

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 11, No. 4

Marietta, Ohio

December, 1974



Starting at 6:04 p.m. and ending 31 minutes later, the JULIA BELLE SWAIN whipped the DELTA QUEEN in a race at Peoria downstream from the Ivy Club to the Murray Baker bridge, 6½ miles. Date was Sunday, August 4, 1974. The DQ at the finish was black-smoking like it was going out of style.

The DQ had advertised a race-dinner cruise and had aboard an estimated 300 passengers at \$25 a throw. The JBS carried about 100 press and city officials. The DQ was drawing 8½ feet and the JBS 2'9". Thereby hangs the tale.

Walter Karnath, Winona, Minn. was piloting the DQ and Dennis Trone the JBS.

Oh, well, Capt. Ernie Wagner of the DQ got a birthday cake. Dennis Trone got a pair of antlers (see below).



Capt. Dennis Trone (left) and the new antlers for his JULIA BELLE SWAIN. They came as a gift from Robert J. Anton (on the right) and his father Paul Anton.

Sirs: When will the new DELTA QUEEN be launched? Are spectators allowed to witness the event? I would love to see a steamboat launched.

Robert J. Anton,
1528 West Fredonia,
Peoria, Ill. 61606

=As of this date (Oct. 28) Jeffboat is back at work following a strike. Date of launching of Hull #2999 has not been announced, but work on the superstructure is going forward rapidly. We are told that christening ceremonies will accompany the launching and that the date will be broadcast in time for spectators to be there. -Ed.

Jazz pianist Errol Garner (Sept. '74 issue, page 5) opened the season of the Louisville Orchestra with a pop concert on Saturday evening, Sept. 21st last. Fit to

be tied was C. W. Stoll who was MC'ing S&D's Marietta meeting at the time, wondering all the while whether over 30 years ago he just might have heard Garner "sitting in" aboard the SAINT PAUL at Pittsburgh. "But," rued C. W., "First things First; maybe I'll get to hear him yet."

Mabel Carpenter did a full page picture story of the new towboat JASON (Sept. issue, page 42) for the "Marietta Times" in their Oct. 3rd issue. "When the name of the new towboat was revealed," she writes, "some speculated she was being named for the old JASON, a steamboat owned by Union Barge Line Corp. in the 1940s. However, she really was named for Jason, the legendary hero in Greek mythology."

As all good men who come to the aid of the party know full well, the original UBL's JASON was named for Jason T. Weisenburger whose dad was president of the firm that built her, Marietta Mfg. Co. And speaking of mythology and legends, the story got circulated in 1940 that construction of JASON was started in July and ended in November. Hence the name was "concocted" using the initials of the intervening months J-A-S-O-N. Now which newspaper do you read?

Why does Union Mechling elect to honor a Greek Jason who didn't even have a last name? --And who got bopped on the head and crushed by a beam aboard his ship ARGO? --And who was not a Viking, let alone a Super Viking?

Captain Jason's quest for the golden fleece has been often honored by our river steamboat people to wit:

ARGO (for Jason's ship) A Ken-

tucky River packet built 1833 at Jeffersonville, Ind.

ARGO A Galena-St. Paul packet built at Louisville 1845.

ARGO Vicksburg and Yazoo River packet built at Freedom, Pa. 1856.

ARGO A small-fry built at Parkersburg, W. Va., 1864.

ARGO A job towboat built at Marietta, O., 1873.

ARGO A freighter built at Oil City, Pa. on the Allegheny, 1874.

ARGO A small packet built at Dyersburg, Tenn., 1877.

ARGONAUT (Those who sailed with Jason were so called.) A packet built at Brownsville, Pa., 1855.

ARGONAUT NO. 2 A packet built at Elizabeth, Pa., 1862.

ARGOSY (Influenced by ARGO) A packet built at Monongahela, Pa. in 1862.

ARGOSY NO. 2 A packet built at Monongahela, Pa., 1863.

ARGOSY NO. 3 A packet built at Monongahela, Pa., 1865.

GOLDEN FLEECE An excursion boat built at Paducah in 1913.

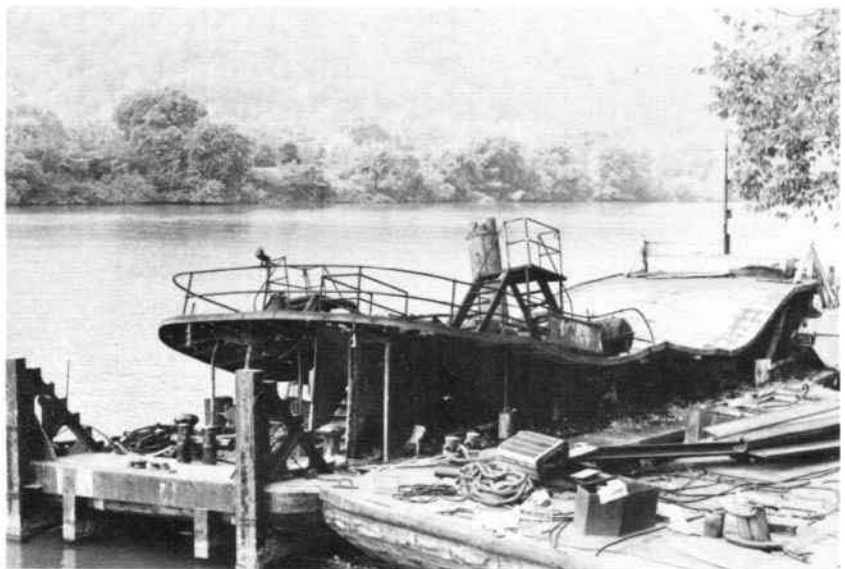
Union Mechling says it's going to name the next 10,100 hp. towboat (now building at Dravo) ARGONAUT. Should they wish to continue the tack there are some pretty fancy Jason-related candidates:--CHIRON, MEDEA, IOLCUS, CREUSA.

FRONT COVER

The BELLE OF LOUISVILLE pictured by Gabriel Chengery; see editorial on page 4.

BACK COVER

Some of the old-timer showboat persons like Billy Bryant would do a flip to know that the "steam pianny" in 1974 had gone to college. This 32-whistle instrument recently was built by Frisbie Engine & Machine Co., Cincinnati.



The burned WINNIE MAE (Sept. issue, page 8) along Witcher Road above Belle, West Va. on Kanawha River photographed by Frederick J. McCabe, Sept. 18.

Two pictures of a stately mansion located at Westport, Ky. were shown in our June '73 issue, tentatively identified as once owned by Capt. Samuel S. Brown of Pittsburgh.

Now we hear from C. W. Stoll:-
"Oscar F. Rehm, member of the BELLE OF LOUISVILLE's Operating Board, recognized the house in the picture and today (Aug. 7) he and I went to Westport where we talked with at least four people well acquainted with the region including Mrs. W. F. Carr, 80, widow of Capt. "Skeeter" Carr so long associated with packets of the Louisville & Cincinnati Packet Co.

"The house pictured in the S&D REFLECTOR was built shortly after the Civil War by a planter from Arkansas, a Mr. Taylor, and later occupied by a son Gyp Taylor. The mansion later was occupied by James Bowling (lease) and then a Louisville banker, Tom Gaines, acquired the place. Following the stock market crash of '29 and during the depression the property came into the hands of Breaux Ballard, also of Louisville, with family origins in Louisiana. Later it was sold to Dallas Powell, also of Louisville, of whom not much could be learned--he tore the mansion down in 1950-1951. We were told that the present owner of the property is Charles Peaslee Farnsley who has been active in the purchase and restoration of homes at Vevay, Ind." (See Sept. issue).

"BUT," says C. W., "We were told that 'a racehorse man named Brown' had a house on the hill back of Westport, not immediately visible. So maybe that's our next project, to find that house."

-The 'blue grass' home and farm once owned by Capt. Samuel S. Brown was called "Donerail," if that is any clue. -Ed.

Sirs: My great grandfather Franklin Austin Barrows was in partnership with his son William Austin at the time of his death in 1890 at Gallipolis, Ohio. The records of the settlement of his estate indicate he was one-half owner of the CLARIBELL. Unfortunately my family did not leave any records of the steamboat life, but my grandfather Capt. Herman (Ed) Barrows took me on a trip to Cincinnati and Pittsburgh in the late 1920's on the SENATOR CORDILL of which I have pleasant memories.

Norman E. Barrows,
4904 Tarheel Way,
Annandale, Va. 22003

Sirs: We noted the article in the September issue about the BERNICE originally built by Charles Zubik, later the SALLY REED owned by Pfaff & Smith, Charleston, West Va.

Charley Zubik sold the BERNICE to Hatfield Coal Co., parent of the Carrollton (Ky.) Coal & Sand Co. We handled the deal. She was renamed SALLY REED by the Carrollton firm for the young daughter of James T. Hatfield II, president of

both companies.

We later sold the SALLY REED to Pfaff & Smith, and also sold to them the dredge FORREST which had somewhat of an interesting background. The steel hull for the FORREST was built by Midland Barge at Midland, Pa. The digging machinery was transferred from the old Muskingum River U.S. Engineer's dredge MALTA. A new steel digging ladder replaced the old wooden ladder.

The dredge FORREST got her name for J. F. (Forrest) Butts, Madison, Ind., manager of Carrollton Coal & Sand Co. and Madison Coal & Supply Co.

There also was a sternwheel steam towboat named J. F. BUTTS, not in the above sale, which Hatfields scrapped at Port Amherst in 1946.

Jess L. Coen, president,
The Frisbie Engine &
Machine Co.,
2635 Spring Grove Ave.,
Cincinnati, Ohio 45214

Sirs: I know that you like to have material for the S&D REFLECTOR and I'm sending you a little thought that came across my mind. We all know that the men in this country read PLAYBOY and now the women are reading PLAYGIRL. Don't laugh, Capt'n but I thought if you want to spice up the REFLECTOR you might run a center-fold of a bare boat.

Wm. (Bill) Stinson,
1317 Coronado Road,
Port Vue,
McKeesport, Pa. 15133

=Bill Stinson is a professor of ropeology, running a deckhands' school at the West Elizabeth (Pa.) landing of Consolidation Coal Co. So far he has graduated ten, and the tuition doesn't cost a red cent. Students get practical experience handling lines. On rainy days Bill talks to them about the river and has them cut out paper barges. -Ed.

CERTIFICATE OF AMENDMENT
TO ARTICLES OF
SONS AND DAUGHTERS OF PIONEER RIVERMEN

Frederick Way, Jr., President, and Mrs. J. W. Rutter, Secretary, of Sons and Daughters of Pioneer Rivermen, an Ohio Corporation, organized not for profit, do hereby certify that at a meeting of the members of said corporation duly called and held on the 21st day of September, 1974 at 8:30 o'clock P.M., at which meeting a quorum of such members were present, and that by the affirmative vote of all of the members present thereat, the following resolution of amendment was adopted:

Be It Resolved:

1. To amend the Articles of Incorporation to provide that said corporation is organized exclusively for educational purposes, including, for such purposes, the making of distributions to organizations that qualify as exempt organizations under section 501(c)(3) of the Internal Revenue Code of 1954 (or the corresponding provision of any future United States Internal Revenue Law).

2. Providing further that upon the dissolution of the corporation, the Board of Trustees shall, after paying or making provision for the payment of all of the liabilities of the corporation, dispose of all of the assets of the corporation exclusively for the purposes of the corporation in such manner, or to such organization or organizations organized and operated exclusively for charitable, educational, religious, or scientific purposes as shall at the time qualify as an exempt organization or organizations under section 501(c)(3) of the Internal Revenue Code of 1954 (or the corresponding provision of any future United States Internal Revenue Law), as the Board of Trustees shall determine. Any such assets not so disposed of shall be disposed of by the Court of Common Pleas of the county in which the principal office of the corporation is then located, exclusively for such purposes or to such organization or organizations, as said Court shall determine, which are organized and operated exclusively for such purposes.

IN WITNESS WHEREOF, said Frederick Way, Jr., President, and Mrs. J. W. Rutter, Secretary, of Sons and Daughters of Pioneer Rivermen, acting for and on behalf of said corporation, have hereunto subscribed their names and caused the seal of said corporation to be hereunto affixed this 21st day of September, 1974.

(signed) Frederick Way, Jr., President
(signed) Mrs. J. W. Rutter, Secretary

S&D REFLECTOR

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MARIETTA, OHIO

DECEMBER, 1974

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

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

Membership cards may be used for free access to the steamer W. P. SNYDER, JR. at Marietta.

Correspondence is invited by the editor. Please do not send unsolicited photographs on loan. Additional copies of back issues or of the current issue (save some out of stock) are available from the editor at \$2.00 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.

HOW DO YOU properly celebrate the sixtieth birthday of a steamboat? Candles? A party?

It was on Saturday, January 9, 1915 we wandered down by the river at Edgeworth, Pa. to see what we could see. Then, right out of the bandbox ploughing its way through floating ice (there'd been some high water a couple of days before), the brand-new passenger steamboat IDLEWILD sailed by. Even as we first glimpsed her, the pilot eased his foot on the treadle and blew a salute--not for us; we were a 13-year-old nobody--for Wash Gibb who lived in a brick house riverward of the railroad and who knew most all the rivermen. I'll tell you those few moments were mighty exciting ones, and couldn't have happened for us on any week day Monday-Friday (school) or on the blessed Sabbath (dressed up in blue serge and not allowed to go to the river) so by the wisdom and lavish generosity of Divine Providence all this happened on a Saturday. I didn't know at the time but learned several years later that 12-year-old William S. Pollock down at Beaver, Pa. had equal luck; he saw her go by, too.

So here we are sixty years later and the IDLEWILD-AVALON-BELLE OF LOUISVILLE looks younger than in 1915. The beautiful color picture gracing our front page today was taken by Gabriel Chengery in June 1971, snapped from the DELTA QUEEN. We picked it because it is striking, unusual, and the sort of picture that just can't happen twice. Gabe says the light was too dim and he didn't figure it would turn out to be anything at all. What's more you get the illusion of a birthday cake with candles which is what we're talking about mainly.

It's particularly apropos this sixtieth birthday that John L. Fryant's model of the IDLEWILD has found its permanent berth in the Smithsonian. As for other fitting exercises for this 60th all we need do is listen to Capt. Tom Kenny. On Sept. 26 last he wrote us a two-pager; first sentence:

"As the glow of the S&D convention loses a bit of its glimmer I find that my enthusiasm about the idea of bringing the BELLE OF LOUISVILLE to Marietta for next year's S&D has not diminished one iota."

Another paragraph? Well you've asked for it: "Leave Marietta on the B/L Saturday 11 a.m., cruise down by Blennerhassett Island, return by the back channel, have lunch served aboard, and get back in plenty of time for the ladies to primp at the hotel. Then everybody back aboard, and up to Bill Greenwood's farm and back with dinner on board, and we can celebrate the 20th anniversary of bringing the W. P. SNYDER, JR. to Marietta while we're at it."

We'll admit this dream is a true interpretation of our inclinations; but art is required to make it all come about. There's one thing in favor of success (forgetting the difficulties for one moment) and it's that blessed Saturday of sixty years ago. Anything can happen on a Saturday.

THE TIME HAS COME the walrus said to speak of many things. Our secretary Mrs. J. W. Rutter has mailed notices to the membership for the annual dues. She sends this ONE notice. If you file it away and forget to renew your neglect must be construed to be disinterest. As consequence your name is withdrawn from the "active" list and, come March 1975, the mailman will not bring to you the white envelope containing the S&D REFLECTOR. So please, please, please attend to this detail and by so doing keep yourself identified with this unusual river family we call S&D. End of speech. Meanwhile we convey to you the thanks of all officers and board members for your interest expressed in so many ways, and for the help and assistance (we can hardly wait to see the morning mail with its letters, cards and pictures to be shared in the next REFLECTOR) you give the year around. Do have a most merry Christmas. After you've paid your dues (most already have!) you will have paid insurance for some happy days in 1975, we hope, despite all the Gloomy Gus predictions of looming pestilence, famine, scorched earth, recession, panic and bent fingernails. Take care. We'd say more but Lady Grace just called down the stairs with the news that the cat threw up on the kitchen rug, why can't cats aim for the linoleum? Happy New Year.

HIS LAST TRIP

We have been asked to reprint in these columns the famous poem by Col. Will S. Hays, Louisville.

"Mate, get ready down on deck,
I'm heading for the shore;
I'll ring the bell, for I must land
This boat for evermore.

"Say, Pilot, can you see that light--
I do--where angels stand?
Well, hold her jackstaff hard on that,
For there I'm going to land.

"That looks like Death that's hailing me;
So ghastly, grim and pale;
I'll toll the bell--I must go in--
I never passed a hail.

"Stop her! Let her come in slow!
There! That will do--no more!
The lines are fast and angels wait
To welcome me ashore.

"Say, Pilot, I am going with them
Up yonder through the gate;
I'll not be back--you ring the bell
And back her out--don't wait.

"For I have made the trip of life,
And found my landing place;
I'll take my soul and anchor that
Fast to the Throne of Grace."

This was written in memory of Capt. J. M. White and was originally titled "His Last Trip." It first appeared in the Louisville Courier-Journal in the issue of January 25, 1880.

THE MYSTERIOUS SURPRISE

LAST AUGUST along the shore of the Arkansas River in Dumas County in the "old river" below the White River Cut Off Canal, caving banks exposed the wood hull of a once-mighty steamboat.

Joe Wilkin and Sammy Scales who run the Longhorn Western Store at Dumas, Ark. (about 30 miles west of the site) were fishing in the Arkansas when they found it. Using scuba gear they went to work at once.

On September 3rd we got a letter from Joe Wilkin. Said he:

"We have not been able to tell whether it is a side-wheeler or a sternwheeler. The hull appears to be pointed at both ends, but we cannot tell for sure. She seems to be over 200 feet long.

"We have gotten the capstan up and took a good look at it. It seems to have been steam powered, and the barrel is about 24 to 26 inches in diameter. The plate on top of the capstan is inscribed: PITTSBURG--R. E. ROGERS.

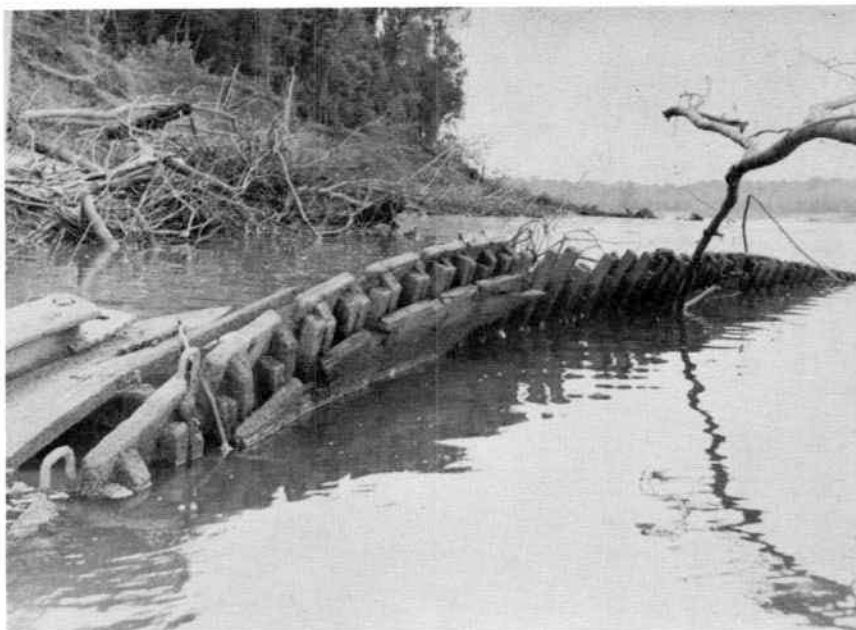
"We have the water pump, a double-action job with a wooden handle for two men to operate. It's about three feet high and on the round part is an eagle emblem with the words NE PLUS ULTRA (Latin--highest point of perfection -Ed.)

"Among our other souvenirs is a furnace rake about 12 or 14 feet long; a grate bar about four feet long; 12 or 14 feet of copper steam pipe; we know she has two boilers--they are there; a curved barrel chute; a quantity of coal; firebrick marked T. A. & SONS; some brass valves, some 3/4" pipe; a lot of barrel staves and a set of barrel tongs."

Then they found the ship's anchor, and also hogchains 40 to 60 feet long of 1 1/2" round iron with turnbuckles. Part of the furnace front was there, with cast iron doors (no markings on the doors); a wood kevel 4 ft. horn to horn by 16" high; 200 ft. of anchor chain (not attached to the anchor but nearby in a coil); nails, U-bolts, and they spotted a 2 by 6-foot wooden box 2 ft. high on the deck, too heavy to lift out--they still don't know what's in it.

Salvage work is going forward as the river stage allows. Manipulation of Ark. River Dam 2 has a lot to do with this--frequently when the gates are opened the wreck is drowned out.

Gene Weser of "The Dumas Clarion" went to the site with a camera and took a number of the pictures which accompany this report. They were first displayed in the Wednesday, August 14, 1974 issue.



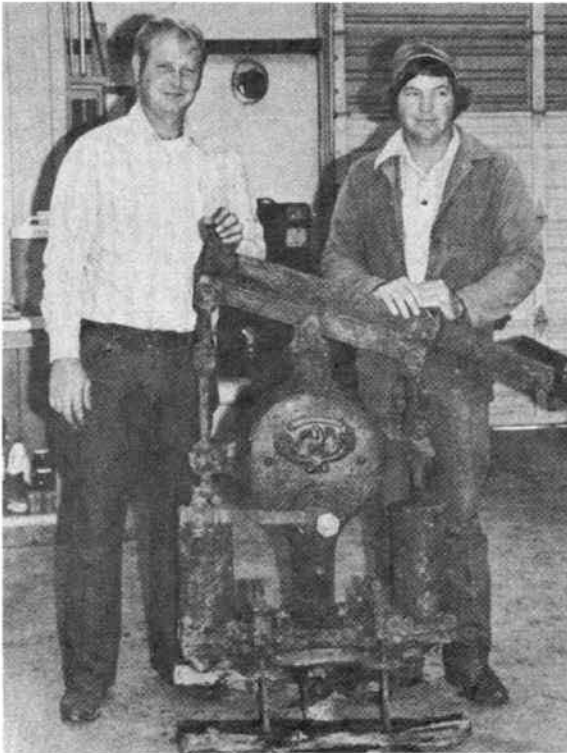
This attracted attention from the Memphis "Press-Scimitar" which sent Dorothy Y. Ward to the scene. She wrote it up for their September 20 issue. (We received a copy from Arthur J. Brosius, v.p. Union Mechling).

Naturally everybody started wondering about the identity of the steamboat. Desha County historians figured it might be the remains of the MIAMI which, they claim, was enroute from Little Rock to Memphis in January 1866 when she struck a log and went down. Four members of the family of William A. Ashley, Little Rock, were drowned, and also some 300 blacks. Ashley is said to have owned the boat. The blacks included a number of musicians who were Memphis-bound to a concert in which they were to participate, many of them former Ashley slaves.

Maybe so and maybe not. According to our records the MIAMI was a sternwheeler built at Cincinnati in 1863, hull 159 by 32, and she exploded boilers Jan. 28, 1866 about 7 p.m. "not far above the mouth of the Arkansas River." Among her passengers were 91 men of Company B, 13th U. S. Cavalry. Official records place the life loss at 40 persons.

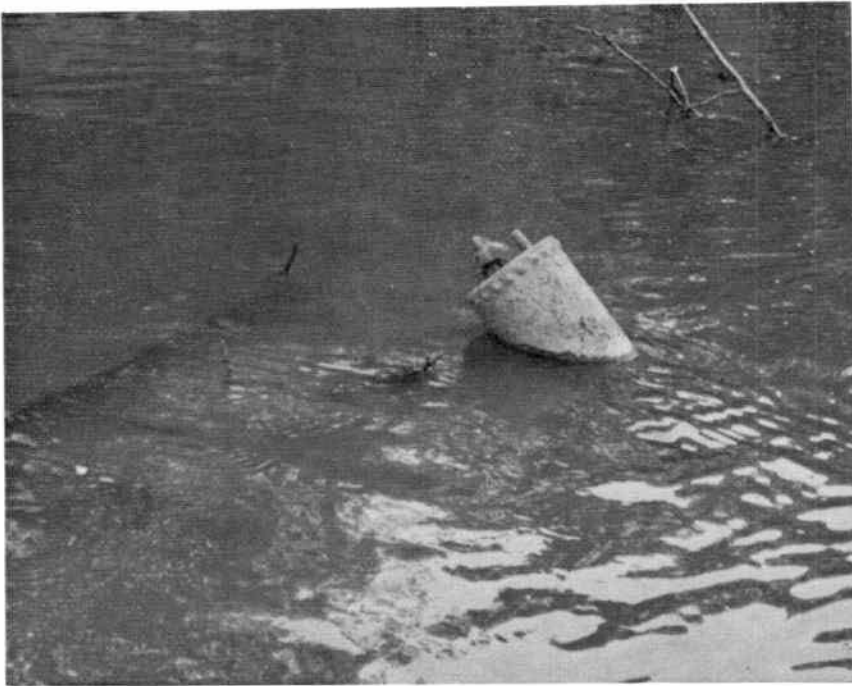
Our tentative candidate is the side-wheel LEGAL TENDER built at New Albany, Ind. in 1867. She was lost by sinking "40 miles below Pine Bluff, total loss, April 16, 1876." The engines were recovered and used later on the DEAN ADAMS.

It may turn out that both of these clues will be wrong guesses.



Joe Wilkin (left) and Sammy Scales of Dumas, Ark. pose with old hand pump.

RIGHT: The fluke anchor found in the wreck, and some of the anchor chain.



LEFT: First sign of the boilers; a steam drum shows itself.

CENTER LEFT: Wooden chute probably used for loading freight in the hold.

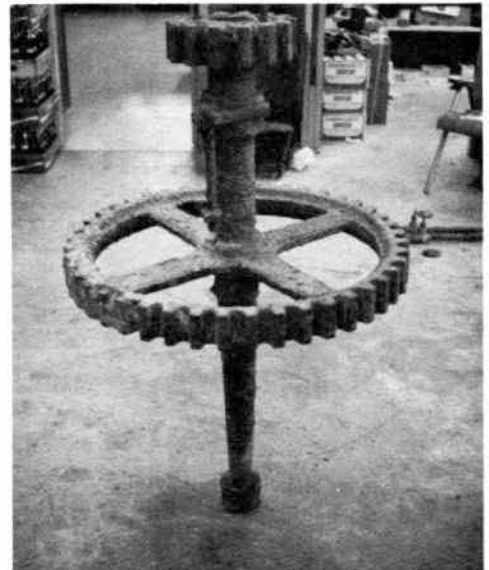
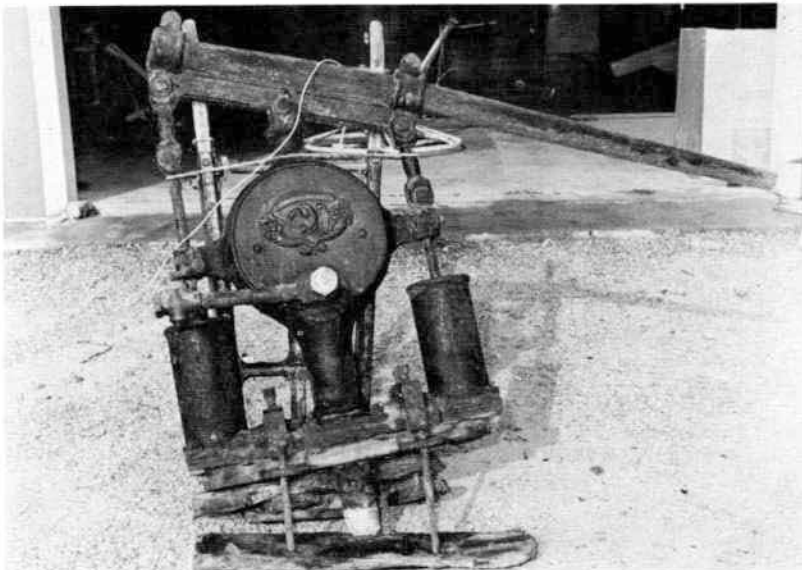
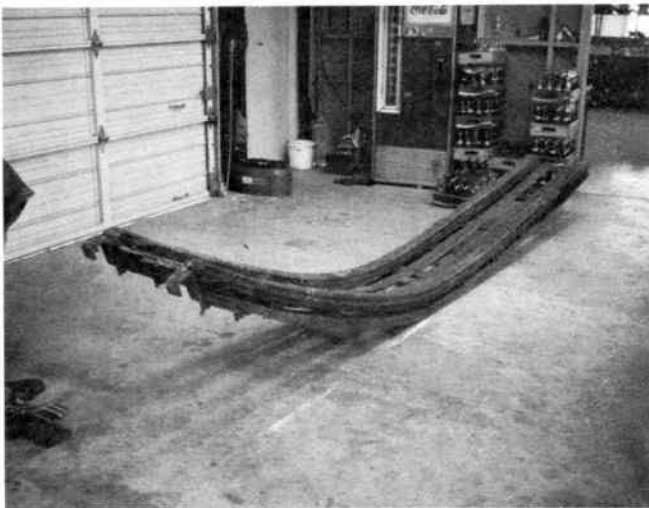
CENTER RIGHT: A collection of this and that. The 4" copper steam line on the right was definitely attached to the boilers. Next to it is a grate bar from the furnace. Then a long-handled ash rake, and a few other bits we can't tell what.

BOTTOM LEFT: The double-acting water pump and wooden handle. Look at the round part and see the eagle, and over it the banner with NE PLUS ULTRA on it.

BOTTOM RIGHT: Spindle and cogs were geared into the deck capstan.

We have written Joe Wilkin to find out with certainty:

1. Side or sternwheel?
2. Are boilers intact or exploded?
3. Any symptom of main engines?



THOSE MAN-MADE ISLANDS

Sirs: In the Dec. '68 issue, page 26, is described a tour up Coal River in West Virginia in which the editor says: "The wonder to the jaybirds is that anybody in his right senses seriously decided to run traffic on this mountain stream complete with roaring waterfalls and rapids, and, since they did, how? There are yet many evidences of some ingenious hydraulic engineering. Some are completely mysterious to the novice (such as we are) in the form of man-made islands strewn with precision, maybe 12 or 15 of them."

Now, in regard to the "man-made islands," I have just recently procured two pictures. Each shows log-and-rock cribs built on Coal River for the Bowman Lumber Co. whose sawmill was near the mouth where old Lock and Dam No. 1 had been. First, in 1888, they used a jam boom across the river near the mouth of Indian Creek. This gave way during high water in 1889, resulting in a log run-out and much red ink on the company accounts.

Then they built the string booms shown in the accompanying pictures leaving an open channel on one-half and storing the logs behind the cribs in the other half of the river. They employed this system until 1905 when the railroad took over.

Those man-made islands you saw are the left-overs of these cribs, located above the lower falls where old Lock and Dam No. 2 was located.

When you look at Coal River today it is really hard to imagine a steamboat paddling to Peytona. In summertime low water you'd have to portage a canoe several places.

Herschel W. Burford,
138 Strawberry Road,
St. Albans, W. Va. 25177

Sirs: The tombstone pictured in the last issue reminds me I ran across one here in Helena in 1954, but did not take a picture of it. I did write down the inscription.

PATRICK V. DUNN
Born 6th Feb. 1810

In the ---- of Dublin, Ireland
Killed by the bursting of the
steamer George Brooks
25th Nov. 1838

The deed of Kings -----

The dashes represent illegible lettering. Later I happened on an account of the explosion of the packet GENERAL BROWN from an old copy of the Memphis Commercial Appeal. Patrick Dunn is mentioned as a casualty, the boat's barkeeper.

The stone was not in a regular graveyard; it has since disappeared.

T. E. Tappan,
622 Pecan St.,
Helena, Ark. 72342

=The inscriber erred. It was the GENERAL BROWN which exploded at Helena on the date given. -Ed.



The series of cribs above Indian Creek on Coal River in West Virginia as pictured many years ago. Eventually the wooden upper parts were washed away by ice and flood. The rock foundations remained. When Winfield Dam was built in the Kanawha the new pool barely covered these foundations. Modern pleasure boaters exploring up Coal River, uninformed, often hit them--hard.



These cribs were above the Lower Falls on Coal River where Lock and Dam No. 2 was located. Today the stone foundations are visible during normal river stages. Herschel Burford, who supplied these prints (see his letter at the left) notes that the original of this view is signed by H. R. Hereford, a St. Albans historian in his time. No explanation is given as to why both pictures were spliced. C. D. Hereford, father of H. R., came to St. Albans on the VICTOR, in August, 1872, and spent the rest of his days there.

Attending S&D for the first time was Keith E. Norrington, 135 Adams St., New Albany, Ind. 47150. "The program was really wonderful," he enthuses, "wish S&D could last for a week!" Keith has a river room in his basement with many boat relics tastefully displayed. One

of these is a painted sign:
DECKHANDS
WATERTENDERS
OILERS & FIRE-
MEN PLEASE
KEEP OUT OF
KITCHEN

On Sunday, June 23, 1974 a large sycamore tree toppled across a bridge spanning Eight Mile Creek (above Cincinnati on the Ohio side) ending the usefulness of both. The odd part of this tale is that the bridge was an old steamboat stageplank, formerly doing service on the ISLAND QUEEN (first).

Those who recall the first ISLAND QUEEN know she carried a wood stageplank---but wait. The Coney Island Company one time decided to replace her wood stage with a more modern steel-framed job, had it built, swung it to place, and after a few weeks took it off. It was too heavy and cumbersome.

So, the steel stage was put to another use. If you recall, Coney Island had a beautiful Lake Como fed by Three Mile Creek. People entering the park from Kellogg Avenue had to cross the creek, and this stageplank was used as the bridge. Later on a road was built across Three Mile and the creek was run beneath in a culvert.

At that time the old stageplank was stored in the yard of the old "Black Line" powerhouse which was rented after 1922 by Coney Island for storage purposes.

John Wilfert, who lived on lower Eight Mile, got the stage to use as a bridge at his place. It was there from about 1923 until the sycamore ruined it this past June.

This story cropped up in the Clermont Sun, June 24th issue, written by Stephen B. Smalley. We promptly received a clipping from Dolly Robertson and Mr. Smalley kindly furnished the accompanying photographs.

The present occupants of the 107-year old home which was served by the ISLAND QUEEN stage are Mr. and Mrs. Emry Caudill. They rent from Mrs. Harry Siemer.

BULLETIN: Since the above was prepared for print we learn that the ISLAND QUEEN stage has been repaired and the bridge is back in business as usual.

BACK ISSUES AVAILABLE

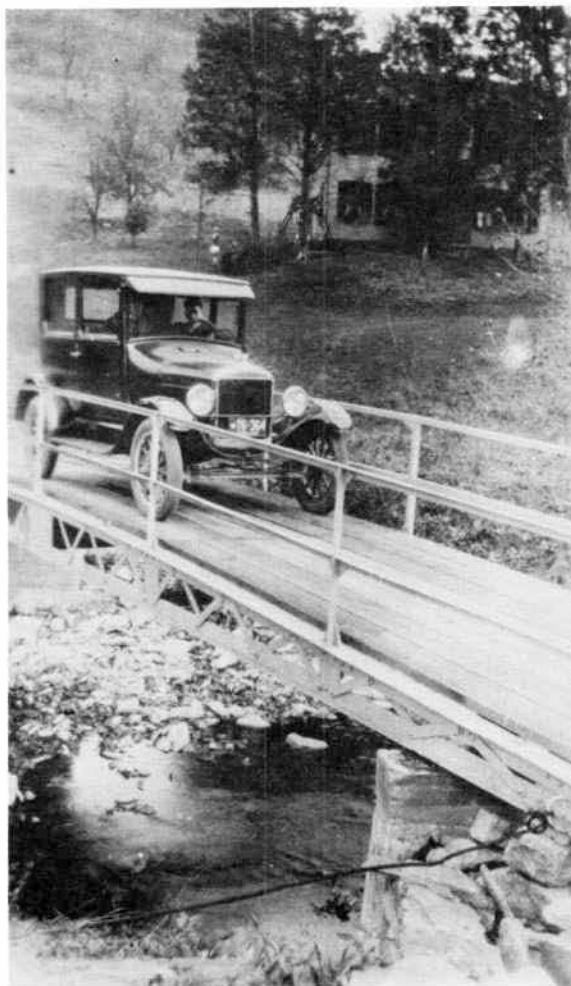
NOTICE:- We have replenished our stock. Many of the above have not appeared in past listings so check your files. A few of the above are in short supply so act promptly. Best "find" is Vol. 3, #1 which features VIRGINIA IN THE CORNFIELD.

NEW PRICE is \$2 each, postpaid.

Vol. 1	#1	#2	#3	#4
Vol. 2	#1			
Vol. 3	#1		#3	#4
Vol. 4	#1	#2		#4
Vol. 5	#1	#2	#3	#4
Vol. 6	#1	#2	#3	#4
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121 River Ave.,
Sewickley, Pa. 15143.

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This is the stageplank once used on the ISLAND QUEEN as it appeared in 1926 doing service as a bridge over Eight Mile Creek in Anderson Township, Ohio. Photo was taken by Norman Gaetz, nephew of John Wilfert who acquired the stage from the Coney Island Company.

BELOW is the bridge as it appeared in recent years. See article in left column, this page.



IT IS STILL STANDING, and it is not made of marble. In our June '74 issue we prattled on about a marble mansion situated in the Clifton section of Cincinnati, the home of Commodore David Gibson and family.

Soon as they had read of this, S&D members Larry and Ethel Walker and Dorothy Frye lit out on a safari of Clifton.

Larry writes:

"At the end of Resor is one of the original stone gate posts that marked the beginning of a curving driveway into the Gibson estate. The 'mansion' is still there. Why it was ever called a 'marble mansion' is a mystery because it is not marble and never was. There is no doubt about it being the Gibson place--well documented at the Historical Society.

"The house was built around 1850 by Reuben Resor. Prior to 1870 David Gibson bought it--he was at that address in 1870. However by 1873 he had moved to 142 Broadway downtown in Cincinnati, at which time his business address was listed as the Public Landing. He was still living on Broadway in 1874. In 1875 he moved back to Clifton (location undetermined) and was living there on Clifton Avenue at the time of his death, 1897.

"There is a marble monument in the Spring Grove Cemetery (not far from Clifton) with his bust carved in it. His wife Sara Matilda is also buried there; also a third grave, that of Jane Hubb or Hobb, whose identity we know not.

"To follow the story of the so-called 'marble mansion' briefly, after the Gibson occupancy the place was sold to a Seth Evans who lived there until he died, 1892. There is a ten-year blank, and in 1902 the mansion became a girls' school, but not for long. Then it was reopened as an apartment house and so remains to this day, called Cornell Place. Dorothy Frye talked to a couple of people who live there; they describe the interior as very interesting, but so far we have not been invited inside."

Now we come to the marble bit. Marjorie (Mrs. Jack) Burress has also done some sleuthing. Her delving reveals that David Gibson "lived in a magnificent marble front" in downtown Cincinnati on Vine Street prior to his occupancy of the Resor home in Clifton. It stood at the location later occupied by the (old) Cincinnati Public Library. Gibson sold the home to Truman B. Handy after the Civil War. Handy had great plans to build an Opera House, tore down the ex-Gibson marble front, and that's as far as he got. The Library was built there instead.

And so there we are. David Gibson did live in a marble mansion, but it wasn't in Clifton; it was on Vine Street in Cincinnati.



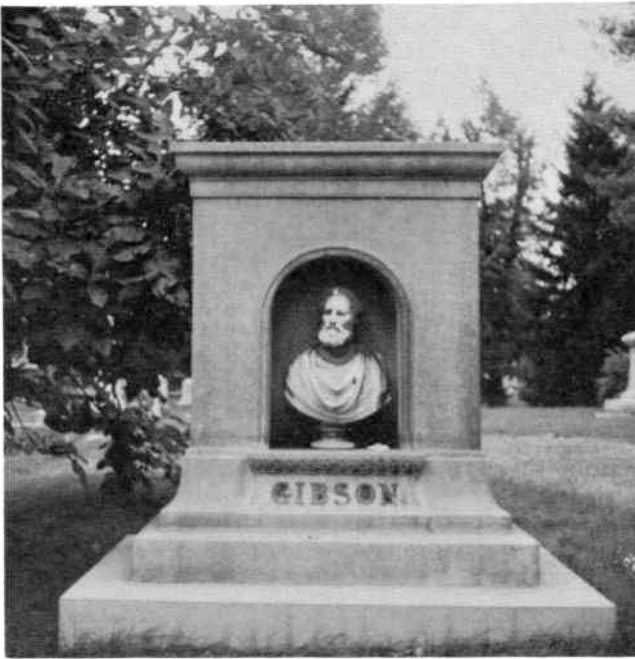
The former David Gibson home entered from Resor Avenue in Cincinnati's Clifton district. Photograph by Lawrence E. Walker taken this past September.



Another angle of the Gibson home built circa 1850 by Reuben Resor, still there, and now divided into apartments. Larry Walker also took this view and the one below.



The gatepost and entrance to the old home where David Gibson once lived. The other gatepost fell victim to a truck, they say.



DAVID GIBSON MONUMENT

This photograph was taken recently by Larry Walker in Spring Grove Cemetery, Cincinnati.

John P. and his wife Nancy Kiloran will not manage the Freedom Train after all (Sept. issue, page 8). After accomplishing a good bit of the preliminary pilot work, John became innocent victim of a vast change-around in the financial sponsorship of the project. In the words of the immortal Bard: "A scar nobly got, or a noble scar, is a good livery of honor."

Mention of the towboat MARLEN RIGGS in the last issue brings to us a welcome letter from Mrs. Wendell S. Reynolds, 1039 Ninth Ave., Huntington, West Va. 25701. Her neighbor, Mrs. H. O. Dunfee, aged 90, is sister of Marlen Riggs, and her father was Basil Jacob Riggs. Mrs. Dunfee kindly furnished two pictures of the MARLEN RIGGS which Jerome Collins had copied and Mrs. Reynolds enclosed prints of these with her letter.

Mrs. Wendell Reynolds is the former Mary Burnside, daughter of Capt. and Mrs. E. A. Burnside.

"Way back when you were with my Dad at the Campbell's Creek Coal Co. landing at Pt. Pleasant you may remember that he had a launch which he kept there," she writes. "She was the STELLA; would you have or know who might have a picture of her?" Apparently the STELLA predates our adventures at the C.C.Co. landing (1919-1920) for we have no recollection of the launch. Nor a picture.

"I do have a picture of our first boat, the MASCOT (March '72 issue, page 13)" says Mary. "My Dad sold that boat in 1912 to a man in St. Louis and I still have the letter of sale."

AN EARTHQUAKE TREMOR registering 3.1 on the Richter scale was felt in the Ohio Valley from Marietta to Ravenswood on Sunday, October 20th last. Damage at 3.1 is slight. The scale rates earthquakes 1-10, from a mere shiver to "total" in which the earth rolls in waves not unlike the sea.

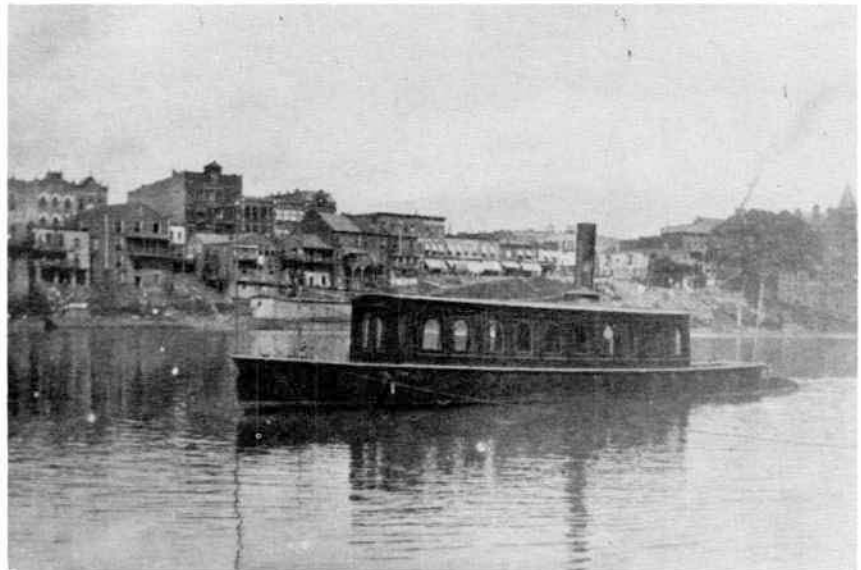
One of the 20 great earthquakes of known history on the North American continent had its epicenter in the Mississippi River valley between Memphis and Cairo. The "total" area disrupted at least 30,000 sq. miles, likely much more. The shock was felt from Canada to New Orleans; from the headwaters of the Missouri to the Atlantic. It was distinctly felt in Washington, D.C.

This "great commotion of the earth" since has been termed the New Madrid Earthquake which formed Reelfoot Lake, Lake St. Francis, and caused changes in the course of the Mississippi. It was preceded with tremors which caused the Indians to predict a major upheaval based on tribal tradition of an earlier one of great proportion. Subsequent investigation confirms this.

Factually the New Madrid cataclysm consisted of three "total" shakes, occurring on December 16, 1811, on January 23 and on February 7, 1812. During each of these the ground rose and fell like the long, low swell of the sea, tilting trees until their branches interlocked; causing landslides and waves on the Mississippi big enough to capsize small boats. Life loss was negligible inasmuch as the region was sparsely settled.

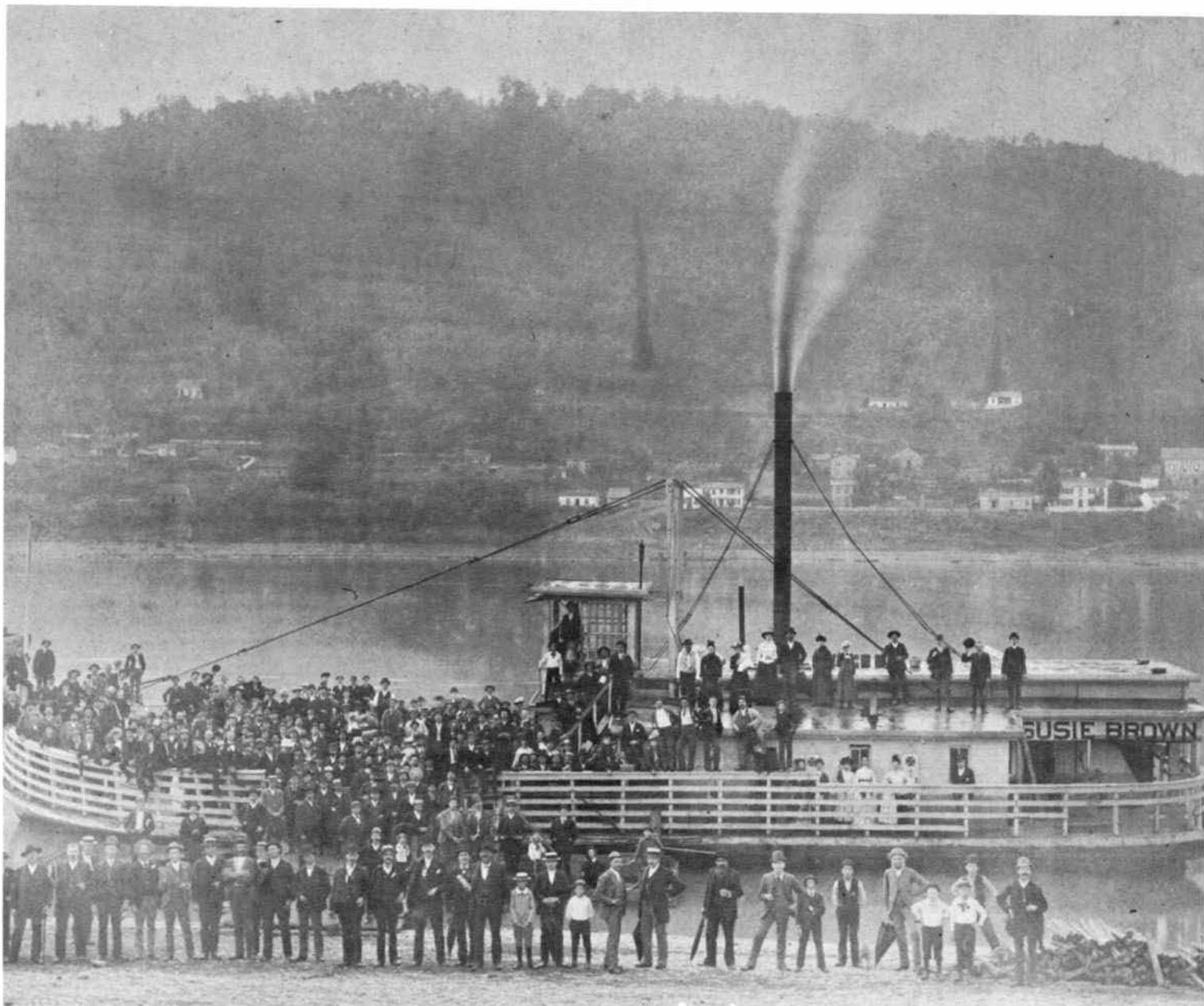
The first steamboat on the Western Waters was descending the Ohio when the New Madrid Earthquake commenced. The NEW ORLEANS had aboard a large shaggy-haired Newfoundland dog which, by its concern, first sensed something amiss. Above New Madrid the pilot acknowledged he was "lost" due to the disappearance of familiar islands, and stumps sticking up where the channel had been.

Since the "great shake" there have been repeated earthquakes in the general area of New Madrid, but none with the severity and devastation of the one of 1811-1812.



MASCOT

Mrs. Wendell S. Reynolds remembers this steam launch when it was owned by her Dad, Capt. E. A. Burnside (see item in left column). The MASCOT was built by Charles Ward at Charleston, West Va. in 1893 for the U.S. Engineers who used her on the Kanawha River. She's pictured at Charleston. The hull was 61 by 8'1" by 3'4". The last news we have of MASCOT dates 1918 when she was privately owned at Kansas City, Mo. We are indebted to R. Jerome Collins for the picture.



NOBODY AND WE MEAN NOBODY who collects steamboat pictures has seen this one. It sure goes to show that S&D REFLECTOR's serendipity is working. In the June issue we ran a picture showing the Portsmouth, O. ferry of the 1870's, the CITY BELLE (page 55) thanks to Jim Webster. So now we have the CITY BELLE's successor, SUSIE BROWN, thanks to Gary H. Imwalle.

She was built at Murraysville, West Va. in 1882 on a wood hull 95 by 30.5. Plain to see she's a bootjack with a recessed sternwheel. The picture was taken at Portsmouth and it's been raining. Where that crowd is going to, or coming from, we haven't the slightest. Gary got this picture as a present from Lou Hammond of Newport, Ky. and on the back of it is marked "Lutz & (?), Photographers, Portsmouth, O."

Capt. Ellis Mace in his book "River Steamboats and Steamboat Men" notes that the SUSIE BROWN sank and was lost in ice at Portsmouth on Feb. 24, 1895. That same year she was replaced by a new ferry, the PORTSMOUTH. The last of the tribe was the CHESAPEAKE built in 1904.

One more observation: the SUSIE BROWN looks to be more than 95 feet long, and we'll bet a hat that at sometime in her career she was lengthened forward of the pilothouse.

And one last observation: --And this is for the benefit of some future researcher of Portsmouth ferryboats: The CITY BELLE, noted above, was preceded by a ferry with the imposing name PORTSMOUTH & SPRINGVILLE built at Portsmouth in 1865. She ran ten years.

Sirs: The picture of the transfer H. C. NUTT (Sept. '74 issue, page 34) was one of a series Howard Fogg did for Union Pacific's 1969 calendar commemorating the completion of the first transcontinental railroad a century prior.

Another boat-oriented painting in the series depicts a Columbia River steambot and a train of the Oregon Steam Navigation Co. at Cascades, Ore. The railroad was built and operated by OSN to bypass a series of rapids. Many railroads have owned in steambot lines, but how many steambot lines have owned railroads? This was the beginnings of the Oregon-Washington Railroad & Navigation Co. which eventually became part of the Union Pacific. The UP still operated one steambot on the Snake River (trib. of the Columbia) until depression days--the LEWISTON--which eventually went to the Yukon as the BARRY K.

John R. Williams,
1211 N. La Salle St.,
Chicago, Ill. 60610

=The Oregon Steam Navigation Co. was organized 1860 by Capt. J. C. Ainsworth who hailed from the upper Mississippi and was said to have operated various packets there. Anybody know about him? -Ed.

In the Sept. issue, page 42, we said that Capt. Philip M. Brown, Jr., Louisville, Ky. is owner of the THUNDERBIRD (ex-JASON, HERBERT E. JONES) now moored at Blawnox, Pa. on the Allegheny. Oops. He's Capt. Robert J. Brown, Route 2, Tarentum, Pa. 15084.

The Mariners' Museum near Newport News, Va. since 1936 has displayed the roof bell of the (last) KATE ADAMS. It has bothered us for some time that imprinted on the bell is CHAPIN-FULTON MFG. CO., PITTSBURGH, PA., a firm which did not exist when the KATE was built in 1898.

Now comes the light. When Capt. Robert R. Agnew was managing the KATE (see his picture in Sept. issue, page 27) the original roof bell was replaced by a new one ordered from Pittsburgh. This swap was made in 1906.

The late Joe Curtis, river editor of the Memphis "Commercial Appeal," recalled that a Memphis church (unnamed) was slated to get this 1906 bell after the KATE burned. When recovered, the bell was badly cracked, and it was acquired by the Mariners' Museum.

Since then it was struck by a cowboy motorcyclist (1949) and the frame was broken. Welders restored it.

We're picking up this intelligence from Col. T. E. Tappan's writings in the Phillips County (Ark.) Historical Society magazine.

A dispatch from Alaska:- Fire has totally destroyed the two old Yukon River steamboats CASCA and WHITE HORSE. They both have been beached near Whitehorse for several decades. Their loss reduces to four the number of old sternwheel packets on shores of the Yukon and tributaries. Those remaining are the KLONDIKE at Whitehorse; the KENO at Dawson City; the TUTSCHI in Carcross (all of these communi-

ties being in the Canadian Yukon Territory) and the NENANA at Fairbanks.

Sirs: Send me three copies of the September S&D REFLECTOR. It was a dilly! Many thanks.

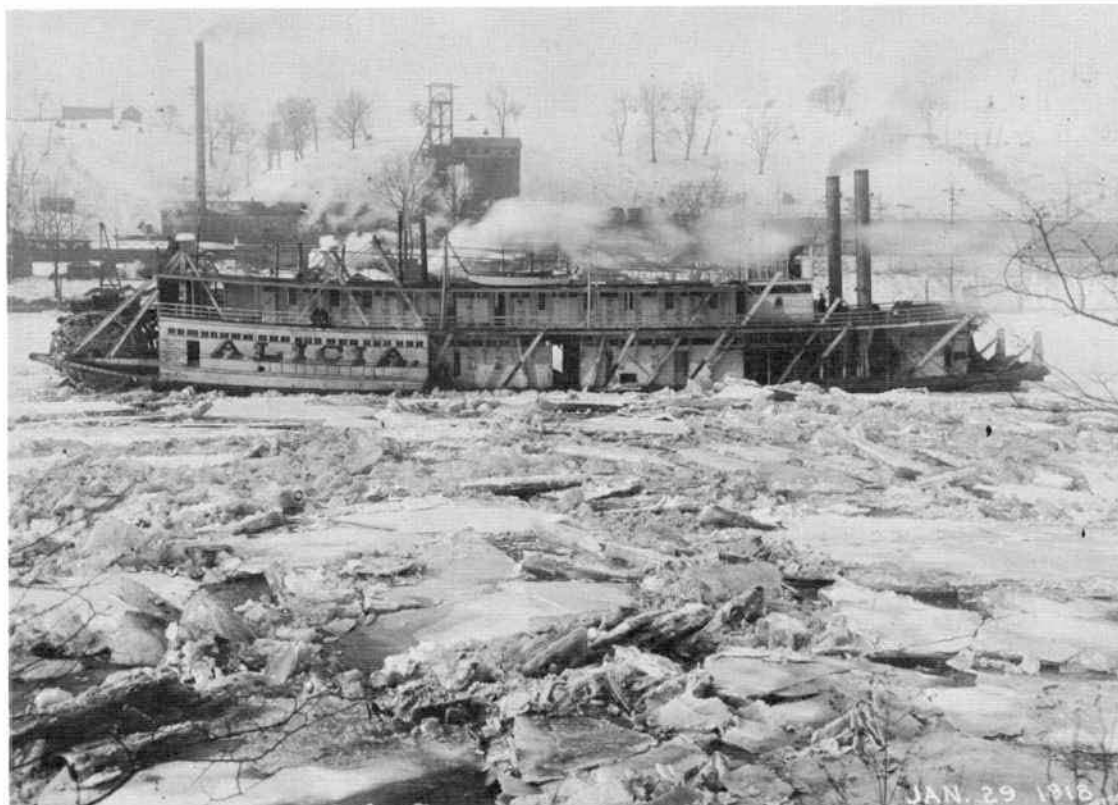
Wilbur E. Dow, Jr.,
New Orleans Steamboat Co.,
Box 2407,
New Orleans, La. 70176

Sirs: With the Ohio River's Willow Island Locks and Dam nearing completion my thoughts go to the "Big Rock" across from Newport, O. My Dad, Albert Cree (1872-1943) has his name J. A. CREE and an anchor chiseled on it. When the new pool is filled this will be drowned under several feet. But I can take solace in rowing up Dana Run (which you can't do now) in a johnboat or skiff to my 12.19 acres on the hillside above the run.

On my office wall I have a fine photo panorama 6 by 22" made by Altwater & Bros. from the West Virginia side of the Ohio looking over at Newport, O. whowing Mount Dudley, Atkins Point and St. Marys off to the right.

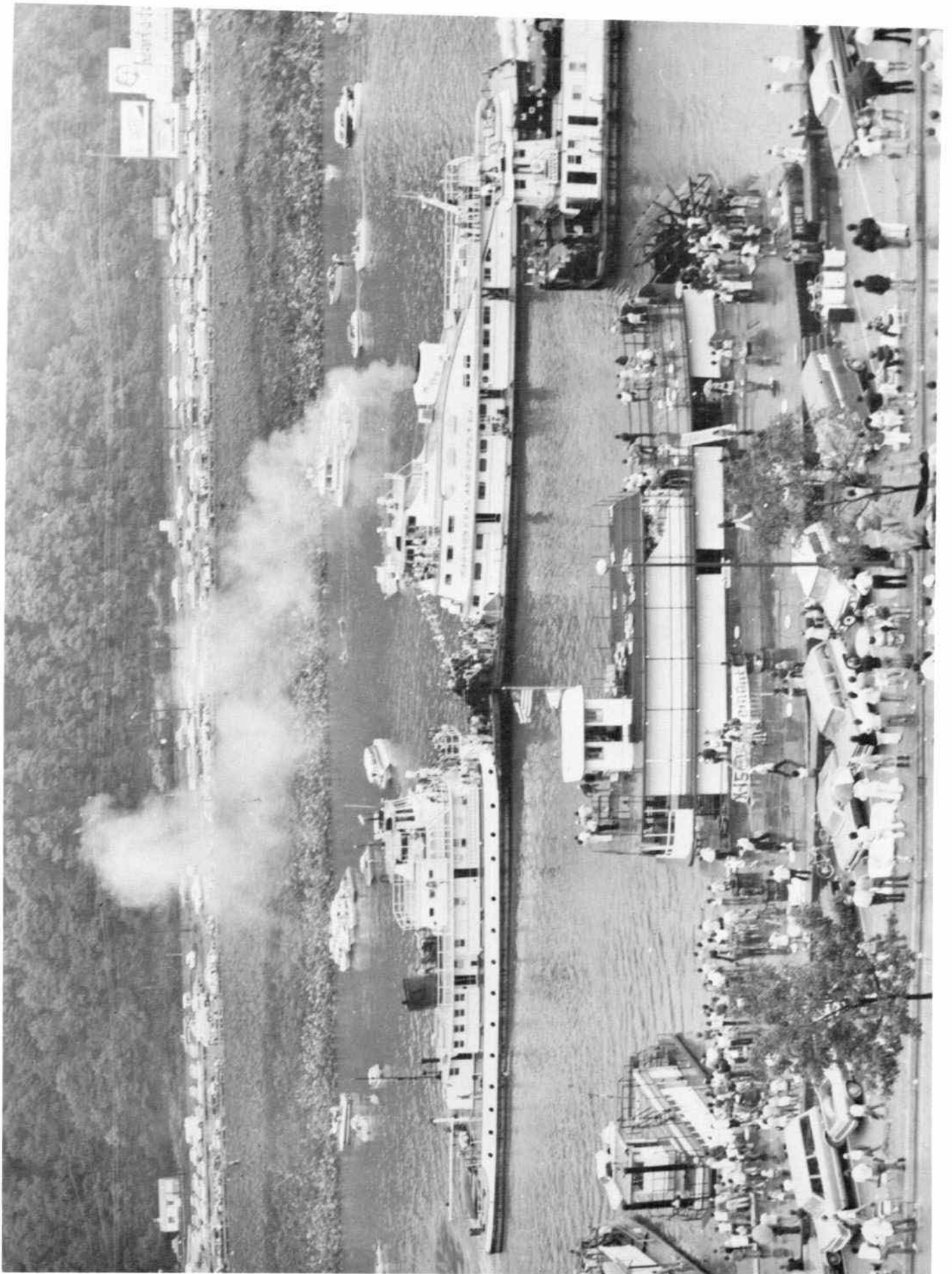
James E. Cree,
Box 648,
Utica, Ohio 43080

=Speaking of Mount Dudley, the "Jesse P. Hughes tree" no longer is a landmark on its crest. Once three trees grew there as sort of a top-knot, all ash. Two disappeared several years ago. Jim Cree tells us that the picture he describes shows all three. Now they're all gone. -Ed.



The towboat ALICIA is locked in ice on the Monongahela River at the Alicia, Pa. Marine Ways on Tuesday, Jan. 29, 1918. She's in precarious shape with most of the buckets torn from her paddlewheel and soon after this was taken she sank at shore. Successfully raised she burned in March 1923 at Brownsville. The above location is where today Hillman Barge & Construction Co. has its plant. Our thanks to J. W. (Bill) Kisinger for the picture.

The ALICIA originally was named G. W. THOMAS built at the Howard yard, Jeffersonville, Ind. in 1901. In the fall of 1913 she was sold to the W. Harry Brown Coal Co. and renamed.



OPPOSITE PAGE

This and the two views on this page were taken by William E. Reed from a high-up window of the Holiday Inn, Charleston, W. Va. during the river events, Sunday, September 1st last.

The picture on opposite page presents a dramatic over-all look during the shoving contest between the COL. DAVENPORT (left) and CHARLESTON (the winner). Off to the right of CHARLESTON is MORRIS HARVEY. In the foreground, broadside, is Pete Denny's new ROBIN D-TOO. Nosed in at the left is the KATYDID.

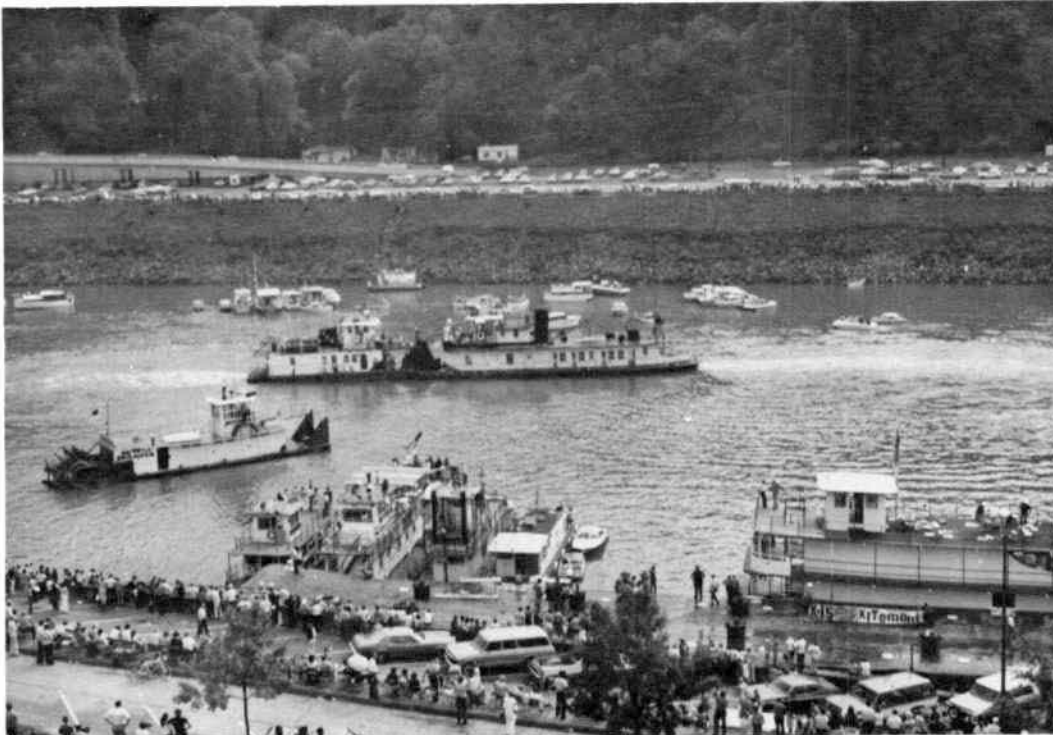
The CHARLESTON originally was the ONWARD built by Hillman 1947 for O. F. Shearer. She became the ROBERT W. LEA in The Ohio River Co. service, then FLAGSHIP owned at Cape Girardeau and briefly was MIKE J prior to purchase by Madison Coal & Supply Co. in Nov. 1971.



THE FOURTH ANNUAL STERNWHEEL REGATTA was packed with problems for its chairman Nelson Jones. Gone were his two stellars, WINNIE MAE and ROBIN D, the first burned, the latter sold to New Orleans. His main event seemed whittled down to an oh-hum race between the LAURA J and REED LEE. But there's always something happening on the river. At the very last moment a new, incompleter contender wedged into the scene from the shrubbery down at Dunbar, West Va. Its name was ROBIN D-TOO and a glowering Pete Denny was at the helm flanked by two rather illustrious steersmen, Wilbur E. Dow,

Jr. and Bill Bergeron. Bang! went the cannon and the ROBIN D-TOO (built from the old SCOTT, see March '74 issue, page 11) was at the finish line, cooled down, and the crew paid off when LAURA J and REED LEE hove in sight. A sudden downpour scattered the shore spectators. These two had been neck-and-neck. At the last moment the REED LEE crept ahead, Harry White at the railing waving his arms, and vanquished her worthy opponent.

It all wound up that night with what the program billed as a "Gigantic fireworks display" and it was all of that. Charleston mayor John G. Hutchinson looked rather weary. It had been a big day.



Presented here is the pushing contest between the MORRIS HARVEY (left) and the TAMMY L. WHITE (the winner). Off to the left out in the river is the seldom-seen JUANITA, a sternwheeler usually in the Kanawha's upper pools and now operated by Indiana & Michigan Electric Co., Cedar Grove, W. Va. She was built 1954 under the supervision of Capt. Bert Shearer.

The TAMMY L. WHITE originally was a sternwheeler owned by J&L Steel and named TROJAN. They converted her to single prop in 1942. Elk Towing at Charleston had her 1960-1962 and called her THELMA-ANN. White Bros. Inc. at Belle, W. Va. gave her the present name.

The MORRIS HARVEY was Nashville-built 1953 originally named JOE CURTIS, based at Memphis. For about 12 years she was the MARY JAN under several ownerships, and got her present name 1970 when acquired by Madison Coal & Supply Co.

IN 1866 it was a half day's job to go from Louisville to New Albany, transact business, and then return--and it was an experience, too.

You took a car down Market St. to a car going north on Thirteenth to Bank, thence by Bank St. to Thirty-third, to High Ave., to Thirty-fifth, to what later was Missouri Ave., thence west one block, and thence to the Ferry at the downstream end of the Portland wharf. That's where the deepest water was, for 1866 was many years before the dike was built to keep Portland Bar washed short every spring. In 1866 that bar at many times was quite dry, and on one occasion four steamboats were lying there aground.

The ferryboats between Portland and New Albany in 1866 were the EXCELSIOR, built in 1864 at Cincinnati (Capt. John Mitchell was on her many years) and the THOMAS CONNER built at Madison at the same time, and named for one of the principals of the ferry operation (father of Capt. Wes Conner who piloted the ROBT. E. LEE). They ran on half-hour crossing schedules.

What brings this up is quite a tale. In late 1866 the ROBT. E. LEE was moored at New Albany and completed to the point that her smokestacks had just been set up. A Louisville native, Alfred Pirtle, took the cars and EXCELSIOR rides just described, and walked down the New Albany wharf several squares for a look-see. "I stood on the bank and took a long, critical look at her model," he recalled many years later. "She was comparable to the PEYTONA, the most successful and popular boat prior to the war."

Alfred Pirtle was good friend of John Wiest who in 1916 was the chief steam engineer at the Louisville Water Works. John Wiest in his younger days had run on the river as a steamboat engineer, and his most celebrated performance was being aboard the famous LEE when she raced the NATCHEZ. He went striker on her when she was a new boat, but just prior to the race he had left her to take a job with the Parisot Line at Vicksburg. It was there Wiest got a telegram to meet the LEE at New Orleans--urgent.

The urgency of course was the big race just cooked up and about to start.

John Wiest wrote an account of his participation but never bothered to publish it. In 1916 Alfred Pirtle borrowed this account and quoted a good bit of it. The entrancing part of Wiest's story is that it is all from the viewpoint of a steamboat engineer who "was dar."

Here is what John Wiest wrote: "On the day of the race Captain Cannon called all of the officers of the LEE together for instructions for leaving. He wanted everything ready at 5 o'clock p.m., the pilot in the pilothouse, but not in sight; the engineers at the throzzles; the mate to have only one stage out, and that at a bal-

ance so that the weight of one man on the boat-end of the stage would lift it clear of the wharf. There would be a single line out, fast to a ringbolt with a man stationed there, ax in hand, to cut and run for the end of the stage the moment he heard the single tap of the big bell, and come aboard on the run or get left. Captain Cannon made certain that each officer knew exactly what was to happen. The U.S. Boiler Inspector, Mr. Whitmore, came aboard just before departure time and examined every one of the safety valves, and then sealed the 'lock' valve with a U. S. lead seal.

"So there was not the usual preliminary ringing of the roof bell before departure. Precisely at five o'clock came the one tap. Everybody did what was expected and the 'Wild Bob Lee' was off.

The reason for all of this was because Capt. T. P. Leathers had made the boast that the NATCHEZ would not leave until after the LEE departed; then he was going to pass us in sight of New Orleans.

"As we passed St. Mary's Market, the official starting point, a cannon was fired. When the NATCHEZ also was at the Market another cannon was fired, and the interval was only one minute and some seconds, and that was the nearest she ever came to us.

"Now for our difficulties:- We had a five-inch hot water pipe to pull apart in the hold but repaired it without stopping--this happened five miles from New Orleans. (NB: The LEE had a separate heater for each engine, and it was one of these heater pipes which had parted.)

"Late that first night we sprung a leak in one of our boilers, and it got so bad that it was dousing the fires, and, worse, was putting such a burden on the doctor that water could hardly be supplied fast enough to hold gauge levels.

"The immediate question was how to find the leak and how to remedy it. Mr. Perkins, our chief, was too old to tackle such a job, and Mr. Berry, our second, was too stout a man to go crawling in a furnace. I volunteered." (Note: Mr. Wiest had joined the U.S. Army as a private when the war started, and was advanced to lieutenant of Company G, Third Kentucky cavalry).

"Of course nobody since Shadrach, Meshach and Abednego had crawled into a blazing furnace and come out alive (miraculously) so the fires were dropped and water hoses played to cool the gratebars and tiling. Meanwhile I pulled on old overalls, tied a big bandana about my head and pulled on a pair of heavy gloves. I went in there with a hammer, a cold chisel and a poker. After a good bit of prying around I found that the top flange on the mud drum leg of the fourth boiler from the right hand side was the culprit.

"One good glance is all I got for at that moment Capt. Cannon and two other steamboat captains jerked me out of there. They laid me out on the starboard guard and

soon as I recovered my speech I told them what I had seen.

"The LEE had not landed while this was going on, and now that the cause of the leak was known, water from around the flange seam, Mr. Perkins concluded to try the usual remedy for such case, and took hemp packing, cut it into fine bits, and introduced this into the cold water suction valves of the doctor. Then the doctor was restarted. This dosage was repeated many times until finally the leaking stopped.

"Due to this delay the NATCHEZ came near overtaking us, and just before daylight I took a look aft and saw the glare from her fire-doors, and figured she must be within 400 yards astern.

"Back in shape again we began to pull away from her. That next morning Captain Cannon suggested to Mr. Perkins that he 'tame down' the engines a bit, for the NATCHEZ was away behind. Perkins said that the NATCHEZ wasn't bothering him at all; that he was after beating the time of the PRINCESS to Natchez. Which we did.

"We coaled in midstream at Vicksburg, a tug bringing out two coal flats. One was hitched to each guard and we ran slow bell until they were emptied and cast loose. It was here we saw the NATCHEZ for the last time, although later we saw her smoke across various bends."

AS YOU WERE

BY JIM BAKER

PIN MONEY ON THE RIVER



FARM WOMEN TRADITIONALLY WERE ALLOWED THE PROCEEDS FROM BUTTER AND EGGS FOR "PIN MONEY". LADIES ALONG THE OHIO RIVER HAD ANOTHER PIN MONEY JOB DURING THE STEAMBOAT ERA.

OIL BURNING NAVIGATION BEACONS WERE SET UP ALL ALONG THE RIVERBANKS AND LOCAL FARM WIVES EARNED EXTRA MONEY BY KEEPING THEM LIGHTED AND FILLED WITH FUEL.

-Marietta Times

Sirs: The artist who painted the picture of the railroad transfer steamboat H. C. NUTT (Sept. issue, page 34) was Howard Fogg, 7024 Indian Peak Trail, Boulder, Colo. 80301. His paintings of railroad engines and scenes are available on notepaper and cards handled by the Leanin' Tree Press in Boulder.

Robert L. Trimble,
4119 Dell Ridge Drive,
St. Matthews, Ky. 40207



IT SEEMS UNREAL. A wink and a flash. People--events. Laid out end to end you'd need two weeks to properly assimilate such a program. Yet S&D's annual meeting didn't last much more than 48 hours.

Your editor and Lady Grace and Anne Putnam Mallinson arrived a bit early, on Thursday afternoon, to dust the furniture, sweep the rugs, and get the place tidied up before the onslaught. Never in the history of S&D meetings has the president been the first arrival. Nor was he this time. We were greeted by Carl Hatley and his wife up from Cincinnati, and by those rock-ribbed enthusiasts of Mansfield, O., Mr. and Mrs. C. H. Fuchs. And we got in a real good visit with Jessie Hoyt down from Columbus, O. Late that night S&D's treasurer Chase Putnam hove in from Warren, Pa., bringing with him his dad, H. C. Putnam.

Chuck Remley was having problems and pretty serious ones, too. The eight-projector animated slide show at the Ohio River Museum threw a prima-donna tantrum and refused to work. The beer distributor said he couldn't deliver the beer. Jupiter Pluvius threatened to wring out a dish rag right over Marietta come Saturday. On top of all that Larry and Ethel Walker and Dorothy Frye sent in room cancellations and what's an S&D meeting without the triple threat?

SOMEHOW, despite everything, we managed to come awake at daylight Saturday, September 21 with rain coming down in torrents.

S&D's Board of Governors met in the hotel's Ohio Valley Room at 9:30 a.m. Capt. Thomas E. Kenny was named to the Board succeeding the late John W. Zenn. A roll call by chairman J. W. Rutter was answered "present" by Harold C. Putnam, William E. Reed, William McNally, G. W. Sutphin, William Barr, Thomas E. Kenny and J. W. Rutter. Two were noted absent, Bert Fenn and S. Durward Hoag.

S&D's attorney Randall Metcalf pointed out the advisability of adopting a reworded Certificate of Amendment, replacing the one adopted last year, to meet requirements of the Internal Revenue Service. The objective, he explained, was to qualify S&D as IRS tax

exempt in the transfer of the legacy of the late J. Mack Gamble to S&D, a portfolio in excess of \$165,000. The Board voted unanimously to present the Amendment to the membership with a recommendation for adoption. The text of this amendment appears in this issue on page 3.

A report given by S&D treasurer H. Chase Putnam, Jr. found all debts paid to date and a substantial balance on deposit in the Citizens National Bank, Middleport, Ohio. S&D's secretary Mrs. J. W. Rutter estimated the present membership enrollment in good standing at 1,250.

The advisability of converting a portion of S&D's bank balance into interest bearing bonds or the equivalent was discussed, and Chase Putnam was authorized so to act as he and Capt. Way thought prudent.

Recently the Steamship Historical Society of America raised its dues from \$7 to \$10, which action precipitated discussion amongst Board members whether S&D should initiate an increase to meet the rising costs, principally incurred in printing and distributing the S&D REFLECTOR. Chairman Rutter pointed out that S&D's membership approved at its September 1971 meeting an increase to \$8, but the dues had been set at \$7 instead. Hence a further \$1 raise to \$8 would require no membership vote, such approval being on record.

A resolution was offered by William E. Reed to increase the office rental paid quarterly to the editor of S&D REFLECTOR to offset rising costs. Discussion followed and the amount was set at \$600 per quarter, seconded by Thomas E. Kenny and unanimously adopted.

Jerry Sutphin reported to the Board that tentative plans to preserve the premises at Ohio River Lock 17 for purposes of establishing a permanent U.S. Engineers' exhibit is actively on the agenda of the Huntington District. The Board voted unanimously to convey by letter an expression of S&D's interest in the project to the Officer In Charge of the Huntington District.

Of concern to the Board are the many priceless exhibits presently stored at Campus Martius Museum, not utilized. Opinion was expressed that some of these might be acceptable to the proposed Lock 17 project. Capt. Way revealed that he has been invited to a conference to be held in Pittsburgh with the objective of creating a River Museum there. Tentative plans outlined to him by Col. Norman Delbridge call for the acquisition of the W. W. Lawrence Paint Co. building for such purpose. It is situated at the "Point," on the city's South Side. S&D will be invited to participate. A third possibility comes from the Historical Society of Western Pennsylvania, presently considering expansion to include river exhibits.

The Board also heard a report from Yeatman Anderson III who said that the space occupied by the Inland Rivers Library in the main Cincinnati Public Library has been filled up, and expansion is contemplated. The usual Annual Report will be issued bi-annually hereafter.

Every seat was filled at the Board meeting, the largest attendance to date. Some who came a bit late sat or stood in the doorway.

MEANWHILE, due to the inclement weather, Chuck and Catherine Remley and crew did a quick shifting of scenery at the Marietta Boat Club. Part of the box luncheon was transferred to the large lower exhibit room at Campus Martius. Bob McCann and his able crew of ticket collectors David Smith and Jimmy Armstrong divided up. Chairs and tables were switched.

The outstanding "attention getter" turned out to be a large cased, glass-fronted diorama in which a three-dimensional VIRGINIA sailed up by Marietta, paddlewheel rolling and spray flying behind. The luminosity, the coloring, the reality of the river water and its reflections; and even unto a stranded drift log on the foreground wharf was little short of amazing. The exhibit was created by George Schotten, Hubbard, O. The VIRGINIA was presented a little aft of broadside in her pristine days as a Pittsburgh-Cincinnati packet, every detail having fidelity. It was the sort of thing you wanted to wrap up and take home with you, even though you'd have to build a room to put it in.

George's wife Muriel was victim of the loss of her electric can opener while the diorama was being built. George needed an electric motor with the just-right rpm to rev VIRGINIA's paddlewheel. Aha, the can opener was the solution. Muriel entered protest whereupon George gave her \$20 to buy a replacement. So all was well. The replacement came to 7 bucks and she kept the change. Let us bow our heads briefly in silent honor for wives of ingenious mechanics.

Jack Custer, Nashville, was lugging around his 30# polyester 1-48 model of SPRAGUE's hull with dedicated determination. Oh, if he could just find SOMEBODY who knew exactly how her built-in bustle was shaped! He's determined to make it absolutely accurate. NB: Soon as he got home from S&D he received a photograph from Bill Talbot (from the Dave Tschiggfrie collection) showing the hull's stern pulled out at Dubuque with the bustle indecently exposed and everything showing. Eureka.

John L. Fryant, Alexandria, Va., displayed his new (eight years off and on building her) model of the attractive CHAPERON down to the last detail including---believe it or not---boiler deck overhead car-

lins. The popularity of CHAPERON is rather miraculous and certainly disproportionate for a modest boat usually isolated on the Green and Barren rivers of Kentucky. John speculates that the excellent photographs extant, taken by George H. Dabbs, glorified the little packet forevermore. --And John's probably right. Someday there will be a diorama of her created from the Dabbs' picture we ran in the March '65 issue, page 12. (Hubbard, O. papers please copy).

John also displayed an incomplete model of a British Columbia sternwheeler with complete steam plant aboard. Our humble opinion, shared by John and others, is that the sternwheel hulls built for BC rivers and lakes, and including the Columbia, represent the ultimate of the art.

Tom Doyle, Nashville, can be justifiably proud of his model of the P&C sternwheel VIRGINIA (same boat glorified in the Schotten diorama) which is nearing completion. She promises to be as beautiful as the original. While making the above described rounds we asked "Why do you slave over these imitations of reality?"

Answers:

"During the construction period I feel lifted into a sphere where soft background music pervades--not necessarily in your hearing--but rather in your brain, and it's delightful---sounds silly, doesn't it?"

"Yes I'm a slow worker because when I add a new piece to the model I sit there and look at it. Maybe a half hour or an hour goes by, me sitting there gazing."

THE AFTERNOON MEETING was held in Campus Martius Museum. Despite the cramped quarters and a desk-style voice amplifier which had tonsillitis C. W. Stoll managed eloquent introductions. During the course of Saturday afternoon most S&D'rs availed themselves to visiting the new Ohio River Museum um, the W. P. SNYDER, JR., riding on the VALLEY GEM with Jim Sands, or calling on Gene and Claire Fitch aboard their CLAIRE-E, or socializing with the Jones family on board the LAURA J.

Highlight of the afternoon meeting was a presentation by Hon. Spencer Creel, Parkersburg, of a gorgeous brass lamp with fresnel lens.

Barging into the lobby of the Lafayette Hotel was the recipe for heavenly surprises. Everywhere we looked was Somebody Special. Or two or three Somebodys. River friends from Baltimore, Staten Island, Keokuk, St. Louis, Memphis, Helena, Pine Bluff, Nashville, Jacksonville, St. Paul, McGregor, Pittsburgh, Steubenville, Wheeling, Powhatan Point, Gallipolis, Charleston, Huntington, Cincinnati, Louisville, New Albany, Marietta, Columbus, and from some

places pretty far fetched like Ashton, Ill. and Birmingham, Mich. and Cleveland.

The evening program featured a winsome young lady, Maia Soranson, who flew in from Omaha to present her slide talk. The Wheeling-built steamboat BERTRAND hooked a Missouri River snag near Omaha up-bound with a full cargo on April Fool's Day, 1865. At some undetermined date much of her equipment was removed, including the engines and boilers and deck cargo. Ice and high water sloughed off cabin and pilothouse. The remarkable part is that the hull wiggled itself deep in clay and so remained embalmed until February, 1968 when it was rediscovered. By some fortunate quirk of organic chemistry thousands of bales, boxes and barrels of freight stowed in the hull remained intact for over a century. More fortunate still is that each of these items was painstakingly recovered by experts who knew their job, a treasure trove of hardware, glassware, cutlery, groceries, kid's toys, patent medicines, you name it. Some of the slides Maia showed were beyond belief. What's more, the U.S. Bureau of Fish and Wildlife called in Alan Bates and Bert Fenn who by inspection of the hull timbers, etc., judged what the BERTRAND looked like before the demise, drawing on their hefty backlog of knowledge about steamboats venturing up the Missouri in the 1860s. This whole business couldn't have happened in a million years but it did this time.

BY UNANIMOUS VOTE the Certificate of Amendment referred to earlier in this account was adopted by the membership. All of the officers of S&D were reelected for the ensuing year after hearing such recommendation from the nominating committee chaired by Dolly Robertson. Although the of-

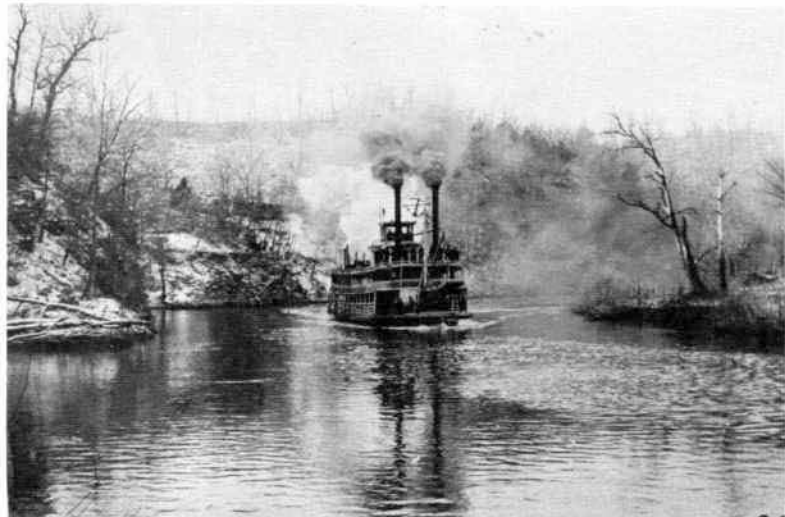
ficers were not mentioned by name and rank, for the record let us say they are Capt. Frederick Way, Jr., president; C. W. Stoll, vice president, lower Ohio River; Robert G. Thomas, vice president, upper Ohio River; H. Chase Putnam, Jr., treasurer, and Mrs. J. W. Rutter, secretary.

John P. Bickel, McGregor, presented to Chuck and Catherine Remley an Iowa State flag in behalf of Gov. Robert D. Ray of Iowa.

A special welcome was accorded Col. Bernie E. and Mrs. (Helen) Prater who had roared o'er hill and dale in their house trailer to attend. Helen is daughter of the late Capt. Jesse P. Hughes.

Again the lights dimmed and from the remoteness came the unmistakable voice of S&D's long-time champion, J. Mack Gamble. He was addressing the S&D audience of 1961. His subject was "Modern Progress." With ingenuity unparalleled Woody Rutter showed slides illustrating every facet of the extemporaneous speech Mack had given so long ago, and with such effect that he got a rising ovation. How Woody managed it we'll never know, such as when Mack's voice complained of modernized four-lane Route 7 with "cars whizzing by" and Woody showed Route 7 at Clarington with two blurs in the foreground. After the show was over one gentleman said to us: "I never knew Mack Gamble--what a genuine person he was!--you didn't need to know him to be captivated--an audience who never heard of Mack Gamble would enjoy every minute of it."

The meeting was over. The stars were shining brightly. The red and green navigation lights on the Ohio River bridge made wiggly reflections. Waves gently lapped at the cobbles on the Marietta wharf. Long live S&D!



CHAPERON--a future diorama? See column 1 this page.

Sirs: I'm writing in hopes you may have some information about a cotton packet named H. HANNA BLANKS which ran from New Orleans up the Ouachita River and into Bayou Bartholomew above Monroe.

At one time Capt. Frank Kennedy was master of her, from Kentucky, and while wooding at Bee Hive Plantation on Bayou Bartholomew he met my grandmother's sister and later they married.

I can remember my grandmother and her sister talking about that boat. I was quite young but was fascinated.

We had a photograph of the H. HANNA BLANKS on one of the mantles of the house, a starboard side view, very clear. When the old house burned in 1952 the picture was lost, along with everything else.

Capt. David H. Bell,
Delhi, La. 71232

The scoop on Streckfus's ADMIRAL is that she's doing right well as a diesel-prop excursion boat at New Orleans. Capt. William S. Streckfus says that her old steam boiler plant sucked up 600,000 gallons of black oil per season. The new Harbormasters require about 200,000 gal. of No. 2 diesel fuel annually.

The eight steam boilers were left in her. Each of them measures 30 ft. long and 36" dia. They are being used as air tanks.

She has a Harbormaster Unit in each wheel-box and one at the stern, the three of them delivering a total of 2,100 hp. She has more speed and maneuverability than before.

The conversion also included new diesel generators, with total of 1,200 kw. That's enough juice to run a town like Ste. Genevieve, Mo. with 4,500 inhabitants.

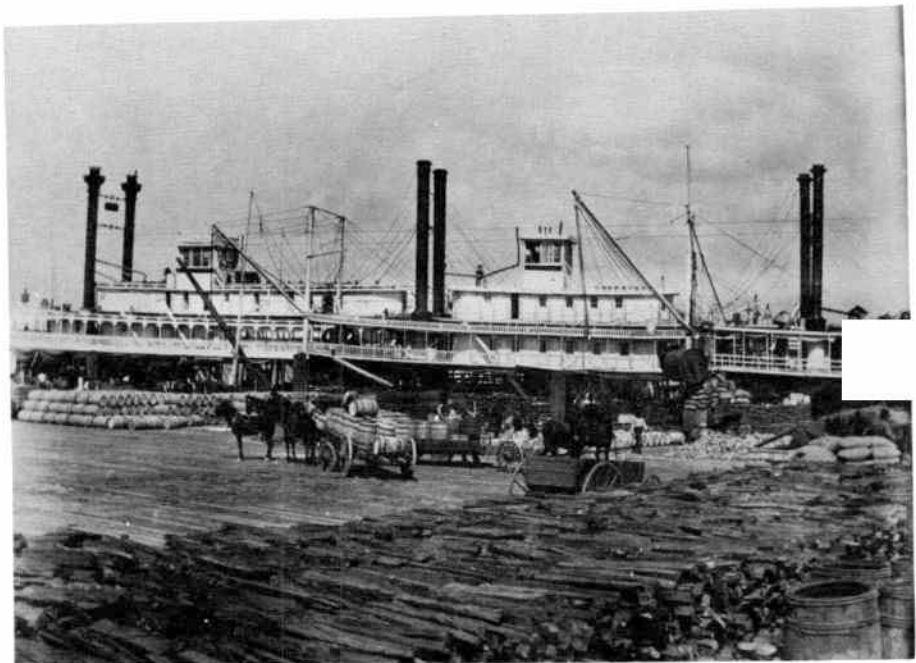
Most spectacular improvement to the ADMIRAL was a new roof bell, a gigantic thing, taken from the old St. Patrick's Church in North St. Louis when it was razed.

Now there's talk of changing the PRESIDENT to diesel-prop.

Sirs: On page 23 of the June '74 S&D REFLECTOR the small towboat pictured with the E. R. ANDREWS is identified as the MARLEN RIGGS but I believe the boat is the MONIE BAUER.

Gary H. Imwalle,
5656 Beechmont Ave.,
Cincinnati, O. 45230

=You go head of the class, Gary, for it is the MONIE BAUER. She was built 1892 at Golconda, Ill. on a wood hull 73 by 17.5 by Charles Bauer and named for his daughter Monie. He sold the boat in 1894 to Capt. R. P. Rowe who towed timber on the Cumberland and the Tennessee. Paducah Towing Co. had her in 1904 along with the WOOLFOLK and MARY M. MICHAEL. Seems to us she was engaged in towing at Ohio River dams under construction and burned at Ashland, Ky. in Jan. 1913. The packet JEWEL was along-



The H. HANNA BLANKS and others

First read the letter from Capt. David H. Bell in the left column. The sternwheel cotton packet H. HANNA BLANKS was built at Cincinnati in 1880 and completed in December that year. Her wood hull was 155 by 34 and she had Dumont engines 14" dia. by 6 ft. stroke. Two boilers 42" dia. by 26 ft. long, each having two 16" flues. Original owner was Capt. Jack W. Blanks who named the boat for his 32-month old son H. Hanna Blanks (whose middle name honored John H. Hanna, the New Orleans grain merchant (see June '74 issue, page 11) and also for Henry Blanks, younger brother. We note in 1884 she was running to Ouachita River with Capt. L. P. Delahoussaye, master, and Stonewall Hanna, clerk. In 1886 her master was Capt. L. V. Cooley, and H. Molaison, clerk. She was then advertised out of New Orleans going to Floyd, Warsaw, and all way landings on Bayou Macon and Tensas Rivers. Our records indicate she was lost on the Ouachita River by sinking on Dec. 29, 1889 but we have no particulars. The above photograph was taken at New Orleans and shows the T. P. LEATHERS at the left, and we don't know the boat at the right.

side and was partly damaged. The wreck was towed to Letart Falls, W. Va. and rebuilt by Joe Grimm. She went to U.S. Marshal sale in the summer of 1915 and was bid in by Capt. Martin F. Noll who sold her to Armstrong Sand Co., Wheeling, where she was lost in ice on Feb. 10, 1918. -Ed.

On June 9th last fire destroyed an old brick home at 227 Fourth Street, Marietta. It was so badly damaged it since has been razed.

When S&D was in infancy, this was the home of Col. Harry D. Knox and his sister Sallie Knox, both up in years. Colonel Knox (his title came from National Guard service) died there in February, 1944. He was one of the Harmar boat yard Knox's. Today he would be classed as a marine architect, but in those times he was termed a mold loft superintendent.

Colonel Knox was named for Capt. Henry Drown (who always was called Harry), an old-time Marietta pack-

et operator. He was instrumental in bringing to the River Museum a priceless collection of half-section models of Knox-built steamboats. Also he greatly enhanced the story of the Knox Boat Yard by researching its history.

Now there is a vacant lot across from Marietta College campus where the Colonel's last home stood.

Albert D. Diaz, Esq., a Charle-roi, Pa. attorney, visited the new Ohio River Museum. The one thing he sought was not in evidence, so when he got back home he wrote a letter. "I glanced at the comprehensive log of all the vessels on the different rivers and was surprised not to see listed the Motor Vessel SEWICKLEY," he exclaimed. To be sure this touched our heart, so to Mr. Diaz we hope someday he sees the REED LEE. When/if you do see her Mr. Diaz, take a good gander at the bow of the hull where a welder affixed SEWICKLEY so permanently she'll carry it to her grave.

The DELTA KING, moored in a slough at Collinsville, Calif., parted lines during a heavy wind-storm, blew across the slough and sank with most of her main deck aft of the forecandle under water. Diver Art Helwig was called in and he and crew had to plug over fifty portholes in the hull. They secured 200-foot-long strips of heavy synthetic material used to manufacture truck tarps with lines secured top and bottom along the full length of the hull sides, to cover the portholes like bandages. Great quantities of mud had oozed up above the port hole levels and had to be sucked out with underwater dredges built for the job. Engineers figured that 840,000 gallons of water had to be pumped from the hull to raise her. All of the underwater work had to be done by feel, as the water was too muddy for the divers to see anything.

So now again she lies afloat in the Collinsville slough. An account of the accident appeared in the Sept. 8, 1974 issue of the Oakland (Calif.) Tribune, in which the Quimby Island Reclamation District is named as the KING's owner. Our thanks to Dick Rutter for sending us a copy.

The DELTA QUEEN has never sunk and this is a first for the KING.

=For later and certainly more optimistic news of the DELTA KING turn to page 44, bottom of column one. -Ed.

The Board of Governors of S&D at their annual meeting unanimously voted that a letter expressing S&D's interest in the proposed plan for a U. S. Engineer's Museum at Ohio River Lock 17 be written to Col. Scott Smith, the new chief of the Huntington District. This has been attended to. We have not learned a positive date when Lock 17 will be deactivated, but signs are that it will happen next June.

The mailman brings us a parcel from Adelaide, Australia containing clippings about the new cruise side-wheeler MURRAY RIVER QUEEN, 160 feet long, with 36 passenger staterooms. Her price tag was in the neighborhood of \$350,000. Our thanks to L. H. Lendrum.

Sirs: I've just finished a book on the Civil War that is made up entirely of old letters, parts of diaries, and pieces of autobiography of the participants. These first-hand accounts make it interesting. Maybe you've heard of it. It's called "The Blue and the Gray" by Henry Steele Commager. In it is an account of buying the boats made into rams for use of Memphis. The boats bought on the Ohio River are listed, and this is why I've mentioned this. The list is on the back and apparently first appeared in "Ellet and His Steam Rams at Memphis" by Alfred W. Ellet, brother of Col. Charles Ellet who was commissioned to build the rams. Apparently the

Colonel received orders in March 1862. The boats were said to have been pretty well worn out. They were the:

DICK FULTON
LANCASTER
LIONESS
MINGO
MONARCH
QUEEN OF THE WEST
SAMSON
SWITZERLAND
T. D. HORNER.

Thomas E. Way CTM-3 USN
OS Div. USS MIDWAY CAV-41
FPO SAN FRANCISCO CA 96601

=The above was written aboard the carrier MIDWAY at Yokosuka, Japan of Oct. 13th last. Tom's granddad figures it is high time these nine Ellet rams were identified for the benefit of sailor boys far from home hepped on the Blue and the Gray. What little we know follows:

DICK FULTON There were four towboats of this name, the last of which is better remembered inasmuch as her pilothouse for many years, with the nameboards on it, was a prominent landmark at Glen Osborne, Pa. It was #2 which became the Ellet ram, a towboat built at McKeesport, Pa. 1860, 98 tons. Skipper was Capt. William Cunningham born and raised at Elizabeth, Pa. and later resided at Sewickley, Pa. He made at least one trip up the Allegheny to bring out oil (1861) with DICK FULTON #2 and she was acquired by USQMD in May 1862.

LANCASTER This was a packet built at Dan Morton's yard, Cincinnati, 1861, Capt. Lewis Morris. She was impressed into U.S. service as a troop carrier and was converted into a ram in April-May, 1862. She was registered new as LANCASTER NO. 4, designed for the Cincinnati-New Richmond, O. trade where predecessors of the same name had operated, and in which David Gibson of marble house fame (reported in this issue) was interested.

LIONESS A towboat built at Brownsville, Pa. 1859 for W. H. Brown, coal operator. Taken over by the U.S. March 22, 1862 and converted into a ram. Capt. Thomas Patterson, later one of the principals of the Grand Lake Coal Co. served aboard when she was in ram service. Capt. John Miller Srodes, original part owner, went with her in ram service as master, and his son William Quinn Srodes was pilot. Some years ago a great grandson of Capt. J.M. Srodes, Lew Srodes, lived at Huntington, West Va., still may be there.

MINGO A towboat built at California, Pa. 1859, 228 tons. First master was Capt. J. P. Smith of Pittsburgh. Sold April 8, 1862 to the U.S. and converted into a ram.

MONARCH Side-wheel packet built at Fulton (suburb of Cincinnati) in 1853, Capt. John A. Williamson. She ran Cincinnati-New Orleans and had been sunk at least once, at Louisville downbound with full cargo, March 1861. Descending the

Cumberland River in March 1862 she hit the Clarksville bridge and tore off the port wheelhouse, and three died. Laid up at New Albany and sold to the U.S. on April 23, 1862. She took a prominent part in the Battle of Memphis as a ram; struck the GEN. PRICE, disabling her; then disabled the BEAUREGARD; shoved the LITTLE REBEL aground; returned to the BEAUREGARD capturing the crew, and shoved her into shallow water where she sank a total loss.

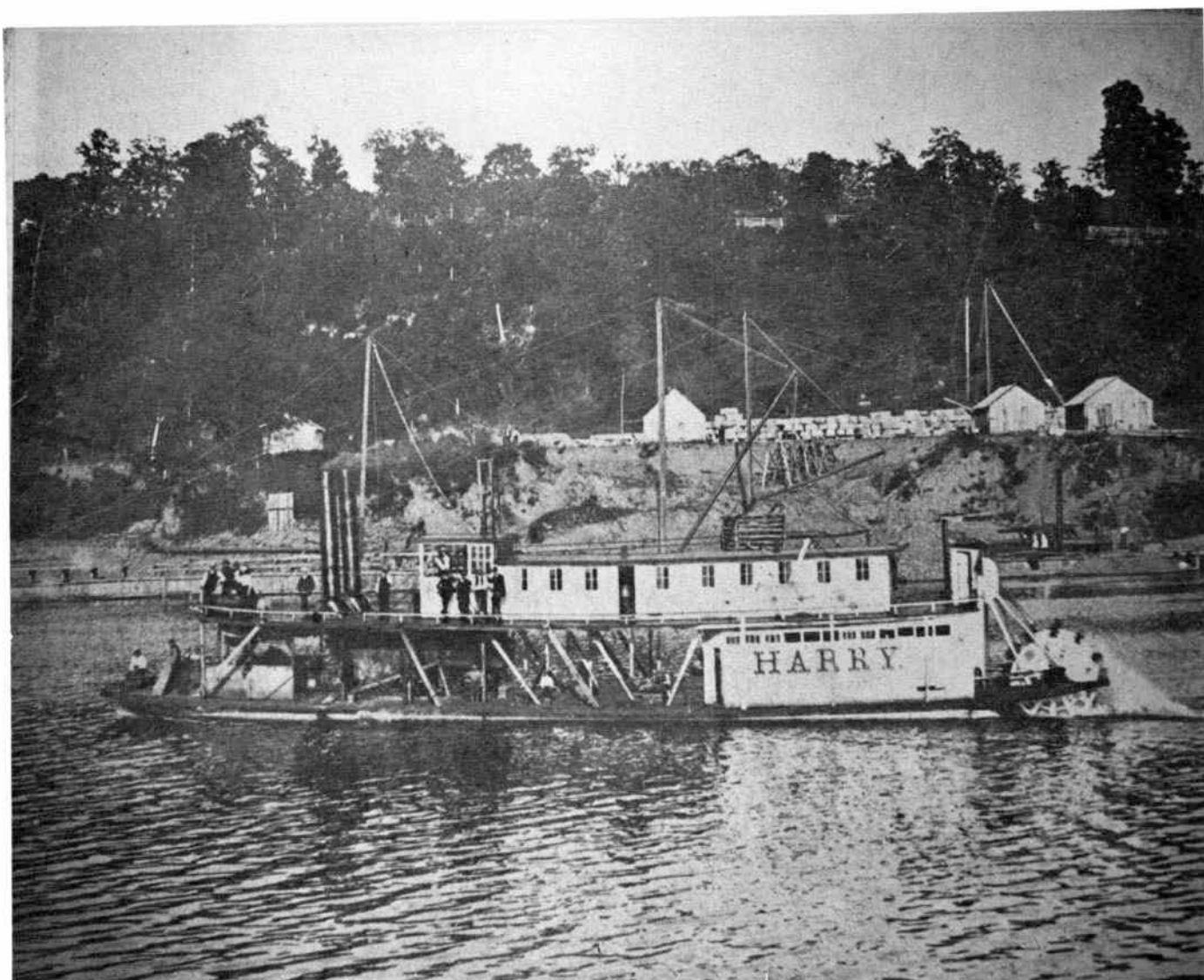
QUEEN OF THE WEST Side-wheel packet built at Cincinnati 1854 for the Cincinnati---New Orleans trade variously commanded by Capt. J. P. Wade, Richard M. Wade and Joseph Scott. She was impressed into U.S. service early 1862, then rebuilt into a ram at Cincinnati. In the Battle of Memphis rammed and sank the GEN. LOVELL, and Col. Charles Ellet was wounded. One paddlewheel was disabled and she went to the bank, capturing the GEN. PRICE and entire crew. Later she was captured on Red River by the Rebs. During the battle of Grand Lake on April 14, 1863 she took fire and exploded with loss of 26 of the crew.

SAMSON Towboat built at California, Pa. 1860, 230 tons. First master was Capt. James Wilson of McKeesport, Pa. One of the original owners, also from McKeesport, was William Whigham who--who knows --maybe was forebear of Carnegie Steel's v.p. for whom a towboat was named in 1919. Sold to USQMC on July 14, 1862, converted to a ram; transferred to Navy on July 30, 1862.

SWITZERLAND Side-wheel packet built at Cincinnati 1854 by U. P. and Jules P. Schenck of Vevay, Ind. and named for their native land. Ran Louisville-New Orleans. Capt. David Whitten had been in command just prior to the sale of the boat to the U.S., April 17, 1862. She was converted into a ram at Madison, Ind. Col. Charles Ellet, Jr., wounded aboard the QUEEN OF THE WEST (see) was transferred to SWITZERLAND and taken to Cairo accompanied by his wife and young daughter. He died enroute. His wife, stricken by grief, survived him but a few days. Both are buried in Laurel Hill Cemetery, Philadelphia.

T. D. HORNER Towboat built at Brownsville, Pa., 1859, 203 tons. Sold to USQMC on May 18, 1862 and converted into a ram. Capt. Robert Dalzell, Pittsburgh, was in charge during the Battle of Memphis, and later lived at Keokuk, Iowa, where he died Nov. 1894.

The charge that these boats were "pretty well worn out" at the time of purchase by Ellet does not hold true. All of the five sternwheel towboats, DICK FULTON, LIONESS, MINGO, SAMSON and T. D. HORNER were but three years old or less and various of them survived the war to run afterward. All of the packets were side-wheel and, except the LANCASTER NO. 4, were fairly antequated---but that was only three of the nine boats involved.



HARRY, HARRY, you're the one for me; so went the lyrics of a once popular tune. This possibly is the first glimpse many of this generation has seen of this special HARRY, thanks to Ralph C. Mallory, Greensboro, Pa., who handed us this view at S&D. He says it might have been taken at the Klein Sawmill, Rice's Landing, Pa. on the Monongahela River. But he's not sure. The HARRY was built at Brownsville in 1880, sort of a small-fry towboat, on a wood hull 93 by 16.5. She was operated by the Pittsburgh Plate Glass Co. and was named for Harry Sage, superintendent of Works #2 PPG. Her first skipper was Capt. G. A. Stuart, grandfather of the late George D. Stuart, long the editor of the Tarentum (Pa.) "Daily News." PPG ran her on the Allegheny based at their Creighton Works until along in the early 1890's when she towed at their Charleroi plant on the Monon. A new hull was built in 1893 and she was redocumented as HARRY NO. 2, the work done at the Axton yard, Brownsville. She operated for PPG out of Charleroi until that plant was closed in 1912 and then towed for PPG between Creighton and Ford City. At 9 p.m. on Sunday, March 15, 1903 she burned to the water's edge at

PPG's #6 plant at Charleroi. Capt. Charles G. Downer was master at the time, from Fayette County, Pa. After rebuilding she had another "squeak" when a gorge broke in the Allegheny and sank her at Creighton, and Captain Downer was still on her at that time, Feb. 27, 1912. Later on Capt. Curtis Campbell was her master-pilot, and Frank L. Stuart, engineer. Curt Campbell and E. K. Campbell were brothers. Then on March 3, 1927, coming out after a long winter's lay-up, she was backing away from the landing at Creighton when her two boilers exploded. Capt. Curt was blown 50 feet and landed in the river, and her engineer Ed Karns and others were unharmed. You'd think this would be history aplenty for so small a boat, but not:- Arthur McKay and Jesse Campbell, both river engineers, bought the wreck, rebuilt the upper works, put on new boilers at Middleport, O., and so emerged the "new" MACKBELL which later (1931) became the R. J. HESLOP owned by Capt. John M. Hysmith which on July 2, 1934 led a marine parade at Elizabeth, Pa. celebrating the town's centennial, with a tooting calloiope aboard. The HESLOP burned at the foot of 51st Street, just below old Lucy Furnace, December 4, 1936.

WE HAVE IN MIND a clothbound book containing mint condition copies of S&D REFLECTOR's twelve issues Volumes 9-11 complete. We did this twice before; the first book containing Volumes 1-5 and the second Volumes 6-8. In both instances we underestimated the demand, and both of these

were completely sold out. It might help a bit if those of you who are interested in purchasing the proposed book will drop us a card. Due to this derved inflation it's hard to set the price this far in advance, but we'd judge about \$35 postpaid. Write to us direct at Sewickley, Pa. 15143.

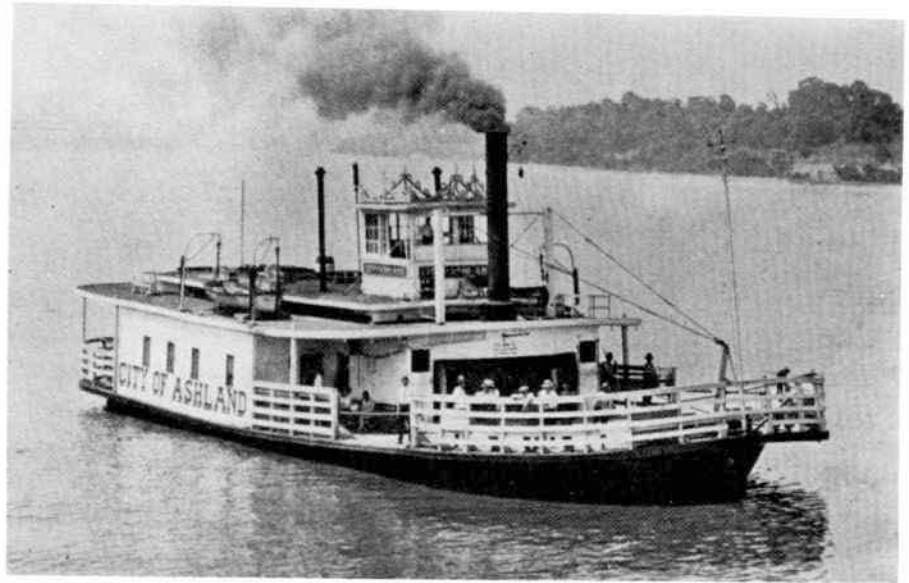
Sirs: I thought, when I first saw the picture of the ferryboat NINA PADEN in the Sept. issue, there was something familiar about her. I didn't know her when she carried that name, but became quite well acquainted with her as CITY OF ASHLAND.

I was born in Ironton, O. on March 24, 1907 and was assistant city engineer there 1931-1937. To get to Ashland before the bridges were built I boarded a street car at Third and Kemp, Ironton, where our home was located. The end of the line was at a store and waiting room at Coal Grove, O., about three miles up the river. There I took the CITY OF ASHLAND across, a trip I made frequently. Both of my parents were from Ashland, and their parents and relatives lived there.

I can still see the pilot on the ferryboat but can't think of his name; I do remember the fireman, Charley Mains. It was good to stand in front of the boiler on cold days. On busy days they surely stacked the cars and wagons on that ferryboat.

Thanks for the picture and the story of the NINA PADEN.

Fred E. Hardy,
300 W. North First St.,
Shelbyville, Ill. 62565



CITY OF ASHLAND

Originally the NINA PADEN pictured in our last issue, she now has but one smokestack. The owners were entranced with the QUEEN CITY's pilothouse-roof fancywork and copied it almost exactly. Read the letter in the left column from Fred E. Hardy.

A BLENNERHASSETT ISLAND STORY

Sirs: About 1867 my grandmother Johnson went to Blennerhassett Island as a bride. There was quite a community built up on the island then. My father, the late E. E. Johnson, was born there. From them I heard many things:-

One of the big events was the arrival of a store-boat. The island women dressed for the event, putting on hoop-skirts together with seven or eight petticoats, half-handers and black poke-bonnets tied under their chin with ribbon. They'd take up their reticules and be on hand when the plank was placed.

I have several glass dishes now that grandmother bought on a store-boat. I wonder what those ladies carried in their reticules (an open-mesh handbag -Ed.) I'm betting there wasn't powderpuff, lipstick or rouge such as you find in today's under-arm purses.

My grandmother recalls all-day quilting bees. They did lovely work. The tiny stitches are a marvel still; I'm lucky enough to have one of the quilts. Boys were boys and snuck off swimming. I know one who, told not to, came home dry, sweet as a lamb, all evidence removed, piously mouthing innocence, until his mother interrupted to inquire how-come his shirt was on wrong-side out.

Believe it or not, the best fish were caught in the cornfields. The river would stage a rise and after it subsided many fish would be thrashing around in the left-over ponds and puddles amongst the corn. It was not uncommon to find a catfish about big as a man.

There was no church on the island, so of Sundays the folks went by rowboat to Belpre and Parkersburg.

The Blennerhassett community ended with the 1884 Flood. The unprecedented high water caught everybody unawares. Grandpa drove his farm animals up a board to the second story of his barn but before another day was out the whole barn was surmerged. He worked at picking up stuff until late at night and was caught by the rising flood before he could make it to the house. So he clum a tree and roosted in it until daylight when he started crowing and was picked up by men in a skiff. The island folks were rescued by steam-boats which came down from Parkersburg and landed right up along-side the barns and houses. Much of value, including household effects, farm animals, etc. were loaded aboard. Some were taken to Belpre and others to Parkersburg where they waited it out. No lives were lost on the island but the property loss was enormous.

Grandpa said he'd had his fill of mud water so he removed to North Parkersburg, corner of Emerson and Lakeview Drive, which was very much country then.

All in all, my grandparents lived on Blennerhassett Island for 12 years. I have hundreds of Indian relics found there and since handed down to me.

=The above letter was written by Mrs. E. E. Miller, Miller, W. Va. in 1935. It appeared in the Parkersburg "Sentinel" in June 1939; we have condensed the original. -Ed.

Dr. John G. Stepleton, director of laboratory, Reid Memorial Hospital, Richmond, Ind., is welcomed as a new member of S&D. He was born and raised at Vevay, Ind. and his grandfather C. C. Stepleton (1836-1928) was fifty years on the rivers as mate.

Of all things Helen R. Stephenson who's been an S&D'r for years on end, is now associated with the Wall Street Journal, contributing sugar and spice and everything nice (one of her columns is titled "Sexy Rice as a Conceptual Input") for the U.S.'s #1 financial sheet. She does her inputting from home base, Honey Hill Road, Georgetown, Conn. 06829.

James T. Swartzwelder has our thanks for several excellent color shots of the launching of the new 10,100 hp. JASON at which ceremony he was a guest. Also he sent to us a folder issued in 1934 advertising the OUACHITA as a Pittsburgh-Cincinnati packet. The fare for a one-week round trip was \$18, meals included, and \$3 to \$5 extra for stateroom accommodation. In 1927-1929 the GENERAL WOOD and BETSY ANN asked and got \$35 and \$40. Capt. Fred Hornbrook of the OUACHITA must have been feeling the pinch of depression. H. P. Lyle is named as the Cincinnati agent with headquarters on the Ohio River Transit Co. wharfboat.

Horace Lyle and his wife Dot now live at 3601 S. Atlantic Ave. #208 in Daytona Beach, Fla. 32019.

A LANDMARK SINCE 1897, high on the cliff overlooking old Davis Island Dam, Ohio River, was the elegant mansion of Capt. William B. Rodgers, Sr. Although the Rodgers had not lived in the mansion for forty years or more, the three-story brick with its handsome columns and corbels has remained a facade of former glory. About a year ago the interior was gutted by fire. Now wreckers have torn it down.

Captain Rodgers and his wife named the place "Windsor."

Capt. W.B. when we first knew him was the leading Pittsburgh riverman. He was president of the influential Pittsburgh Coal Exchange, director of the National Rivers and Harbors Congress, president of the family-owned Rodgers Sand Co., an officer of the Ohio Valley Improvement Association, and an ardent prime-mover for the improvement of the Allegheny River by locks and dams.

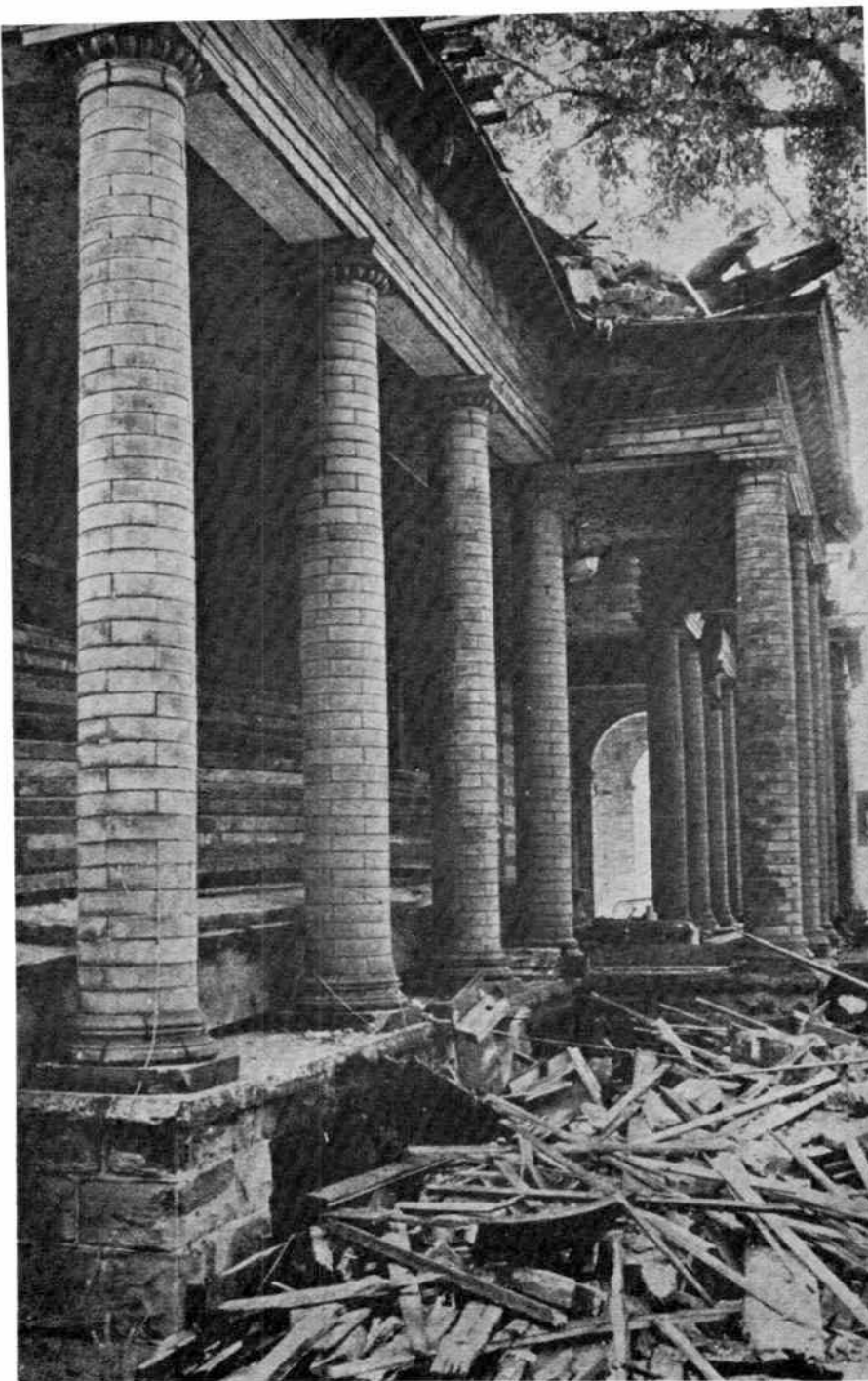
It seemed incongruous to us that this rugged individualist living in a cliff-top mansion had been born in a flat-boat, but it's so. His Dad's flat-boat was moored in the old lock up the Allegheny at Franklin, Pa. in the mouth of French Creek (the remnants of that lock are still there). At that place on Thursday, February 27, 1851, William Berlean Rodgers was born.

The first steamboat he built was the TIDE, a towboat with a wood hull 117 by 22 built at Clarington, O. She was launched on the same day president James A. Garfield died of a bullet wound, on September 19, 1881. The Ohio River was at a low stage and the hull was towed to Wheeling, dragged up over the riffles by horses. The new boat got her engines, boilers and cabin at Wheeling and then was taken to Pittsburgh where she towed coal for Capt. W.B.'s Tide Coal Company.

Mrs. Rodgers was born in West Virginia, Alice Ophelia Jackson. Their eldest son was William B. Rodgers, Jr., born at their home in Allegheny City (now North Side, Pittsburgh) in 1885. About this same time Capt. W.B. acquired another towboat, by purchase, which he renamed LITTLE BILL. A prime customer of Tide Coal Co. was the Carnegie Steel Company.

In July, 1892, when Henry Clay Frick, heading the Carnegie interests, decided to dislodge striking steel workers in possession of the Homestead, Pa. Works, Pinkerton guards, some 300 of them, were imported from Chicago and brought by railroad to West Bellevue, Pa. They were transferred into two model barges at Davis Island Dam. Capt. W.B. volunteered to spot the barges at Homestead, towing them up the Ohio and Monongahela with the LITTLE BILL.

In retrospect it is rather odd that this incident, now indelibly associated with the history of Pittsburgh, commenced at West Bellevue under the brow of the cliff



"WINDSOR"

These pictures of the demolition of the Rodgers' mansion appeared in the Roto Section of the Pittsburgh Press, issue of Sunday, Sept. 8, 1974, taken by staff photographer John Sale.

where five years later Capt. W.B. was to build his magnificent home. The Pinkerton incursion turned into a complete fiasco, compounded within weeks by an attempt upon the life of Frick, who was twice shot and stabbed in his second-floor office in the old Chronicle-Telegraph building in Pittsburgh. Meanwhile Pennsylvania governor Robert E. Pattison called out the State Guard and quelled the riots at Homestead.

Frick recovered. Nobody in the

crew of the LITTLE BILL was hurt. The one ray of sunshine in the whole sordid affair was that Capt. W.B. won the eternal gratitude of Henry Clay Frick. No other riverman would have touched the job of towing up those model barges with a ten-foot pole.

Seems to us we first shook hands with Capt. W.B. at an early meeting of the Allegheny River Boatmen's Association before World War I. He arrived in company with J. Frank Tilley, then secretary of



THE WALLS COME TUMBLIN' DOWN

When "Windsor" was built in 1897 the surrounding acres were quiet and serene. The four-lane Ohio River Boulevard built in the '20's changed all of that, streaking right in front, downgrading the neighborhood. Capt. W.B. built his home to last for generations. His grandchildren found it undesirable.

the Coal Exchange, and Thomas M. Rees, head of James Rees & Sons Co. At that time Capt. W.B. was pushing 65, on the heavy side, white-thatched, blue eyes, a limp handshaker, and not disposed to socialize. At that point in time there were three locks and dams on the Allegheny providing slackwater to Tarentum, Pa. Extremely low bridges in the Pittsburgh area handicapped the navigation potential so seriously that funds for building additional dams had been denied by the War Department until the offending bridges were either raised or razed. Nobody in his right mind believed this could be accomplished--nobody except Capt. W.B. He was no speech-maker or podium-pounder. Instead he spread the gospel via the famous J. Frank Tilley "Illustrated Lecture." Mr. Tilley's equipment consisted of a magic lantern, several boxes of 3½ by 4" glass slides, a wooden pointer and a sheet. He gave this lecture hundreds of times in hundreds of places, going through his spiel by rote and with dazzling speed. He'd done this so many times that when first I was exposed to the performance the slides conveyed to the screen a curious array of magnified thumb-prints. Whether the Tilley lectures bore fruit is a conjecture, but the sacked-down fact is that the Hon. Newton D. Baker, secretary of War, on March 10, 1919 ordered the five offending bridges raised, and gave the owners two to five years to get it done. And it was done, as per schedule. And Capt. W.B. did it.

When the wreckers started tear-

ing down the palatial "Windsor" at West Bellevue they found a tablet certifying that the place had been built in 1897, something of a real surprise to this scribe. We had a half-baked notion that the home was built with a fortune accumulated from the profits of Capt. W. B.'s sand and gravel operations. But not so. Capt. W.B. started in the sand business several years later than that, about 1900.

His first digger was the stern-wheel single ladder CHARLOTTE built at Brownsville, Pa. in 1900. Then came the REBECCA built at Parkersburg, W. Va. in 1901 and then the HARRIET also built at Parkersburg in 1902. The first towboat of Rodgers Sand Co. was the MARGARET built 1901 and about six years later they bought the CHARLEY HOOK and renamed her ALICE (for Mrs. Rodgers). A popular rumor around Pittsburgh, and probably true, was that Carnegie Steel Company bought all of their sand and gravel from Rodgers, this in recompense for the services of the good Captain and his LITTLE BILL

during the 1892 troubles at the Homestead Works.

There were five sons in the Rodgers family, all of whom were identified with the sand business. The eldest was Capt. W.B. Jr. who later became a state senator; then Philander (Phil) Knox Rodgers; then Henry Clay Frick Rodgers; and the two younger ones were John Norwood Rodgers and Joseph Herman Rodgers. There was a time, about 1905, when all of these sons were residing at "Windsor" along with their parents, and at that time W.B. Jr., Herman and Norwood were married and there were children about. This bulging household had separate telephones for the various families.

It is said to have been at "Windsor" that the towboat J. M. HUDSON bought in 1917 by Capt. W. B. was renamed SWEET CAKE. There was much discussion about a suitable name. A party was held and the guests asked to write their nominations on slips of paper. These were placed in a hat and a drawing was held. SWEET CAKE was the unexpected winner, and Capt. W.B., good to his word, had the name placed on the towboat. Also in 1917 the Rodgers firm rebuilt their steam tug HATTIE (originally named THOMAS HEIDEL) and renamed her EARLY BIRD. This scribe has heard that PICKLES was drawn from the hat, and that EARLY BIRD was a compromise.

In 1906 Capt. W.B. bought the steel hull yacht TROUBADOUR from the executors of the Samuel S. Brown Estate. This was a sleek, steam-prop job (see March '72 issue, pages 17, 18) 74 feet long. He often loaded family and friends aboard, and one of his guests is said to have been U.S. president William Howard Taft. He made occasional jaunts down the Ohio to Clarington, revisiting this scene of his youth. He kept the boat operative until the time of his death.

Base for Rodgers Sand Co. was in the Investment Building, at 239 Fourth Ave., Pittsburgh, although in later years the firm occupied the ground floor of the Conestoga Building at the corner of Wood and Water, overlooking the Monongahela River.

Capt. W.B. died on Monday, November 16, 1925 at his country home in McCandless Township, Pa. called Red Gate Farm. He was survived by three sons, "Bill" Jr., Phil and Clay; also by his daughters Flora, wife of Dr. John S. Donaldson of



Bellevue, Pa., and Alice, wife of T. Herbert Hamilton, also of Bellevue. Four sisters survived, Miss Charlotte J. Rodgers, Pittsburgh; Mrs. Clara Hunker, Cleveland; Mrs. Annabelle Topp, New Martinsville, West Va., and Mrs. Lucy Gutts, East Orange, N. J. There were seventeen grandchildren.

In July, 1931, a memorial tablet to Capt. W.B. was unveiled in the rotunda of the Court House in Pittsburgh. Even as the walls of "Windsor" came tumbling down, the plaque remains a tribute to his stubborn (and sometimes almost single-handed) river improvement accomplishments.



Capt. William B. Rodgers, Sr.

Sirs: Capt. Richard Applegate was my husband's great-grandfather and we would like to know more about him if possible. I am enclosing his obituary written in 1902.

Carolyn Applegate,
2143 Charles St.,
Portsmouth, Ohio 45662

=The obit (undated) announces the death of Capt. Richard Applegate at the home of his son Andrew Applegate, Cincinnati, aged 68. It goes on to say, "Captain Dick, as he was known to his friends, retired from the river by reason of ill health several months ago from the towboat FLORENCE MARMET. His wife died eighteen years prior, and they had made their home in Cincinnati for 40 years. He started on the river in 1859. His survivors included three sons, Andrew, Richard and Lou, the latter two residing at Portsmouth. Interment followed services held at Lou Applegate's home in Portsmouth.

In the cemetery at New Matamoras, O. is the grave of Capt. James Sheets who died in 1903, aged 76. As a youngster he briefly was in charge of the Matamoras wharfboat (1850) and then went off on the rivers, principally the Upper Mississippi, and then to the Red River of the North. By 1885 he was commanding the sternwheel river steamboat NORTHCOTE on the Sas-

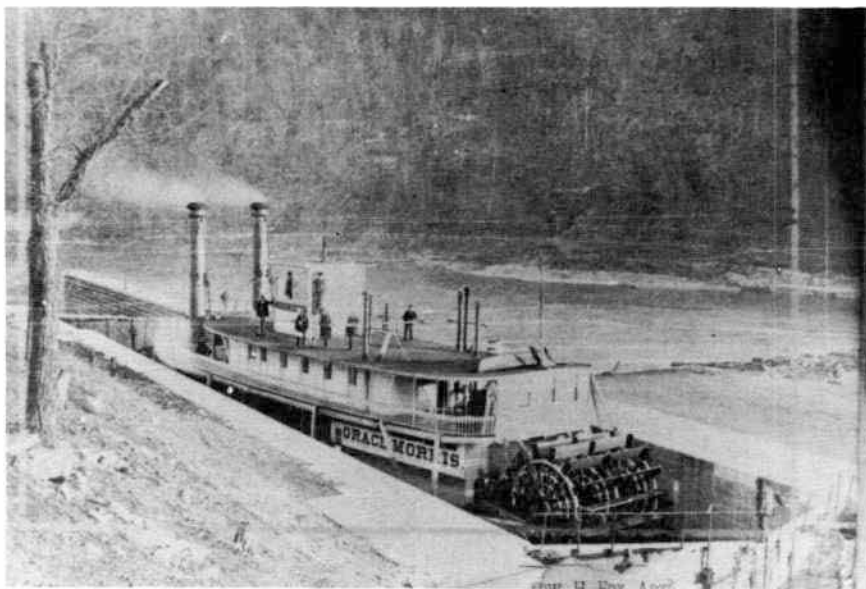
katchewan in Canada. In New Matamoras you won't hear much about this celebrated citizen. But when you contact Saskatchewan historians you'll learn a lot. Capt. Jim Sheets helped quell the Riol rebellion up there. He converted his NORTHCOTE into a gunboat by sacking down bags of bran and oats along the guards, and at the pilothouse windows. The "rebs" retaliated by stretching a wire cable across the river. The NORTHCOTE hit it downbound, sheared off her stacks and pilothouse, and left Jim Sheets unprotected at the wheel with bullets zinging about his ears. About this moment the first mate cleaved the cable with an axe and saved the day. The boat drifted down out of range and survived to run another day. Louis Riel, leader of the insurgents, later was hung.

Jim Sheets was son of Martin and Nancy Love Sheets, New Matamoras. What we're wondering (and don't know) is whether this is the same Sheets family for whom Sheets Run and Sheets Riffle are named--both below New Matamoras a mile or so. Cap'n Jim's wife Elizabeth Burris Sheets is buried alongside her husband.

For the above we are indebted to Jerry Devol who sent us a story by Diana Hott, taken from the Parkersburg (W. Va.) News, issue of March 24, 1974.

Along the Muskingum River at Beverly, O. a birthday was celebrated last Sept. 16 complete with cake, cards and gifts. The recipient was Alvah P. (Tony) Stutes, 92. His last river job was as lockmaster at Lock 4 there at Beverly, appointed in 1915. For 13 years prior to that time he worked on the packet VALLEY GEM in the Zanesville-McConnelsville trade, starting in as deckhand and eventually as pilot. More remarkable is that Mrs. Stutes is still on deck--they have been married 66 years, and for 59 of them have lived in Beverly. Tony Stutes was a member of the Beverly Volunteer Fire Department for 42 years and now is an honorary member.

Capt. and Mrs. William S. Pollock recently visited in the Merrick Art Gallery, New Brighton, Pa. There they inspected an original oil painting by Emil Bott (June '74 issue, pages 43, 44) and learned that another is there in storage. Earlier they had sleuthed the old Monaca, Pa. cemetery to discover the headstone of Mrs. Bott who died in 1899. They were informed at the Art Museum that Emil Bott also is buried in the old Monaca Cemetery and that he died in 1908.



GRACE MORRIS

We were mystified when Jerome Collins showed us this picture at S&D last September. He didn't know where or when it was taken, and the only clue was the name of the photographer printed under the paddlewheel, Edw. H. Fox, Art. Looks to us like she's in a lock on Kentucky River, but when we found she was built at Evansville in 1882 we got to thinking maybe Green River. She had a wood hull 101.5 by 20. Well, now, it turns out she was operated both on the Green and the Kentucky. We have a view of the towboat LOUIS HOUCK being built at Madison, Ind. in 1888 and also in the picture is this same GRACE MORRIS, delivering a wharfboat and a barge to the ways from Kentucky River. In 1892 she was registered out of Paducah. Anybody know more?

Recent repairs to the Marietta-Williamstown highway bridge across the Ohio River prompted a feature story in the Marietta Times, issue of Aug. 3, 1974, by staff writer Bob Hollback and illustrated with photographs from the collection of S. Durward Hoag.

The bridge was built by a private corporation called the Ohio River Bridge & Ferry Co., and the principal stockholders were Capt. Martin F. Noll, John Mills and Beman G. Dawes, all of Marietta, and Capt. Charles Muhleman of Hannibal, O. Capt. Noll and Muhleman owned the Ohio River ferry franchise and were operating the ferry PIONEER CITY at the time.

The piers were built by Josiah T. (Si) Hart, Marietta, the stone being quarried in the Mile Run area.

The superstructure contract was awarded to the American Bridge Co. of Ambridge, Pa., the first cantilever bridge (highway) to cross an inland river in the U.S. No cribbing was used to support the spans as they were erected. The newly formed United Steel Workers called several strikes and delayed the work.

But by August, 1903 the street car tracks had been laid, and on the last day of that month a car loaded with notables went across. Two notables who rode the car were B. F. Dawes and Marietta police chief Jake Dye. The bridge was formally opened the next day, and the toll was 5¢.

The original owners sold the bridge about 1917 to the Monongahela - West Penn Traction Co. who owned it until 1937 when they sold it to the state of West Virginia.


On Sept. 10, 1939 the wooden flooring caught fire, reportedly from sparks from a steamboat passing under. The alarm was sounded at 5:15 p.m. and after several hours the damage was so extensive that the structure was closed to traffic and not reopened until April 1, 1940. Tolls were collected until Dec. 3, 1946 when it was made free.

A footnote to history:- In November, 1864 the new steam-prop 2,384-ton ocean liner GUIDING STAR arrived at New Orleans on her initial voyage from New York where she was built. One of the visitors aboard was Jacob Barker, who lived at New Orleans. Mr. Barker remarked that when Fulton's first steamboat CLERMONT was being built in 1807 the machinery was brought over from England, consigned to him. He stored it in a warehouse where it reposed some six months before Fulton raised the cash to release it.

Appropos to this tale, a Mr. Linn of Gallia County, Ohio in December of 1864 was aboard the steamer ROBERT BURNS at Cincinnati on his way to Metropolis, Ill. Mr. Linn claimed that he was in Albany the day the CLERMONT departed downbound on the Hudson on her maiden voyage and helped cast off the lines.

KANAWHA AND CHARLESTON PACKET
For Gallipolis, Char'ton, Ft. Enyart & Ft. Gauley

The Light-Draught



Passenger Steamer

FREESTONE

JOHN T. WATSON, MASTER.

Leaves CINCINNATI on Saturday, inst., at 4 o'clock.

Leaves CHARLESTON on Wednesday, inst., at

FOR FREIGHT OR PASSAGE, APPLY ON BOARD.

AN INTERESTING RELIC

Many old-time packet operators issued sort of an advertising or "calling card" which was handed out to customers. The sternwheel packet FREESTONE was built in 1858, her hull at Murraysville, W. Va. (then Va.) and completed at Cincinnati. In the early summer of 1859 she is known to have operated between Parkersburg and Scott's Landing interchanging package freight and passengers between the B&O and the Marietta & Cincinnati RR. Scott's Landing, later called Moore's Junction, was on the Ohio side at the head of Muskingum Island, terminus of the M&C RR, which, after several aborted starts, was officially opened to traffic June 6, 1857. Other packets in this "railroad" run were the JOHN BUCK and VIRGINIA HOME. Apparently the FREESTONE then ran Cincinnati-Charleston, Capt. John T. Watson, and we presume went above Charleston inasmuch as the card advertises her to Fort Enyart and Fort Gauley. In 1863 the Watsons (John T. and James) built the JAMES WATSON for the same run. The FREESTONE was fatally snagged at Yazoo City, Miss. on Sept. 27, 1865. No photograph of FREESTONE is known, although Capt. W. F. Gregory (who built the VIRGINIA HOME) says he was pilot on FREESTONE when she ran Cincinnati to Buffalo, W. Va. in 24 hours, then a record. Our thanks to R. Jerome Collins for the above picture.

John P. Bickel, who presented to Chuck and Catherine Remley a beautiful Iowa State flag at the S&D dinner last Sept. 21 has more than a passing interest in the valley of the Muskingum. His grandfather W. H. C. Elwell lived at Ruraldale (north of McConnellsville a few miles east of the river) until 1890 and his mother was born there.

Mr. Elwell went to McGregor, Iowa and settled, working in a grocery store at the princely wage of \$15 a week. A fisherman showed him a beautiful fresh water pearl, the purchase of which cost Elwell a week's wages. The immediate upshot was that his wife cried all night. Elwell sent the pearl to a New York firm for appraisal and got back a check for \$300. That ended the grocery job. Elwell thenceforth specialized in acquiring pearls. He wound up quite well to do and with a reputation for pearls which attracted buyers to McGregor from far corners of the earth, and Paramount Pictures sent in a crew of cameramen in the

mid-1930's to do a movie of his career.

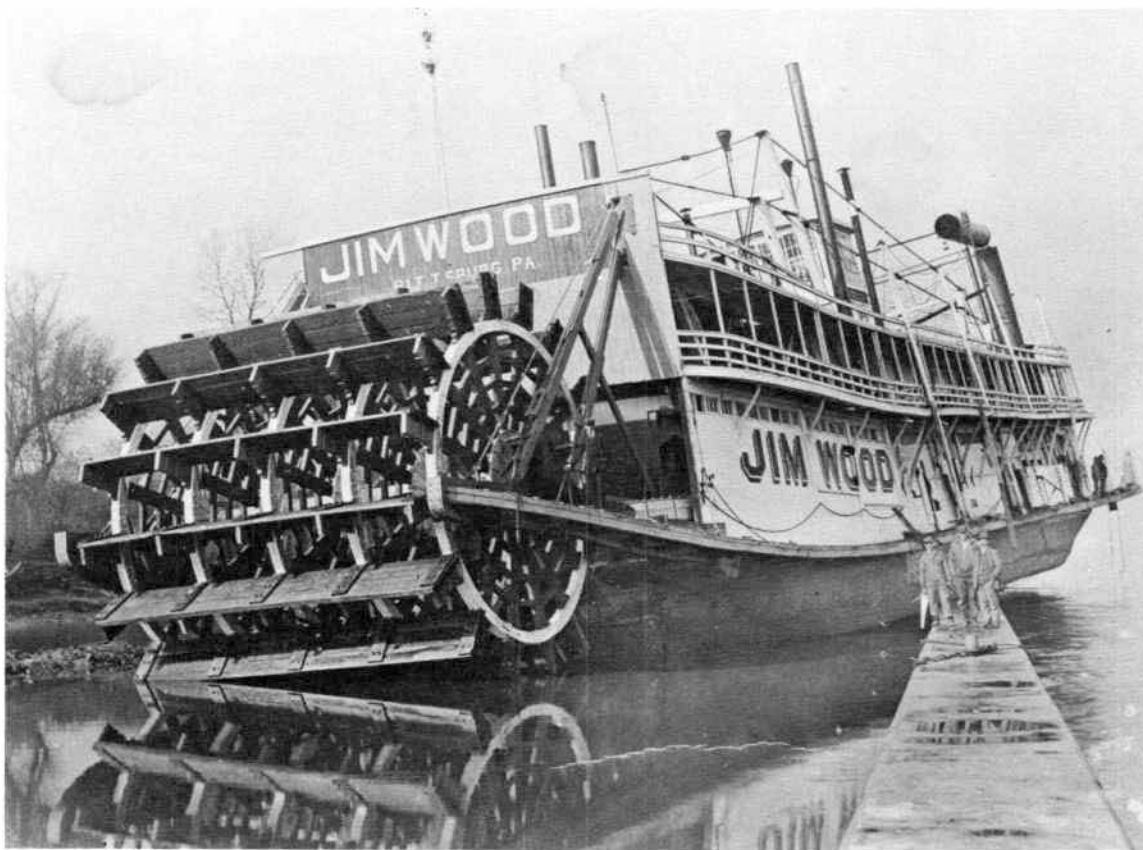
John Bickel for the past seven years has master-minded the restoration of 94 structures in McGregor, 17 of them commercial properties and the rest as residences, putting the place back on the map. It's an old community just across the Mississippi from Prairie du Chien, Wis. The whole story is featured in the September issue of "Ford Times."

But John Bickel's prize relic is his granddad's 1903 2-cyl. Shepple car, built in Dubuque.

Jeff L. Yates, Box 109, Henderson, Ky. 42420, well known river buff, writes a column headed "River View" for the Evansville Press. Our thanks to him for a generous plug extolling INLAND RIVER RECORD in the July 25th issue. Also in that issue Jeff featured the burning of the WINNIE MAE illustrated with a three-column cut of the towboat under full headway.

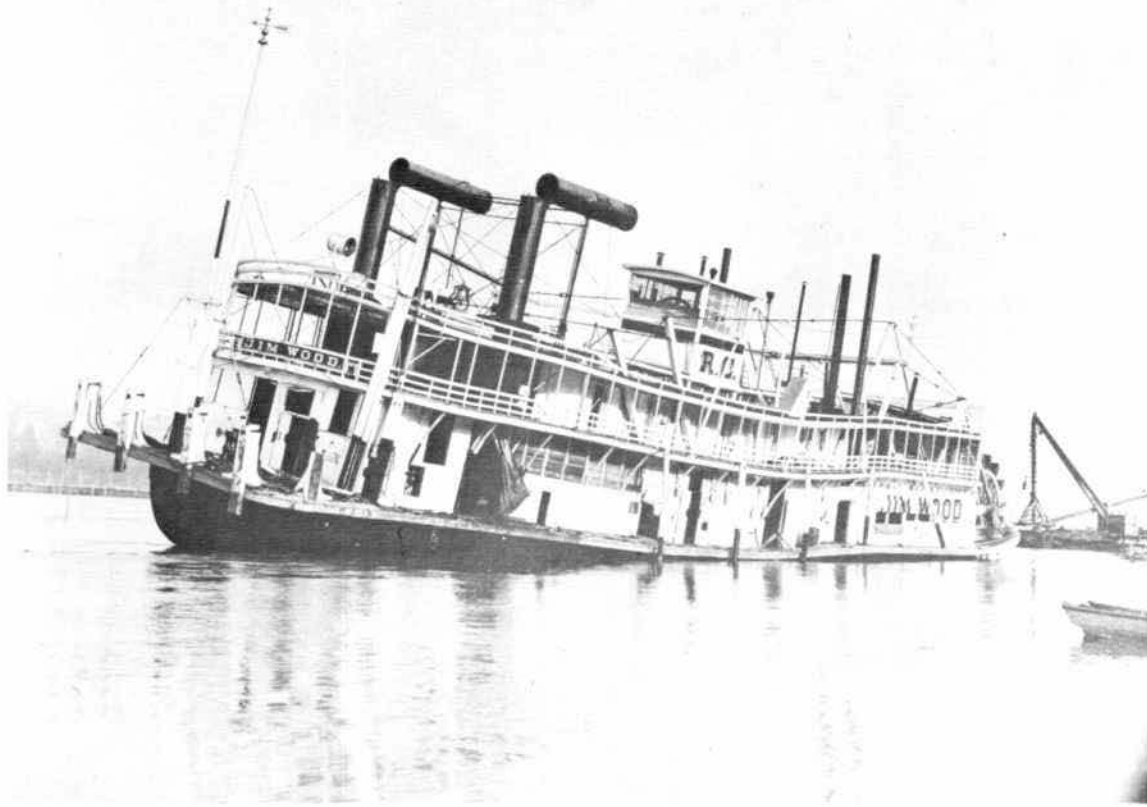
SPEAKING OF PICTURES

Incredible but you can believe it!



OVER THE YEARS we've had some novel accidents brought about, to speak charitably, by circumstances beyond control. Many of them in early times were not photographed. The usual accidents on the rivers involved fire, snagging or hurricane damage. But, occasionally, something original turned up. We have sifted through our files for classical examples and the one shown above is the first case in point. The JIM WOOD of the Pittsburgh Coal Co. was upbound with empties on the Ohio River in early November, 1917. She was halted at Dam 33, above Maysville, which then was under construction. High water had submerged the cofferdams and the situation was dangerous. After idling there several days the river fell sufficiently to expose the construction work. The high

hats in the company's Pittsburgh office were in a lather to get the JIM WOOD up the river, so pilot George Gibson attempted to run the restricted pass with a strong current funneling through. He shoved the empty barges up through the vortex easily enough and then she stalled with the towboat in the worst of the current. Realizing now that he couldn't make it, he tried dropping back. As he did so the empties swung out of shape. The JIM WOOD was forced toward the Kentucky shore over top of the submerged lower guide wall. Meanwhile the tow rounded to. The wood hull of the towboat was skewered by the mooring pins on the wall. See the following pages for the continuation of the drama.



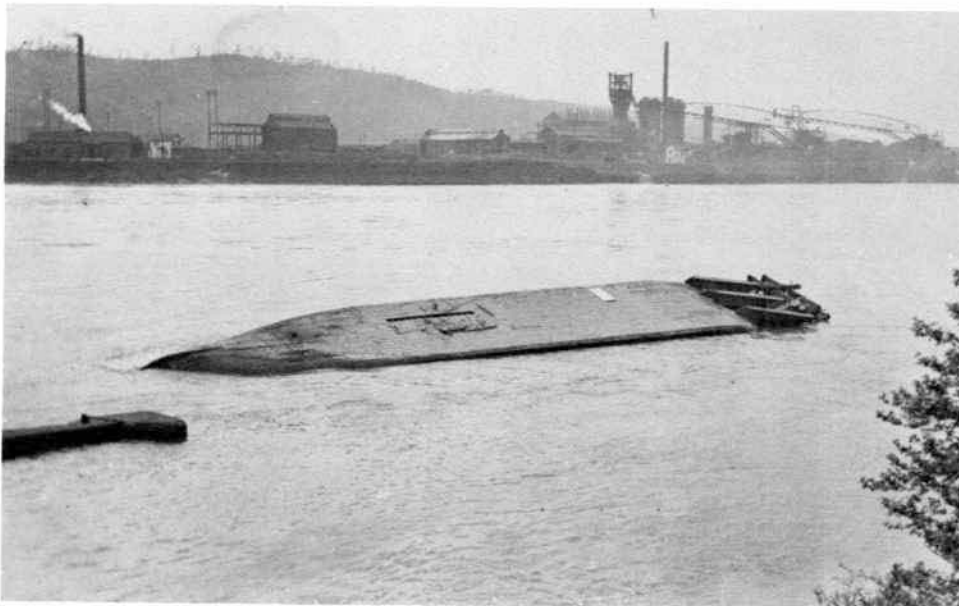
The JIM WOOD caught on the lower guide wall at Dam 33 in November, 1917.





OHIO RIVER DAM 33 was built by the Bates & Rogers Contracting Co. (who also built Dam 29 above Ashland, Ky.). After ownership of the wrecked JIM WOOD was transferred to them, they shifted her shoreward where she settled between the guide wall and the river bank. The limberness of a wood hull caused her to drape herself to the contour of the land. Later she was torn up for scrap. These dramatic scenes long were kept under wraps in the

files of the Pittsburgh Coal Co. In 1938 Capt. Robert F. Eberhart spirited them out and permitted these copies to be made. The JIM WOOD was 32 years old at the time of her loss, having been built in 1885 at Freedom, Pa. for John A. Wood & Sons. She had high pressure engines, 22½" dia. by 7 ft. stroke originally made for the GRAND LAKE NO. 2. As far as we can learn this 1917 affair was the only serious accident she ever was involved in.

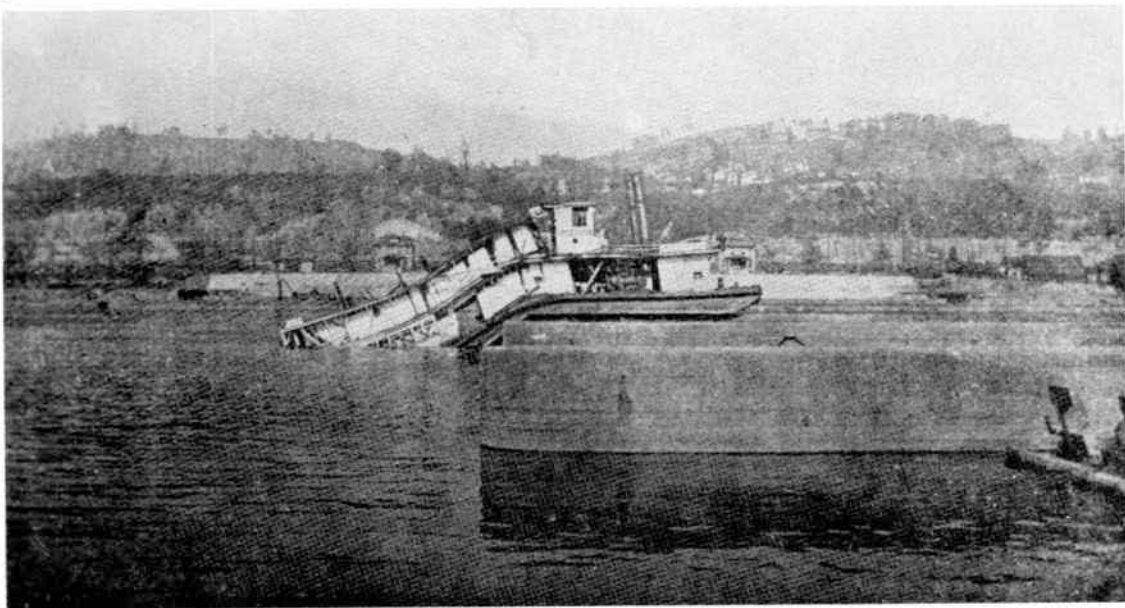


ACASE SIMILAR to the above happened to Crucible Steel Company's towboat MIDLAND (originally the ELEANOR pictured in our Sept. '74 issue). She speared a mooring pin on the lower guide wall at old Davis Island Dam, West Bellevue, Pa., on the Ohio River, on May 11, 1919. In the photograph you can see the ripped-off bottom plank as she lies there bottom-up. When the river fell she was repaired and turned right side up, rebuilt, and ran many years after. Incidentally the iron furnace on Neville Island (over the boat's stern) is still there in 1974. Another casualty to lower guide wall mooring pins was the Greene Line packet CHILO which was delivering freight consigned to Ohio River Dam 35 below and across from New Richmond, O. on the night of November 18, 1921. The river was up and she attempted to land behind the guide wall, hooked a pin, and was a total loss.



WE DON'T KNOW who took this picture but what it lacks in photographic excellence is compensated by rare presence of mind. It was snapped at the instant an accident happened. The towboat CHICKAMAUGA of the U.S. Engineer Corps was working at Dam 49 below Uniontown, Ky. during construction there. The river was moderately high and she speared a mooring pin on the upper guide wall. Her hull filled and as it did she slowly settled, then teetered. The bow submerged and the stern rose high in the air. Capt. James W. Harris was

the pilot on watch, and M. E. Leap was in the engine room. In this rare picture you can see the steam escaping from boilers and engines. She was raised within 72 hours. Date was Feb. 16, 1926. During the construction of Dam 28 below Huntington the U.S. Engineer towboat GENERAL CRAIGHILL did a reverse teeter, stern down and head up, across the lower guide wall, this on Dec. 6, 1914. The CATHARINE DAVIS took off the crew, and she was raised later in the month.



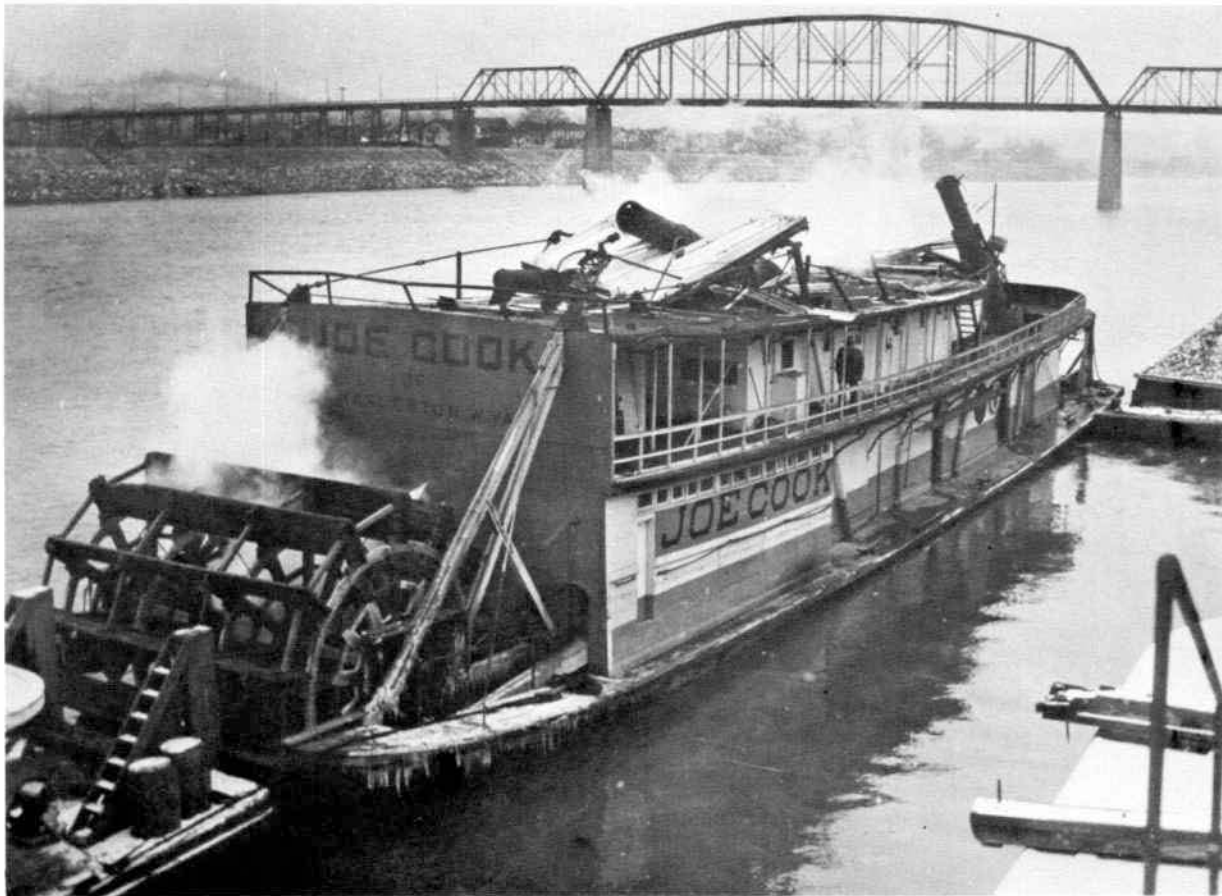
SPEAKING OF ACCIDENTS around Ohio River dams, the towboat HARMONY in some manner got straddled on a beartrap pier at Dam 5, Freedom, Pa. and created quite a scene. Construction work at the dam was going on at the time. She was an old boat, built 1888 for the Monongahela Sand Co. and taken over by the Iron City Sand Co. in 1892. Almost needless to say, the above-pictured event ended her career. The date was Sept. 18, 1911.



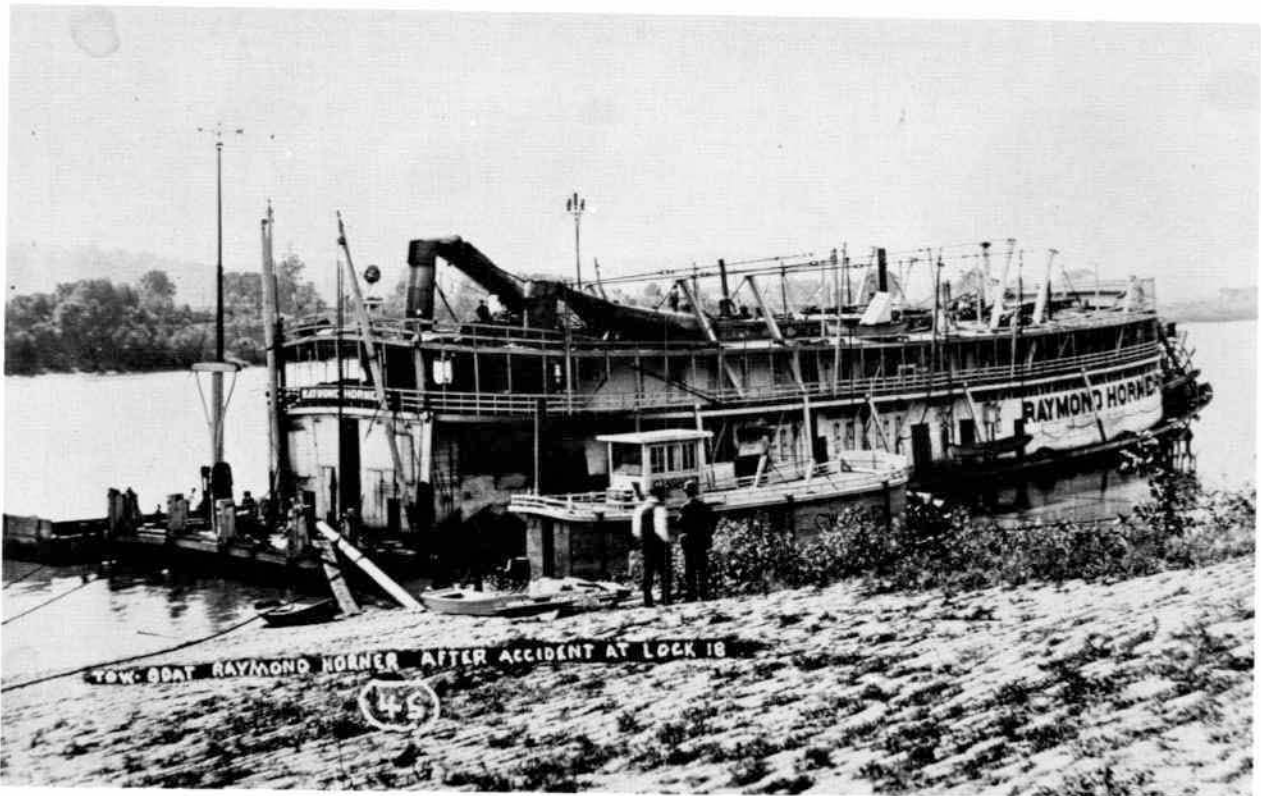
The wrecked STEEL CITY at Pittsburgh (see next page for discussion).



BRIDGES OVER NAVIGABLE STREAMS have caused great loss of floating property and continue to do so. The two pictures on the preceding page illustrate the aftermath of the collision of the steel hull towboat STEEL CITY with a pier of the Pennsylvania Railroad's Panhandle Bridge in the Monongahela River at Pittsburgh. This 15-year-old towboat was moored, cooled down, at the landing of her owners, Iron City Sand & Gravel Co., near the South 22nd Street bridge. A flash flood on June 4, 1941 sent her free-astroy down the Monongahela. She ran the South 10th Street bridge and the Liberty bridge and then saddlebagged, after traveling about a mile and a half, on a pier of the railroad bridge. The machinery was recovered and later was used on the towboat I. A. O'SHAUGHNESSY, later renamed WOOD RIVER. Bridge piers in such accidents usually came through unscathed save for trifling surface dinges in the stonework or cement. In modern times heavily laden steel barges with increasing frequency cause deplorable bridge damage, sometimes knocking them completely out of commission.

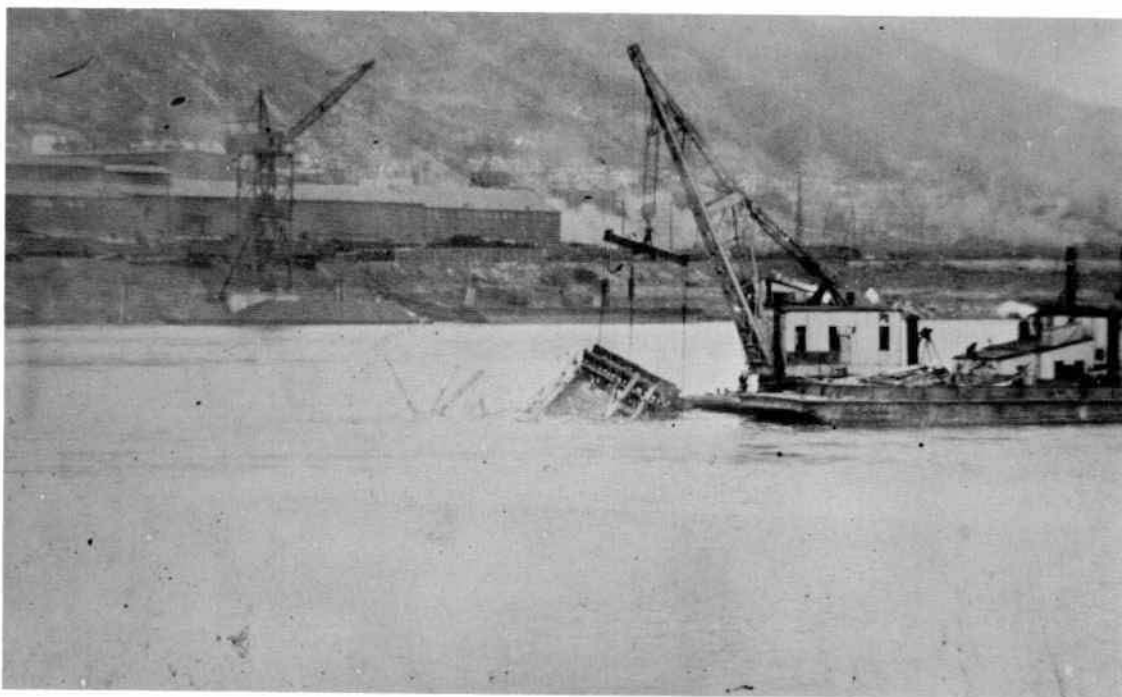


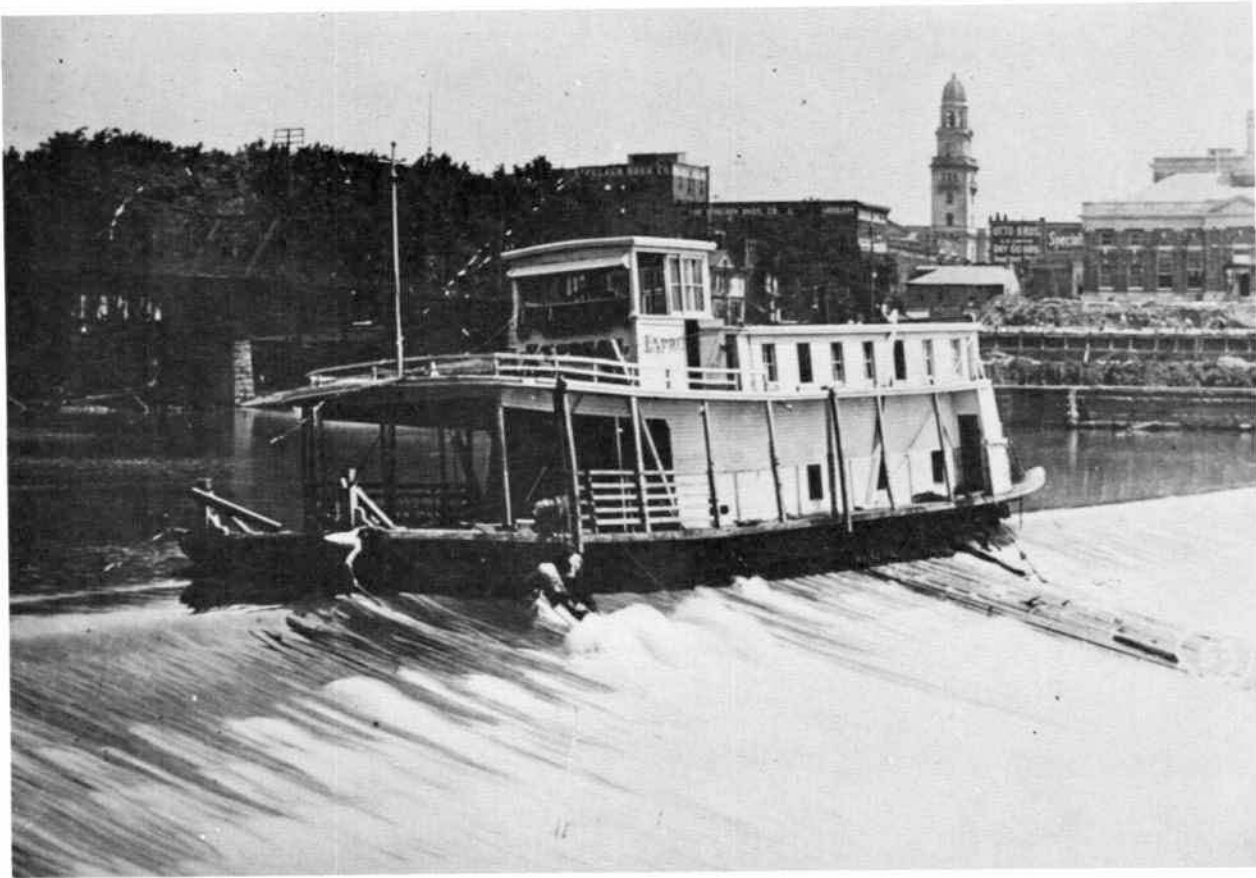
THIS PICTURE is shown primarily to scotch the idea it was taken after the JOE COOK exploded her boilers at Ravenswood, West Va. on April 1, 1947. She looks bedraggled enough to have come through an explosion, but the fact is, says Tom Cook, the picture was taken after an encounter with a telephone cable hanging low from a bridge in Elk River, winter of 1945-1946. Plain to see she still had steam. On the Fourth of July, 1932, Elk River staged a run-out and two fleets of Pfaff & Smith Builders Supply Co. equipment were torn loose, including the towboats JOE SMITH and KATHERINE. The JOE on that occasion had her stacks knocked down, ran the weir at Kanawha River Dam No. 6, and was captured by the towboat J. C. RAWN. Like a cat with nine lives even the boiler explosion didn't end JOE's usefulness--she was rebuilt and ran until 1952.



WHILE the Baker Contracting Co. was building Dam 18 between Marietta and Parkersburg on the Ohio River they stretched a cable across the channel. The RAYMOND HORNER, downbound with a tow of coal, struck it on Oct. 15, 1906. This picture was taken at the Harmar wharf, Marietta, when she was brought up for repairs. One pilot, Howard Crawford, was killed, and another pilot, John (Doggy) Dippold, was badly hurt. A similar cable accident happened to the P&C packet VIRGINIA when the U.S. Engineers were building Dam 26, Ohio River. She was upbound, knocked down her stacks and tore off part of the pilothouse, this in December, 1911. The packet TELL CITY, returning downriver after repairs at Pt. Pleasant, W. Va. hit the same cable several weeks later, tore down her stacks. To complete the old Rule of Three, the ISLAND QUEEN with an excursion out of Gallipolis and Pt. Pleasant hit the Dam 26 cable on April 29, 1914. Two boys were badly hurt.

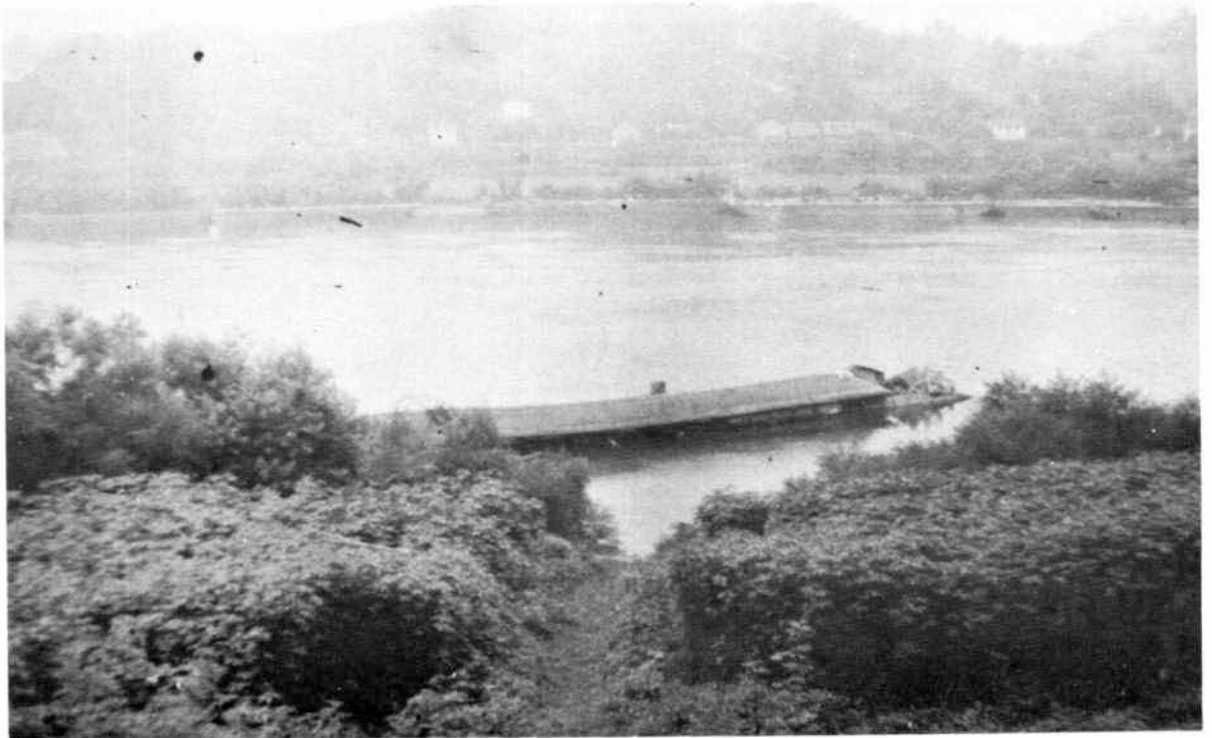
THIS PICTURE doesn't look like much, but it was taken at the tag-end of a shocking catastrophe on the Upper Ohio. What you see above is a U.S. Engineer derrick of the Pittsburgh District lifting a paddlewheel from the river. The wheel came from the towboat KATIE LYONS. She was downbound with loads and due to smoke and fog laid up above the Bellaire-Benwood highway bridge and the B&O Railroad bridge. Shortly after daylight her pilot, Capt. Harry McGuire, ordered the lines brought in and resumed the trip. In flanking out to run the narrow B&O channel span the tow got out of shape, drifted down and a lead barge hit the right pier head-on. The impact of the sudden collision was so severe that the KATIE LYONS broke in two, sank, and the wreckage went under the tow. The owner of the boat, Capt. A. C. Lyons, was drowned, as was Captain McGuire. The date was March 16, 1942.

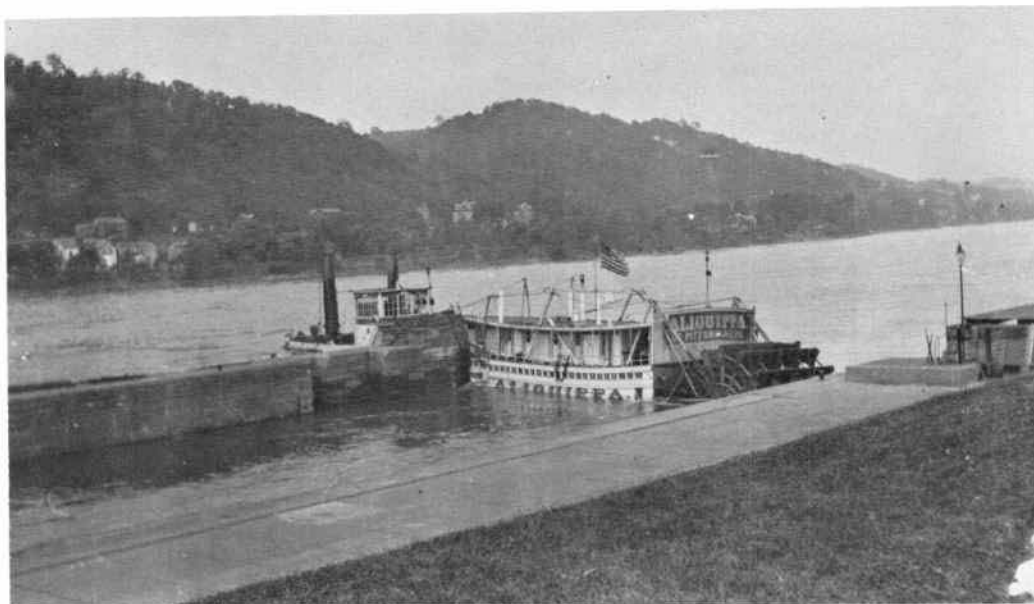




TAKEN AT MARIETTA, O., the above picture shows the crew of the gasboat EXPRESS in a harrowing situation after the engine stalled and she drifted broadside against Dam No. 1, Muskingum River. Literally she's teetering on the brink. Look closely and you see the crew working feverishly to wedge her back upriver. This was taken in the summer of 1911 and we must confess that we never have learned how the event turned out!

THE PILOT WENT BELOW FOR A CUP OF COFFEE and entrusted the boat to a steersman, this just about daybreak on March 21, 1945. The result was total disaster. The big JULIUS FLEISCHMANN of Hatfield-Campbell's Creek Coal Co. struck a new intake pier submerged by high water. This happened on the Ohio River opposite Catlettsburg, Ky. She turned almost bottom-side up. This view is taken from the Ohio shore.





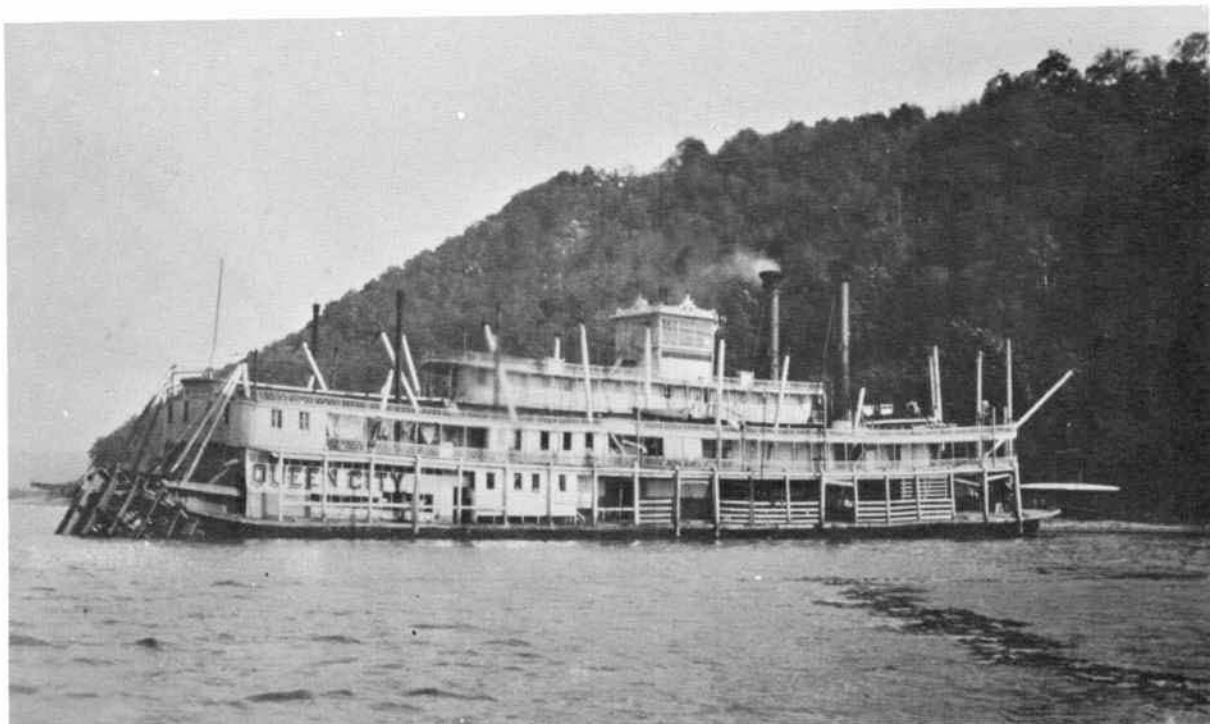
ON JUNE 7, 1917 the wickets were lowered and there was open river on the Ohio. It was a beautiful day and Capt. Phil C. Elsey decided to get off the ALIQUIPPA and catch a street car to Pittsburgh. She was upbound with empties picked up at the Aliquippa Works of the Jones & Laughlin Steel Co., headed for the mines on the Monongahela River. Phil steered the boat and tow into the open lock chamber at Dam No. 2, Ohio River, and hopped off on the wall. Rather than call his pilot partner, Capt. Phil entrusted a deckhand-steersman to finish the watch. This steersman, decidedly a novice, pushed the tow part way out of the lock chamber and then decided to give the ALIQUIPPA a "back" to lift the empties away from the upper guide wall. He overdid it and the empties, caught in the current, started to top around. He had no "play room" to correct the situation and the more he fiddled around the worse it got. Capt. Phil was clear out at the street car tracks when he heard the crash--his towboat had saddlebagged on the upper end of the outside lock wall. Fortunately nobody was hurt. The ALIQUIPPA had a steel hull but, even so, the gouge warped her from stem to stern. The rebuilding at the J&L Marine Ways, Floreffe, Pa. required many months. She was practically a new boat when this happened, is service three years.





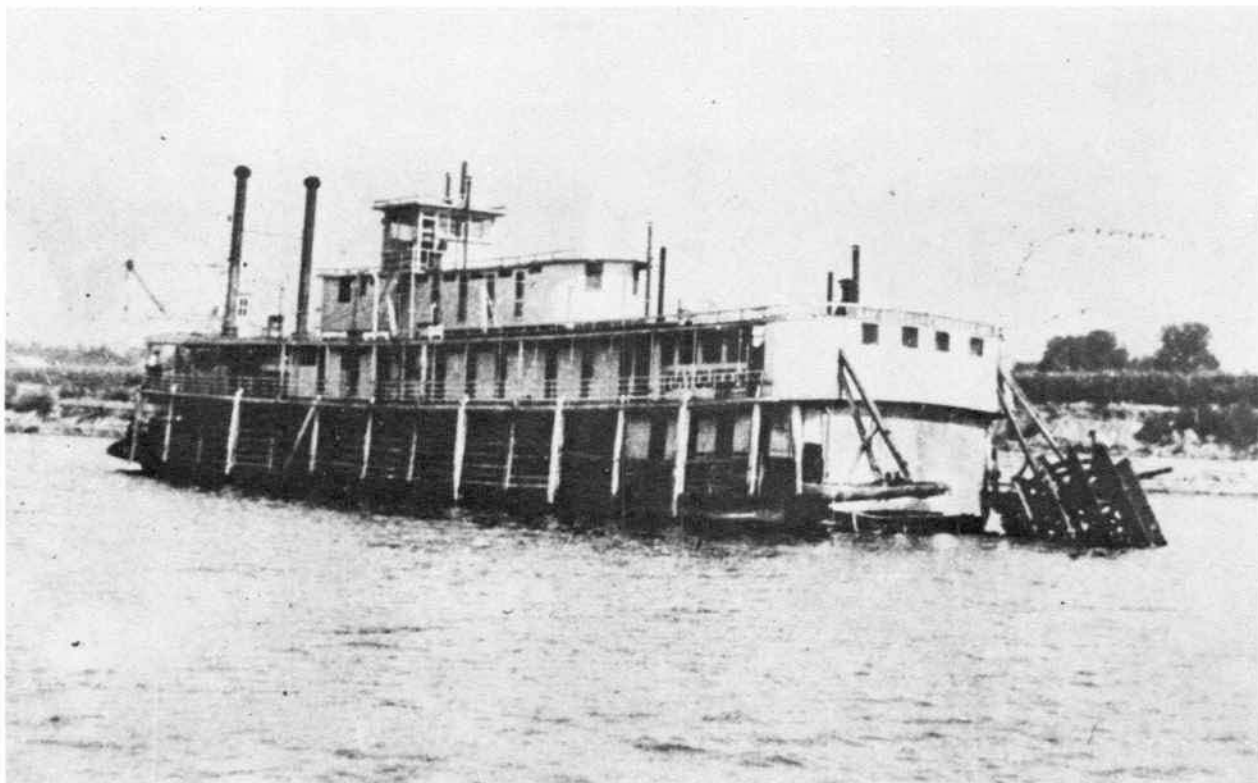
TALK ABOUT A CHAIN OF EVENTS, this was one. The old towboat VOYAGER (built 1885) of the Pittsburgh Coal Co. was declared surplus and was sold in 1937 to the Costanzo Coal Co. which had a mine and tipple not far below old Lock 12, Ohio River, at Warwood, West Va. She lay there a while, and then got tired and sank--right in the road of everything. During a spell of high water the towboat INLAND came in to take a coaling at the Costanzo tipple one December night that year, ran afoul of the VOYAGER wreck, and sank. Capt. Dick Hiernaux (Sr.) of Charleroi, Pa. bulkheaded the sunken INLAND and successfully raised her. On the night of January 13, 1938 a charge of dynamite went off in the INLAND's cabin, resulting in a fire which consumed the cabin and pilothouse. The above picture was taken soon after this happened, showing the hulk of the old VOYAGER at the right and the partially burned INLAND below at the left. Undaunted, Dicky Hiernaux got the INLAND back into some sort of shape with an idea of rebuilding her--but never did. Instead he sold her in 1940 to Jim Bonnelli who rebuilt her into a showboat which he called COTTON BLOSSOM and opened at Ludlow, Ky. in September that year, using the towboat MARGARET HALL to shove her around. The MARGARET HALL was rather down-at-the-heels and the U.S. Inspectors crossed her out at Paducah where she sank along Owens Island on August 7, 1941. On February 27, 1943 the COTTON BLOSSOM burned at Memphis.

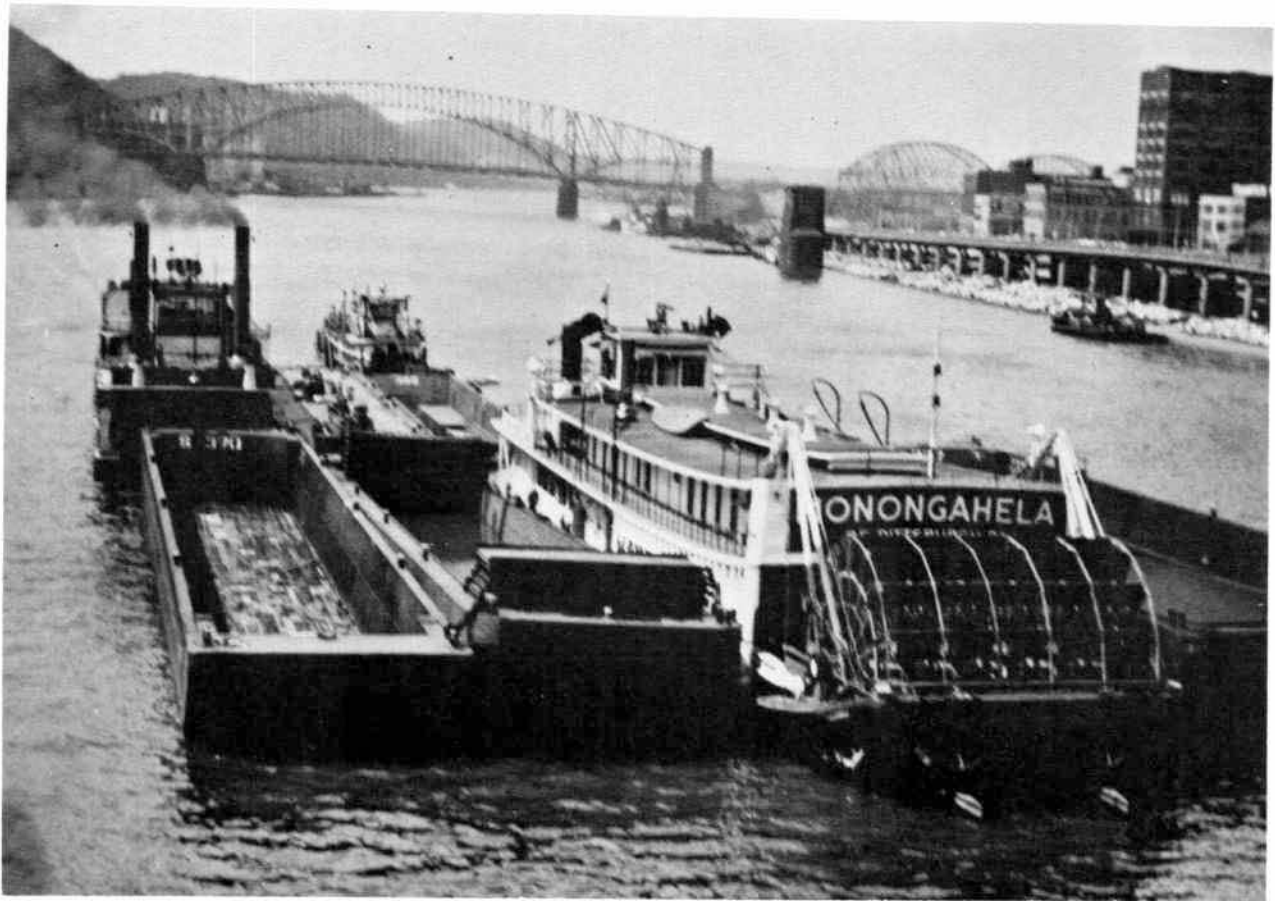
THE WRECKAGE shown at the left is what's left of a towboat which belonged to the U.S. Engineers, Pittsburgh District. The KITTANNING was working at the Dashields Locks and Dam, Ohio River, while construction was going on. On the night of June 4, 1929 she lay moored alongside of a cofferdam. At 3:50 next morning the coffer gave away, sweeping the KITTANNING into the breach. She upturned and was reduced to rubbish. Capt. Silas Sayre, chief engineer Charles Barton and others were aboard, asleep in their rooms, when this happened but miracle of miracles, although there were some narrow shaves, everybody got out intact.



EMBARRASSING MOMENT. In the above picture the packet QUEEN CITY just lost her paddlewheel. She was steaming along below Madison, Ind. on the 14th of September, 1919 on a regular run in the Louisville-Cincinnati trade. Pilot Harry English felt an ominous thump and a kar-umph. Instances of this sort are rare indeed--for a paddlewheel to completely leave the boat. With the aid of a glass you can make out the paddlewheel almost standing on end wedged up between the wheel beams. Your editor had made a trip on her from Louisville to Cincinnati several months before this happened.

BELOW IS A SIMILAR ACCIDENT. The BAY QUEEN in the Evansville-Paducah trade lost her paddlewheel one June day in 1922, upbound. This was caused by the breaking of her wheel shaft. She twisted a cylinder timber and also broke a pitman. Isolated cases are on record of a stern paddlewheel falling apart; the arms, buckets, etc. suddenly reduced to rubbish. This happened to the towboat SAMUEL CLARKE downbound on the Mississippi with a coal tow, the wheel arms breaking off at the flanges. The T. P. LEATHERS was in the vicinity and landed the whole tow without mishap.





BELIEVE IT OR NOT, the MONONGAHELA is sunk. She was shoving a load down the Monon River when it did a sudden nose dive. She ran over it and sank on top of it. Empty barges were brought alongside and she was lifted from her precarious perch. The photograph was taken from the Smithfield Street bridge, Pittsburgh, by Russell M. Lintner.

WE'LL CLOSE THIS SERIES with the raftboat ALFRED TOLL in big trouble at Dubuque in 1890. She was ten years old when this happened and was owned by Capt. G. L. Short and V. A. Biglow, both of La Crosse. We never have learned how-come she managed to get into this situation. She didn't get well. The two men at the left may be pronouncing the final benediction.



THE DEEP SEA MONSTER

In our March '68 issue Jim and Lucy Wallen recalled going aboard a boat at Huntington, W. Va. to see a whale.

We surmised they were aboard the yacht TAMIAMI which visited Pittsburgh in 1919 advertising a DEEP SEA MONSTER.

Here's how R. Jerome Collins, Nitro, W. Va. recalls the event:

"The TAMIAMI made her first appearance on the Kanawha River on Oct. 6, 1918. She had the appearance of a very sleek white and mahogany sea-going yacht. I was quite young at the time, our family living near Lock 11. The crew was very cordial and invited me aboard while she was locking.

"I came aboard through the rear door of the cabin. I was staring into the red mouth of a monster fish with a tongue like a dog's and teeth such as I had never seen before. The skin of this strange creation was smooth and dark gray; there were light gray spots on the head and vertical stripes and spots on the body.

"It was a whale shark recovered in the Florida Keys in 1912 by Capt. Charles Thompson, 45 feet long, 30,000 pounds, and 23 feet girth.

"Observers could walk along a passageway in the cabin to see this 'monster.' In the forward end of the cabin, port side, was a square tank of water holding an alive manatee, and while I watched some of the crew fed it lettuce. Around the exterior bulkheads were shelves lined with jars containing preserved sea horses, shrimp, crabs and fish. On the deck were mounted sea turtles and alligators.

"The TAMIAMI toured up the Kanawha returning to Lock 11 on Oct. 14, 1918. The showroom was closed and I was told that a woman at Charleston had stuck the manatee with a hatpin, doubting that it was really alive. It was quite ill.

"On Sept. 22, 1919 I again heard the whistle of the TAMIAMI blowing for Lock 11. This time she had a rather careworn appearance, dark scars in the white paint, and the mahogany dull. I went aboard and saw other changes. The whale-shark was withered and cracked, and not the original. They had concocted an imitation using plaster of paris, canvas and wire mesh. The manatee had been replaced by a few small alligators in shallow water. She was bound for Charleston.

"On Oct. 6 she was back again, downbound, at Lock 11. I didn't go aboard but saw her lock through and waved to the crew. She never again returned to the Kanawha and I have never learned what fate befell her."

=For a photograph of the TAMIAMI see March '68 issue, page 3.

The "Marine Engineering/Log" has been asked by a reader whether the designation "SS" and "MV" prefixed to a ship's name are covered by

regulations, USCG or otherwise. The answer given is no, they are not. "MV" came about with the diesel age meaning "motor vessel," and "SS" could mean "screw steamer" or "steamship." The whole subject properly is saltwater bilge and we mention the matter because "MV" used as a prefix for inland river diesel-prop jobs, as frequently happens, is like bringing home raw oysters in a silk handkerchief, poor taste, and the juice leaks all over the kitchen. A towboat, even a \$3-million one, is not a vessel, and a paddlewheel steambot; even a \$30-million one, is not a ship.

Just think of it this way: By the time you get your next issue of S&D REFLECTOR it'll be getting on to spring!



From the left: John P. Eichleay, Capt. J. Frank Ellison and Walter B. Eichleay. Photo taken at Hays, Pa. during the construction of the towboat CHARLES F. RICHARDSON in 1921 by Capt. William S. Pollock. Bill Pollock was reminded of the picture upon reading the story of the HUDSON and Capt. Ellison in our last issue.

Albert E. Crayden, 71, died on Thursday, September 19, 1974. He had been a patient in the Kentucky Baptist Hospital at Louisville, Ky. from June 21 until July 19. "Butch" and his father operated the Crayden Sterling Hatcheries at Ramsey, Ind. from 1925 until the death of Eli Crayden in 1942, after which Albert continued until 1968. In 1961 he was appointed chairman of the Indiana State Toll Bridge Commission and so served during the construction and opening of the Ohio River bridges at Cannelton and Mauckport. He is survived by his wife Helen Ballard Crayden (from Mauckport with an impressive river background), one daughter, Mrs. John L. (Mary Helen) Keller, Jr., a sister, Mrs. Blaine H. (Geneva) Wiseman, and three grandchildren, all of Corydon, Ind.

Cross the Mississippi at Natchez over to Vidalia and go on west maybe 20 miles through Concordia Parish and you cross Black River to arrive at Jonesville, La. The Black runs into the Ouachita and formerly was a great packet territory served by the Carters and earlier by Capt. L. V. Cooley's boats. Well, Eric Montgomery who lives in Natchez got to talking about boats on Black River not so long ago. He says the only disaster to his knowledge was away back in 1883 when a boat named GRAND ISLE burned with cotton on the Black near Lismore, just upstream from the Willson property, about 12 miles south of Jonesville.

We dug into our trusty files and sure enough GRAND ISLE was built at Cincinnati in 1882 on a wood hull 154 by 28. She was built for Capt. John F. Krantz and really was a summer-time excursion boat designed to operate from New Orleans to Grand Isle, in Barataria Bay, a pleasure resort with hotels and attractions. She had two boilers and 16" dia. by 4½ ft. stroke engines. The Southern Transportation Co. gave her a load of freight to take south when she left Cincinnati brand-new.

Now, according to Eric Montgomery, who ought to know--he grew up in the Black River section of Catahoula and Concordia Parishes--the regular N.O.-Black River packet in 1883 was snagged on the Mississippi. The excursion season was over and the GRAND ISLE was cooling its heels, so she was chartered to pinch-hit and had been to Jonesville, loaded cotton, and was on her way to N.O. on her first trip when she caught fire and burned. Everybody got off safely and many were cared for by the Willson family and others in the Lismore neighborhood. Later they were taken to Jonesville and put aboard another boat for New Orleans.

For the above we are indebted to Howard B. Peabody, Jr. of Natchez who sent us The Sentinel covering Ferriday and Vidalia, issue of July 31, 1974. The story was written by Bea Nathanson, feature writer, and covered many other facets of Black River steamboating which will be cropping up in future issues.

In the fall of 1934 the Marietta Manufacturing Co. at Pt. Pleasant, West Va. was building three 165 ft. USCG cutters for offshore duty, TRITON, NIKE and NEMESIS. Now we have an inquiry: Who has a good picture of TRITON? Capt. Harold G. Muth, chief-of-staff, USCG Second District, St. Louis, got his first assignment, April 1941, on TRITON and stayed aboard 3½ years. C.W. Stoll snapped a picture of these cutters on Aug. 23, 1934 from the pilothouse of the OUACHITA but these 40 years later the negative is "pretty sad indeed," says he. Anybody have better luck? Those who know Capt. Muth will understand our interest in helping him.

Richard E. Brown, 6404 Casper Way, Bakersfield, Cal. 93309 was understandably surprised when he observed a neat sternwheel-type excursion boat plying Lake Tahoe "which had Mississippi River origin." Her name is DIXIE, owned by M.S. Dixie Corporation, a family venture run by Ken Amundson and his wife Margaret.

How DIXIE evolved is quite a tale. Jim Moss, Reno, Nev., came to the Mississippi River in 1948 and bought a steel barge 85 by 20 by 5. He towed it up Red River about as far as he could get, into Texas. There he chopped the barge into sections and shipped them by railroad to Cave Rock, Lake Tahoe, Nev. He built a marine ways and assembled the sections.

On this hull Jim Moss added a cabin and pilothouse. He hung on a paddlewheel 12 by 12 ft. and powered it with a Gray Marine 225 hp. diesel, getting his reduction with belt and chains. He named her DIXIE for his daughter.

In 1953 Ken Amundson bought the boat from Jim and operated it as a private party boat. In 1971 Ken and his wife decided to go commercial. They lengthened her to 114 ft. with 28 ft. beam, added an upper cabin, a larger pilothouse and added a crew's quarters. Also they placed in her two 390 hp. Volvo diesels and made her twin prop, but retained the GMC 225 hp. diesel and kept the paddlewheel operative.

Ken's compulsion was the fact that Lake Tahoe had not had a suitable excursion boat since the steamboat TAHOE quit running in 1936. The enterprise has worked out quite well. The DIXIE starts her season April 15 running charters; then from June 15 to Labor Day she runs two daily sight-seeing cruises two hours long, and daily at 7:30 takes out a "Steak and wine dinner cruise" which lasts three hours plus. After Labor Day she drops the 11 a.m. trip and after Sept. 15 she's on charter-only basis, closing the year Oct. 15.

Which is quite some adventure for a Mississippi River barge which dates back to 1927. We are indebted to Rich Brown for these details which he procured kindness of Ken Amundson.

The March '74 issue of "Architectural Forum" on page 10 runs a story of the new Ohio River Museum at Marietta. A tip of the hat to them for making mention that the exhibits "came from the collection of the Sons and Daughters of Pioneer Rivermen."

The latest advices via sternline confirm that Capt. Clarke (Doc) Hawley has been signed on as master of the NATCHEZ. Rumors of this appointment were flying thick & fast all this past summer, but only lately announced. Master of the COTTON BLOSSOM (ex-ROBIN D) at New Orleans is Capt. Sam Centani, former pilot on the PRESIDENT. As



PRESENTATION

THE BRASS STERN LIGHT from ex-Liberty ship JOSEPH G. CANNON is being handed by West Virginia State Representative Robert H. Mollohan (left) to the Hon. Spencer Creel. The lamp was transferred with ceremonies to S&D at the annual meeting last Sept. 21. Rep. Mollohan procured the relic from the Maritime Administration and it was shipped from the James River Reserve Fleet. The CANNON was named to honor "Uncle Joe" Cannon (1836-1926) who practiced law at Danville, Ill., became State representative and then Speaker of the House in Washington. Uncle Joe was mentioned before in the S&D REFLECTOR, in the Dec. '70 issue, page 16, riding on the steamer ILLINOIS between Alton and St. Louis when that steamer was in Navy service.

we go to press the PRESIDENT lies below Algiers Point, tied up, waiting to be towed to St. Louis where she will be converted to diesel-props. From what we gather Capt. Verne Streckfus is opposed to the removal of the steam engines from PRESIDENT but was outvoted. And so the last of the Mississippi's side-wheelers goes modern.

Recently while examining old documents C. W. Stoll happened on a small packet named CARUTHERSVILLE owned and operated in 1910 by the Bowling Green & Morgantown Packet Co. Capt. I. R. Moats was her master until replaced Aug. 24, 1910 by Capt. J. L. Wilson. On March 11, 1911 her name was changed to BESSIE RONE. She was built in 1903 at Dyersburg, Tenn. on a wood hull 71 by 18. From what we gather she carried U.S. Mail on Green River and was the last steam

packet in the Morgantown-Bowling Green trade. She was replaced by a gasboat, the CAROLINE. The side-wheel LIBERTY once operated in that trade, as did the sternwheel LOUISE (originally HENRIETTA built 1890 at Covington, Ky.).

Also recorded in the documents was the sternwheel CHARLIE KREMER, built at Louisville, Ky. 1908 on a wood hull 95 by 15. The owner is listed as Mrs. Lulu B. Kremer and the master as Capt. Henry L. Kremer, this in 1909.

Photographs of the CARUTHERSVILLE, BESSIE RONE and CHARLIE KREMER are conspicuous by their absence.

LATER: The PRESIDENT arrived at St. Louis on Oct. 15, having come up from New Orleans under her own power, says The Waterways Journal, issue of Oct. 19. Doubtlessly she will be converted to diesel this winter.

SPRAY FROM THE SPRAGUE

Sirs: You caption the photograph of the SPRAGUE in the June '74 issue, page 37 (top), as taken in 1907. I dispute this because she has rolls on the tops of her stacks which were gone by December 1906 (this can be documented). The Memphis Press Scimitar ran that same photo in 1927 captioned "1904 Record of the SPRAGUE."

On the front cover of that same issue of S&D REFLECTOR you note that SPRAGUE was downbound in August 1927 when the barge explosion occurred. I was reading over my microfilms last week and noted that the contemporary accounts say she was upbound at the time.

I have been fascinated by the SPRAGUE and doing research on the same for almost 20 years (started young). Lately in really going over the river columns in the Memphis papers it is quite clear that the Combine was actually thinking of building a bigger towboat than the SPRAGUE. Here is the reference:

-from the Evening Scimitar, Memphis, Sept. 22, 1902: "The Louisville Courier-Journal of Sept. 20 relates that Capt. Peter Sprague is now wanting to build another big towboat, only this one is to be 300 feet and with steel hull."

I'd like to know did Peter Sprague ever commit such a monster to drawings? I figure that such a behemoth would come close to being 351 feet over all, and that's close to the ECLIPSE. Anyway, it is fascinating to dream of such a possibility. If any such towboat plans existed on paper, I for one (and probably the only one) would certainly like to know where the drawings are. Any ideas?

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

=If we say no such drawings exist, somebody will turn them up within ten days. -Ed.

Dale Flick was greeting people entering the Ohio River Museum, making sure no S&D'rs were charged admission. "S&D?" he asked an entering couple. "What?" "Are you Sons and Daughters?" "Hell, no, we're man and wife!"

A reverberation of the famous steel hull packet CHATTAHOOCHEE built at Pittsburgh by James Rees & Sons Co. in 1881 comes in a dispatch from Columbus, Ga. (July, 1974) announcing the death of Mrs. Lillian Brinn Chitwood of that place, aged 95. Her late husband Capt. Louis A. Chitwood commanded the CHATTAHOOCHEE and once made a Gulf crossing with her.

Thanks to Bill Talbot who has provided us with early steamboat enrollments at Keokuk, Iowa, it is now possible to amplify early beginnings of the Eagle Packet Co.'s operations.

R. E. HILL Sternwheel packet, 128 x 22 x 4, 103 17/95 tons,



ALENE STOTTLEBOWER sent us this attractive view of the packet HELEN M. GOULD taken at Madison, Ind. Apparently this photo was taken while the boat was operating Madison-Louisville in hot opposition with the White Collar Line's BIG KANAWHA. Capt. Sam Parsons who hailed from the Kanawha River (Parsons Landing was the first farm below Capt. John Thornburg's in old Lock 11 pool) was running the GOULD at the time. We've often pondered the compulsion which led Parsons to name his boat for Jay Gould's daughter Helen Miller Gould (1868-1938) but seems he did. The upshot was that White Collar Line knuckled, bought the GOULD from Parsons and, as part of the deal, gave Parsons the BIG KANAWHA with the proviso that he vamoose from the Madison-Louisville trade and "nevah come back no moah" (Commodore F. A. Laidley speaking). Thereupon White Collar renamed the GOULD, calling her LOUCINDA (compounded name for their three big side-wheelers CITY OF LOUISVILLE, CITY OF CINCINNATI and INDIANA). Sam Parsons took his winnings and the BIG KANAWHA to the Cincinnati-Huntington trade in opposition to the Greene Line (audacity aplenty and about the sole instance during the lifetime of Capt. Gordon C. Greene) and soon lost her in an ice gorge at Maysville, Ky.

built at Warsaw, Ill., 1863. First owners: G. W. Hill 1/8; Henry Leyhe 1/8; W. Leyhe 1/8; H. I. Wilsey 1/8; E. Hinckley 1/8. First master, G. W. Hill. Impressed into war service; with Porter in 1864. Snagged and lost at Greenwood, Miss., Aug. 26, 1865.

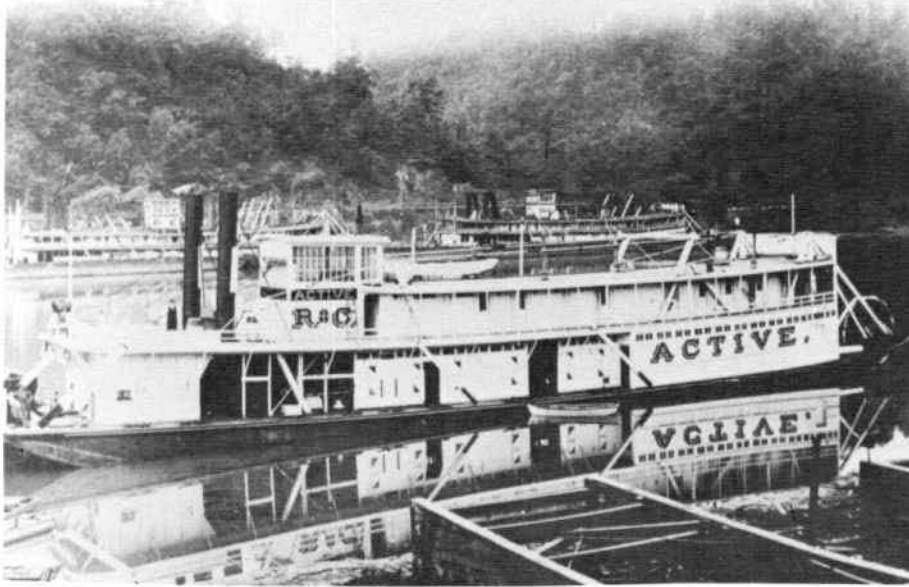
EAGLE Sidewheel, 102 x 18'3/4" x 3, 32.63 tons. Owned by Eagle Ferry Co., J. R. Williams, master. Ownership changed March 4, 1867: William Leyhe 1/5; Henry Leyhe 1/5; J. W. Bishop 2/15; G. W. Hill 1/5; J. R. Williams 1/5; C. Albers & Co., 1/15. J. W. Bishop, master, 1867. Built at Warsaw, Ill., 1862. Dismantled 1868.

Capt. John Reid Williams, mentioned above, was associated with Henry Leyhe and William H. Leyhe in building the GREY EAGLE at Warsaw, Ill., 1865, 70.67 tons, a side-wheeler two boiler packet. At that time Williams was president of Eagle Packet Co. and so continued until 1884 when he retired to a farm near Warsaw and lived past

the century mark. The GREY EAGLE operated in the Illinois River in the Peoria-Henry trade. When Williams retired Capt. Sol York acquired GREY EAGLE and ran her Lacon-Peoria until she sank at Henry and was dismantled in 1888.

River engineer Charlie Dietz and his wife Claudia are usually at S&D meetings, but not this time. Claudia suffered a fall on May 30 last and fractured a hip, but was back to work by mid-August. Then Charlie fell in the livingroom of their home (Louisville, Ky.) on Oct. 5 hurting his back.

Mrs. Charles H. (Kitty) Skeels, 2675 Summit St., Columbus, Ohio 43202 is an avid S&D REFLECTOR fan. She says she was born the first Sunday in April, 1889 (which would be the 7th) "just as the packet ANDES was rounding in for a landing." This was at Letart, O. where her folks had a store.



OUR THANKS to Steve Mackinack, Elizabeth, Pa. for the first good photograph of the towboat ACTIVE we have seen. This was taken at the Elizabeth Marine Ways of the Pittsburgh Coal Co., on the Monongahela River when the boat was new in 1916. She had a scow bow wood hull 140.9 by 26. Her 14" dia. cylinders had 7 ft. stroke and came from the LITTLE FRED. Across the river is the big JOHN A. WOOD (left) and the ALICE BROWN, both laid up in the "boneyard." Pittsburgh Coal sold ACTIVE in March 1918 to Hillman Transportation Co. who that June renamed her HECLA. Then in 1924 she was sold to Union Barge Line and renamed RELIANCE. Under this name she had a long career towing gas-line under contract to Standard Oil of N.J., the product originating at the Camden plant in the Little Kanawha River, Parkersburg, W. Va. During WW 2 she towed product from Mount Vernon, Ind. to the Standard pipe line at Midland, Pa. In Feb. 1946 UBL sold her to Charles Zubik. She sank in his fleet, North Side, Pittsburgh, March 14, 1947.

The Observer-Reporter, Washington, Pa., in their Aug. 28 issue, elaborated in a story by S. M. House about the towboat LEONA owned by Capt. Richard J. Hiernaux of Charleroi, Pa. We did total recall until at the end of the third column we read this:

"One of the most unusual towing jobs in the history of the boat was hauling a load of 20 Italian palm trees from New Orleans up the Mississippi River to the Illinois River and thence up the Chicago Drainage Canal to the grounds of the Chicago World's Fair."

Well, knowing Dickie Hiernaux, maybe he did just that, but it was certainly news to us. This would have been the Century of Progress show at Chi, 1933-1934.

Sirs: I enjoyed the story of the HUDSON in the last issue. Mention is made that the T. P. LEATHERS was built at Freedom, Pa. This raises a question inasmuch as I bought the book "From Paddlewheels to Propellers" and on page 205 the LEATHERS is listed as Howard-built at Jeffersonville, Ind. 1891.

So I wrote to Lin Caufield at Louisville and he sent me a photograph of the LEATHERS taken at the Howard yard ready for launching. So how about this Freedom, Pa. business?

Here's another wonderment, about the little packet OUACHITA built by Howards, 1899. Was she built for Capt. L. V. Cooley? Seems odd he'd build another boat so soon after building the AMERICA.

James F. Hale,
Route 6, Box 960,
Bessemer, Ala. 35020

=There were two sternwheel cotton packets T. P. LEATHERS. The first was built at Freedom, 1885; the second at Jeffersonville, 1891. The latter was a replacement after the first sank above Natchez, Nov. 1890. The "little" OUACHITA built 1899 (140 by 32 hull) was a summer or low water boat built for Capt. Cooley. -Ed.

Once in a blue moon the Way family has occasion to brag about one of the clan. Katharine Way (who rightfully belongs to the river

In our June '74 issue, page 54, appeared a picture and description of the ferryboat B.B. at Quincy, Ill.

The roof bell she carried at the time was from the side-wheel DEAN ADAMS built in 1880. How this came about is the subject of an interesting sketch published in the Sept. '74 issue of the Phillips County (Ark.) Historical Quarterly, authored by Col. T. E. Tappan.

When the second KATE ADAMS was sold in 1902 to Capt. Thomas B. Sims (renamed DEWEY at the time) her roof bell was retained at Memphis. She was sent north to St. Louis with the DEAN ADAMS' bell on her. Captain Sims changed her name to LOTUS SIMS, operated her about one year; then she burned.

Steamboat broker John F. Klein bought the wreck, recovered the roof bell, and sold it to Clat L. Adams, Quincy, Ill. Clat put it on his ferryboat B.B. Later it was transferred to the ferryboat WARSAW also operated by Adams.

When the WARSAW was sold to Capt. Peters Lee, the bell went along. Capt. Lee transferred it to the VALLEY QUEEN (ex-JO HORTON FALL) which sank at Omaha, Neb. on May 17, 1934. The wreck was taken over by the Kansas City Bridge Co. who presented the bell to the University of Kansas City.

So today should you wish to see the roof bell of the DEAN ADAMS you'll be finding it on the campus of that college. A lot of the leg work in sleuthing down these tid-bits was done by the late Capt. Rees Downs, Memphis.

Yes, we still have copies of the James Rees & Sons Co. catalogue at \$3 postpaid. Also prints of the LEE-NATCHEZ race, full color, from Dean Cornwell's painting, \$2.50. Order from Ye Ed.

clan having gone Pittsburgh to St. Paul and back to Louisville in 1914 on the JOE FOWLER) was recipient of the Distinguished Alumni Award of the University of North Carolina on Saturday, Oct. 12, 1974. Kate, born and raised in Sewickley, Pa., graduated from Columbia U. 1932, then received her Ph.D. in physics at Chapel Hill 1938. She taught in U. of Tennessee, then joined the Manhattan Project 1942 and was in Chicago when the first chain reaction was achieved there in Dec. 1942. Later, 1964-1968, she was with the Oak Ridge (Tenn.) National Laboratory. In 1965 Kate initiated a highly technical journal, "Atomic Data and Nuclear Data Tables" devoted to compilations of experimental and theoretical results. As for the value of this journal (which she still edits) one Nobel laureate enthused: "Her compilations of nuclear data have been essential to the construction of the theoretical models upon which our present understanding of nuclear structure rests." Dr. Katharine Way resides at 3510 Mossdale Road, Durham, N.C. 27707.

DECKHAND'S HOLIDAY

Sirs: Last summer at this time I was making about four 5-day runs in a row in the sand-cement trade for Campbell Barge Line on the Monongahela River as deckhand on the noisy LOUISE H (since sold and renamed JENNIE DEHMER -Ed.). I've got to admit I'm having a much better time this year. My friend and I left San Francisco del Orelano, a city east of Quito, Ecuador where the Rio Napo starts. Most of our trip down the Napo (We've since learned that only a handful of foreigners have ever made it) was on board a 40-foot boat loaded with 15 pigs, 40 stalks of platinos, 150 chickens, 2 monkeys, us and a family of 6. We plowed along with one 5 hp. outboard for 6 days stopping at Indian villages and settlements about four times a day to trade goods and eat. We finally arrived at Mazan, still on the Napo, and paid our fare of \$6 for the food, lodging and transportation for the 6 days through lush jungles on the piranha-infested river.

We walked across the jungle on a well-beaten path for two hours to the bayous of the Amazon River arriving at sunrise just in time to see the orange light illuminating all the clouds of insects hovering over the water.

A ferryboat got us to Iquitos, Peru and from there we got third class transportation on a freighter which went upstream on the Amazon, Marañon and Huallaga rivers to Yurimaquas, Peru.

You should have seen the collection of antique river boats lining the docks (if you can call them that) of Iquitos for at least 3 miles. I got a lot of pictures of sternwheelers and steam towboats which are still operating there.

From Yurimaquas, I took a few truck rides to Moyobamba and then a \$4 plane flight to Chachapoyas. More buses and trucks got me to Lima. From Lima I took a train which climbs more than 3 miles above sea level and then down to Huancayo. I spent about two weeks climbing around Incan ruins and stopping in little Indian villages before coming to Cuzco, the center of the Incan civilization which was destroyed in the middle of the golden age.

After a few weeks I took a train down to Lake Titicaca, the highest navigable lake in the world, 2½ miles altitude and almost 1000 ft. deep. Two friends and I hired an old square mast sailboat to take us to the island of the sun in the middle of the lake where people still follow the old traditions. We got there just in time to be the only foreigners present for a local fiesta with very strange flute players dressed in amazing costumes to resemble eagles. Within 4 hours everyone was drunk and we were invited to dance along with them and all the old ladies chewing coca leaves were laughing and telling us dirty jokes in Spanish and Aymara.

Recovering from that we went to

La Pay, Bolivia, which is so high above sea level that the city's low oxygen makes a fire department unnecessary.

I extended my plane ticket for 7 more months and went to Corioco, a jungle town 4 hours away and 1½ miles lower than La Pay. I ended up renting a house there with six other travelers for \$7/month, and we were around to see the fiesta of St. John there when everyone lights bonfires in the streets at night and throws water on each other the following morning.

A Californian and I decided to take a two-day trip via truck and jeep further into the jungle and go gold mining in Tipuani. We found a group of locals panning for gold on the river bank and a lady we were talking to gave us a choice of any of 5 used pans for a dollar, though they cost the equivalent of \$10 in the town. So we bought an old hand carved wooden "batia" patched up with pieces of tin can, and ended up staying a week, hiking around the dry river bed panning for gold. After five days we had one gram between us, but on the sixth day we struck it rich and found tiny nuggets down stream of a boulder on an island which is submerged 10 months of the year. In all we walked away with about 2 grams, \$10 worth, but we had a lot of fun getting it. I'm heading to Rio de Janeiro, now, but not for long because the

prices are so high there. Later I'll go to Iquassu Falls, which are 5 km. wide, where Brazil, Argentina and Paraguay meet. Be home between 2 to 5 months from now. Peuna Suerte.

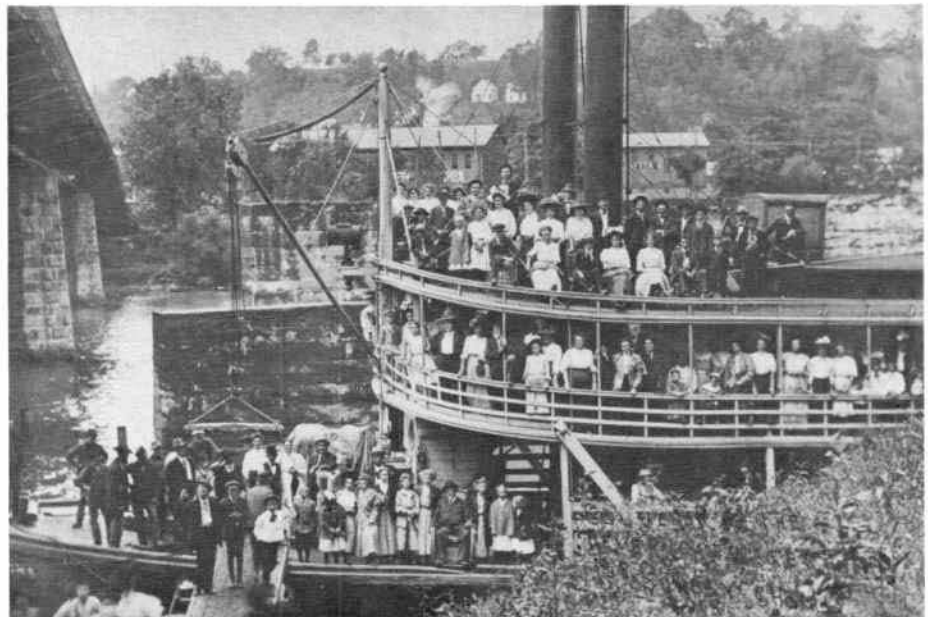
David Orr

=David Orr hove in at 121 River in the summer of 1972 paddling a canoe down the Ohio, then a student at Wooster College. Next he explored down the Allegheny. He lives with his parents (when he's home) at 5452 Aylesboro Ave., Pittsburgh 15217. -Ed.

Sirs: Sorry I didn't get to attend the S&D meeting this year. Mrs. Leon Ash had been out to the state of Washington on a bus trip and came home a bit crippled up, so we didn't come. Is there a record of inland steamboat men one can consult for genealogical reference?

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

=There is no such. The Inland Rivers Library, Campus Martius and S&D REFLECTOR are continually bombarded with requests (sometimes plaintive ones) from persons trying to track down facts about relatives who steamboated. Truly we are appalled at how little many moderns know about their grandfathers and grandmothers. -Ed.



FOURTH OF JULY, 1909

THE BEVERLY-WATERFORD Methodist Episcopal Sunday Schools chartered the SONOMA for a boat ride to Marietta and back on Sunday, July 4, 1909. The picture of the group was taken with the SONOMA landed head-down at Marietta just above the Putnam Street bridge in the Muskingum. The original of this scene was loaned to S. Durward Hoag by one of the Sunday School's who now lives in Marietta, J. C. (Cliff) Kendle.

C. Bradford Mitchell, 7019 Shore Road, Brooklyn, N.Y. 11209 is correcting and updating the noted "Lytle List." The Steamship Historical Society of America plans to publish a new edition. The original edition was released 1931 by SHSA compiled by William M. Lytle (1859-1944) and a greatly expanded edition appeared in 1952, listing all U.S. steam vessels 1807-1868, place of build, rig, tons, date of build, changes of name and ultimate disposition.

We'd judge that 50% of the boats enrolled 1807-1868 were steamboats for the Western Waters, and hence our friend Brad Mitchell has been tidying up their records for the forthcoming edition.

Now he's run headlong into the knotty MARY T. - J. A. COTTON confusion. The 1952 Lytle List shows but one J. A. COTTON, built 1861 at Jeffersonville, Ind., side-wheel, and that she burned at Bayou Teche, La., Jan. 11, 1863, in Confed service at the time, then named simply COTTON.

The MARY T is documented as new in 1860, a side-wheeler, built at Jeffersonville, Ind., and that she became a Confederate steamer in 1861, with no record of ultimate fate.

Lytle is right about the J. A. COTTON, built by the Howards for the New Orleans-Bayou Sara trade. She was destroyed by Federal gunboats at Bayou Teche.

Then the Confeds appropriated the MARY T, made a gunboat out of her, and renamed her J. A. COTTON. She was captured on Red River (at Alexandria we think) in June 1865 by the Yanks. A great wailing arose from the former owners who claimed dirty work and wanted the boat back. But all of this to no avail and the J. A. COTTON ex-MARY T was towed to Mound City, Ill. and impounded. But this did not end the story.

In early April 1866 the river people at Louisville were some surprised when the "once famous Coast packet" came up over the Falls under her own steam. She was quite a sight to see--185 by 34, side-wheel, with her original name back on her, MARY T.

She proceeded up the Ohio River to Pittsburgh and was laid up at McKees Rocks and there dismantled. Five years later her engines, originally built by Inman, Gault & Co., Louisville, 22" dia. by 8 ft. stroke, were rebored and rebuilt by James Rees & Sons Co. (bored out to 23½") and were placed on Capt. Thomas S. Calhoon's new side-wheel GLENCOE, hull built at Shousetown, Pa.

Now Brad Mitchell has the fascinating job of reducing the foregoing into one-line listings.

On page 20 of this issue is news of the sinking and recovery of the DELTA KING. As we go to press a further development concerning the sister of the DELTA QUEEN is furnished by Richard Robinson, 1726 Liveoak Ave., Concord, Calif. 94521.

The Contra Costa (Calif.) Times reports in its Oct. 2 issue that DELTA KING's new owners, Quimby Island Reclamation District, have removed her to Rio Vista. They are at work completely refurbishing the KING. She is to have on board a restaurant, sleeping accommodations, a ship's chandlery complete with all boat supplies, and a river museum with models and historic artifacts.

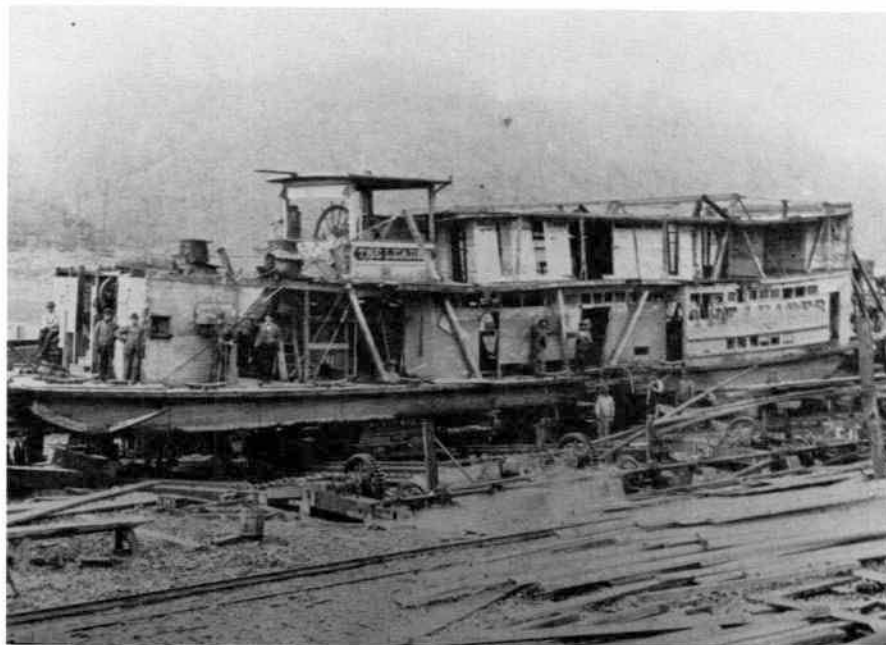
The boat's restoration is part of a \$7-million Quimby Island plan to provide aquatic sports, recreation, public park areas, and fish development and research.

The rebuilding of the cabins of the KING will include abundant use of Oregon cedar. The main deck will be laid in ironwood. Teak will be procured for the rail caps, mahogany and oak for the interior work. She's to have stained glass window transoms.

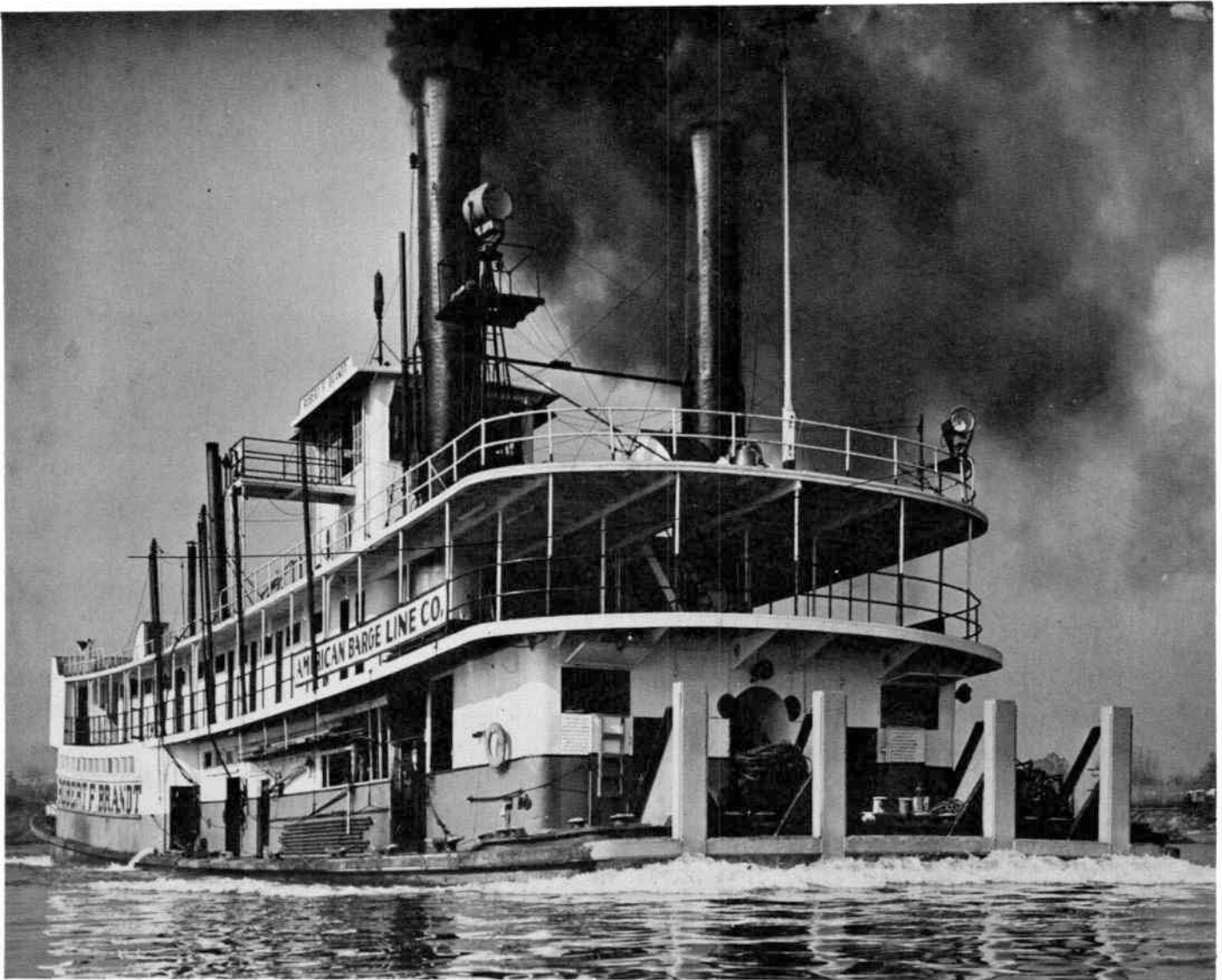
Sirs: Recently I have found out my great-grandfather's brother James Gordon owned in the steamer BRANDYWINE. James lived in Nashville, Tenn. in the first half of the 19th century. I will appreciate any information.

Mrs. W. Dan (Elbe) Cotton,
1815 Pine Valley Road,
Little Rock, Ark. 72201

=We hope not. The BRANDYWINE built at Cincinnati 1828 was the first major casualty on the Mississippi River system, burning at Randolph Bluffs, above Memphis, April 9, 1832 with a life-loss of 150. Also that ill-fated craft was utilized in transporting Choctaw Indians from Memphis to Fort Gibson on the upper Arkansas. One dispatch dated Dec. 1, 1831 says of some 500 loaded at Memphis, 100 were dead by the time she got to Arkansas Post. -Ed.



SOMEWHAT WORSE FOR THE WEAR, the towboat LEADER (properly THE LEADER, named for a Pittsburgh newspaper) is on the marine ways at Elizabeth, Pa. for repairs. Steve Mackinack sent this to us, although he didn't know the details. Our surmise is that the photo was taken following the accident at Lock 2, Monon River in May 1898 when she hit a wall and sank. THE LEADER was built on the Allegheny River at Verona (just below Oakmont) in 1891 on a wood hull 105 by 20. She was owned by Edward J. and Harry B. Hulings, river contractors. Her launch date was July 31 and George H. Ireland, later with J. K. Davison & Bro., helped soap the ways. Ed and Harry Hulings also owned the towboats TWO BROTHERS, BOB CONNELL, JOHN C. FISHER, the U. K. RIGGS and RETURN in 1898. In later years they sold THE LEADER to a marine diver, S. W. Carpenter, who kept a fleet in the Allegheny above the Sixth St. bridge, North Side, Pittsburgh. She burned at 9 p.m. the night of Sept. 27, 1910 near Economy, Pa., the blaze starting in the engine room. Carpenter had bought the RETURN not long before (Jan. 15, 1909) and used her until she sank at his North Side landing July 8, 1913. He got her afloat and not long thereafter she sank down the Ohio near Shippingport, Pa. and the wreck lay on the bank for some years. The Carpenters had much tragedy; two sons were lost in diving accidents and S. L. Carpenter (who had but one leg) died in November 1915 and four days later his wife died of grief.



IN THE JUNE '72 ISSUE we were going on about the machinery of the packet S. S. BROWN going to the towboat ROBERT F. BRANDT. The above photograph of the BRANDT would rate highly as one of the most dramatic ones taken of a sternwheel towboat. Sorry we don't know who took it.

This steel hull towboat was built in 1929 by the Marietta Manufacturing Co. at Pt. Pleasant, West Va. on a hull 165 by 36.1 by 6.4. Odd as it may sound she was not built for a customer; no, the Marietta company just up and built her in high hopes somebody would need her. Hence her first name was WALTER A. WINDSOR, honoring the president of the Marietta firm. We associate the name of Mr. Windsor also with the "Silver Bridge" at Point Pleasant; he and Dr. C. E. Holzer rode across in a car on May 26, 1928, the first to cross the new span. Incidentally the first pedestrian across was Tim Lewis, veteran skiff builder of Gallipolis. The new WALTER A. WINDSOR was yet uncompleted when Mr. Windsor died at Cincinnati, aged 40, on August 20, 1929. He was memorialized with a 3½ column tribute in The Waterways Journal written by Donald T. Wright in which Donald used the personal pronoun "I" (referring to himself) 51

times--yes, he did.

Turned out that no barge line was anxious to buy the WINDSOR, or maybe none was in a position to buy her--the Depression was on by this time--so she was chartered out. Capt. Rush Burnside, brother of Capt. E. A. so often mentioned in REFLECTOR stories, had her on the Mississippi several years towing petroleum. Fact is, Rush died while this was going on, on November 2, 1935.

Then within a couple of weeks she was sold to the American Barge Line who put her in charge of Capt. George Hibstenberg. ABL renamed her ROBERT F. BRANDT in January 1936. Hibstenberg died while telephoning at Lock 52, Ohio River, in June 1936 and if we recall rightly Capt. Roy L. Hughes was master briefly, and then Capt. Allen Wood took charge and was on her a good long time. We recall in 1944 Capt. Lindsay Miller was master and at that time ABL was carrying steersmen-clerks, and Fred Hoyt, brother of S&D's Jessie Hoyt, was filling the position.

The BRANDT burned fuel oil part of her days, and then was converted back to burning coal. She was retired and dismantled at Jeffersonville in 1950.

The familiar landmark at the mouth of the Kanawha River is a granite shaft 82 feet high on the point overlooking the junction of the Ohio and Kanawha rivers. It was erected in 1909 and commemorates the Battle of Pt. Pleasant fought Oct. 10, 1774, the first battle of the Revolution. The natives of Pt. Pleasant are just recovering from a bang-up celebration of the 200th anniversary of that historic event. Capt. Charles Henry Stone has sent us copies of the souvenir edition of the "Point Pleasant Register" loaded with pictures and stories and historical articles.

The monument is of Vermont granite and the 152 cut blocks were shipped in by rail and put up by the Van-Amringe Granite Co., Boston.

We can't remember when there WASN'T a monument in Tu-Endi-We Park at Pt. Pleasant. But we do recall the time lightning hit the top cap block with such a jar it jumped up and landed askew, still up there where it belonged. A scaffold was built around the shaft to make the needed repairs. We never did hear whether the copper box deposited just under the cap suffered injury. That box was made by Filson Bros. in Pt. Pleasant, 3" by 12". and contained some documents and an Indian arrowhead picked up on the premises while excavating for the monument's base.

Sirs: The S&D REFLECTOR is enjoyed very much at our house. Now I'm yelling for help. Vevay, Ind. is my home town and 'way back when there was a packet CITY OF VEVAY but I cannot locate information about it. While digging around I have found a lot of information on the Civil War ram SWITZERLAND. Maybe sometime the S&D REFLECTOR could run an article on these rams.

Mary E. Carr,
589 S. Graham St.,
Martinsville, Ind. 46151

=The CITY OF VEVAY started out in life as the CITY OF FRANKFORT, built 1881 at Madison, Ind. for Kentucky River. The White Collar Line bought and enlarged her for the Cincinnati-Madison trade and renamed her. She ran there ten years or more, then was dismantled. For a few notes on the "ram" fleet and SWITZERLAND see page 45 this issue. -Ed.

Sirs: Thank you for featuring the HUDSON in the last issue. Since 1960 when I became really hooked on steamboats (my first acquisition was "Mississippi Sternwheelers") I've been wanting to know more about Capt. J. Frank Ellison. I have complete admiration of his works---HUDSON, VIRGINIA and QUEEN CITY---my utmost choices of the prolific family of steamboats.

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

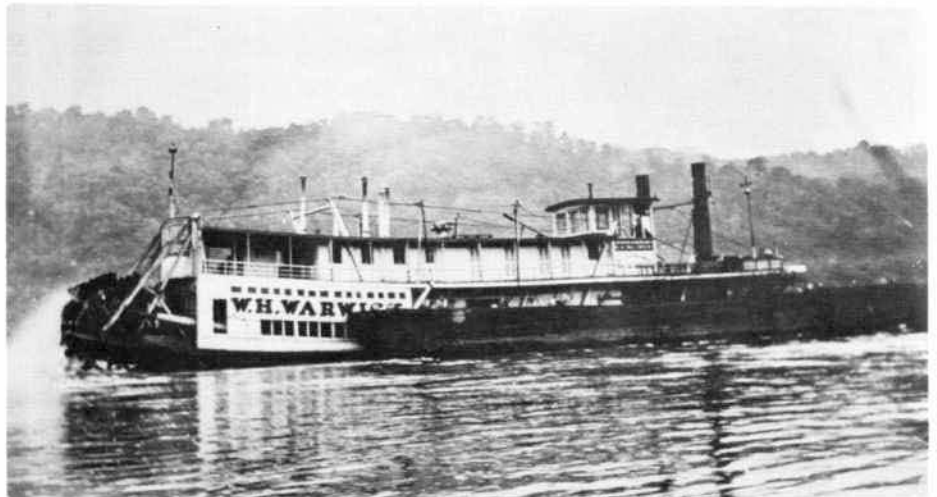
THIS IS WHY WOMEN ARE GENERALLY PICKED TO CHRISTEN A SHIP

In America the mere mention of his name was a provocation, and even in his own 18th century England, George III's penchant for agriculture and the simple life won him the half-derisive sobriquet, "Farmer George." But he did the maritime world a favor in 1811 by introducing the feminine element in ship launchings. Theretofore, launchings were men's affairs, with merchantmen proceeding down the ways with little or no ceremony, and men-of-war being named by one among their future officer complement after being floated.

Among George III's homely virtues were a strong family sense and thrift. Anxious to afford his daughters some stature in the public eye without depleting the royal purse, he struck on the idea of having them sponsor naval vessels, and the custom has, with very few exceptions, persisted.

Whatever degree of ceremony accorded launchings, historically they have carried with them a sense of significance, most probably because, more than any other stage in vessel construction, launchings represent birth. And, as in birth, this significance is tensioned by a moment of truth aspect, because the forces on a ship hull at launch can be as severe as any it will encounter in its service life. And the speed gathered on a ship's slide down the ways is sometimes the fastest it ever attains.

=For the above we are indebted to "Surveyor," quarterly publication of the American Bureau of Shipping, issue of August, 1974. Let us add that among the first of George III's launchings, the good lady overshot her mark and brained a spectator whose first act following recovery was to sue the Admiralty. -Ed.



LAST OCTOBER 11 the 3200 hp. diesel-prop towboat RUTH BRENT downbound on the Ohio River with three loads knocked down about 80 wickets at Dam 12. This happened at night. Another tow was being locked at the time. From what we gather, the pilot on the BRENT was unaware that the dam existed until nearly on top of it. Traffic was curtailed for about three days while repairs were made to the wickets.

On May 8, 1919 the towboat W. H. WARWICK was downbound with a tow also approaching Dam 12. The pilot knew the dam was there, but didn't know the wickets were up. Quite like the RUTH BRENT incident, this pilot plowed blissfully ahead and knocked down wickets. No damage was done to the steamboat or tow, so the WARWICK proceeded on her merry way.

The W. H. WARWICK was built 1900 at the Howard yard, Jeffersonville, Ind. for E. T. Slider of New Albany, Ind. and originally was named E. T. SLIDER. She had a wood hull 110 by 24, two boilers, and engines 12" dia. by 5 ft. stroke. Later she was acquired by the T. A. Gillespie Co. who were building Ohio River locks and dams. They renamed her. In 1919 (about the time this picture was taken) Gillespie sold out to the Netherlands and in 1921 she was in the Water Transport Co. fleet. They sold her Sept. 26, 1923 to Capt. Louis Tanner. She was downbound on the Ohio River near Lock 36, Capt. Pete Holloway on watch, and hit something or other and sank. While sunk she burned.

RYMAN LINE.

NASHVILLE & PADUCAH DIVISION. NASHVILLE & EVANSVILLE DIVISION.
NASHVILLE & BURNSIDE DIVISION.

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Operating on the Cumberland, Ohio and Mississippi Rivers.

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T. M. STEGER, Vice-President, " GEO. DOUBLEDAY, Gen. Fht. Agt., Sec. & Treas., "

STEAMERS:

J. B. RICHARDSON, R. DUNBAR, H. W. BUTTORFF, BOB DUDLEY,
W. T. SCOVELL, ELECTRA, RED RIVER.

GENERAL OFFICE ON WHARF BOAT, FOOT OF BROAD STREET, NASHVILLE, TENN.

Boats leave NASHVILLE Tuesday and Thursday at 5 00 p.m. for points above as follows: Carthage, Granville, Gainesboro, Martinsbur, McMillin's, Burksville, Albany, Creeksboro, Mill Springs and Burnside.

Boats leave NASHVILLE Wednesday and Saturday at 12 00 noon for points below as follows: Ashland City, Clarksville, Cumberland City, Dover, Linton, Canton, Eddyville, KUTTAWA, Dycusburg, Smithland, PADUCAH, CAIRO, SHAWNEETOWN and EVANSVILLE, Ind.

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At PADUCAH and KUTTAWA—With Illinois Central R.R.

At CAIRO—With steamers for all points on the Upper and Lower Mississippi, Missouri and Ohio Rivers; with St. Louis Southwestern System, Illinois Central R.R., Missouri Pacific Ry., Cleveland, Cincinnati, Chicago & St. Louis Ry., for all points in Texas, Arkansas, Missouri, Kansas, Nebraska, Oregon, California, Illinois and Indiana.

At NASHVILLE—With Louisville & Nashville R.R. and Nashville, Chattanooga & St. Louis Ry. for all points in Tennessee, Seaboard Air Line Ry., and all Eastern cities.

At EVANSVILLE—With Evansville & Terre Haute R.R., Illinois Central R.R. and Southern Ry.

At SHAWNEETOWN—With Balt. & Ohio Southwestern R.R.

At PADUCAH—With Illinois Central R.R. and Nashville, Chattanooga & St. Louis R.R.

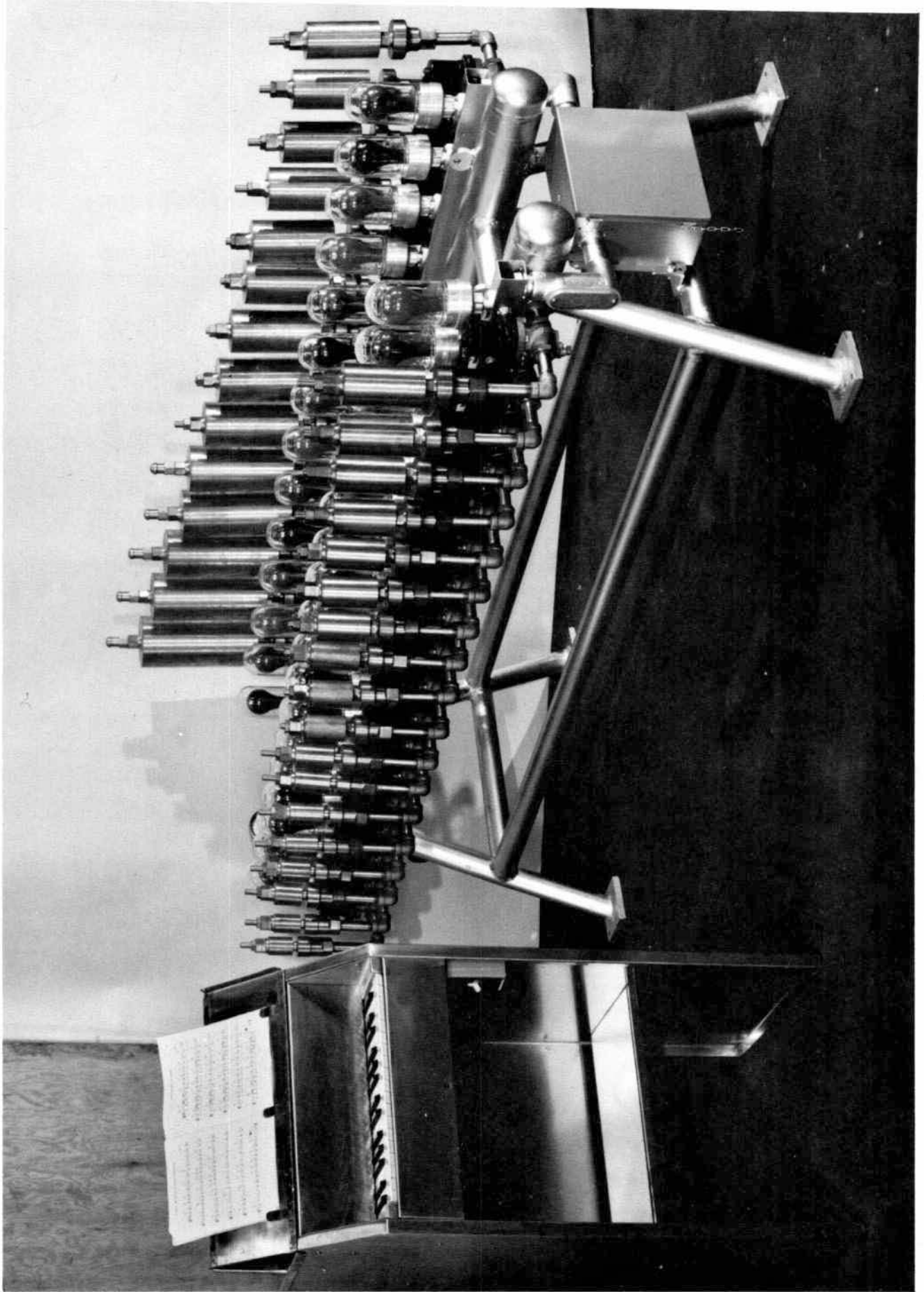
THE STEAMERS OF THIS LINE ARE FINELY EQUIPPED.

MEALS AND BERTHS FIRST CLASS. MAKE GOOD TIME AND CLOSE CONNECTIONS.

ABOVE: Advertisement which appeared in the Feb. 1906 issue of "The Official Guide of the Railways" and our thanks to S. Durward Hoag for supplying it. Significant is the omission of anyone named Ryman in the roster of officers. Capt. Thomas G. Ryman, founder, had died at home in Nashville on December 23, 1904.

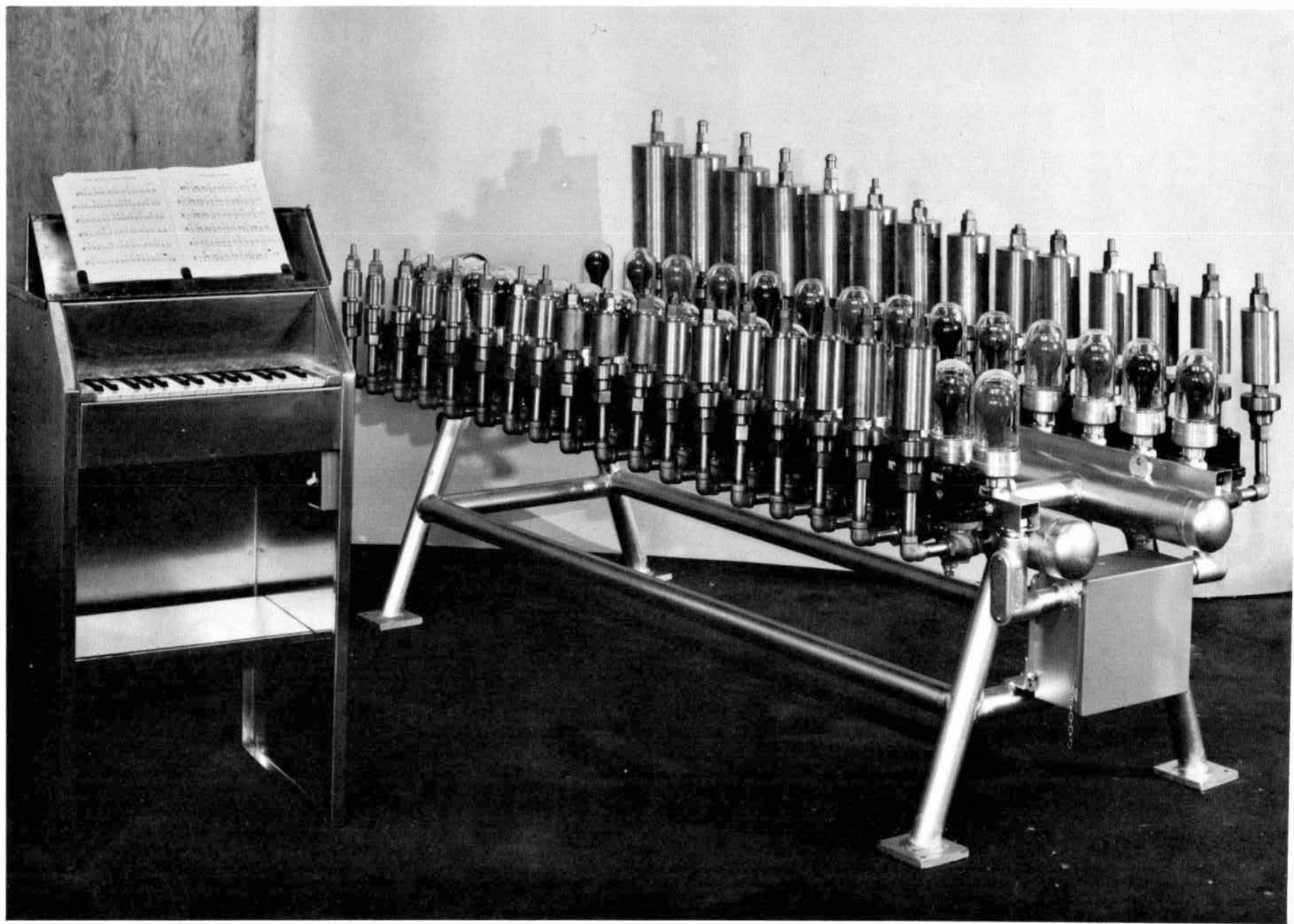
BELOW: From the left: J. B. RICHARDSON, BOB DUDLEY, R. DUNBAR and H. W. BUTTORFF at the Nashville landing. The W. T. SCOVELL, ELECTRA and RED RIVER were cotton-style sternwheelers bought in the South and operated on the Cumberland briefly. The SCOVELL was sold back south in 1906 and exploded that December with loss of ten lives.





The old-time steam calliope ain't what she used to be, see box on page 2.





The old-time steam calliope ain't what she used to be, see box on page 2.