled to lecture in Pittsburgh and was stopping at the Monongahela House. Abner Martin hopped on a C&P train and decided to go calling. Mark had left orders with the desk clerk--no visitors. Abner scribbled his name on a piece of paper and bribed a bell boy to deliver it to Mark's room. There followed a grand reunion as these two "steambated" without interruption for several hours. Not only did Abner hear the lecture, but he had a ringside seat.

Abner Martin lived to be 96. He died at East Liverpool in 1916. Longevity was inherited from his grandfather Martin who lived to be 104.

It was in 1939 that Capt. Thomas E. Kenny made a 9-day canoe trip down the Ohio from Pittsburgh to Pomeroy.

Our morning mail brought to us an announcement, on June 1st last, of a rather startling sort. John Bower, Fredericktown, Pa., has set a price of \$50,000 on a collection of steamboat relics, "a large building full." Ms. A. B. Richardson, 127 E. Chestnut St., Washington, Pa. 15201, dealer in antiques, advises that she has been commissioned to sell the collection. In our last issue, page 9, was a mention that the roof bell of the FAR WEST is in this Bower collection.



COMMENCING at 2:20 a.m. and completed at 4:35 a.m. on Monday, July 1st last, Ohio River dam No. 14 above Clarington, O. was lowered for the last time. This totaled 150 pass wickets, 34 Chanoine weir wickets and the two traps. Divers Ralph Seely and Foy Turner commenced July 20 removing keepers and T-bolt nuts in preparation for removing the wickets. The Osage Construction Co. of Pittsburgh has the contract to remove the outside lock wall and the bear trap piers. The pool will be maintained hereafter by the new Hannibal Locks and Dam.

We join with lockmaster Robert R. Spear and his crew in bidding goodbye to the most publicized movable dam on the Ohio River. J. Mack Gamble in the period 1918-1970 seldom turned in his weekly column to *The Waterways Journal* without a paragraph or so about Lock 14, even including the WWII years when Mack had a special permit to visit there.

No. 14 was built by the Missouri Valley Bridge and Iron Works and was opened to traffic in 1913. The towboat named *CARRIE V* (see center picture) was first used, and in 1913 the contractors built a similar boat named *MISSOURI*, at Clarington, which finished the job.

The *CARRIE V* was built in 1897 at Antiquity, O. on a wood hull 100.6 by 19.1. She was owned by the Varian family of Pt. Pleasant, W. Va. and originally was single deck. She was shortly sold to the Cairo, Memphis & Southern Railroad Transportation Co. operated by Capt. Fred Bennett at Cairo who also operated the towboat JOHN S. SUMMERS and barges. In the fall of 1906 she was sold to the Parkersburg & Marietta Sand Co. On Dec. 2, 1909, Capt. C. T. Dotson of Parkersburg in charge, she sank on a snag at Bush's Mill, O. (not far below Gallipolis Locks) but was raised. The Missouri Valley Bridge & Iron Co. of Leavenworth, Kansas bought her in July, 1911. We have no record of what happened to her.

Bob Smith visited at No. 14 in July and lockmaster Spear loaned him two albums of photographs, all taken during the construction period. The three on this page are from one of these albums. The upper one shows a mighty four-boiler pump boat used in unwatering the coffer. The lower one taken from the Woodlands, W. Va. side during high water (probably in the spring of 1913) is the only photograph to our knowledge showing trees in full leaf (look sharp at the hillside) and ice running in the river. We are at a loss to explain the situation.

The most dramatic event in the story of Lock 14 was the sinking of the Pittsburgh and Cincinnati packet *SENATOR CORDILL* when she struck an insufficiently lowered wicket in the early morning hours of Monday, Feb. 5, 1934. This unfortunate accident proved to be the finale not only for the steamboat but for regular year-around passenger-freight service by river between those Ohio River ports which had been served by packet for nearly a century.



The NORMA-A has been sunk for a couple of years and alongside, toward shore, is the small pusher TOC 2. William E. Brandt took this picture in Sept. 1973. The location is at Fly, Ohio, just below the ferry grade, and across the Ohio River you see homes in the lower part of Sistersville, West Va. The NORMA-A is owned by Paul Seekins of Columbus, O., and the TOC 2 by the Sistersville Ferry Co. The NORMA-A's hull dates back to 1930 when it was built at Paducah, Ky. for the stern-wheel towboat F. W. OLCOTT. In 1943 this same hull was used in building the IVAN HARRIS for the Indiana Farm Bureau. The Hines family at Bowling Green bought her in 1948, changing her name to HINES ZEPHYR. In May, 1963 John Donaldson's Blue Grass Barge Co. bought her, changing her name to KEENE. It was from Blue Grass that Paul Seekins bought her in Oct. 1969, and then converted her into a private pleasure craft. The TOC 2 was built in 1948 originally named FIRE FLY and owned at Memphis. The TOC Marine Service, Paducah, got her in 1967, and for a while she was named EARLY-BIRD. Sistersville Ferry acquired her in 1969.

S&D member Bob Stone distributes quite an array of boat pictures, note paper and recordings and as a service to S&D members we are listing what's available:

WHISTLE ECHOES #1 is a 44-minute l.p. recording narrated by F. Way, Jr. of steamboat whistles.

WHISTLE ECHOES #2 also is a blowing of old whistles plus some calliope music and a song with J. Mack Gamble doing most of the talking. These records are \$5.95 each or both for \$10.45.

EIGHT LARGE full color steamboat pictures, all of them reproductions of William E. Reed paintings suitable for framing. This series includes the QUEEN CITY, DELTA QUEEN, BETSY ANN, GRAND REPUBLIC, HOMER SMITH, the sternwheel cotton packet AMERICA, the DQ and B/L racing, and a lively scene of the Pittsburgh harbor in 1901. These measure 16 x 21 inches with white matt. Singly at \$2.95, and \$20 for all eight.

AMERICANA RIVER BOAT ALBUM, an attractively bound volume of 16 full color reproductions of Wil-

liam E. Reed paintings, 12 x 16" page size with descriptions of each boat. \$20 each.

FULL COLOR POST CARDS of 16 Reed steamboat paintings, \$2 the set.

NOTE PAPER attractively decorated with full color steamboat pix and brief descriptions together with envelopes, 12 in a box, \$2 the box. Also we understand if you have a preference for any one boat you may reorder requesting that boat.

BOB SCHMERTZ'S SONGS, four of them including "Monongahela Sal" on a 7" l.p. record, \$2.50 each.

All of the above items are sent postpaid, and no COD's please. Write to Mode Art Pictures, Inc., 3075 West Liberty Ave., Pittsburgh, Pa. 15216.

"Never thought we'd be steamboating over HERE!" says a pretty post card from Helvetia signed by Bob and Nell Hamilton. The boat on the card is an entrancingly sleek job, side-wheel, and the name on her is SIMPLON.

SPECIAL WELCOME to S&D members who plan to attend the meeting at Marietta on the week-end of September 21. We address to them the following remarks:

Most delegates arrive Friday and many stay over until Sunday morning. Headquarters is the Hotel Lafayette. Advance room reservations are essential and their telephone is 614-373-5522. In case the hotel is unable to accommodate you, you will be referred to one of the several first-class motels in the city.

There is no organized program on Friday but you'll find nearly all members dining that evening in the hotel's Gun Room and having huddles in the lobby.

The Board of Governors meets on Saturday morning at 9:30 sharp in the hotel's Ohio Valley Room and it is your privilege to attend. At noon a box-luncheon is served at the Marietta Boat Club and you are invited to bring along models, souvenirs, pictures, etc. Following the luncheon, also at the Boat Club, is the "membership meeting" with impromptu talks and introductions.

The annual dinner is served Saturday evening at the Lafayette at 6:30 sharp. Advance reservations are required, obtainable at the hotel's registration desk. If the tickets are all sold (more often than not) be not dismayed and join others in the Gun Room. The program does not start until the meal is over with, the tables removed, and chairs placed. Dress is optional and usually informal. All S&D's are welcome to attend the program, no charge, and seating is optional.

The program in preparation is in the hands of J. W. (Woody) Rutter, a graphic presentation of J. Mack Gamble's "Modern Progress." Also other surprises. Nobody is allowed to read a speech. Following adjournment many of the members show slides, movies, etc.

While you are in Marietta be sure to visit aboard the steamboat W. P. SNYDER, JR. The new Ohio River Museum will be having open house for S&D people. Take a boat ride aboard the VALLEY GEM. See Campus Martius Museum. Marietta has many attractions--in fact is loaded with historical sites and scenes. Across the Ohio River bridge at Williamstown, W. Va. is a glass factory with scheduled tours--the best one in the country bar none.

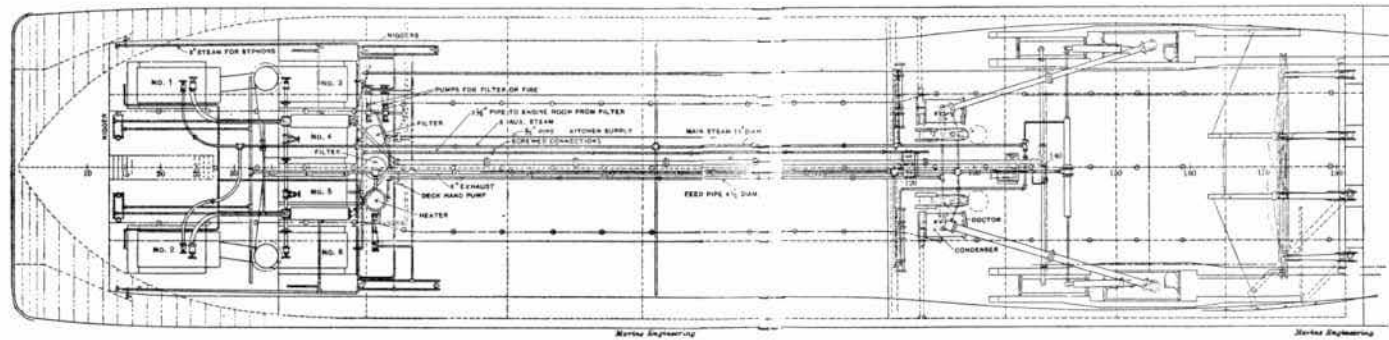
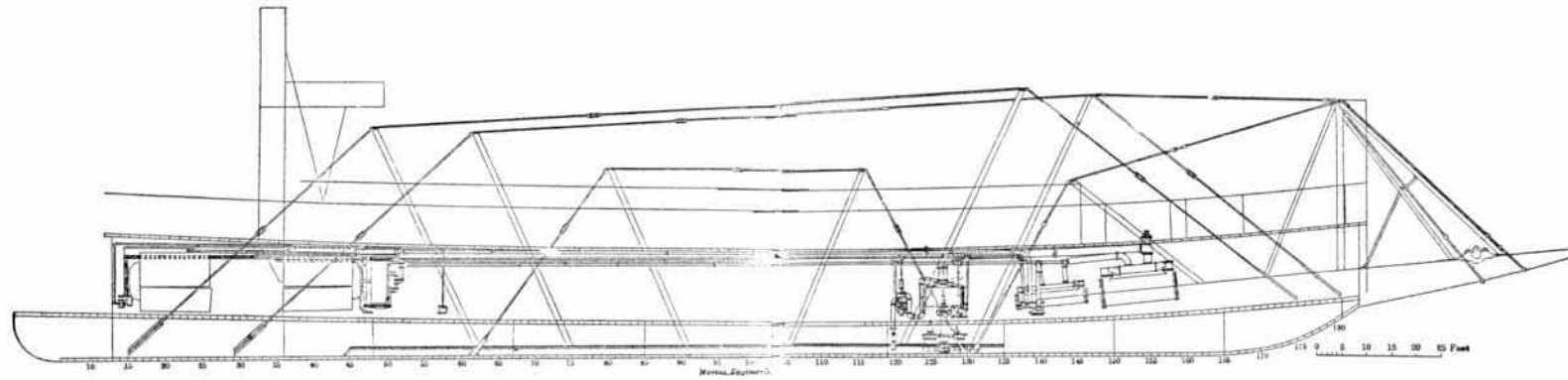
Our considered opinion is that the biggest thrill of your visit will be meeting and talking with all of the river people, their wives and families--people you've heard about, and here they are.

BACK PAGE PICTURE

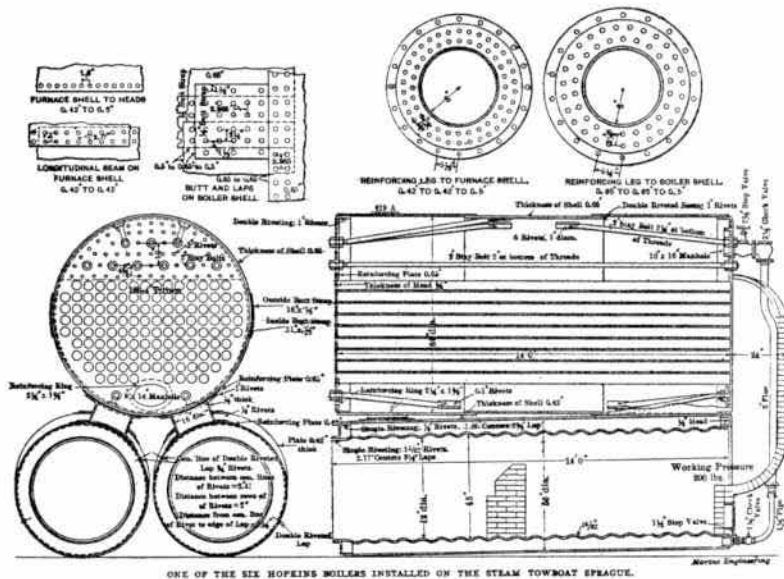
The lonesome paddlewheel, or part thereof, was on the Kentucky shore of the Ohio River below the Falls at Louisville, salvaged from the wreck of the CITY OF MEMPHIS (originally the VERNE SWAIN) in the fall of 1932 and we thank C. W. Stoll.



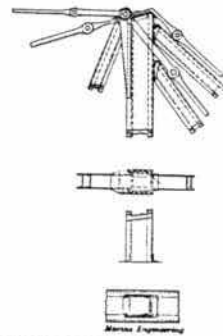
In the June issue an "up in the air" paddlewheel was pictured; this one looks buried.



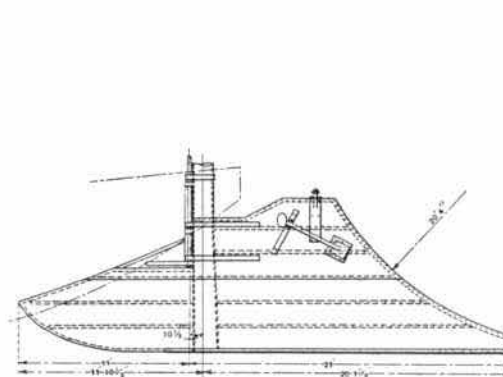
FIVE PLAN AND HOG-CHAIN PLAN THE STEEL STERN-WHEEL TOWBOAT SPRAGUE.



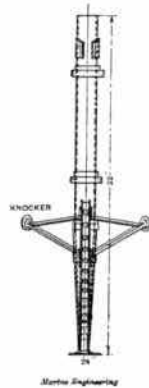
ONE OF THE SIX HOPKINS BOILERS INSTALLED ON THE STEAM TOWBOAT SPRAGUE.



DETAILS OF HOG-CHAIN BRACES AND HAWSER POST.



ONE OF THE FOUR BUIDENS FITTED ON THE SPRAGUE.

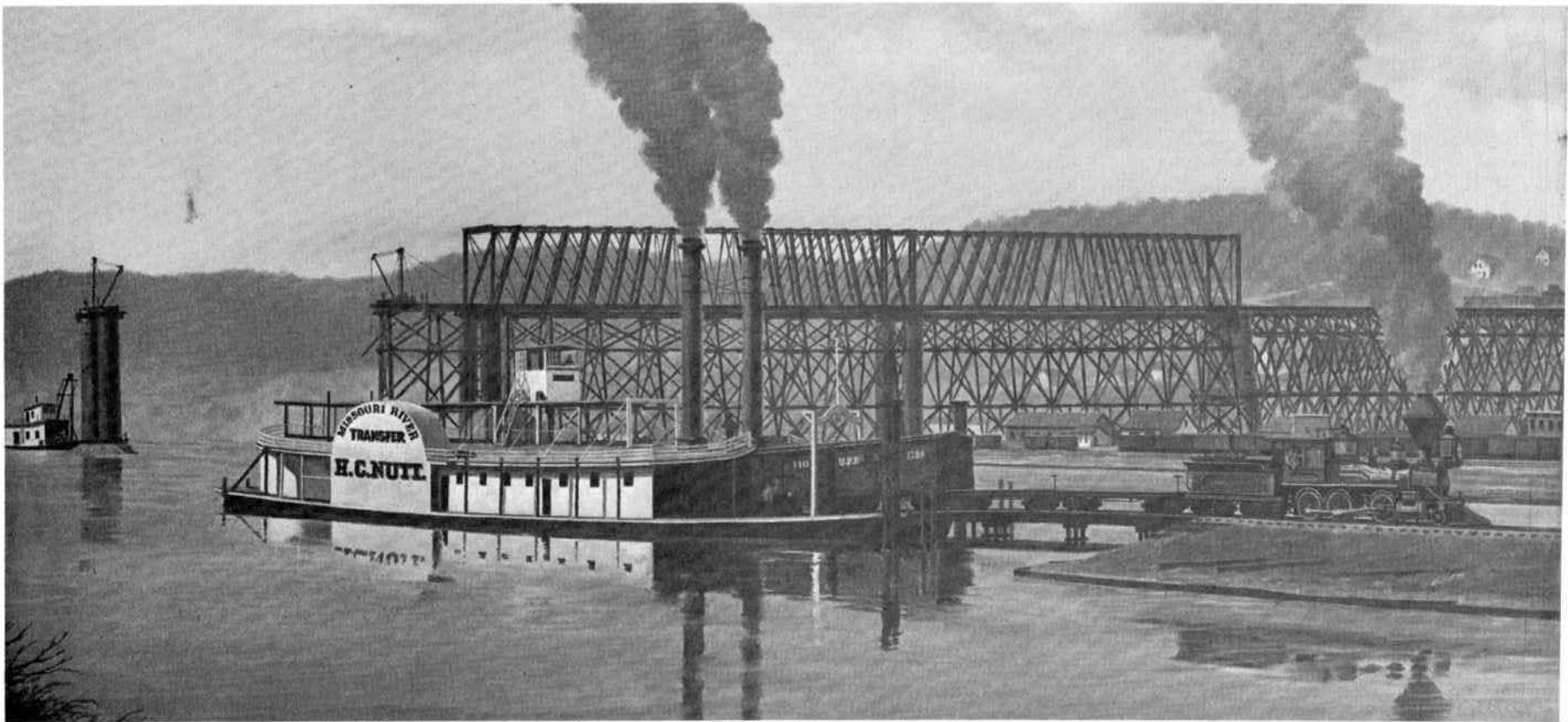


Marine Engineering

ORIGINAL PLANS OF THE SPRAGUE, INCLUDING DRAWING OF HER PATENTED HOPKINS BOILERS AND SHOWING HOW THEY WERE PLACED ON HER
Taken from the Sept. 1903 issue of Marine Engineering



At Mile 195 above Cairo. See text upper left next page.



ON THURSDAY, FEBRUARY 10, 1870 this railroad transfer steamer H. C. NUTT left Pittsburgh for Omaha, Neb. to shuttle cars across the Missouri River for the Union Pacific RR. She was owned by the Missouri River Transfer Company, a firm owned in equal shares by William W. Marsh of Omaha and H. C. Nutt, Council Bluffs, Iowa.

The 180 by 33 ft. wood hull was built at the McFall yard along the Monongahela River at California, Pa., and from thence she was taken to Wellsville, O. where P. F. Geisse completed the superstructure. The engines, 20" dia. by 5½ ft. stroke, were placed at Pittsburgh as were her four boilers (two on each guard) allowed 121 psi. The single track rails accommodated five freight cars.

The H. C. NUTT loaded and unloaded from inclines at Omaha and across at Council Bluffs during the period when the great

bridge was being built, opened to traffic in 1872. When the river froze over in winter the NUTT was kept in an ice harbor. On one occasion, at least, the Union Pacific chopped holes in the ice, drove piling, and laid rails across the river to keep traffic moving until the spring thaw came.

The above picture was brought to us by S&D member Joseph Peretic, 132 Baker Drive, Pleasant Hills, Pittsburgh, Pa. 15236. Joe picked it up framed, at a dealer's shop because it looked interesting. We note the original was the work of an artist who signs himself FOGG. The artist surely worked from a photograph to have captured the details of the NUTT, the bridge structure, and the diamond-stack U.P. locomotive with such fidelity.

It is recorded that on July 14, 1871 while shuttling cars the NUTT struck one of the bridge piers doing \$2,000 damage, to herself we presume, for seldom did wooden steamboats come off with laurels

when bridge-tilting.

We note that the NUTT was registered at Memphis in 1876, and her last owner, a year later, was M. B. Pritchard of Little Rock, Ark. at which time Capt. W. W. Maingault was her master. She was removed from documentation in 1878.

Without much doubt the NUTT transferred the first transcontinental train across the Missouri River. In the summer of 1870 a palatial train was made up at Boston billed as the "Pullman Hotel Express" to proceed from "Faneuil Hall to the Golden Gate." The train carried a baggage car fitted with large ice closets and a refrigerator, and also a printing press. The smoking car, divided into four compartments, contained a newspaper editor's office, "wine room," smoking room and barber shop. Departure from Boston was made May 23, and six weeks later the train was back at Boston. It was a "first" for the railroads of America.



American Barge Line's PIONEER arriving in New Orleans, Sept. 18, 1936
Read C. W. Stoll's letter, next page.



In the June issue an "up in the air" paddlewheel was pictured; this one looks buried.