

# S & D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 12, No. 2

Marietta, Ohio

June, 1975



A New Lady Reigns As Darling Of New Orleans

The John Eichleay, Jr. Co. was founded 100 years ago and to celebrate the centennial, the succeeding company, now called Eichleay Corporation, issued a brochure illustrating and describing some of the outstanding feats of moving steamboats and buildings.

The Eichleays, based in Pittsburgh, attracted nationwide attention when they hoisted the Capt. Samuel S. Brown mansion, a model of Victorian architecture, 160 feet up the side of a sheer Monongahela River cliff in 1903.

The firm attracted river attention when they moved the steamboat VIRGINIA from a cornfield in 1910 (the details are in our March '66 issue). Another eye-opener was the transfer of the mansion owned by industrialist Charles M. Schwab at Loretta, Pa. some 1,500 feet in 1915. The enormous home was raised 27 feet to clear the branches of an orchard which Schwab did not wish disturbed.

The Eichleays refloated the KATE ADAMS at Helena, Ark. after that big side-wheeler had stranded on shore. She was refloated in 1918, after having been out of service for over a year. Also they refloated the towboat A. I. BAKER from a cornfield near Lock 48, Ohio River, this in 1940.

Board chairman of the present-day Eichleay Corporation is John W. Eichleay, and one of the vice presidents is George F. Eichleay. The firm's headquarters are at 33 South 19th St., Pittsburgh where they have been located for many years.

We are indebted to Andrew W. Marks of the Eichleay Corporation for a copy of the brochure.

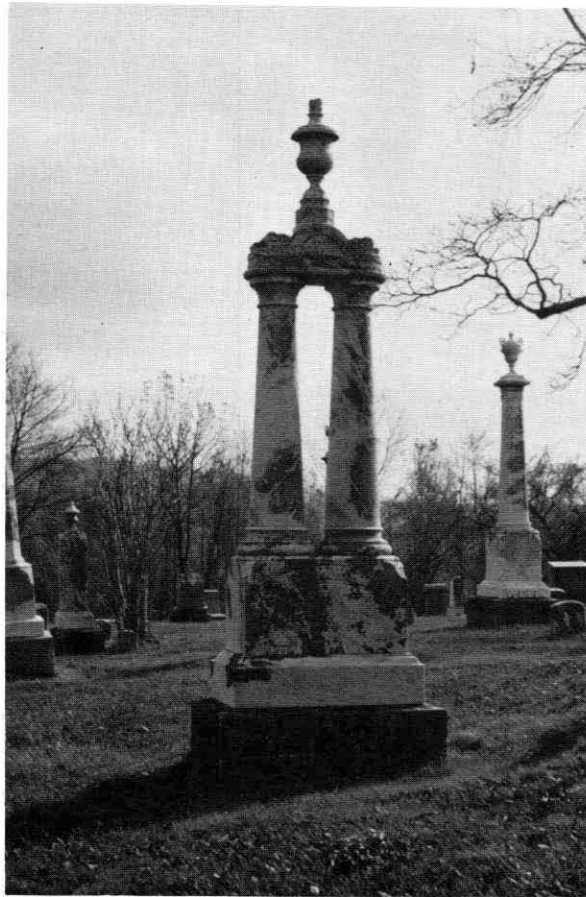
In the last issue we ran a picture of the towboat GIPSY and wondered where it was taken.

Steve Mackinack now identifies the location. The coal tipple in the view is that of the Walton Mine on the left bank of the Monongahela River at Floreffe, Pa., a short distance upstream from the present-day J&L Marine Ways and Ashland Oil docks.

"The coal was hauled from the mine at Calamity Hollow in cars hauled by a dinky locomotive," says Steve. "The tracks originally crossed the highway, and later were changed to go under it."

Steve says he remembers the coal tipple shown in the photograph, and recalls the JUNIATA and BRADDOCK picking up tows there. This was before the J&L marine ways was built. "I recall the single barrel steam whistle used at the Walton Mine," he says. "Later it was transferred to the Glassport round house where the railroad used it as a fire call."

Talking about whistles used for fire alarms, Steve mentions that Jack Reed, former lockmaster at Lock 3, Mon River, told him that the steam whistle on the Elizabeth Water Works also was a fire siren. It was presented by the Horner-Roberts Coal Co. and had seen service on their towboat WM. G. HORNER. Their coal was mined in the



This is the monument erected at the grave of Capt. J. M. White, photographed last fall by C. W. Stoll. It stands on a bluff overlooking the Ohio River at Cloverport, Ky. The twin columns according to local legend simulate steamboat smokestacks. The story of a visit to the cemetery appeared in our last issue. The superlative side-wheeler J. M. WHITE built in 1878 honored the name of Captain White.

Roberts' Hollow presently occupied by Route 51 to a tipple located at Elizabeth where the new four-lane bridge now crosses the Mon.

Sirs: The March issue is a doozy. I particularly enjoyed Capt. Jesse's narrative of Big Sandy River navigation at the turn of the century.

Running around in my mind is a poem Capt. Wilsie Miller often recited, and wish I could get the verses. He called it "The Old Bull Wheel Goes 'Round and 'Round" and

Ellie Bell Bill came tripping  
aboard  
Clad in satin and silk,  
Followed by Grandma Burns  
With a jug of buttermilk.  
Does this ring a bell with any  
of our gang?

Also in the last issue I enjoyed the Irvin S. Cobb story supplied by Woody Rutter. The only Pell I ever knew was Capt. Ed Pell who made several trips on the GORDON C. GREENE up to Pickwick Dam.

William C. Dugan,  
Lewis County Herald,  
Vanceburg, Ky. 41179

=The only Pell we knew was Capt. James T. Pell whose father piloted the ROBT. E. LEE in the race and who was doubtfully distinguished in his own right as the pilot on watch when the STATE OF MISSOURI folded on the rock in Wolf Creek Bend, Ohio River. -Ed.

Sirs: The story of the Rodgers' home in the Dec. '74 issue brings back to me many pleasant memories. I was born and raised in Bellevue. My father William F. Simeral and William B. Rodgers, Jr. were boyhood friends. My Dad told me of the wonderful times he had in the stately home---for home it was, ringing with laughter and warmth.

In my younger years the Rodgers' family, children and grandchildren, were living there, all under the one roof. I recall the lovely driveway, the beautiful view of the Ohio River, the glow and shine of the semi-circular windows with their stained glass; the shadows dancing around in the rooms when the leaves rustled on sunshiny days.

Yes, there was no Ohio River Boulevard then. We took sled rides down Grant Hill, at the bottom of which were plenty of ashes to get us stopped.

Alice Simeral Reynolds,  
3874 Englewood Drive,  
Stow, Ohio 44224

=William F. Reynolds, associated with the Ohio River Museum and the W. P. SNYDER, JR. is son of Mrs. Reynolds. -Ed.

Jack Bleidt, chief, Operations, Louisville District, U. S. Engineers, has identified the location of the GRACE MORRIS (Dec. '74 issue, page 25) at Lock 5, Kentucky River. The boat is downbound.

**T**HE 7-STORY Conestoga Building in Pittsburgh was named for a Civil War gunboat. Built in 1890, it lately has been causing quite a stir. On March 31st last it was sold, lock, stock and barrel to J. Edward Connelly, operator and owner of the Gateway Clipper fleet based in the Monongahela River nearby. Several years ago Gateway Clipper rented space and moved its offices into this building at the corner of Fort Pitt Boulevard and Wood. Since then other tenants have departed, one by one, and when the sale to Mr. Connelly was consummated Gateway Clipper and one other tenant had the building all to themselves.

Capt. Jacob Jay Vandergrift gave the building its name when he built it in 1890. When in his early thirties he bought a  $\frac{1}{2}$ -interest in a side-wheel towboat along with Capt. Daniel Bushnell, took command, and towed coal from Pittsburgh to New Orleans. Her name was CONESTOGA. She was built at Brownsville, Pa. in 1859. At the outbreak of the Civil War the above-mentioned gentlemen sold the boat to the U.S. Quartermaster's Corps, this on May 7, 1861. Capt. J. J. Vandergrift took her to Cincinnati where he superintended her transformation into a gunboat. He then took her to New Albany, Ind. where she was plated and armed, after which she was turned over to Commodore Foote, U.S. Navy, on September 30, 1862. She served in many an engagement and ultimately was rammed and sunk by the Reb's GENERAL PRICE near Natchez on March 15, 1864.

Captain Vandergrift then turned his attention to the transportation of oil from the lucrative wells on the Allegheny River. He bought the towboat RED FOX and on his first venture up the Allegheny he towed up two coalboat bottoms cargoes with 4,000 empty wooden barrels. He and Daniel Bushnell then formed a partnership and commenced building "bulkboats" to convey oil from Oil City to Pittsburgh. These carriers were the first petroleum barges used on the Mississippi System, built 80 by 14 by 3 and compartmented. Captain Vandergrift later stated that credit for the scheme goes to one Richard Glyde who operated the first of the type. The hazards attending the towing of these barges were considerable, and the profits enormous. Oil bought at the wells for \$1 sold for \$12 the barrel in Pittsburgh in 1863. The bulkboats (\$200 each) each held 400 barrels. Vandergrift and his partner Bushnell started out with 12 such barges, had good luck, and in the first season made \$70,000.

Suffice to say here, Vandergrift became a multi-millionaire and was based at Oil City until 1881 when he came back to Pittsburgh and built a mansion in the East Liberty section. By now he was a director in Standard Oil. But he never forgot his first "start" on the towboat CONESTOGA.

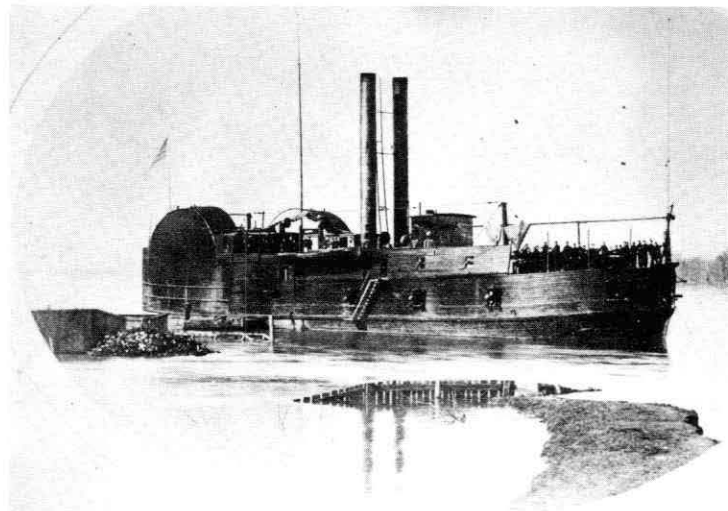
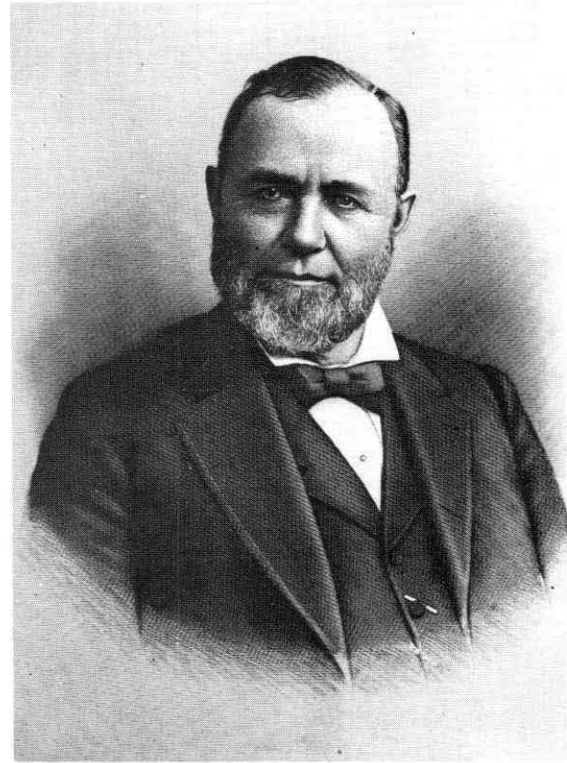
The new owner of the Conestoga Building plans to update its in-

terior, open a plush restaurant, and trim the exterior with iron balconies reminiscent of New Orleans. He's thinking of renaming it "Riveredge Building."

TOP: Capt. J. J. Vandergrift.

CENTER: Taken from the Smithfield St. bridge showing how the Monongahela waterfront appeared in the fall of 1929 at Pittsburgh. The Conestoga Building is the 7-story structure rising just aft of the CINCINNATI's pilothouse and extending to the aft end of the Texas. The Somers Fidler & Todd building forward of her stacks has been torn down and the Monongahela House at extreme right is gone. The excursion boat at the left is the CITY OF PITTSBURGH (ex-HOMER SMITH). Photo by Jesse Hughes.

BOTTOM: The Civil War gunboat CONESTOGA for which the Conestoga Building is named.



# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



VOL. 12, NO. 2

MARIETTA, OHIO

JUNE, 1975

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 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.



A new steamboast is created detail by detail and this picture captures the essence of our story. Joe Cook of Charleston, West Va. snapped this pose on board the NATCHEZ last January 29. Capt. Doc Hawley, lettering brush in hand, is making the stern nameboard. Fact is he did just about all of the signwork on her, including the name appearing on her side bulkheads. Versatility of skills is an essential requisite to become a leader, a truth dating back to the time old Capt. Henry Kraft lamented: "Things have come to a sorry state; I stand on the roof and issue the orders, and then must go to the deck and execute them myself."

**A**N EDITOR of a history-slanted quarterly, such as this one, might content himself with dust-mopping. Brightening the past, properly done, is rewarding. Yet, and quite unforseen, the S&D REFLECTOR since its initial launching in 1964 has come upon modern river events so astonishing, and sometimes bewildering, that in all conscience we cannot deny space to them. This June issue is the agony and the ecstasy of the April 30th block-buster unleashed at Louisville, right on the very day this magazine goes to press. Right or wrong we stopped the countdown at -5, enlisted aid from a score of ardent S&D'rs, and held the presses until pictures and story appearing on eight pages of this issue were made up for print.

On page 6 you'll see that William Kilbourn asks whether three steamboats in a staged race is an unusual event. We have answered him in the affirmative. Not only unusual but when in boating history have you heard of three steamboats so popular that DQ, B/L and JBS---these initials only---identify the Louisville contestants to several thousand S&D REFLECTOR readers, and to many others as well? Never.

Betty Blake told us last April 9th that Hull #2999 had become the MISSISSIPPI QUEEN, so let's learn to live with it. Doubtlessly the day will come when we can tab her in these columns simply as the M-Q. It will take some adjusting maybe, on our part because back in High School days we developed our photographic prints in metol quinone, the powders contained in a small glass tube labeled M-Q. Ugh! what a job it was to persuade those powders to dissolve in water--well of course you had to use unusually warm water--and then put in a few chunks of ice to cool the solution for use (no ice cubes in those primitive times) all of which demanded patience which this 16-year-old photographer was not liberally loaded with. So hail the new steamboast M-Q, and that she may be delivered of prima donna blow hot blow cold proclivities is our prayer.

And may she be sentenced never to end with a preposition, may we add.

## The Joe Fowler Blues

*♩ = 80*

Lawd, Lawd, Seems lak I heerd the Joe Fow - ler

blow, Lawd, Lawd, Lawd, Seems lak I heerd the Joe Fow - ler blow.

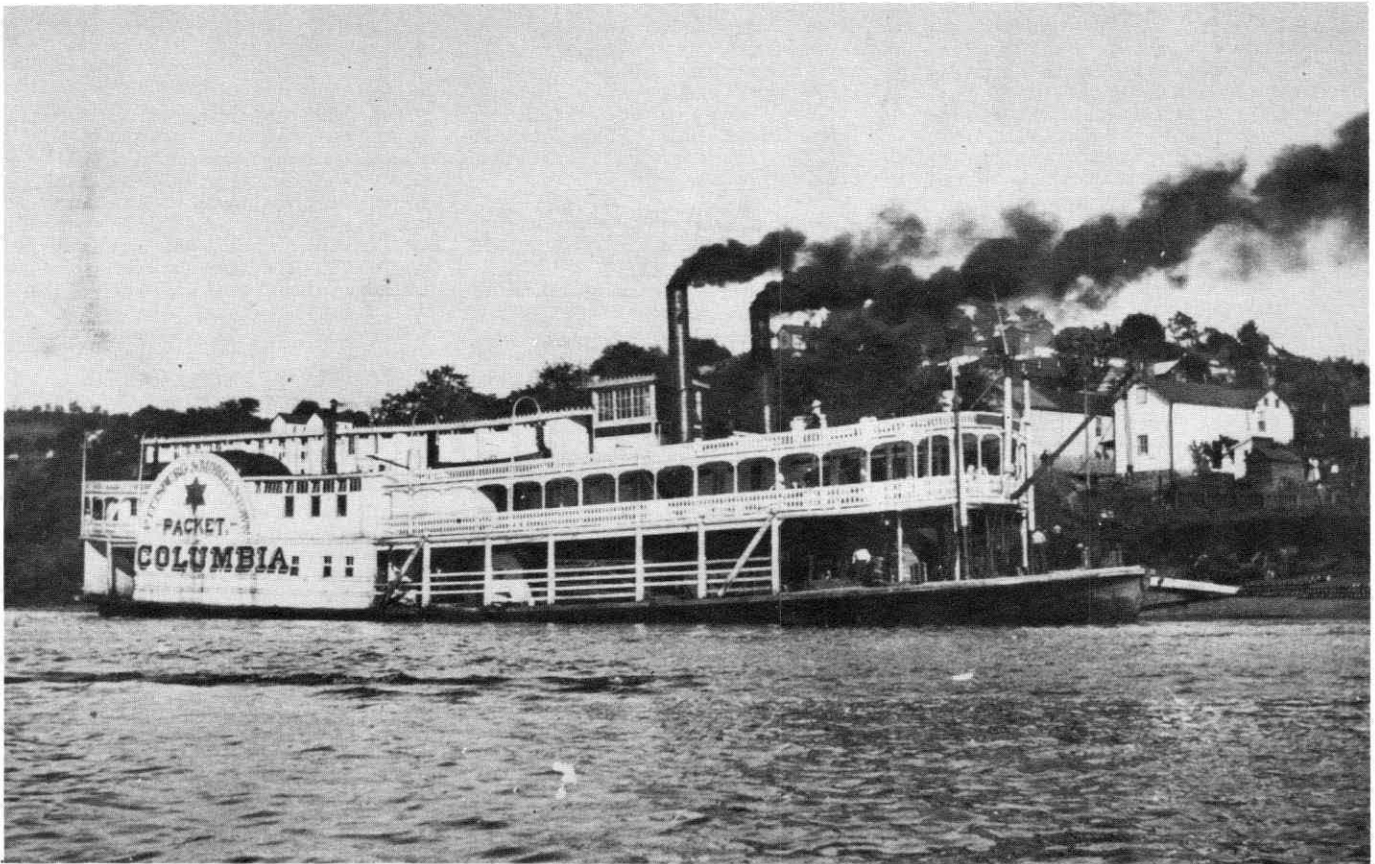
Blowed me lak she nev - uh did be - fo'. Lawd, Lawd, Lawd,

Blowed me lak she nev-uh did be - fo'.

Melody: Major scale—2d and 7th omitted.

Lawd, Lawd,  
Blowed lak she had my Baby on bo'd, Lawd, Lawd, Lawd,  
Blowed lak she had my Baby on bo'd.  
I know you goin' to miss me when I'm gone, Lawd, Lawd, Lawd,  
Know you goin' to miss me when I'm gone.

Lawd, Lawd,  
Miss me frum rollin' in yo' arms, Lawd, Lawd, Lawd,  
Miss me frum rollin' in yo' arms.  
Fare thee well, honey, fare thee well, Lawd, Lawd, Lawd,  
Fare thee well, my honey, fare thee well.



**E**RNEST S. GABLER, Stone St., Box 228, Greensboro, Pa. 15338, has favored us with this view taken at New Geneva, Pa. on the Monongahela River, just opposite his home town. This COLUMBIA is fully equal in size to the side-wheeler of the same name which appeared in our March issue. In fact she was the most pretentious of all Monon packets, barring none. The wording on her wheelhouse says PITTSBURG & MORGANTOWN PACKET. She was built at the Axton yard, West Brownsville, 1902, and was the last packet built there. Her machinery came from the ADAM JACOBS, 16" bore by 5½ ft. stroke, and she was disappointingly slow. On Friday, Jan. 16, 1903 about 3 p.m., commanded by Capt. John L. Reno, she caught fire at the Pittsburgh wharfboat of the owning company, foot of Smithfield Street. It was said a pot of tar being heated to make roof repairs caused the blaze. The BEN HUR was moored at the Independent wharfboat just below, and both were cut loose and allowed to float down the river out of harm's way. The KEYSTONE STATE was at the P&C wharfboat, foot of Wood Street, but didn't have to be moved. The firemen saved the hull, but the COLUMBIA's cabin and upper works were ruined. The manager of the line was Capt. J. Mack Gamble (Sr.) who lost no time having the wreck towed to the Elizabeth (Pa.) Marine Ways, and in four months she was again operative. The original engines were removed and she got the 17" bore by 5½ ft. stroke machinery from the JAMES

G. BLAINE powered by three boilers 42" dia. by 24' long. She departed Pittsburgh on her first trip after rebuilding and took a capacity crowd to within a mile and a half of Fairmont, W. Va. over the new slackwater extension above Morgantown. The owning company was deeply in debt due to the COLUMBIA fire, and the coup de grace came when another of the line's boats ROSE HITE sank in collision with the tow of the JOHN F. KLEIN after which all company holdings were attached by a Pittsburgh boat store, the Valley Supply Co., this in February 1906. The COLUMBIA was sold at a U.S. Marshal sale to attorney George C. Burgwin for \$19,225. About May 1, 1906 a reorganization was effected called the Monongahela & Ohio Packet Co., headed by Capt. Martin F. Noll, president, and Capt. William E. Roe, manager. It was under this regime that the COLUMBIA departed Pittsburgh on May 1, 1907 direct for Fairmont, the first packet in that trade, made possible by the removal of a low B&O railroad bridge at old Lock 15. She was commanded by Capt. William H. Loyd, and piloted by Robert L. Demain and George B. Hendrickson on this historic occasion. On February 17, 1910, at 6:15 p.m. she burned in winter quarters along the left shore below present-day Coal Valley Marine Ways at Camden Station. The popularity of steamboat rides on the Monon had dwindled, and she was not replaced.

#### MEMPHIS BRIEFS

From the files of the Memphis Commercial Appeal, March 5, 1875:-- Yesterday an unruly bull jumped off the steamer GREAT REPUBLIC and ran up Monroe to Front. He gave a snort, lowered his head, and took after an innocent bystander, who to save himself plunged into the river at the foot of Washington. The bull went back uptown. He entered the saloon at Front and Washington, lay his head on the counter, bellowed for service.

The bartender gave him the bum's rush, so then he galloped around the courthouse a while, and plunged into McCullough's blacksmith shop on Exchange Street. Pat Burns charged him with illegal entry and shot him dead. One less bull and one new bull story for pilothouse conversationalists.

James C. Webster sends us a progress report on the sternwheel passenger steamboat he is building

for service on Lake Chautauqua, N. Y. designed by Alan L. Bates. She is to have a steel hull, and as of March 2nd the bow section had been completed, and the second section well along. Then the two stern sections will follow. All work is being done at Rochester, N.Y. near Jim's home at 80 Cobble Drive, Penfield, N.Y. 14526. Hopefully she'll be assembled this summer at Mayville on the north end of the lake.

Harold Wilmunder, Box 491, Carmichael, Calif. 95608 has bought the steam engines, paddlewheel shaft and other fittings formerly used on the towboat DETROITER (ex-COP-R-LOY) which was built at the Howard yard, Jeffersonville, Ind. in 1929. He located this equipment in the yard of Crown Metal Products Co. near Elizabeth, Pa.

The engines are 10" bore by 3 ft. stroke with rotary valves and are traceable back in time when they were placed on a small towboat named W. F. SMITH built in 1919 by the Pt. Pleasant (West Va.) Dry Dock Co. It is entirely possible they were used on a small ferryboat prior to that time.

That's only part of the story. Hal Wilmunder is about to build a steam excursion sternwheeler to ply up-&-down the Sacramento and San Joaquin rivers in California. He showed us the drawings which detail a steel hull with model bow 100 by 25 by 6. The upper works will follow the well-known style of the typical Sacramento packets of yore; pilothouse well forward, a single stack behind, full boiler deck, and texas.

Much of the layout and machining will be handled at Rancher Cordova on the American River where the Wilmunder shop is located just opposite the family home, and about 15 miles from Sacramento. The boat will be constructed at the site of the old California Transportation Line's yard at Sacramento.

The completed steamboat will operate sight-seeing tours upriver from Sacramento to Colusa, and also from Sacramento to San Francisco and the Bay area. Steamboats in former times went up the Sacramento to Red Bluff, and even above there, no longer possible due to extremely low bridges. So today Colusa is the practical head of navigation for a boat of any considerable size.

The steam of the new boat, which is to be named ELIZABETH ANN, will be supplied by a Clayton, Model E-150 boiler allowed 200 psi. She will have full USCG approval and carry a licensed master-pilot and engineer. Mr. Wilmunder's son Leslie, now 15, will assist in the operation. The Wilmunder home at Carmichael is graced with a three-manual, fourteen rank Moller organ which originated in the Fox Theater, San Francisco, implemented with a "toy counter" taken from the Tetonia Theater in Milwaukee.

Sirs: I recently acquired a Staffordshire plate (c. 1830) with a view of Pittsburgh on it showing three steamboats, the HOME, LARK, and NILE. Can you furnish any information?

Mary E. Philo,  
Box 232,  
Martins Ferry, O. 43935

=The plate is pictured and described in several books on early American china. The HOME was built at Pittsburgh 1829 and burned at Beaver, Pa. upbound from

Cincinnati on May 28, 1831. There were no casualties but the incident provided a few dramatic escapes. Some had to swim ashore. The LARK was built at Pittsburgh in the winter of 1829-1830, and her name later was changed to UNCAS. The NILE also was Pittsburgh-built, in 1829. -Ed.

Sirs: That race at Louisville on April 30 is the first I've heard of with three steamboats in it. I'm sure there must have been other three-boat races many years ago. I would appreciate knowing when the last such race was held, and details pertinent to it.

William Kilbourn,  
1121 12th St., N.E.,  
Cedar Rapids, Iowa 52402

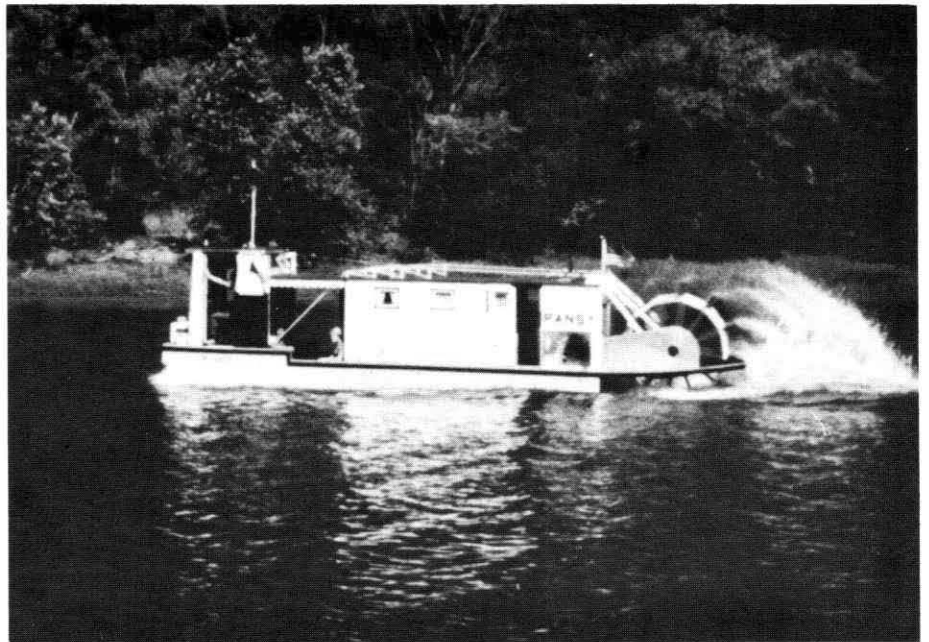
=You are limiting this to steam powered paddlewheelers, so the annual races at Charleston, W. Va. between three or more diesel paddlewheelers are eliminated. Let us answer you this way: If three (or more) steamboats ever staged a planned race on the Mississippi

System we've never heard of it until this Louisville caper was dreamed up. -Ed.

Sirs: Just a note of approbation for your comment in the Dec. '74 issue on the messiness of placing the designations "SS" or "MV" before the name of a boat. Such inept usage has long been extremely irritating, but was afraid that maybe I was the only one who noticed it. There was such a journalistic foible in the paper here a few days ago in a reference to "the U. S. Navy Aircraft Carrier SS Forrestal." Imagine!

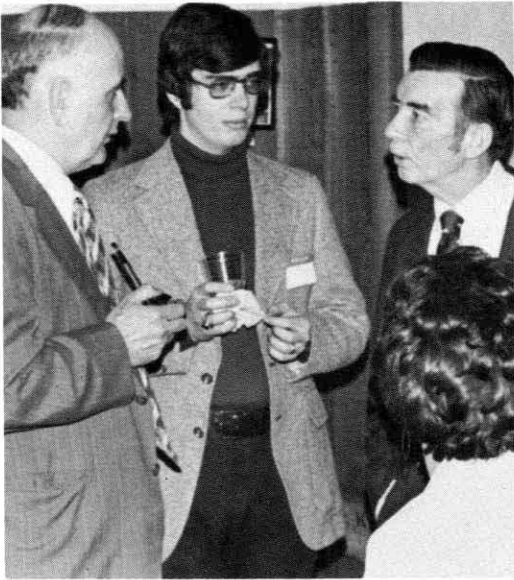
Jim Wallen,  
111 Eleventh Ave.,  
Huntington, West Va. 25701

It now turns out that Mrs. Pamela S. Bleser, secretary with the Agri-Trans Corporation, Clayton, Mo. (successor of Rose Barge Line) was weaned and reared in Sewickley and her mother is Mrs. John T. Sincell nee Jane McClung now residing in Kirkwood, Mo.



**H**OME MADE STERNWHEELERS naturally have a special attraction for Ye Ed and, we suspect, for many others of S&D. Above is the PANSY and one glance at that wheel confirms her get-up-and-go ability. Currently she is docked at Bunola, Pa. on the Monongahela River and her skipper is Sam Yohe. She is 32 feet over all length, 7'3" beam and draws ten inches. She gets her power from a Wisconsin air-cooled V-4 35 hp. gasoline engine driving a paddlewheel 7 ft. dia., 5 ft. buckets with 9½-inch dip, and 12 arms. The hull is framed with fir and planked with ½-inch treated plywood. Construction was started in October 1961 and she was launched July 7, 1963. The cabin contains bunks for four, and there is a galley and a head. Steve Mackinack procured the picture and the above description for us from Sam Yohe and says one pilot of a commercial towboat gives the PANSY a lot of room in passing because the paddlewheel in action reminds him of the SAILOR formerly owned by J&L. The home made boat naturally attracts much attention wherever she goes. The name PANSY was concocted to mean "Paul and Sam Yohe," Paul being Sam's brother.

# THE TALK OF THE TOWN



From left: George Schotten, Bill McNally (Jr.) and his Dad.



Bob and Virginia Smith

**R**IVER BUFFS in the Pittsburgh area, most of them S&D's, assembled at the residence of Mr. and Mrs. Robert Smith, Linden Apartments, Sewickley, on the evening of Saturday, April 5, 1975. Following a buffet dinner, C. W. Stoll presented a slide talk followed by equally impressive presentations by William E. (Slim) Brandt, Russell M. Lintner, Thomas E. Kenny, Ross Rogers, Jr. and others. Also there were movies, piano recitals, and a solo was sung by Anne Mallinson. Despite the wintry weather with snow, ice, and all the frigid trimmings, about 65 attended.

Out-of-towners included Capt. and Mrs. Thomas E. Kenny, Ferguson, Mo., who by good fortune were in the area; Capt. and Mrs. C. W. Stoll, Louisville, Ky., and Mr. and Mrs. Robert Barr, Charleston, West Va.

A goodly number of local Sewickley Valley residents who do not

usually show up at S&D meetings included Mr. and Mrs. Leet Shields (Dashields Locks and Dam is named for the pioneer David Shields); Arthur Grafflin, who resides in a showplace home adjacent to the local steamboat landing; Mr. and Mrs. Glenn Crain; Dorothy Sutton, whose poetry appears nationally under the pen-name Dorothy Harri-man; Mr. and Mrs. Neville Davison whose forbear Neville B. Craig rode the pioneer sternwheel steamboat ALLEGHENY to Olean, N.Y. in 1830; and Mary Louise Johnson of the same clan.

The international scope of river affairs was emphasized by the presence of Capt. Ross Rogers, Jr., Capt. G. H. (Bub) Crain and David Orr, who are or have been in recent times associated with river-oriented missions in South America. Mrs. G. H. (Betty) Crain has the unique distinction of having had two boats named for her---simultaneously.



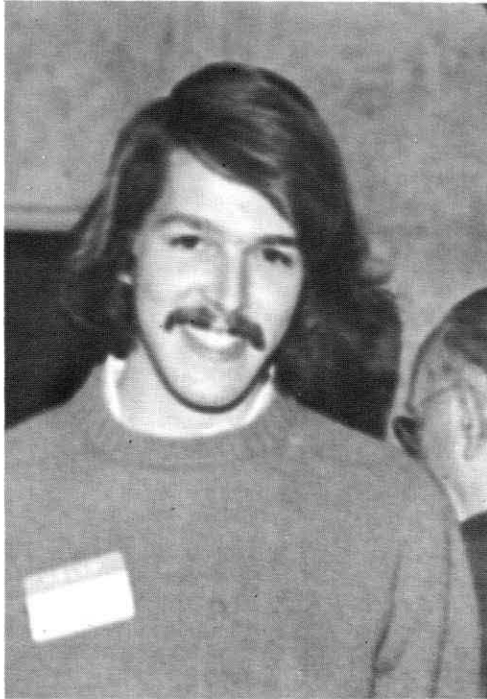
Russell M. Lintner



Bud Daily



From the left: Louise and Bob Barr, Katherine Paisley, and Bub and Betty Crain.



TALK OF THE TOWN  
(continued)

UPPER LEFT: Midge and Paul Bennett, Dr. John C. Ewing, and William E. (Slim) Brandt inspect a model paddlewheel, complete to the last detail, brought by Bub Crain. UPPER RIGHT: Betty G. Y. (B-G) Shields (left) signs the guest register tended by Marie Rosato who on May 17 became the bride of David Hollein. The to-be groom with head unceremoniously removed stands behind her. LOWER LEFT: David Orr, whose recent explorations on South American rivers were reported in these columns, Dec. '74 issue, page 43. LOWER RIGHT: Tom and Kay Kenny and Jim Swartzwelder. Jim recently helped pilot the GATEWAY CLIPPER SHOWBOAT from New Orleans to Pittsburgh. Kay Kenny was chosen

to select the furnishings for a number of the new Wisconsin Barge Line towboats which her husband manages.

Sirs: Here in Alaska we have commenced researching the rivers in this state to determine how far up each of them commercial traffic has penetrated, be they stern-wheelers or skin boats. So far we've skimmed through U.S. Geological Reports and I'm astounded at the places steamboats got to, and how they got there.

The first Steamboat Inspection Service party came here in 1898, so we're trying to get their Annual Reports. Also we're seeking records of steamboat companies, U.S. Mail contracts involving steamboat deliveries, etc.

If any S&D member has informa-

tion about boats plying obscure Alaskan streams I'd appreciate hearing from him--or her.

William S. Hanable,  
508 West 75th Court,  
Anchorage, Alaska 99502

Ernest C. Smith, whose art work and steamboat models contributed significantly to the success of the original Wellsville (Ohio) River Museum, died, 71, on Wednesday, February 26, 1975, following an extended illness. He was a native of East Liverpool, O. and a veteran of WW II. His wife Margaret Hughes Smith survives him, as do a sister Mrs. Richard (Mabel) Smith and brother Richard S. Smith, all of East Liverpool. Burial was in Columbiana County Memorial Park.



John L. Fryant has been commissioned by TIME-LIFE Books to make detailed scale drawings of the famous Missouri River packet FAR WEST (1870-1883) to appear in a forthcoming book under their imprint. Inasmuch as this boat's superstructure was vastly altered during her career John has prepared two profiles, the first showing her as originally built when she brought down the survivors of the Custer Massacre from the Little Big Horn to Fort Lincoln on the Missouri commanded by Capt. Grant Marsh. The second profile shows her with the boiler deck extended

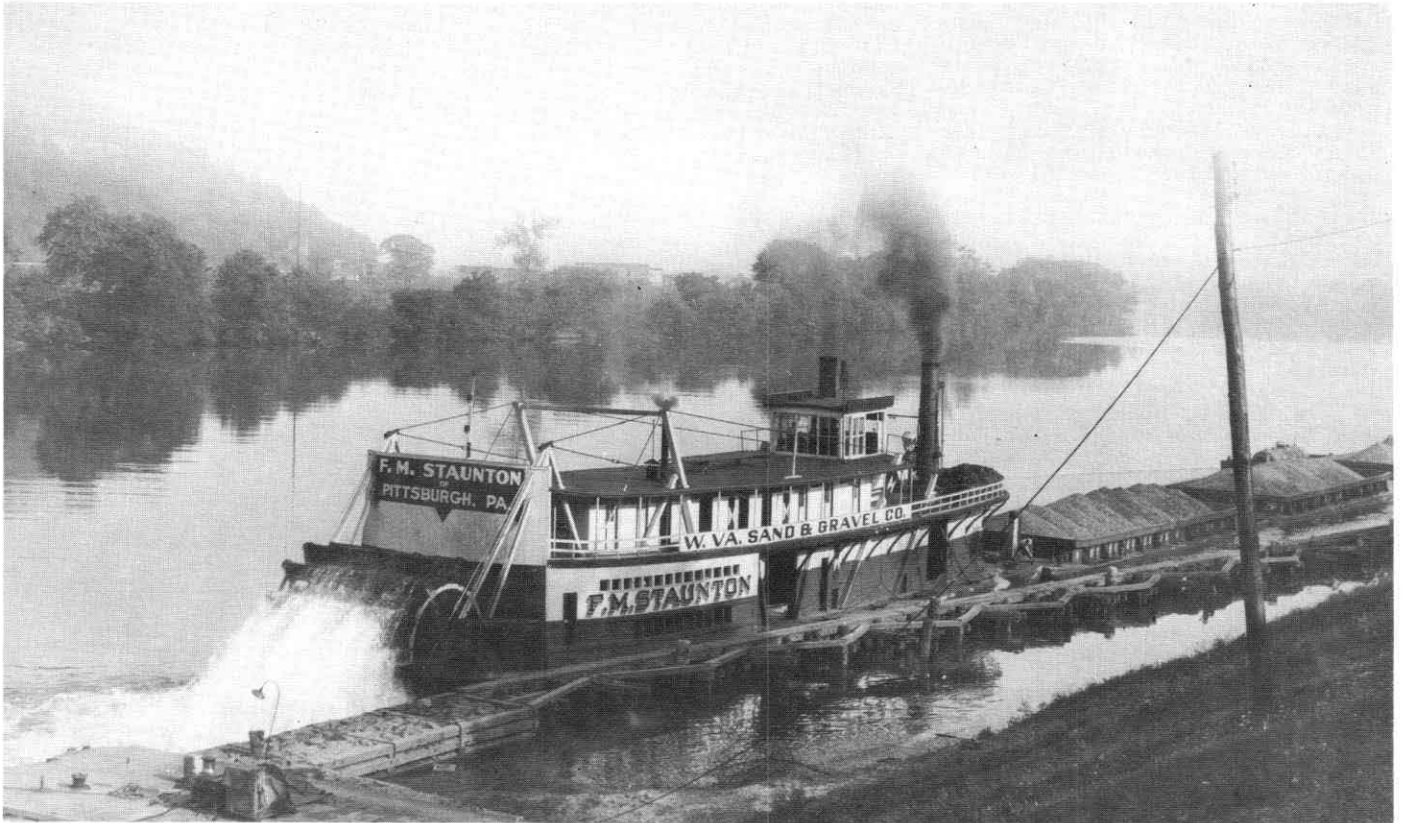
fore and aft in her latter days.

John tells us that his arrangement with TIME-LIFE permits him to market sets of these plans to interested model builders. We have been permitted to see these drawings in an advanced state and find them up to the usual Fryant standard of authenticity.

John's interest in drawings of ancient steamboats will lead to the availability of still others in the near future. He is planning to reproduce the Tredgold plates detailing the construction of the side-wheel BUCKEYE STATE of 1850. His CHAPERON model won for him a

first-place trophy in the form of a huge silver cup, or bowl, at a model show staged in Toledo, O. which attracted some 50,000 viewers this past April.

Actual black and white photographs of all of the 28 boats operated over the years by Greene Line Steamers of Cincinnati, either by ownership or by charter, are available from ROCK HILL PHOTOS, Capt. C. W. Stoll, Mockingbird Valley Road, Louisville, Ky. 40207 in post card size \$12; in 5x7 size \$53 or 8x10 enlargements \$80.



**T**HIS PICTURE was handed to us by the late R. K. Wells of Charleston, W. Va., taken in 1930 while the F. M. STAUNTON was up-bound on the Kanawha River at old Lock 6 with a tow of sand and gravel for her owners, West Virginia Sand & Gravel Co. This firm, headed by George E. Sutherland, in 1930 also had one other steam towboat, the JAMES SUTHERLAND (named for his Scotsman father), and three oil or gas-burner stern-wheelers, the MARIANNA MERRILL, NINA R. MERRILL (which dated back to 1919) and the VIRGINIA. They dug their product with two dummy diggers, the MOUNTAINEER and STANDARD, and had an impressive fleet of steel deck-type barges all 100 by 26. They bought the STAUNTON from W. H. H. Gardner at Pt. Pleasant, W. Va. in February 1930, then named GOVERNOR HARDING, rebuilt and renamed her. It's a rather lengthy story, but the HARDING had been bouncing like a bad check, her owners in financial troubles for several years. Before that time she was the C. F. COLBERT in the fleet of the National Transportation Co., Pittsburgh, which supplied coal to the Brunots Island generating plant of Duquesne Light Co. Duquesne Light transferred its

coal business to the Hillmans and National Transportation evaporated from the scene. They had bought this same boat under her original name, WINIFREDE, from the U.S. in April 1920. The government had been using her at Nitro, W. Va. on the Kanawha, and Uncle Sam had bought her from Capt. John Lyons, Middleport, O. So fine, she started out as the WINIFREDE built 1903 at the Knox yard, Marietta for the Winifrede Coal Co. on Kanawha River, a three boiler towboat with cylinders 17" bore by 6 ft. stroke. She was cut down by ice in the Muskingum at Streckler's Landing, brand new, on January 22, 1904 and raised. When National Transportation owned her she sank at the Tin Mill on the Youghiogheny River at McKeesport on October 13, 1920. Then as C. F. COLBERT she was badly damaged by fire. Eventually as the F. M. STAUNTON she was dismantled at Charleston in 1938 by Harry Frashier. Her chief claim to fame on the Kanawha River came on one sweet September day in 1932 when she conveyed U.S. vice president Charles Curtis and other celebrities to the dedication of the Marmet Locks and Dam.

"Keokuk Shang" & Friends

by Edward A. Mueller

**T**HE REAL NAMES of the raftboat deckhands in the decades just before and after the turn of the century have disappeared without a trace, most of them, anyhow. But their nicknames linger on.

"Black Andy" was from New Hampshire, a small wiry man and as dark as an Indian. "Chicago Fat-ty" came from the Windy City and had sailed the Great Lakes. "Three Brail Billy" was on the VERNIE MAC for three years. "Keokuk Shang" was 6'7" perpendicularly. "The Squirrel" holed in at Cairo with a black wench during the winter months, so they say. "Red Wing Dutch" jumped off the Red Wing bridge every time he got drunk, twenty times or more. He was a Swede, his real name Fred Seestrom.

"La Crosse Frenchy's" forte was card tricks and he always carried a deck with him. "Buffalo John" was a German from Buffalo City, Wis. "Chief Higbey" was president of the "Silent Nine," a La Crosse beer drinker's club. Then there were "Black" Dailey and "Kid" Dailey who roustabouted on the Lower Mississippi in winter.

"Tattered Jack" Welch was a fireman on the D. A. McDONALD when she blew up in 1872. He went up in the air and landed on the deck of a ferryboat. He was a bit battered but lived a long life. Then there was "Pittsburgh Crutch" who is buried on the island at Clinton following his decease after a rather glorious night of booze with good friends.

"Smokestack Billy" whose real name was John Reddick, was a stack painter by trade. Bread on rafters was known as "punk," hence Joe Williard was "Joe Punk." Then "Nosey" McCann from Fulton, Ill. had no nose at all, and "Mushrat" John McCarty didn't either; cut off in an accident. Mushrat was a good pilot but he had a booze problem.

"Jo-Jo" Clearey, not noted for pulchritude, was nicknamed for Jo-Jo the Dog-Faced Boy. "Flopper" Murphy had a banged-up arm and one hand. "Spike Ike" from Bellevue, Iowa, was good with a fid and made fine splices.

The darling of Read's Landing was "Overcoat Johnny" who showed up one Fourth of July wearing an overcoat and a straw hat. Then there was "Dirty Shorty No. 1," and "Dirty Shorty No. 2" and "Dirty Shorty No. 3" who made one clean shirt do the winter.

"Noisy Bill" Smith never spoke a word except when he had to, but he was a good pilot. "Whitey" Tate from Pittsburgh was an albino.

"Shang" Nolan was a fireman and "Minneapolis Shang" was Joe Rudiver, captain-pilot on the NETTA DURANT. There was a "Flopeared Shang," too. "Brockie Shang" Davis was a fireman often quoted as the author of the observation: "People really get next to each other in the cemetery." These were extra tall characters like

"Keokuk Shang" and named for P. T. Barnum's giant Shang.

"Jimmy the Section Boss" had been a gandy dancer on the CB&Q. The list is endless: "Gentle Willy," "Grits Miller," "Whiskey" Farrell, "Buffalo Dutch," "Keithsburg" Clark, "Sawed Off" Kelley, "Hobo" Kelley, "Clever Willie" Young and "Seneca."

=Taken from information furnished to the Wisconsin Historical Society by Harry G. Dyer, a mate in the Upper Mississippi's rafting days.

Jess Coen, president of the Frisbie Engine & Machine Co., Cincinnati, is preparing plans for an operative paddlewheel planned for installation at the Cincinnati Stadium on the riverfront. The project is headed up by Mrs. Walter C. Langsam, wife of the recently retired president of the University of Cincinnati. Treasurer of the "Paddlewheel Association" as it is called is Joan Strader, wife of John J. Strader, Jr.

Plans call for a paddlewheel 25 ft. dia. by 20 ft. face, five circles and 16 buckets. It will have a shaft made from 18" tubing, and be equipped with cranks, pitmans, and simulated cylinders. It will turn in a pool, activated by an electric motor. The architects now preparing plans for this novelty are those who designed King's Island, the pleasure resort which replaced Coney Island, Cincinnati.

Dr. and Mrs. Langsam formerly were next-door neighbors to the Straders on Clifton Avenue. Dr. Langsam retired from UC in 1971 and recently was honored with an honorary Doctor of Laws degree conferred upon him at the annual UC Day Banquet.

Sirs: In the June '74 issue, page 27, is a picture of a steam tug operating on the Clinch River at Clinton, Tenn. You didn't know her name.

She was the CLINTON, hull size 35.4 by 10.5 by 2.3, built at Clinton in 1899, official number 12376.

The CLINTON was owned by the Knoxville Furniture Co. which appears to have had two presidents, W. G. Price and T. R. Price. The original skipper on CLINTON was Richard Jones Evans. She was removed from documentation Nov. 2, 1909, and by March 5, 1910 had been dismantled.

Do you have any information on the CASSANDRA? She navigated the Holston River up to Kingsport, Tenn. near the Virginia line in 1847. No chance of a picture or drawing I suppose.

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

=The CASSANDRA was built at Belle Vernon, Pa. on the Monongahela River, 1846, a sternwheeler with hull 120 by 19 by 3. She was owned by the Deery firm, Knoxville, Tenn., George Nicholson, master. Nicholson previously had owned the HARKAWAY, a small side-wheeler also built in the Pittsburgh area, in 1836. -Ed.

J. W. (Boone) Weaver, Jr. is engaged in building a half-dozen 16' rowboats ('skiffs' he calls 'em) for the upcoming Labor Day weekend Charleston, W. Va. doings on the Kanawha. We asked Boone how many skiffs he's built in his career. "Near as I can count since 1950-51 I have turned out 1600 of them," he replies. And that figure does not count the prior ones he worked on for his father.



We can't resist showing S&D'rs this attractive view of John L. Fryant's model of the IDLEWILD, now in the Smithsonian at Washington, D.C. We did a double-take ourself making sure it wasn't an old view of the real steamboat.

SHOWBOATS  
by Chase Putnam

**T**HE ACTIVE showboating era on the Mississippi River System spanned a period of just over 100 years, from a modest beginning in 1831 when the William Chapman family launched the first deliberately planned showboat, the FLOATING THEATRE, in Pittsburgh, to the late 1930s and the war years.

Most of the pre-Civil War showboats were called simply Floating Theatres or Floating Operas, and there was a great surge of activity on the rivers especially during the 1840s and 1850s. There had been attempts in the East prior to 1831 to mount family-type theatrical productions on various kinds of river craft, even, with moderate success, on canal boats.

Showboats (which were typically large, two-deck structures on barges, fitted up with dressing rooms and auditorium and stage, and pushed by steam towboats) were, in the words of author Philip Graham, a "...genuine folk institution" which "...did much to relieve the social and cultural starvation on the river frontier." They brought to the residents of hundreds of river towns, in the years before small-town opera houses were common, entertainment, usually quite good, which combined legitimate drama and professional acting with minstrels and the ever-popular melodrama. Often the theatrical presentations were combined with special exhibits, mu-



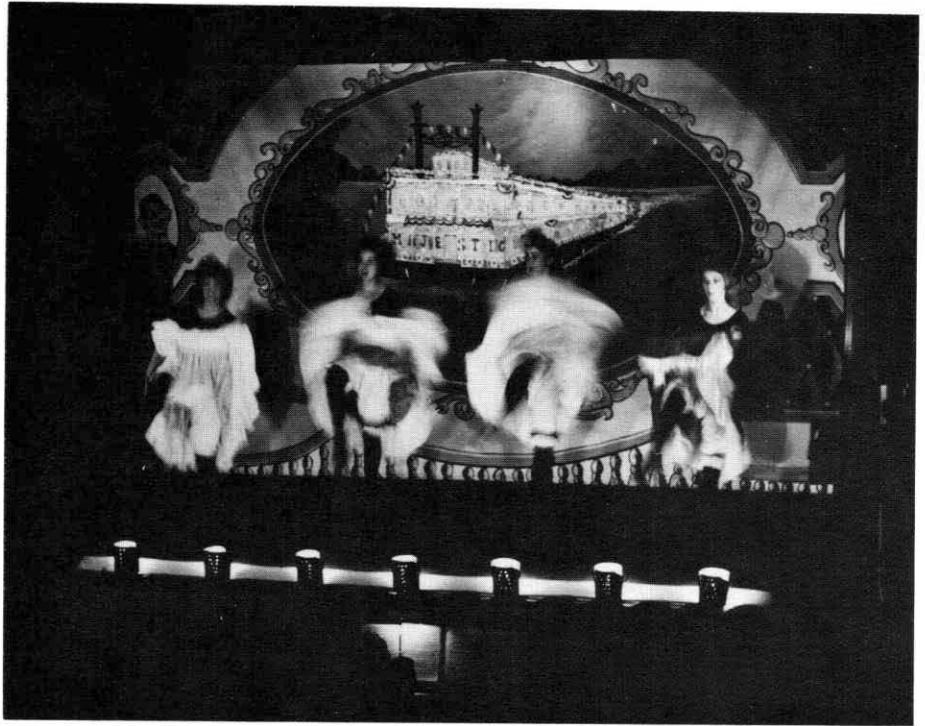
seums, and other harmless entertainments, including sometimes not-so-harmless sale of patent medicines.

Following a decline in activity during the Civil War years, showboat popularity increased once again during the two decades from 1880 to 1900. And after 1900, huge boats and extravagant shows were the order of the day. The steam calliope became the symbol of the showboat, and vaudeville and Broadway hits were adapted to the limitations of the showboat stage. As late as 1910, there were 26 boats plying the Mississippi System; and even in 1939, when the war was near, two boats, the DIXIE QUEEN, and the fifth COTTON BLOSSOM, were actually built and put into service.

With romantic names like BANJO, NEW SENSATION, and PRINCESS, the showboat during its lifetime was an important, and necessary, feature of life to thousands upon thousands of river town citizens. Among the revered names in the history of the era were French, Price, Eisenbarth, Emerson, Menke, and the famous Bryants. Many of the showboat operations were family affairs.

The gradual decline of showboating was inevitable. The automobile, expanding legitimate theatre, and especially the motion picture spelled their doom.

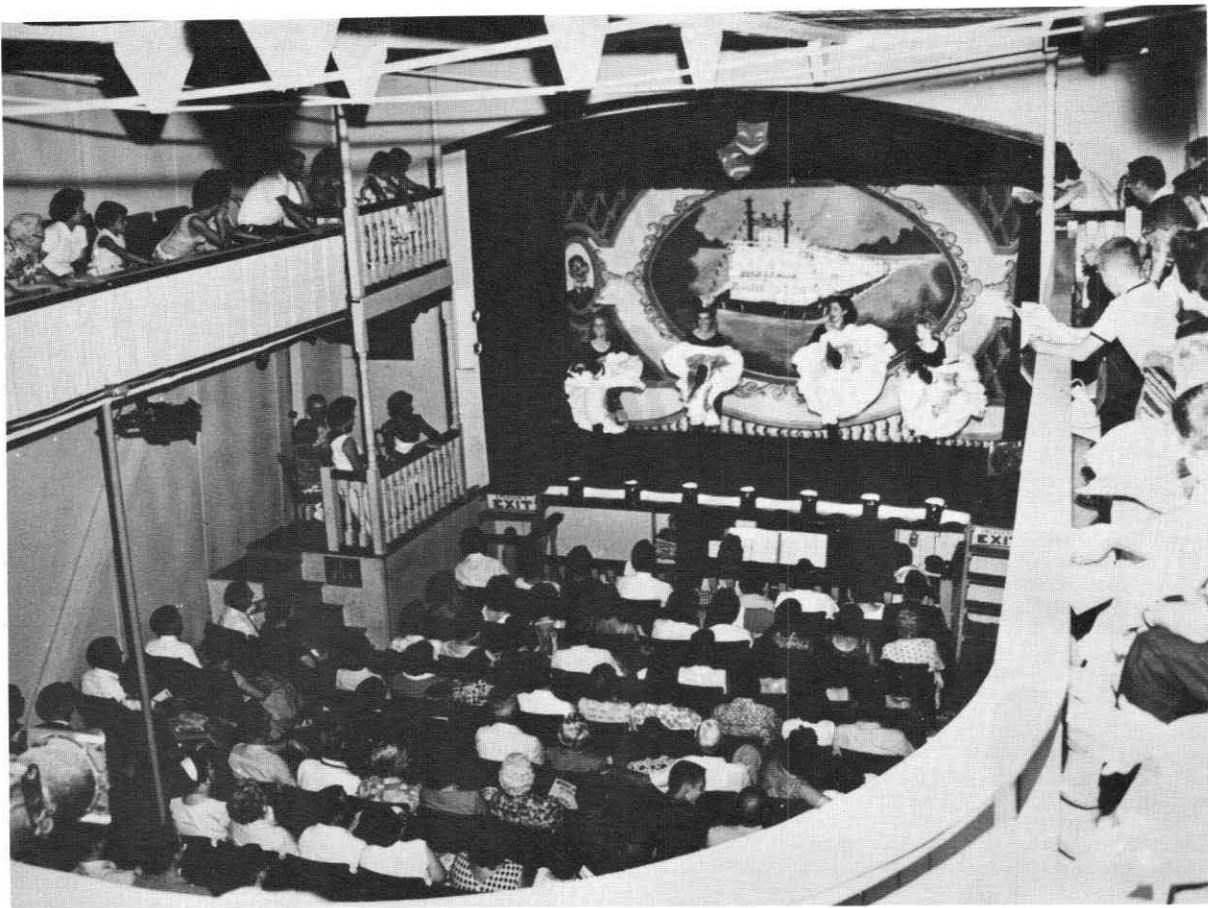
Two of the old-timers still exist; one at Cincinnati and the other at St. Louis. They do not migrate from town to town. The



MAJESTIC at Cincinnati, originally built by Capt. Billy Bryant, is now operated by the University of Cincinnati Mimmers Guild, the productions mounted by students and alumni. The GOLDEN ROD at St. Louis, formerly a Menke showboat, attracts tourists.

The photographs on pages 11-13 were taken 1960-1965 when the showboat MAJESTIC was owned and operated by Indiana University, Bloomington, Ind. Very few such intimate glimpses of showboat interiors were taken during the heydays.





The kind, good lady who urged, guided, and assisted in locating the original S&D River Museum at Marietta in 1941 was Edith S. Reiter. For twenty-five years she was the curator of Campus Martius Museum. Many of our modern S&D's don't remember Edith, not to be wondered at. She retired in 1959. She and her husband---everybody called him Jake--his real name was Benjamin Franklin Reiter----looked upon the River Museum as their pride and joy. One of the big events of their lifetimes, as well as for many of the rest of us, was helping bring down the W. P. SNYDER, JR. in 1955. Jake and Edith lived comfortably at 311 Washington Street, and then Jake died in 1968. Edith took it pretty hard but kept plugging, and wrote a brilliant series of historical articles for the Columbus (Ohio) Citizen-Journal. She did this plagued with the damnable infirmities which are the lot of senior citizens. On Monday, March 31, 1975 a telephone call came from Catherine Remley to tell us that Edith Reiter had died that morning at the Marietta Memorial Hospital, aged 87.

Mrs. Reiter was born May 31, 1887, in Marietta, and her parents were Howard and Annette Glines Stanley. She married Jake on November 29, 1910. They were blessed with two daughters, Alice and Annette. Edith harbored a well-developed flair for regional history which resulted in her selection by the Ohio Historical and Archaeological Society (as it then was titled) to head up Campus Martius. Many priceless heirlooms from Marietta's first families, thanks to her zeal, were acquired and displayed. She knew by heart the name of the donor and the story of every teaspoon and candlestick in the glass cases. To her the story of Marietta was part of living, and not only did she watchdog the collection, but she was the personal friend of most of the town's better people, sons and daughters of the original pioneers, most of whom have preceded her in death.

Death was a blessing for Edith; Jake had to give up his backyard garden and then died; then daughter Alice died, and it was time. During these last years daughter Mrs. Annette Brashear looked after her mother until the end. There are two grandchildren and four great-grandchildren. Following services at the Cawley Funeral Home she was buried in Oak Grove Cemetery. The family suggested that contributions be sent to the First Congregational Church.

The Chickering grand piano used on the J. M. WHITE still exists. This revelation comes to us in a letter from Howard B. Peabody of Natchez. He says: "Our daughter married a grandson or great grandson of Capt. John W. Tobin, Esmond Phelps II of New Orleans. She now tells me that the family owns the Chickering grand piano from the J. M. WHITE described in the March

'74 issue of S&D REFLECTOR, page 35. It has a keyboard of ivory and mother-of-pearl. I have not seen it, but doubtlessly it has had good care over the years as the Tobin family relatives appreciate its worth."

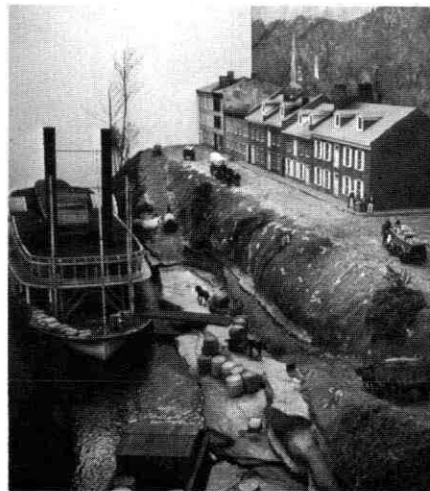
This piano was exhibited at the Centennial Exposition, Philadelphia, in 1876 where it won "a flattering testimonial besides the prize medal."

Let us here raise the editorial eyebrow to remark that we have seen (and in several instances have sat upon) cabin chair used on the J. M. WHITE, notably in St. Louis, Little Rock, Tell City, and New Orleans. There remains hardly any doubt but that the boat was stripped of her finer fittings prior to the fire which destroyed her. We grant the plausibility of the removal of chairs, but that the grand piano was lugged ashore at New Orleans whets our curiosity as to WHY she was stripped.

The Mason County Museum, Maysville, Ky., staged a gala opening on Sunday, April 27th last. It is housed in an attractive brick building at 215 Sutton Street, formerly the public library and dating back to about 1876. The century-old structure was listed in the National Register of Historic Places in 1974. Work has been going forward for the past several years to create several exciting river dioramas, exhibits of photographs and artifacts, a mini-theatre, a genealogical library and an art gallery.

The Museum is operated by the Mason County Library, Historical and Scientific Association, and is open daily, Mondays and holidays excepted. We are indebted to Gerard and Elizabeth Hilferty, Route 2, Pomeroy, O. 45769, for a colorful brochure and an invitation to the opening ceremonies.

By the way, the cover of the brochure depicts in color a clever diorama of the Maysville waterfront and steamboat landing dated, we imagine, about 1845. See below.



Early Maysville  
(see the article above)

Last February Charles B. Hamburg of the Reedsburg (Wis.) Bank was casting about trying to locate a licensed engineer and pilot to operate the sternwheel steamboat APOLLO II at Wisconsin Dells this summer.

This attractive passenger boat was built in 1970 to USCG specs and has new 8" bore by 44" stroke engines driven by a Johnston Bros. J217-3C oil-fired boiler allowed 150 psi. Her hull framed with fir and sided and bottomed with 1½" plywood measures 108 by 22'4" by 4'1". (She is described and pictured in our Sept. '71 issue).

The original builders did a good job but couldn't cut it financially. The bank foreclosed and she's been tied at the shore for some time. Prospective purchasers have explored the idea of taking her elsewhere but have been stymied by her captive location. To get her into the Mississippi System she'd have to be stripped to the hull and trucked to Prairie du Chien.

We now learn that when the Neokoosa Foundry, Neokoosa, Wis. 54457 made the above-described engines, they also made a duplicate set which they will be glad to sell.

Our thanks to Charles D. Bieser, 11720 Edgewater Drive, Cleveland, O. 44107 for portions of the story related here.

The model bug bit Capt. W. S. (Bill) Harmon of Paducah who is with Ingram Barge Co. After three years with tweezers, a magnifying glass, and bits of balsa, he has turned out a creditable model of the packet GLENMORE. Today it reposes in state in the museum of the famed Glenmore Distilleries at Owensboro, Ky. Cap'n Bill and his model were pictured and described in the Feb.-March issue of Ingram News, and our thanks to Bob Drake of the Crouse Corporation, Maysville, Ky. for a copy.

Here is news for Leonard Huber in case he hasn't heard. His book "Advertisements of Lower Mississippi Steamboats," is offered by The Current Company, Bristol, R.I. at \$32.50, only one copy available.

Dr. Hugh D. Claughton tells us that he has bought the excursion boat THE COMMODORE to augment his operations at Nashville, Tenn. He has renamed her CAPTAIN ANN, honoring his license-holding wife. This boat, originally named LADY MIM, was built at Dubuque in 1970 and handles 250 passengers. The other Claughton boat is the BELLE CAROL, much smaller, which will be remembered as the KANAWHA operated at Vicksburg by the late Dr. Walter E. Johnson. Excursions are run daily June through August from the foot of Broadway, Nashville, at 10 a.m., noon, and at 2 and 5:30 p.m. During September and October daily departures are made at 2 p.m. only on Friday, Saturday and Sunday.

## THE NEW NATCHEZ

Her sheer is a parabolic formula.

The NATCHEZ was launched Saturday, March 8, 1975 at 2:20 p.m. at the yard of the Bergeron Machine Shop, Braithwaite, La. A bulletin from her master, Capt. Clarke Hawley, said: "Good news! All went well." On Wednesday, April 2 the new steam sternwheeler had her trial run. A bulletin from her first mate Robert J. Hammett: "Her trials went fine; arrived at the Toulouse Street wharf about 5 p.m. with an elated crew--with this high water she can be seen from Jackson Square and Decatur Street. -Roddy."

On that same day B. Levendis, surveyor for the American Bureau of Shipping, transmitted to his principals in New York a report stating that he considered the vessel "to be seaworthy and fit for intended service" with recommendation that she be classed +AL RIVER FERRY SERVICE AMS.

Now comes the following report from the architect who designed her, Alan L. Bates:

"Cap, the NATCHEZ is really a good one. Capt. Sam Centanni remarked that she handles like a side-wheeler. He ought to know for he brought her into the landing at Toulouse Street on a dead-straight rudder. I was absorbed in learning two things: 1) would she lift her stern around when backing? and 2) would she shove her head into a brisk wind? She did both. She rounds to better than the BELLE OF LOUISVILLE and handles nearly as well when backing. She has ample boiler capacity, maybe double of what's required.

"She may look a little strange to you. She has the QUEEN CITY's high head. She carries two stages like Cooley's AMERICA. The name is painted on a boiler deck bulkhead as a concession to the dock at Toulouse Street. Her stacks are too tall and too close together for my money and they don't have stays or guy wires so they don't rattle properly--I don't see how pilots can steer without guy-wires. The nighthawk has not been made, an economy measure. I have sent them a check to kick off a "Nighthawk Fund" to start toward overcoming this deficiency.

"Her backing ability is due to the proper shape of the hull's stern which is mathematically expanded to the same proportions as the BELLE's. --And as you know, it was Tom Dunbar who designed that one, and he knew how to design a stern rake, alright! Her sheer is pure Howard Ship Yard and Dock Company from a parabolic formula I learned at the knee of Captain Jim. The bow is an amalgam of Alan Bates modified by Clancy Horton. She has very little bow wave and only a small break at the stern quarters, proving that the combined experience of Dunbar, Jim Howard and Clancy Horton can successfully be stolen by a Bates.

"Overall she looks good. Oh, on the trials her condenser refused

to condense for some abstruse reason and we had no rolled oats aboard. She was turning up about 15 rpm, but with proper vacuum she is expected to hit 22. I think they have a 12 mph boat, maybe a little more, after the rings and bearings get worked in."

=Donations for the Nighthawk Fund may be sent to Capt. Clarke Hawley care of New Orleans Steamboat Company, Box 2407, Custom House Sta., New Orleans, La. 70176. -Ed.

Twelve-year-old Kristie Byrne, the daughter of Mr. and Mrs. Tony Byrne, had the honor of christening the new NATCHEZ at a ceremony in New Orleans on April 12th last. Kristie's Daddy is the mayor of Natchez, Miss. She gave a mighty heave and the brightly packaged bottle of champagne drenched a wide area, including Kristie. A throng estimated at 1100 persons witnessed the event.

Capt. Clarke Hawley opened the program at 5 o'clock p.m. at the Toulouse Street wharf. "This is a proud moment for me," he admitted, following three loud blasts from the new steamer's whistle. He introduced Ned Reed, director of the Board of Commissioners, Port of New Orleans.

"We're getting back a bit of nostalgia we've been missing on the river," said Reed, who then introduced Wilbur E. Dow, Jr., the president of the New Orleans Steamboat Company, owners of the NATCHEZ.

Mayor Byrne presented Wilbur Dow with the key to the city, honorary citizenship papers, and a book about Natchez, Miss. There was some good humored bantering about naming the boat NATCHEZ when it had been built in Louisiana, and not in Mississippi.

There was Dixieland music. All of the ladies who came aboard as guests were handed a rose. Many guests asked about the broom conspicuously attached to the jack-staff. It was placed there following the successful trial runs. This broom, we gather, is a taunt to Capt. Ernie Wagner to come win it with the DELTA QUEEN.

Managing editor Alvin Benn of the Natchez "Democrat" reported the christening, which he attended, in his Sunday edition next day hoisted front page top in a five-column box, complete with three pictures. We are indebted to Howard B. Peabody, Natchez, for a copy. This newspaper, printed offset, carries a cut of a side-wheel cotton packet on its mast-head.

Sirs: I went down to New Orleans for the christening of the NATCHEZ. Quite an affair and a wonder of a boat! No time to explain it now. She's a dream--no vibration--they say she handles perfectly--and has she got sheer!

Bert Fenn,  
Box 157,  
Tell City, Ind. 47586

News of the new NATCHEZ would be incomplete without favorable mention of a four-fold brochure issued for distribution in and about New Orleans. It's done on special tinted heavy-stock, one side orange and the other light tan, the printing in brick-red and black. Opened out it becomes a sheet 15½" by 9" the inside of which is a full-spread architect's profile drawing of the completed NATCHEZ detailed even to railings, stack-feathers, roof bell and whistle. Above and below the drawing are detailed ink drawings of steamboat haberdashery, bell, capstan, callopie, etc. with suitable captions provided. The following cruises are advertised:

Luncheon Cruise	11:30--1:30
Afternoon Cruise	2:30--5:00
Dinner Cruise	7:00--9:00
Fares: Adults \$4; children 6-12, \$2; children under 6, free.	
Friday and Saturday only, a Moonlight Cruise 10:00--12:00	
Fares: Adults, \$5; children 6-12, \$2.50; children under 6, free.	

Liberal use is made of old-style type faces in this folder, and one wonders where the printer found them.

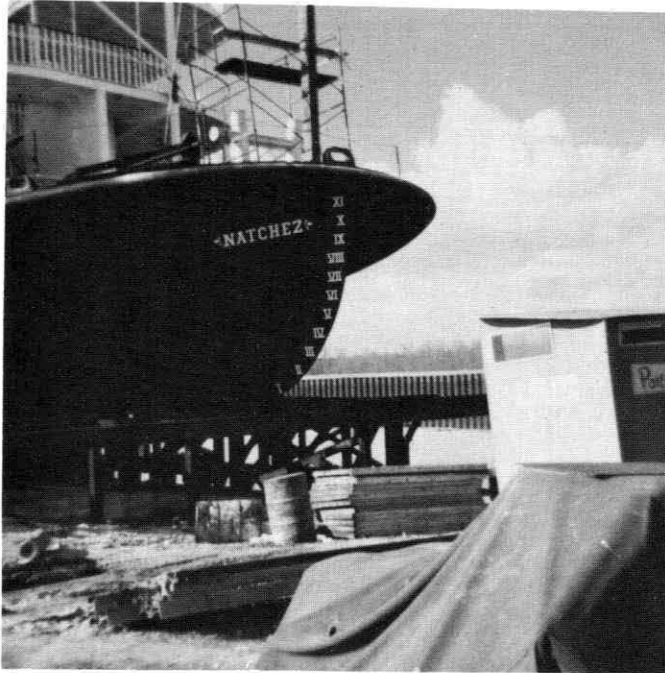
A new director was elected by the Ohio Historical Society last January 17th. Dr. Thomas H. Smith now fills the vacancy left last July by the resignation of Daniel R. Porter. Doctor Smith is a native of Bucyrus, O. and currently is associate professor of history at Marietta College and at the University of Akron. Named co-director of the Society is S&D's good friend Charles C. Pratt who has been the assistant director since 1965.

The Ohio River Museum is to have a replica of an early-day flat-boat. She will measure 56 by 14 and will be fashioned in a manner similar to the originals. Construction is under way along the Muskingum River near the W. P. SNYDER, JR. Contract for construction was awarded to the W. H. Heiby Co., Marietta for a bid of \$56,000. Completion is scheduled for this fall in time for the S&D meeting weekend Sept. 13.

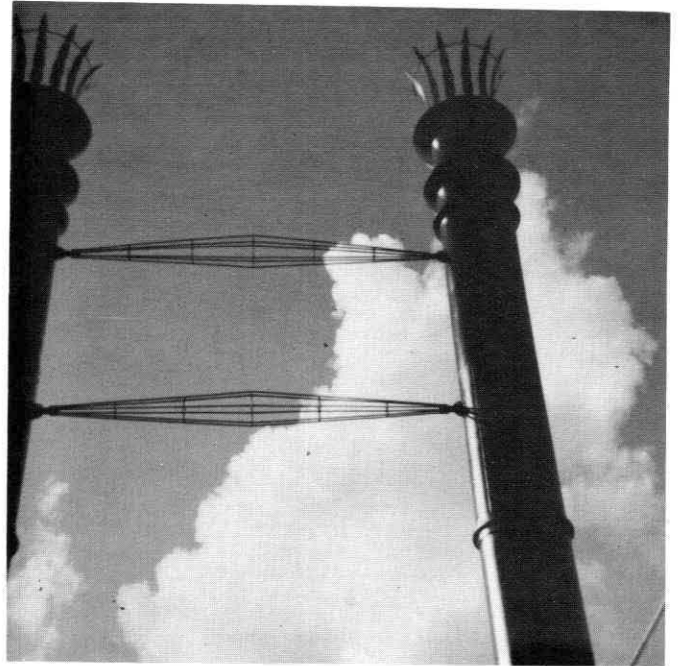
Sirs: Some while back you ran a picture and story of the stern-wheel CITY OF WEST BEND that I helped build at West Bend, Wis. Right now the designer of that boat, Capt. John Lauck, his son, and I are at Waco, Texas building another sternwheeler to be 84 by 24 hull size, and we're keeping her low so's she can clear a number of low bridges. Enclosed is check to enroll my wife Linda and me as S&D members.

James Rintelman,  
Box 240,  
Kewaskum, Wis. 53040

=We admit some curiosity as to how this new boat is to operate at Waco, Tex. on the Brazos River not noted for depth--or is it? -Ed.



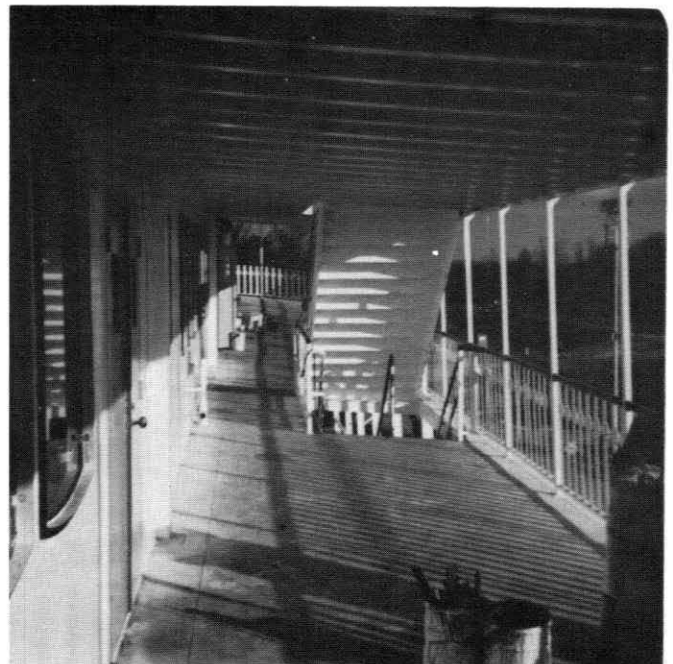
THE BOW of the new NATCHEZ with name and draft marks applied. All four photos on this page were taken by Joseph B. Cook on January 29, 1975, shortly before launching. Interesting here to note that the draft marks are in Roman numerals, while those on the DELTA QUEEN's successor are in figures. The hull of the NATCHEZ is painted black. Only other steamboat with a bow jackstaff and double stages is the JULIA BELLE SWAIN.



THE SKY-PIERCING smokestacks 70 feet high from the waterline are designed almost exactly like those of the sternwheel NATCHEZ built at Jeffersonville in 1891, even to the two ornate spreader-bars. The inspiration to name the new boat NATCHEZ came to Wilbur Dow, Jr. during a luncheon hosted by attorney Tom Wheeler (graduate of University of Louisville) at New Orleans on October 5, 1972. Ye Ed was present at the occasion.

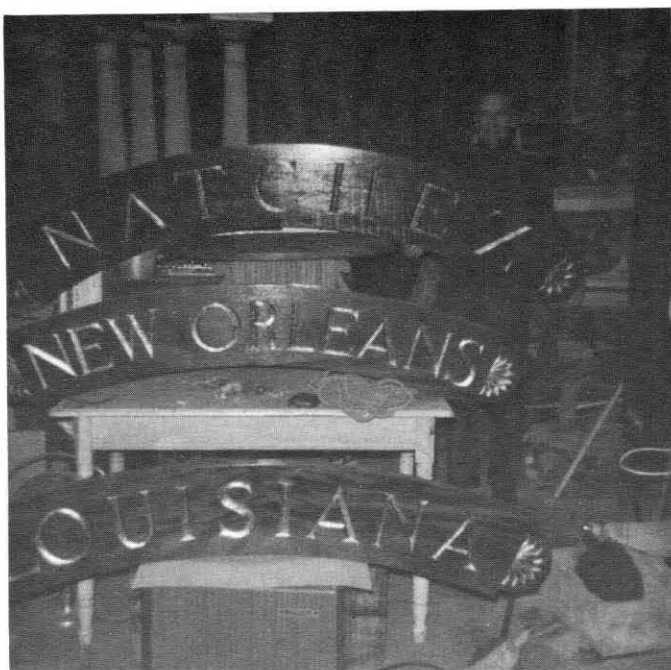


LOOKING FORWARD on the starboard roof with Capt. Clarke Hawley in the foreground. Passenger steamboats with stanchions and railing the full length of the Texas were few. The first one we ever saw with such ostentation was the QUEEN CITY. The JULIA BELLE SWAIN and the BELLE OF LOUISVILLE have the same styling. The sun deck of the DELTA QUEEN has no such protection from weather. Such enclosure dates to brag boats like the J. M. WHITE.

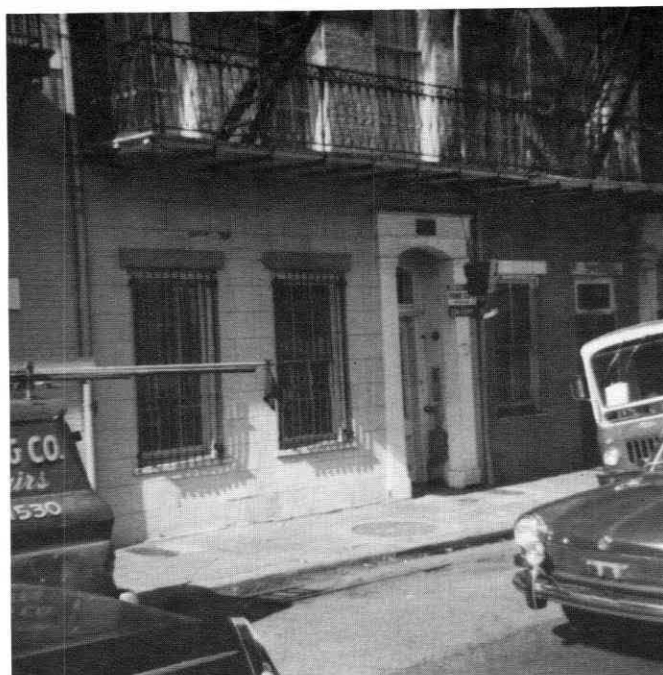


LOOKING FORWARD on the starboard boiler deck guard showing the unusually wide stairs with side and center balustrades leading to the main deck and to the roof. She really looks very steamboaty with her fanciful railings. Many readers were captivated with Roddy Hammett's observation in our last issue, that "passengers will actually feel this graceful design under their feet as they walk about." The paint cans in the foreground are a good touch.

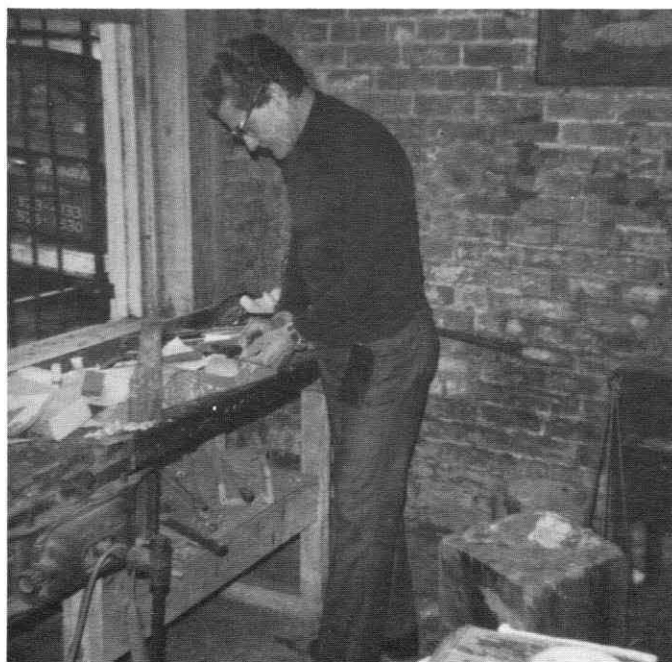




THESE ARE THE HONDURAS mahogany signboards for the steamboat NATCHEZ, photographed in the New Orleans shop where they were built. As Roddy Hammett said in our last issue, NEW ORLEANS is on the starboard side, LOUISIANA on the port, and NATCHEZ is over the main stairway leading from the forecastle to the boiler deck. All four pictures on this page were taken January 29, 1975 by Joseph B. Cook, Charleston, West Va.



THIS IS THE SHOP of Louis R. Otto, Jr. at 327 Dauphine Street, New Orleans. The mahogany signboards were made here. Such decorative nameboards have been part and parcel of Western packets and excursion boats for over a century. The first mention of them we have noticed dates 1879 when the signboards formerly used on the NATCHEZ (the racer) were transferred over to the side-wheel CHARLES MORGAN. The center board, used solo, dates earlier.



LOUIS R. OTTO, JR. in his Dauphine Street shop at New Orleans. His signboards are finished in the natural wood showing the grain. The lettering is tooled in to the wood and then gold-leafed. Gold leaf is sold in packages containing 25 leaves  $3 \frac{3}{8}$  square of 23 karat gold, the leaves incredibly thin and just as incredibly expensive. Shops which handle it usually keep the packages locked in the safe.



PUTTING UP the first pilothouse nameboard on the NATCHEZ. There are three of them, one on each side and one in front. The boards are of Honduras mahogany, 12 feet long, finished natural grain, with gold-leaf letters. It is interesting to note in this picture that the pilothouse windows are quite similar in style to those on the packet OHIO shown elsewhere in this issue. A good name is better than great riches.

Capt. William S. Pollock brings to our attention that in the picture of the towboat JIM WOOD shown on page 27 of our Dec. '74 issue, the center man of the three standing on the guidewall is Capt. Edgar (Joco) Meek. He was mate on the JIM WOOD at the time she was lost at Ohio River Lock 33. In later years "Joco" was roof captain on the E. D. KENNA and OMAR.

Bill Pollock relates that the original picture of the towboat HARMONY saddle-bagged on the bear-trap pier at Ohio River Dam 5, also in the Dec. '74 issue (page 30) was handed to him years ago by a Dr. Trumpeter of Beaver, Pa. who took the picture with an old box camera while he was a boy living at Monaca, Pa.

Naval architect Joseph C. Dobler has favored us with a copy of the paperbound book "Steamboat Days On the Rivers" published by the Oregon Historical Society, 1969. The most of the book is authored by Fred W. Wilson, and the balance by Earle K. Stewart. Many, many pictures of Columbia River boats are excellently reproduced in offset printing. Good views of the T. J. POTTER, BAILEY GATZERT, TELEPHONE and other fabled boats.

The persuasion which led Mr. Dobler to send us the book was the mention in our past two issues of Capt. J. C. Ainsworth originally from Ohio, then on steamboats out of Keokuk, and finally a leading figure in the Columbia River traffic. This book details some of Captain Ainsworth's activities, pictures his steamboat DAISY AINSWORTH, and carries also a handsome portrait of the distinguished gentleman.

We would presume that S&D readers might procure the book by writing Oregon Historical Society, 1230 S. W. Park Ave., Portland, Ore. 97208. The price is not stated.

Sirs: My thanks for the splendid tribute in the March issue for Capt. Gordon Cooper. He and I became fast friends when we both were with Federal Barge. Captain Cooper came to the West Kentucky Coal Co. as general manager of the marine division about a year before the MARK EASTIN was built. He relieved Capt. Noble Gordon who became general manager of the Mid-America Transportation Co.

I was captain on the BABY LERE until West Kentucky Coal was sold to other interests. Gordon Cooper used to come aboard at the Uniontown mines and ride to Paducah. He used to say, "I have to get away from it all and do a little steering." He wasn't kidding anybody; he liked the boat work better than office work. On these occasions he and I had lots of good old Barge Line chats.

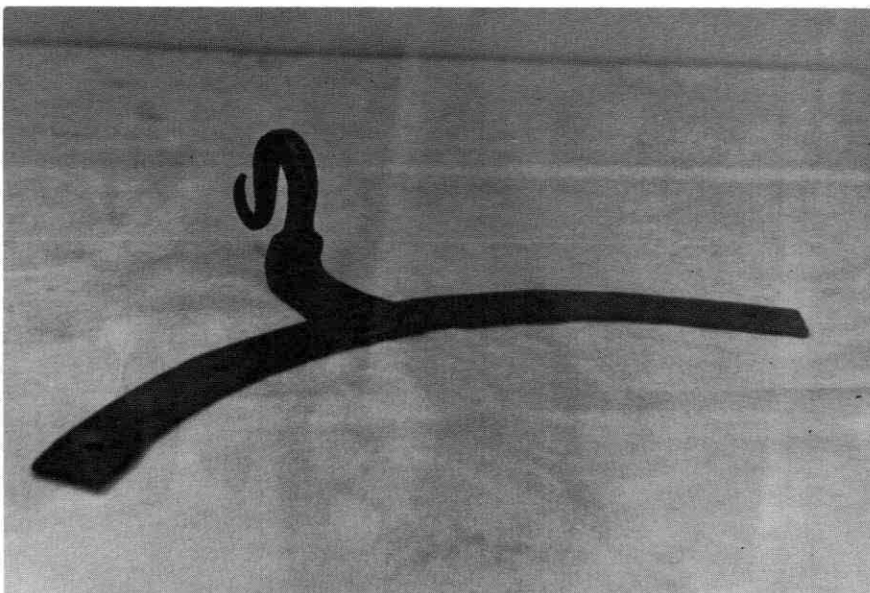
Thanks again to C. W. Stoll for his nice memorial.

Ray E. Prichard,  
Box 50,  
Prescott, Wis. 54021

## what's it



We are favored with a letter from Maia Sornson of the BERTRAND Laboratory with these two pictures enclosed. "I am at a total loss in identifying these objects," she confesses. They turned up during the excavation of the BERTRAND near Omaha, Neb. after having been "sunk" since 1865. As to the above item, Maia says: "This has been tentatively identified as a cleanout door and frame. The frame is 14 1/8" long, 11 1/2" high and 3 1/2" deep, and is quite heavy. The door has a moveable lever on the back side that fitted into the slot at the inside top of the frame. The rod that held the door hinge arms to the frame hinge arms is missing." "A cleanout door is bolted or riveted to the furnace front directly under the boiler-head. If you have a James Rees catalogue you can see five of them on page 40. What stops us cold is the shape of this BERTRAND relic, with its raised top, but maybe this was the style for wood-burners.



Maia says, "I have no idea what this is. Alan Bates thought it might be a hook used to hold the heat shields that probably hung in front of the breeching, but he wasn't sure. The thing is 17 1/2" from arm to arm, 3 3/8" high at the hook, and 1 1/2" wide. "Well, like Alan says, maybe they had heat shields and maybe they didn't. Our hunch is that we're looking at the thing upside down; the strap is bolted overhead, but why-for is it semi-circular in shape? What's your guess? We don't know what it is.



Dance Hall on the CITY OF PROVIDENCE  
 "Under the guise of pleasure outings, these excursion trips were turned into gambling orgies."

#### THE EXPERIENCES OF A REFORMED GAMBLER

**T**HERE COMES to our attention a small book published in 1911 by the Searchlight Press at Cleveland, O. titled "Easy Money" and authored by Harry Brolaski in which Chapter 25 deals with the interesting subject of Gambling On the Mississippi River. And now we quote:-

"A few years ago there were put into commission exclusively for gambling purposes two large Mississippi River steamboats. One was the CITY OF PROVIDENCE and the other was the CORWIN H. SPENCER.

"For years, during the months of traffic on the Mississippi, these big steamers could be seen lying at the wharf on the St. Louis levee.

"I controlled both of the steamers named, and was the moving spirit and promoter in carrying on the awful and nefarious gambling stunts that were pulled off on these boats for several seasons.

"The summer of the St. Louis World's Fair, 1904, was the occasion for securing loads of people on my boats, lured there by cheap excursion rates, a trip on the river and opportunity for gambling at any game.

"The boats were equipped with every known device. There were slot machines so geared as to win 80% of the money of the players;

cologne joints, bird cage, squeeze spindle, eight-dice cloth, shell game count down, crap game, faro bank, roulette wheel, keno and poker games; every one conducted dishonestly and fixed to rob the players.

"My boats were run under the semblance of excursion trips, but the real purpose of their operation was to pack them with men, women and children, and then entice them to play in the various gambling games that were presented to them. Under the guise of pleasure outings, the excursion trips of these boats were turned into gambling orgies. Daily, including Sundays, and nightly, people were lured to the boats by fares that would scarcely pay for the cost of printing the tickets. That everyone might be privileged to bet, sums were accepted as low as ten cents.

"The municipal authorities of St. Louis, the Missouri state authorities, and the United States officers, attempted on various occasions to stop the gambling games on my boats, but without avail. I successfully defied the whole combination.

"During the summer of the St. Louis World's Fair a river steamer, named the MARK TWAIN in honor of Missouri's distinguished son, was equipped with a battery, and was sent forth to arrest the operators of the gambling games on

my boats, and to stop the games. But in vain. My boats went out as usual, and gambling was carried on without molestation.

"One of the tactics tried by the public authorities was to put a number of police officers on one of my boats in disguise. After having steamed out into the river, and as the gambling games were in full blast, these officers attempted to make arrests. Being out of the jurisdiction of the State of Missouri, I had the officers seized, ran my boat ashore, and threw them off into the mud. In order to evade the seizure of the gambling paraphernalia, all of the devices were taken off of the boat before landing at the wharf, put on a tug, and carried to the Illinois shore, and there kept until the next excursion, and again put on the boat in mid-stream.

"Alas for this awful life! It had its tragic end. The summer of 1905 had passed. The CORWIN H. SPENCER lay at the St. Louis levee and was being thoroughly renovated preparatory to taking her to New Orleans, and there running gambling excursions on the river.

"It was on October 12, 1905, at four o'clock in the afternoon. A number of men were working in the hold. I was there superintending the last touches of the work.

"Suddenly there was a cry of 'Fire!' and flames burst forth

from the deckroom amidship. A quantity of varnish and paint was there, which gave speed to the devouring flames.

"The alarm was given to the men working in the hold. It seemed for the instant that they would be destroyed by the rapidly spreading flames. I stood by directing and assisting their escape. As the last man came out, the upper part of the steamer gave way, and while attempting to escape I was caught beneath the timbers. It seemed that my end had come. The weight held me fast, and the heat was singeing my clothes, when the boat's watchman, Fred Hammerley, and a Negro deckhand, known as 'Dutch Frank,' sprang to my rescue, tore away the timbers that bore me down, and carried me safe to shore.

"In less than a half hour my

beautiful boat had burned to the water's edge, a total loss.

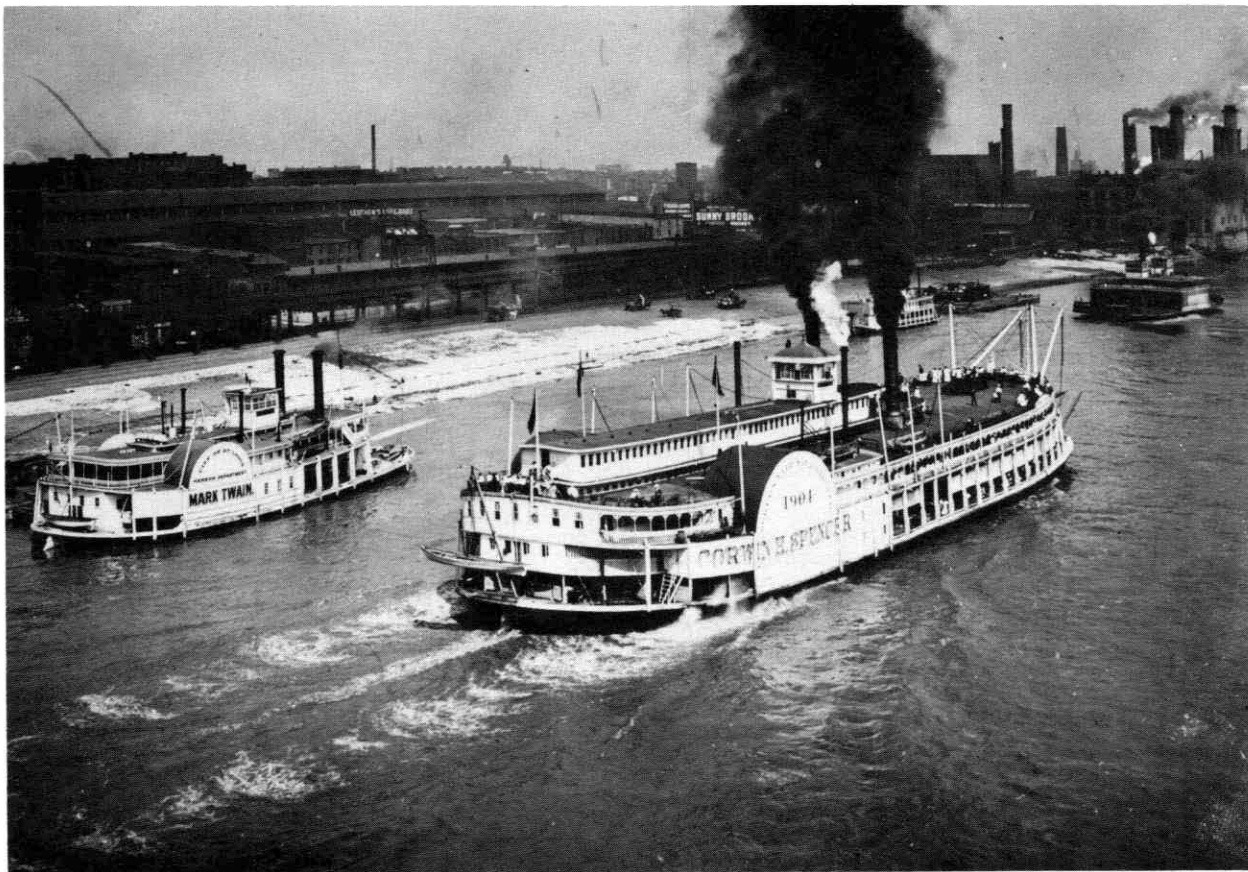
"The summer of 1907 was the last that I operated either of my boats in the gambling business. During the winter of 1909-1910 the CITY OF PROVIDENCE was laid up at the St. Louis levee. In March, 1910, when the ice broke, the boat was totally destroyed.

"I made one memorable trip with the CORWIN H. SPENCER. When John Hay was U.S. Secretary of State he visited in St. Louis during the World's Fair there. He and my father, Capt. H. W. Brolaski, were old friends. Mr. Hay expressed a desire to make a trip on the Mississippi, and especially to have the experience of passing under the Merchants' bridge, which he had never seen before. He had not been on the Mississippi since he had written 'Jim Bludso and the

Prairie Belle.'

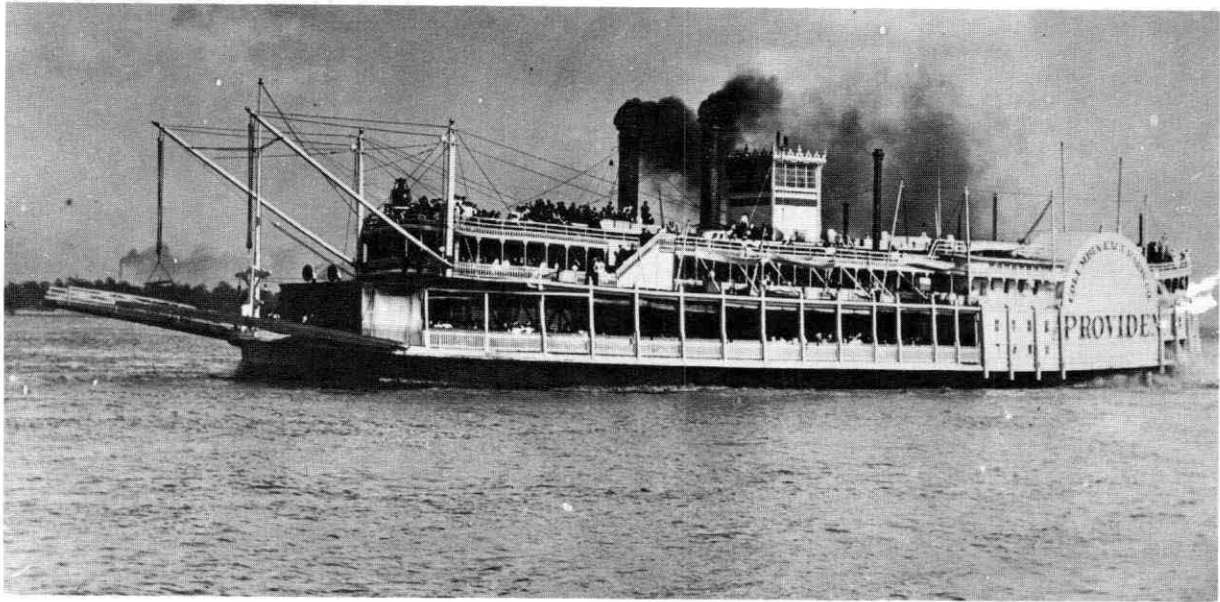
"The river was in flood, and in passing under the Merchants' bridge the stacks struck and tumbled down. Nevertheless I ran the boat up the river a mile, turned back and went to Jefferson Barracks, and then returned to the foot of Olive Street. During this trip a lunch was served, and among those at the table were Secretary Hay, Marshall Field, Corwin H. Spencer and my father. Of this group my father was the eldest; as these lines are written he still survives; the other three have passed to their final rewards."

=Capt. Harry W. Brolaski died at Pasadena, Calif. in Oct. 1921 survived by his wife, son (the author of the above), and a daughter. -Ed.



**H**ERE WE SEE the CORWIN H. SPENCER on one of her excursions in the St. Louis harbor. Harry Brolaski says he was the moving spirit and promoter in carrying on "the awful and nefarious" gambling stunts aboard. The date on her paddlebox is 1904 and lettered on the semi-circular portion are the words:-WORLD'S FAIR NAVIGATION CO. Brolaski excused himself by observing that no gambling house was ever run on the square, except Monte Carlo. The SPENCER was the largest excursion boat based at St. Louis in the 19th century. She was not surpassed until the ADMIRAL came along. Her

wood hull measured 327 by 44. She started out in life as the Anchor Line's CITY OF MONROE built at Jeff in 1887 which, after being badly mauled in a tornado at St. Louis, was rebuilt and lengthened at Madison, Ind. in 1897 to become Anchor Line's HILL CITY. As a St. Louis-New Orleans packet she was in continual litigation under several ownerships and wound up as Brolaski's dishonest lady. Off to the left in the picture is the St. Louis harbor boat MARK TWAIN which, according to Harry Brolaski, sallied forth one day to restore law and order to the St. Louis harbor, and did not succeed.



**T**HIS EXCELLENT PICTURE of the excursion side-wheeler CITY OF PROVIDENCE came from the collection of the Missouri Historical Society thanks to Ruth Ferris. It was taken about 1908, when she was owned by the Columbia Excursion Co. During her days as an Anchor Line packet she had a texas and much higher stacks. She was Howard-built at Jeffersonville, Ind. in 1880 on a wood hull 273.7 by 44.5. After she was crushed by

ice in 1910 (see Harry Brolaski's account) the whistle was rescued and found its way to the sternwheel excursion steamer WASHINGTON, so it is undoubtedly remembered by many S&D'rs. The purpose of the huge box-like affair on the fore-castle has often intrigued us, but we can't figure what it was used for; note the two air funnels on its roof. This may be the last photograph taken of an Anchor Line steambot.

The Inland Waterways Insurance Association is a pool arrangement for insuring river hull and cargo risks. Currently it has six members; the two Aetnas, Chubb & Son, the Fund, St. Paul and Insurance Company of North America. Its affairs are managed by Neare, Gibbs & Company, Cincinnati.

The largest single vessel now insured is the barge CHROMALLOY I for \$4,500,000. The largest overall risk is Midland Enterprises, a subsidiary of Eastern Gas & Fuel and which includes The Ohio River Company, Chotin Transportation and Red Circle. The oldest continuous risk on the books has been the O. F. Shearer operations beginning on the Kentucky River years ago.

The largest single loss incurred by IWIA was caused by Hurricane Betsy in September 1965. Barges were swept upriver and strewn over a 20-mile area around New Orleans. The final net pay out by IWIA was \$1,899,332.13. The largest single vessel loss was the burning of the diesel towboat A. D. HAYNES II on the Mississippi near Rosedale on May 8, 1956, which cost \$1,000,000 to settle.

One of the more spectacular losses was the burning of the excursion side-wheeler ISLAND QUEEN at Pittsburgh in September 1947. Twenty-eight persons were killed, sixteen injured, and the explosion preceding the fire was estimated to have caused damage to shore property in excess of \$6,000,000. While the \$400,000 hull loss was paid off within five days, many

weeks were to pass before the liability was limited to the value of the hull for property damage.

IWIA was formed December 17, 1928 with seventeen subscribers and a capacity of \$300,000 on any one vessel. There never have been more than seventeen, nor have there been fewer than the present six subscribers.

For the above we are indebted to Philip J. McCarroll, manager of INA's Pittsburgh office. The substance of the above was related in the February issue of "Currents," house organ of the Marine & Aviation Department of INA.

Curiosity killed a cat, so Woody Rutter and your editor visited in Beaver, Pa. on March 29th last, bringing with us the picture of the steamer BEAVER shown in our last issue. We maneuvered here and there attempting to locate ourselves on the exact spot where the original daguerreotypist had set up his tripod to expose his plate c. 1852-1853. Without any doubt at all the picture was made at Beaver, not far below the mouth of the Beaver River. The hill in the background and the prominent point in the distance matched perfectly. The easy slope, or grade, in the picture's foreground is no longer there. Either it was "drowned" when the Montgomery pool was created, or else the area was earth-filled to a higher elevation; maybe a bit of both.

Sirs: Thanks to the tip in the March issue I visited the Smithsonian and saw the J. M. WHITE model exhibited there. I can't get over what a superb model it is. We all owe a debt to the builders for this masterpiece, and for making it available to the public. While I was there many, many people were taking pictures of it.

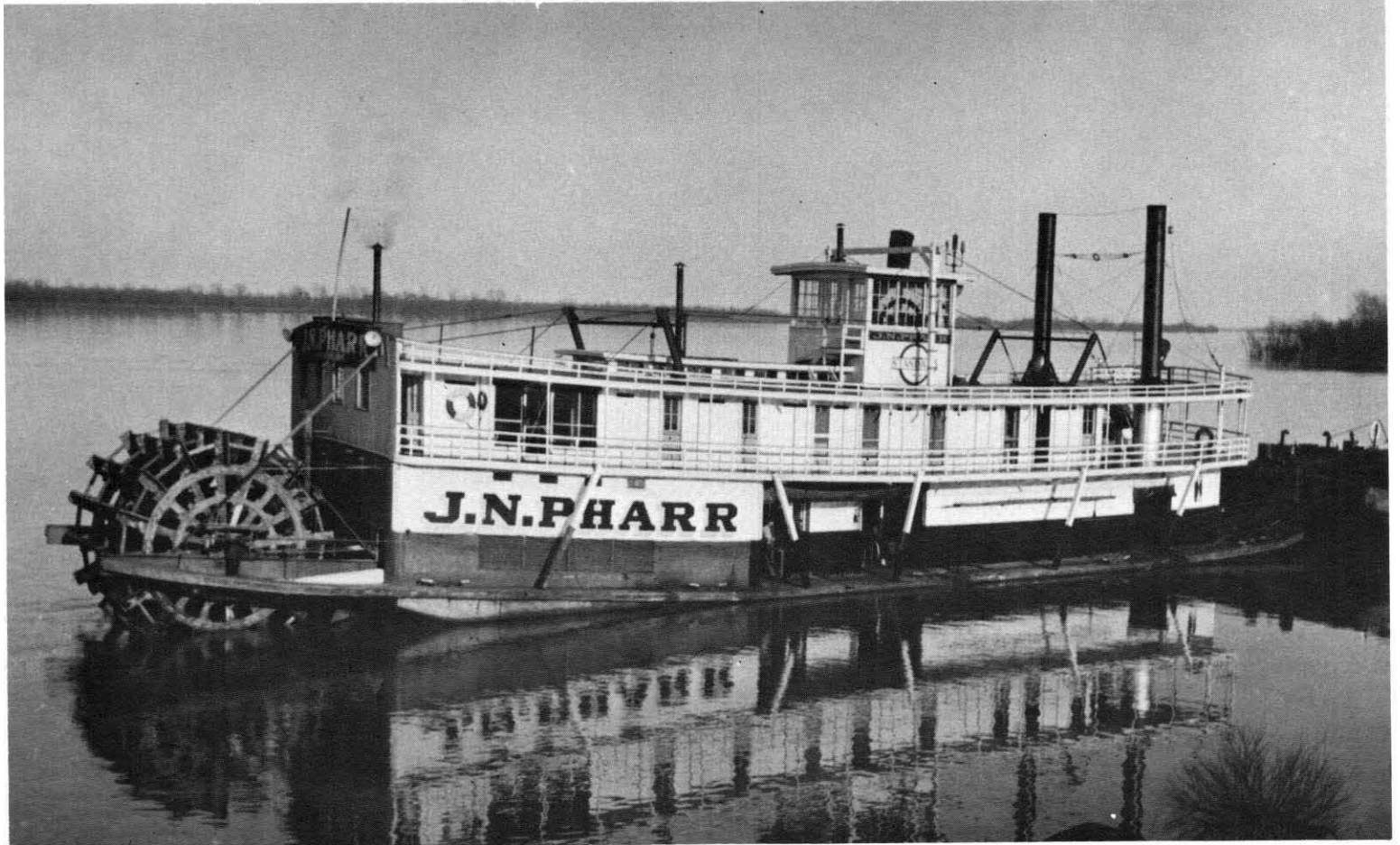
R. L. Miller,  
729 Hazelhurst,  
Keokuk, Iowa 52632

Jessie Hoyt, 1755 Wyandotte Rd., Columbus, O. 43212, has favored us with an illustrated article which appeared in the Columbus Dispatch Magazine, March 2, 1975. It's a story of the side-wheel BOSTONA, one of the "railroad" packets connecting Huntington and Cincinnati before the C&O opened business to the latter city. James A. Wallen is the author, now retired, best friend of the river at Huntington, West Va. Jim says in his story that the BOSTONA was advertised when new in 1879 in Cincinnati papers as connecting "with passenger trains for all points in Kanawha Valley, White Sulphur Springs, Richmond, Norfolk, Baltimore, Washington, New York, Charleston, S.C., Savannah, Augusta, and all points East and Southwest." Tickets were sold at the company's office in the Gibson House, 171 Walnut Street, Cincinnati.

In our March '72 issue we ran a photograph, some drawings and a story about a private sternwheel "sportsmen's" yacht named FORTUNA. She was built in Chicago in 1902 with a steel hull and her owners steamed her up to Green Bay, then through the Fox and Wisconsin to

the Mississippi, and out to New Orleans and Mobile. These adventures, plus a hurricane at the latter port, traced her into 1907. The last we heard of her she had been sold at Mobile and was on her way to Jamestown, Va. Query: Did she get there?

We still don't know the answer to that one. But now Herschel W. Burford comes up with some clues. He looked into the Lists of Merchant Vessels for the years 1912 and 1914. In both she is registered out of the port of Philadelphia, Pa.



**T**HIS IS THE J. N. PHARR which capsized in a windstorm between Ohio River Lock 52 and Paducah drowning Capt. J. Warren Kouns, 58, her pilot, and four black crew members. She was upbound at the time, on Tuesday, June 30, 1936.

Among those on board at the time were Capt. Jos. Chotin, master; Scott Chotin, pilot; Jules Olano, pilot; Henry Watkins, chief engineer; Joe Herbert, second engineer; and A. C. Clarke of the Standard Oil Company of Louisiana.

She was raised and dismantled. Her steel hull, 108.2 by 26 by 4.4, built by the Nashville Bridge Co. in 1923, was used again in building the diesel sternwheeler IRVIN S. COBB at Paducah in 1940. In the first edition of Inland River Record (1945) the COBB is noticed as "the most powerful sternwheel diesel towboat on the inland rivers," a distinction she retained through each successive edition of the Record until she burned in 1950. She is rated 650 hp. supplied from a National Superior diesel.

But the windstorm and two fires didn't end up the Nashville-built steel hull which started out in 1923 under the J. N. PHARR. It was sold to the Poplar Ridge Coal Company in St. Louis. Here we lose the thread, but maybe somebody knows what happened after that time.

The above picture was handed to us by Jerry Sutphin, to whom our thanks. Our surmise is that it dates about 1935 when Capt. Joe Chotin was towing Standard products up the Cumberland River. She

has the Standard insignia on her pilothouse. Capt. Joe Chotin used her about everywhere. He towed for the Lone Star Cement Company on the Tombigbee River from a quarry at Jackson, Ala. to Mobile. Later he took the PHARR to the Ouachita River and towed sugar, etc. high as Camden. Then he towed equipment along the Gulf coast when the Intracoastal Waterway was being built. It was after all of this that Capt. Chotin linked up with Standard to deliver product to Nashville.

In earlier days Capt. Joe Chotin had another J. N. PHARR, a wood hull steam towboat built at Berwick, La. in 1905, originally named B. A. BOYCE. He sold her to Tampico, Mexico in March, 1920 and she was safely delivered across the Gulf only to sink on the Panuco the next year.

After the second PHARR capsized, Capt. Joe went to Alton Slough and bought the U.S. Engineer towboat GUYANDOT. He brought his son Scott along to help pilot her south, and no more had Scott gotten back to New Orleans when he married Patricia Carter. The boat was renamed C. S. WILLIAMS, honoring an official of the F. B. Williams Lumber Co. of Patterson, La. Your editor came up the Mississippi in 1971 aboard the DQ in company with, among others, Gen. L. Kemper Williams of New Orleans, son of F. B. Williams. General Williams, veteran of both World Wars, in his earlier years was well acquainted with Marie Elise Whitney who married W. P. Snyder, Jr. of Sewickley. So, in a way, this tale has come full circle.

# OHIO

## *A Retrospective View*

**J**ERRY DEVOL has presented us with a booklet gotten up to announce the steamer OHIO on a Mardi Gras Cruise, Pittsburgh to New Orleans and return, in 1915. It's a 12-page job 6" by 9" done on white slickstock with green ink and has a cover also in green. Contained in it are six or eight cuts showing Mardi Gras floats and costumed revelers, a view of the OHIO's cabin---which is NOT the OHIO's cabin---and conspicuously omitted is any picture of the OHIO at all. You'd think anybody getting serious about spending three weeks and anywhere from \$70 to \$100 including meals and berth would be curious to know what the boat looks like, but not a chance. The fraud cabin view is that of the JOE FOWLER, her name on the aft skylight bulkhead scratched off the cut.

I remember that Mardi Gras trip and saw the OHIO go by Sewickley downbound on that smoggy, slushy

miasmatic evening of Wednesday, February 3, 1915. She was an attractive-looking sternwheeler with a wooden hull 199.2 by 33.4. She had 42 cabin staterooms and her texas had been elongated forward with a glass-enclosed observation parlor, a distinction which set her apart from all other packets I knew about in that day and time.

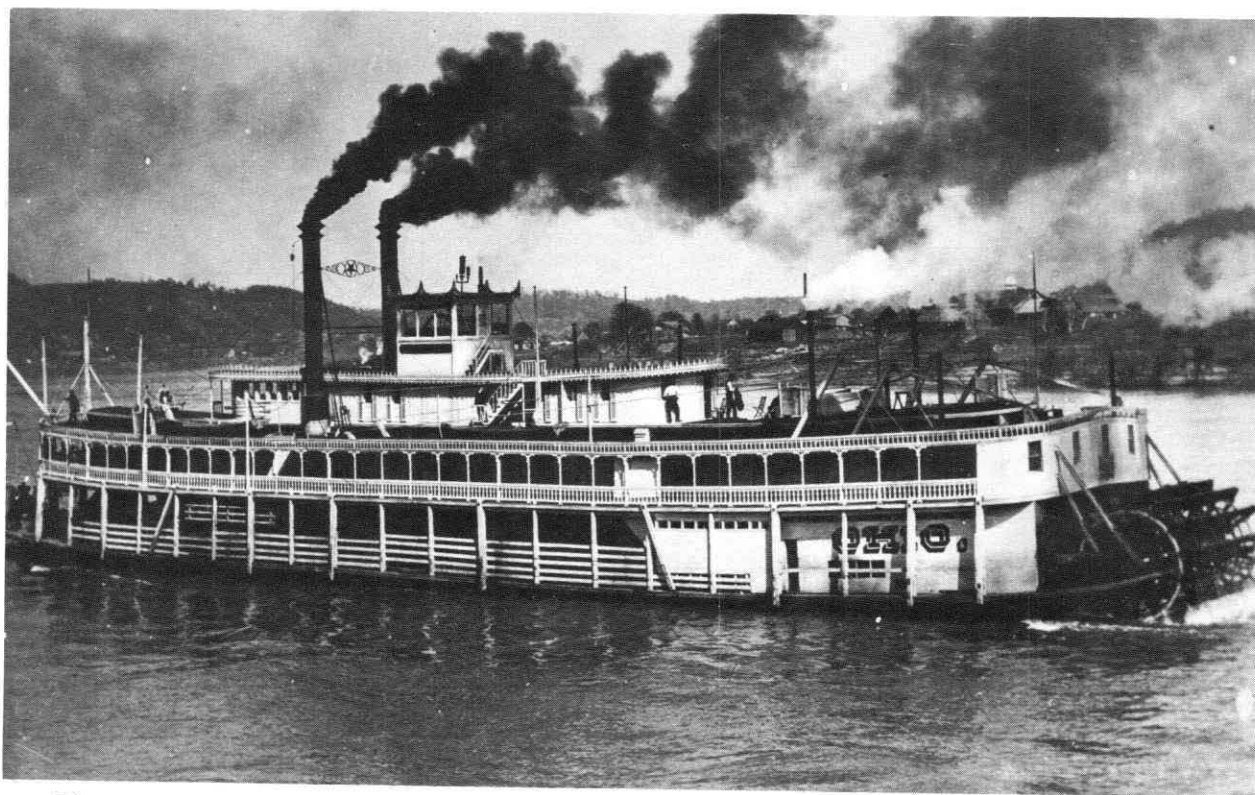
Such architectural adornment did not alter the fact that the OHIO was no gee-whiz for speed; quite the reverse she was about the slowest boat on the rivers. The reason is easy to understand. She had but two boilers and her paddlewheel was turned by tandem compound non-condensing Marietta Mfg. Co. engines 12" and 22" dia. by 4½ ft. stroke. The firemen waged a continual battle trying to keep steam on her, and when she popped her safety valve it was an event.

There was a time when one of her owners, Capt. Ben S. Pope, considered installing two airplane propellers run by steam turbines on the aft end of her hurricane roof to help her along, but was quick to add that the stern paddlewheel would be retained. One of her pilots, Dayton Randolph, advocated that the propellers belonged on the front end, not the rear, and would be much more useful to blow away fog as the boat proceeded. Ben Pope said he'd never heard of such a crazy scheme as that one, so Dayton reminded him that the

HURRONICO had four steam-driven propellers out forward on the hurricane roof, and they blew the fog to smithereens. The machinery running those windmills, he said, made such an infernal racket that the passengers couldn't sleep, and so she lost a lot of patronage by using them. Although Ben Pope talked about propellers for the OHIO, to help her along, he never put them on her. He did try several novel schemes to improve the furnace draft, of which more anon.

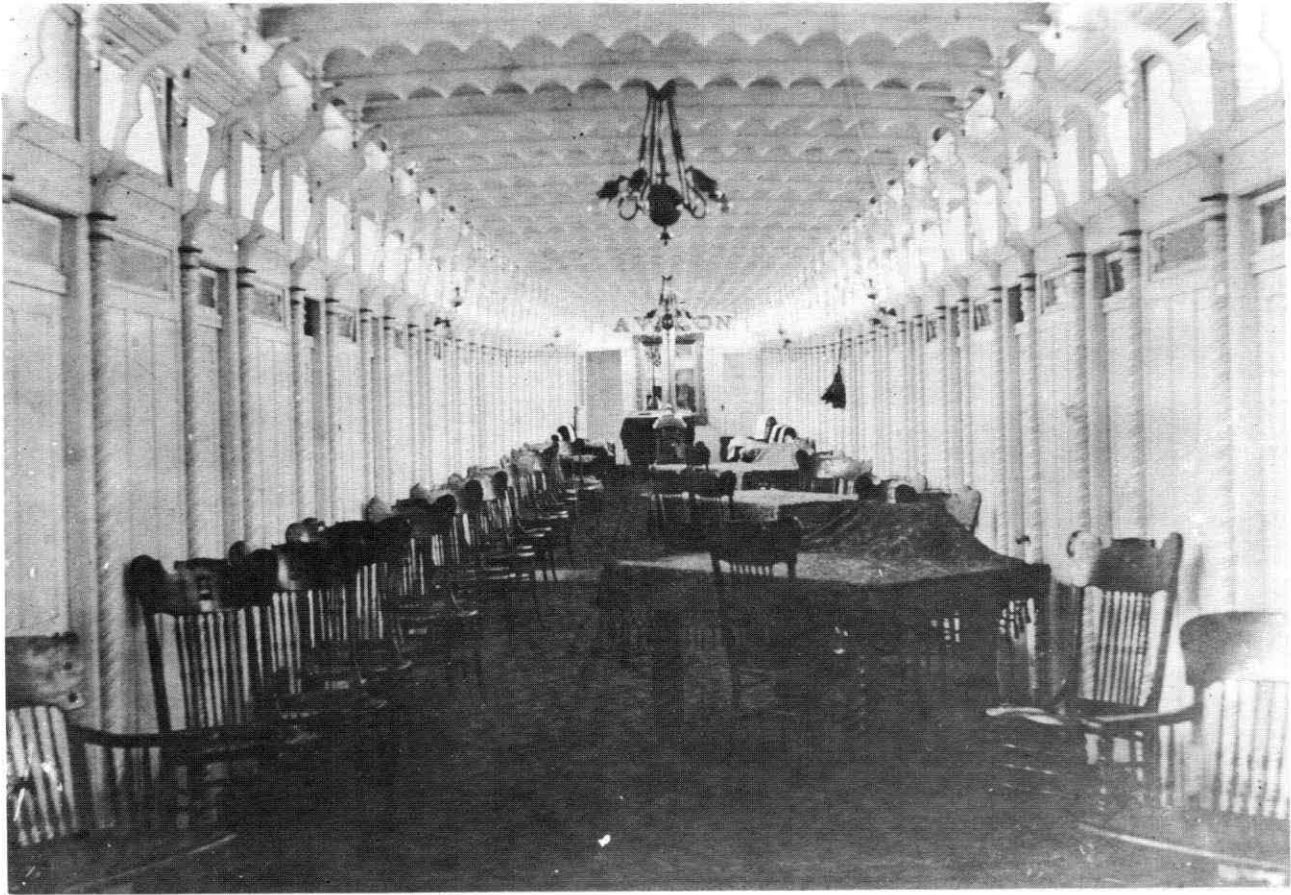
Starting in 1909 the OHIO was the regular "independent" packet departing Pittsburgh every Friday at 4 p.m. for Cincinnati. Sometimes she did make it to Cincinnati and other times she was turned back at Huntington or Portsmouth to keep her schedule. She had many virtues to offset her slowness, chief among them that she floated on top of the water and not in it, or nearly so, and was out running even when the LORENA and the KANAWHA were stuck on sand bars or were prudently retired during such Sahara situations more common than not those days before locks and dams. A popular song of the time went: "And all the pikes and cats/had to be acrobats/They stood on their heads to wet their gills/ In the good old steamboat days."

She was "independent" in the sense that she was running in competition to the boats of the ven-



**P**ICTURED AT POMEROY, O., the photograph taken by the Feiger Studio, made available through the kindness of J. Wallace Weaver, Jr. of Racine, O. The OHIO covered considerable geography in her time; she was known from Pittsburgh to New Orleans, and once was up the Monongahela to McKeesport. In her earlier days, named AVALON, she ran

out of Chattanooga. Perhaps you can notice in this view that her pilothouse windows were not multi-paned; each sash held one large pane of double-strength window glass. She was hand-steered--never had a steam rig added. Another novelty was the stairway leading up the port side of the texas to the pilothouse--set rather far aft.



**T**HE CABIN of the steamer OHIO, taken on the Tennessee River before she was renamed (you probably can make out AVALON on the stern skylight bulkhead). This view was presented to us by Capt. Fred Hornbrook who was associated with the Chattanooga op-

erations. The turned columns at the state-room doors are something of a novelty, made in the shape of rope. We've often wondered whether these, and the overhead brackets, were made in Clarington--seems unlikely.

erable Pittsburgh & Cincinnati Packet Line, a close-knit corporation which for years had successfully fended off competitors and had monopolized the Cincinnati trade. Until the OHIO came along in 1909.

**T**HE P&C LINE had not adapted to changing times and took the consequences. They ran two luxurious, extravagant sternwheelers, the QUEEN CITY and the VIRGINIA, both built in the 1890s to handle enormous tonnages of Pittsburgh iron and steel, and hence unusually deep of draft. This traffic had vanished, no thanks to the railroads, so P&C bumped along financially, and the boats physically. Sometimes these two were laid up six months a year. But the OHIO on a real wet night could go right up town in Sistersville and make store-door deliveries; well, almost. She seldom laid up.

There were other reasons, too, why the OHIO wedged in the trade so successfully. Her owners, Ben Pope and Martin F. Noll, both were dabblers in oil wells and both were natives of the "oil boom" region and knew everybody. The OHIO did a great commerce in oil well rig materials, particularly in the area of peak activity, from

Sistersville on down the Ohio to Pomeroy. She carried such odd items as sucker rods, yarned rope, drills, bits, jars, cleavices, hooks, chain tongs and wrenches, torpedo tubes, bailers, casing, and all such as that. One time in May 1909 she went up the Monongahela River to the National Tube Company's plant at McKeesport and loaded out with 25 tons of oil well casing. Frank Gilmore was the pilot who took her up and back and she just cleared the Smithfield Street bridge by inches even with her stacks down and the gingerbread off her pilothouse roof.

Martin F. Noll lived in Marietta where he had a pretty fancy old-timey home. He was one of the incorporators of the Marietta-Williamstown bridge over the Ohio in 1903 (see Dec. '74 issue, page 26) and by 1909 he not only owned in the steamer OHIO but also had acquired control, along with Capt. William E. Roe (a Williamstown neighbor) in the Monongahela River packets. These side-wheelers, the COLUMBIA and I. C. WOODWARD, operated from the M&O wharfboat at Pittsburgh, in the Monongahela River at the foot of Smithfield Street. Captain Roe's KANAWHA belonged to the same household. The OHIO joined in this family depart-

ing every Friday at 4 p.m., "the only packet on the Ohio River having an observation room for passengers; write or phone John M. Deem, agent, Court 1604."

Entertaining the passengers was not much of a problem in 1909. There was an upright piano located in the forward part of the cabin and a professional piano-player was hired (at \$5 a week) to beat out tunes on it while dinner and supper were served. This system was not much of a drain on the cash drawer but it did have problems. Professional piano-players @ \$5 a week often were whiskey-heads to boot. So the edict was handed down by the management that any piano-player caught within 50 yards of a whiskey flask would be automatically fired on the spot. Several were.

The trouble was that the OHIO, by reason of her Monongahela River connections, was carrying copious barrels of Monongahela whiskey from the Sam Thompson distillery consigned to Cincinnati and elsewhere. These big beautiful oak barrels were impervious to pilfering, and were never known to leak. Then came the day when the OHIO's piano-player, considered as upright as the piano he played, was missing at dinner-time. They



found him down in the forward hold with a soda straw in his mouth. What he'd done was bore up through the deck with a gimlet--and a nice calculation it was--for he went on up through the bottom of a whiskey barrel. Inserting the soda straw was no problem. He was in no shape to play a piano.

A passenger from Oil City, Pa. volunteered to drum the piano, and set to the task with determination and will. He knew three pieces, "Fire Drill," "Shuffle Off To Buffalo," and "How Do You Do, Miss Josephine." The principal requirement was to play loud, and he did. By the end of the trip everybody knew those three pieces by heart and purser Harry Maddy handed the passenger an envelope containing \$5 cash. And that was the first pay-day on the river for Donald T. Wright who afterwards became the owner-editor of The Waterways Journal. Donald never



augmented his repertoire. Every time he saw a piano even in his latter years he developed an irresistible urge to do his three accomplishments. He often sang the words of "How DO you DO, Miss Josephine, How DO you DO today..."

**M**ACK GAMBLE used to recount the transfer of the Gamble family from Marietta to Possum Creek in 1907, saying they all came up on the OHIO. Undoubtedly right, but she still was the AVALON in 1907. Mack had a special fondness for the AVALON-OHIO even as Donald Wright did. She was a Clarington product built by Clarington natives and owned by Clarington persons. I declare I do think she was the biggest steamboat ever built at Clarington.

When she came out new in 1898 she was 167.1 feet long, almost as attractive as the BEN HUR but not quite, and ran Pittsburgh-Parkersburg owned by the Cramer family. They took her to Tennessee River where she did such a handsome business that they fetched her back to Parkersburg in the summer of 1901 and lengthened her 35 feet, still named AVALON. If you keep your back issues of S&D REFLECTOR, turn to the Dec. '67 issue and on the front page is a handsome portrait taken by Jesse P. Hughes of the lengthened AVALON starting back to the Tennessee River.

A sudden lowering of competing

rail rates pulled the rug out from under the Chattanooga-Paducah business. The Cramers ran her under charter in the Cincinnati-Memphis trade briefly and then brought her back home to the Pittsburgh-Parkersburg trade. She wasn't doing too well, and then to take the heart out of things Capt. Lanford Cramer died aboard the boat as she was passing Ambridge, Pa. one day in September 1906. Two months later she put in at Skull Run, not far above Ravenswood, to load hay. There are several versions to the story--one, that the weight of the hay caught her on the rocks, and--two, that the QUEEN CITY going by rolled up such a swell that she bounced on the rocks. The QUEEN CITY and VALLEY BELLE both tried to pull the AVALON free, to no avail. The river was falling and the rocks came up through the hull and there she lay. As good fortune would have it the river staged a rise, repairs were made, and she was refloated within a week.

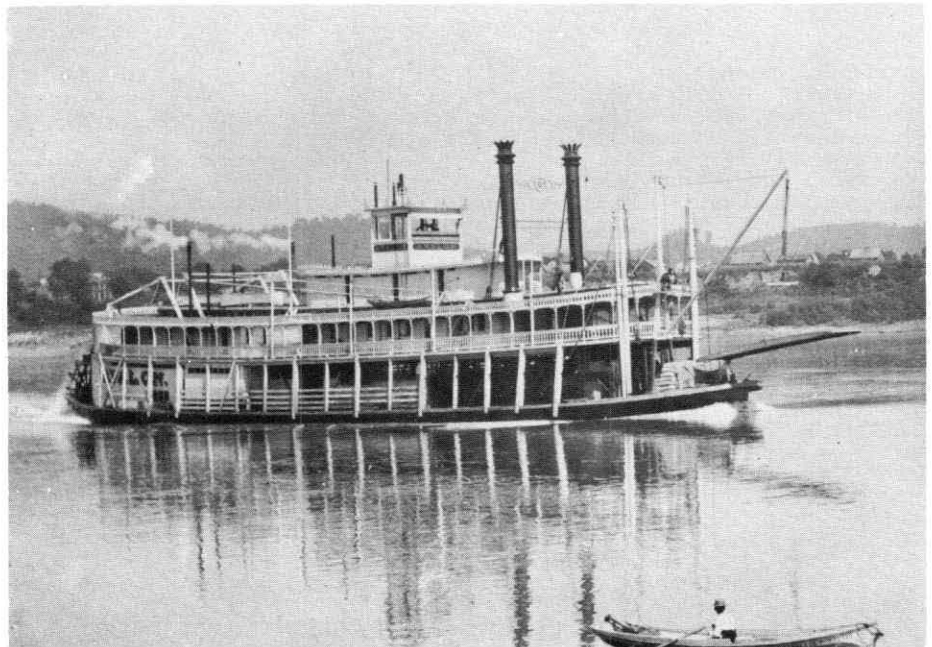
Times were rough for everybody in 1907 with bank failures and financial panic, and might very well be that Capt. J. M. Gamble moved his family to the farm at Possum Creek to save pennies that year.

On August 21, 1907 the Parkersburg Dock Co. sold the AVALON at a U.S. Marshal sale to clear up a number of claims owing from the Skull Run repairs, and, who knows, perhaps some residue from the 1901 lengthening program.

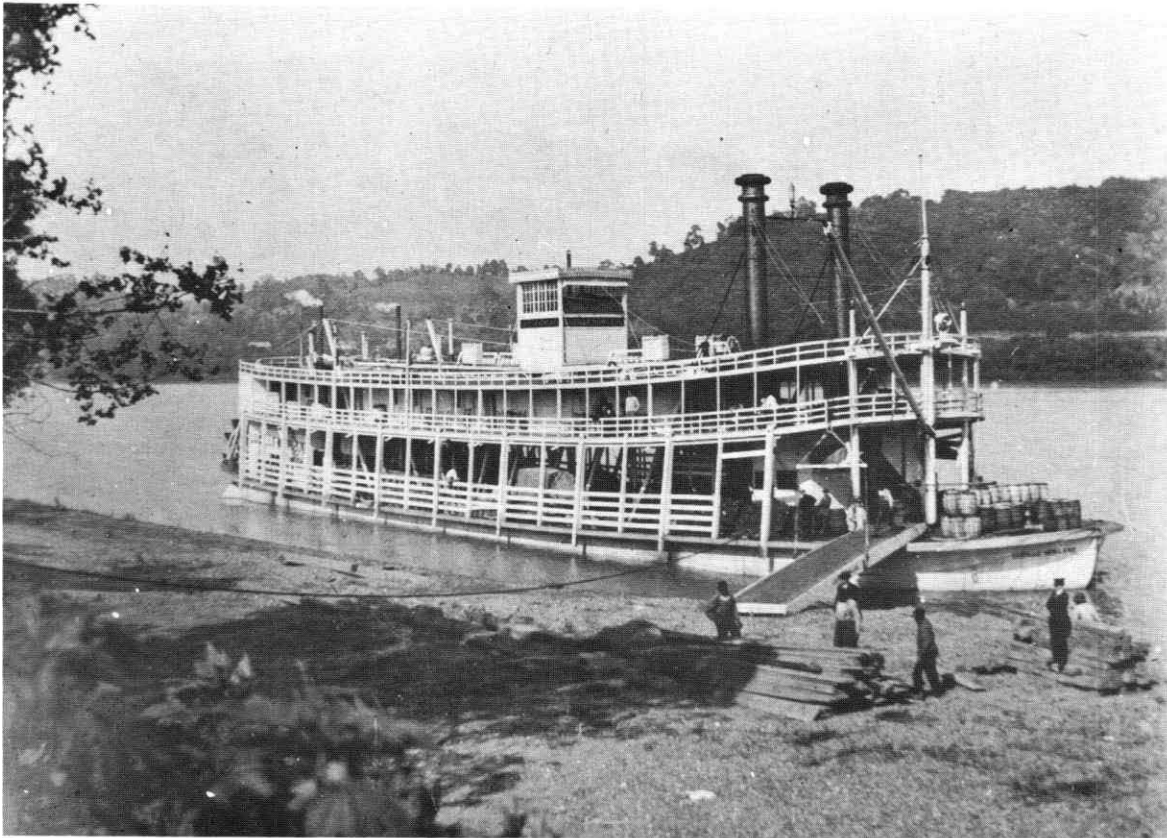
Duly recorded in U.S. Customs is the change of name from AVALON

to OHIO on March 10, 1908, and the owners with equal 1/3 shares were Capt. William E. Roe, Martin F. Noll and Ben S. Pope. At that time in history she was "thoroughly overhauled" to use a steamboat term of latitude so wide it could mean anything from a new cookstove to a new hull and paint. In this instance it meant, among other things, the addition of the observation parlor to the forward end of the Texas. Also at this time she got her Marietta Mfg. Co.'s compound engines. The price paid at the U.S. Marshal sale was \$9800 cash, so the OHIO, replete with new engines and observation parlor represented an outlay not in excess of \$20,000.

She ran Pittsburgh-Charleston in 1908 and then was switched on January 18, 1909 to the Pittsburgh-Cincinnati trade, Capt. Edwin F. Maddy, master. She still carried the old AVALON whistle, a deep-throated bass note with a peculiar high wail blended in, dear to the ears of the Cramers, Mozenas, Gambles, Littons, Thomas's and other Claringtonites. The local boatyard had a contract to build six or eight pilotwheels, a slew of wheel arms, and to furnish a big order of finished oak for South American steamers being built at Pittsburgh by James Rees & Sons Co. Nearly everybody in town was at the wharfboat the day all of this material was loaded aboard the OHIO in early February 1909, a sort of send-off present for the steamboat from the sons and daugh-



**A**VALON BEFORE LENGTHENED as photographed by the celebrated river picture-maker Thornton Barrette. The additional 33 feet was accomplished by inserting a new section forward of the boilers. In later years the SENATOR CORDILL was stretched out the same way. Various steam stern-wheel towboats were lengthened, usually by inserting a new 'midship section, among them the WARREN ELSEY, VICTORY, E. D. KENNA and OTTO MARMET.



**H**ERE is the LUCILLE NOWLAND during her brief tenure as a Pittsburgh-Cincinnati packet, companion to the OHIO. She was the first of the Southern cotton-style packets altered for service in northern latitudes. Others similarly remodeled later were the WM. GARIG, MARY S. BLEES, M. A. BURKE, S. L. ELAM and OMAHA. Hope you can notice her whistle mounted on the spreader-bar between her stacks.

ters of Sunfish.

In March of 1910 the P&C Line's VIRGINIA strayed from the river to drape herself amongst the stubbles of a West Virginia cornfield (see March '66 issue) and their QUEEN CITY was inoperative due to a condemned hull. The steamer OHIO all that spring, up through June, romped in clover. Capt. Mart Noll told me that he met her twice a week at Marietta to tote the profits to the bank.

**T**HE NOWLANDS at Memphis had come upon hard times and their Arkansas River packet LUCILLE NOWLAND had wound up at Gallipolis as a wharfboat. Martin F. Noll took title to her May 9, 1910. He and Ben Pope converted her into a quite creditable-looking Upper Ohio packet, and she became the OHIO's partner in the Pittsburgh-Cincinnati trade.

Some there were who looked down their noses at the LUCILLE NOWLAND because she didn't have a Texas. Actually she was a little bigger than the BETSY ANN, an excellent "poor man's boat" with two boilers and with engines 12" dia. by 5 ft. stroke. She didn't draw any more water than the OHIO; maybe less.

In the brief time the LUCILLE NOWLAND galavanted on the Upper Ohio, except for a trip or two, she was in charge of Capt. Charles W. Knox of Marietta. He had come

out as purser on the OHIO in 1909 and then had left her to go master of the VIRGINIA including the cornfield interlude. Captain Knox was cousin of U. S. Secretary of State Philander Chase Knox who was serving with the Taft administration at the time. Philander Chase Knox's wife was Lillian Smith, granddaughter of Capt. Hugh Smith, the pioneer of Dille's Bottom, O. who first hitched a steamboat to coal barges and so initiated the towing business. So the family shared river blood, but not necessarily politics.

The mayor of Pittsburgh, William A. Magee, was the honored speaker at the opening of Ohio River Lock 11, below Wellsburg, West Va. on July 6, 1911. Many dignitaries assembled aboard the big towboat OAKLAND for the ceremonies. Music of a raucous overtone was supplied by the LUCILLE NOWLAND moored at the upper guide wall. Capt. C. W. Knox was extremely annoyed that his packet enroute from Pittsburgh to Cincinnati was being delayed by the long-winded speeches. He blew continual lock whistles and between blasts was alluded to by Pittsburgh's mayor as "that obnoxious captain." You'll find upon examination of the records that the LUCILLE NOWLAND was the first boat locked at No. 11. And so she was.

This dern LUCILLE NOWLAND got herself immortalized in the famous panoramic photograph taken at Pittsburgh on Tuesday, Oct. 31, 1911 by R. W. Johnston showing some 25 or 30 boats lined up at the Monongahela wharf for the Centennial of Steamboating Parade. We showed this view in the Sept. '64 issue, pages 6,7, and you can see the NOWLAND at the extreme left. She had nothing to do with the ceremonies.

The tale that wags the dog came in mid-April 1911 when the VIRGINIA (which was forever getting into trouble) broke her hogchains coming up over the pass at Ohio River Dam No. 4, Legionville, Pa. She had to be unloaded and taken to the Pt. Pleasant docks. In a gesture of some magnificence Ben Pope and Mart Noll loaned the LUCILLE NOWLAND to the P&C Line so it could carry on business.

The first time I remember seeing the steamer OHIO was in the fall of 1911. Mother had taken the two of us--my brother Wilson and I--on an unforgettable river-rail jaunt to Cincinnati, Lexington and Mammoth Cave. We were returning from Cincinnati to Pittsburgh on board the QUEEN CITY and put in at Ashland, Ky. to take on coal. While so engaged the OHIO came alongside awaiting her turn at the coal

flats. I looked DOWN from the QC's roof rail to the roof of the OHIO in some disdain at this "enemy" of the QC, a bit of bigotry planted into my system by one of the QC's crew, probably steward Billy Jones. I took occasion to criticize the OHIO's architecture to my brother, who was quick to catch the spirit of the thing, and who was one not to waste words when action was indicated. He leaned over the QC's rail and spit on the OHIO's tarpaper roof. I'm sure this was the only act of vandalism to a steamboat in which I ever was associated.

Harry J. Maddy, son of Capt. Edwin F. Maddy, was purser on the OHIO until July 1911 when he accepted a position with the Ohio State Administration Board in Columbus. In later years he was secretary and cashier of The Ohio

Valley Bank Company, the position he held when he became treasurer of S&D in 1941. His successor on the OHIO was Charles W. Knox inasmuch as the LUCILLE NOWLAND had been taken to Evansville to try her luck on the lower Ohio and up the Cumberland to Nashville.

It's odd how things work out. Capt. Ben Pope got the idea that if a slow-poke packet like the OHIO could be so profitable, a much faster boat would do better still. The old Evansville-Paducah sternwheel JOE FOWLER (built 1888) was for sale, out in pasture because of decayed hull and boilers, but still undimmed was the legend of her athletic ability. Some ringbolt superintendents claimed she was never passed under way, an assertion with some substance.

Captain Ben bought the JOE FOWLER and from the U.S. Inspectors

got a permit to proceed to the docks at Parkersburg, West Va. for repairs. Meanwhile the LUCILLE NOWLAND, moored at Evansville, had caught fire and burned off most of her cabin. Capt. Fred Hornbrook bought the wrecked boat for a song "as is where is" and contracted with Ben Pope to tow the damaged boat to the Howard yard at Jeffersonville, Ind. for rebuilding. So the JOE FOWLER had the LUCILLE NOWLAND in tow from Evansville to Jeff.

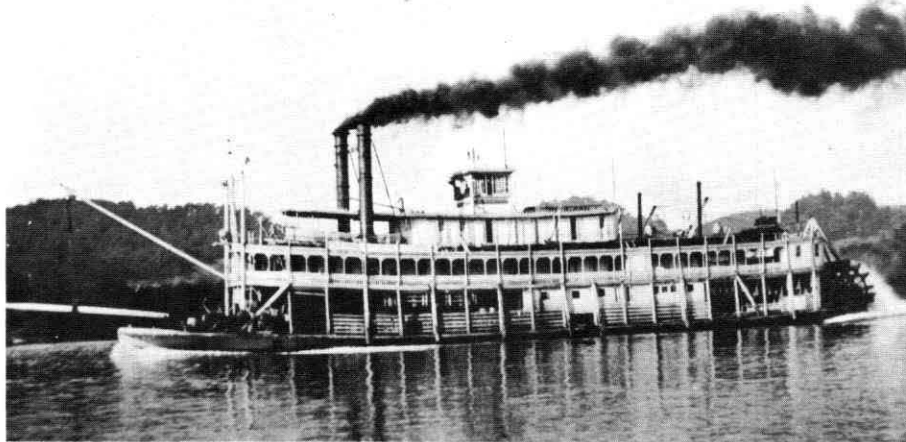
**T**HE YEAR OF 1912 provided good packet water in the Ohio River almost continuously from February into December. The steamer OHIO orbited with the precision of a comet, albeit a slow comet.

In the Saturday, May 18 issue of the Pittsburgh "Gazette Times" we note the following:



**T**AKEN AT CINCINNATI in mid-July 1911 by photographer Richard L. Hunster. Extreme low water had put both the OHIO and LUCILLE NOWLAND to the bank. This was just after Capt. Knox had caused the disturbance at Lock 11 as recounted in the text. Sharp observers will note that the lifeboat on the OHIO's roof is now alongside the pilothouse--in the first view in this article it is shown well forward on the roof. Also please notice that OHIO's skylight is carried forward almost to the stage mast although the cabin doesn't extend that far. This was done when she was lengthened with the thought that more rooms could be added forward if needed--a change that never was made. AND also please note that the stairs from texas to pilothouse,

originally on the port side, now are at the rear end of the texas. Donald Wright told us that during a rainstorm he came up into the pilothouse using this back-of-the-texas route holding an umbrella over his head. To his complete astonishment pilot Tony Meldahl raged and fumed "and carried on something dreadful" at the idea of a CUB PILOT coming on watch with an umbrella over his head. "It makes us all look like old women up here!" stormed Tony, "and don't you ever do that again!" Donald gingerly leaned the wilted bumbershoot against the coal box and felt embarrassed at the puddle it was making. "No, sir," he stammered. There were rules of etiquette on old-time steamboats and this was one of them.



**J**OE FOWLER in the Pittsburgh-Louisville trade, in 1915, photographed by Capt. Grover C. Litton. The texas was extended forward providing an unenclosed observation area for passengers. J. Mack Gamble used to tell that Capt. Ben Pope came calling at the Gamble home soon after he'd bought the FOWLER, and he was looking for a good whistle. There was a big one on the back porch whiling its time away, formerly used on the COURIER. Capt. Ben took a shine to it and the Gambles let him have it. That's what you see in this picture. The original JOE FOWLER whistle then was down in the Paducah-Evansville trade on the RUTH. This view incidentally was taken at Clarington, O.

"Donald Rice, who as cub pilot, is learning the river with Capt. Anthony Meldahl on the packet OHIO, returned to the boat yesterday after a short vacation to his home in Oil City, Pa." Ah me, Donald T. Wright's first adventure into big-town print and they get his name wrong.

On Sunday, August 11, 1912 the OHIO landed at Dewitt's Run, O. (below Long Bottom) to transact business of some sort. Capt. Meldahl was the pilot on watch and, in backing out, a rock stabbed the hull. The river was very low, and Tony went across with the boat to the West Virginia shore, let her catch on a sand bar, and her hull filled. Repairs were made right there on the spot and after an hour or so the OHIO proceeded on her way as usual. Peculiarly it was on this same day, almost the same hour, when the P&C Line's STEEL CITY (ex-Virginia) ran out on the wharf grade at Vanceburg, Ky., stove, and was hurried across to the ferry grade on the Ohio side where she sank good and proper.

The Parkersburg Dock Co. was a right busy place that fall and winter. New hulls were put under both the OHIO and JOE FOWLER. The FOWLER was equipped with a new-fangled patented boiler 20 feet long by 52 inches diameter designed and marketed by J. Watson Kidney, a U. S. inspector then stationed at St. Louis. This boiler was touted to be the most economical steam-maker to come down the

pike, a theory as yet undemonstrated. Capt. Ben Pope prepared and had printed 1,000 booklets advertising the "palatial steamer JOE FOWLER, most comfortable and fastest steamer on the Western Rivers" for a "Grand Mid-Winter Excursion" to the New Orleans Mardi Gras departing Pittsburgh on Friday, January 24, 1913. To make short a long story she didn't go--she wasn't ready in time.

Then, to the surprise of all, the OHIO did not resume her trade between Pittsburgh and Cincinnati when the river opened up early in 1913. Her regular crew accepted other positions; pilots Tony Meldahl and Dayton Randolph were engaged to take the QUEEN CITY from Pittsburgh to Cincinnati on her special Easter Cruise to New Orleans departing Pittsburgh on March 15, after which Tony became regular pilot on the STEEL CITY. Charles W. Knox became purser on the STEEL CITY, and finally Capt. Edwin F. Maddy went master of the QUEEN CITY in the Pittsburgh-Cincinnati trade.

The delay in bringing out the OHIO undoubtedly proved a blessing in disguise, whatever the real reason. The Ohio River staged two major floods with consequent disruption to packet traffic extending through March. On Friday, April 4, 1913 the OHIO departed from Pittsburgh on her usual schedule in charge of Capt. Melvin Irwin, erstwhile mate of the STEEL CITY. Her office was in charge of Jesse Cramer, assisted by Walter

(Happy) Morrison. Jimmy O'Brien was mate, and Sard Kinnaird was chief engineer. She was "blocked off" with a cargo of new mattresses consigned to flood areas.

By this time I was twelve years old and our family owned a green canoe named POLLYWOG in which we made frequent excursions to Deadman's Island, a flat, treeless and fascinating overgrown sandbar located where Dashields Locks and Dam now is situated. A long, shallow bar extended upriver from the island's head paved with rounded gravel, an excellent swimming spot. We looked forward to Friday evenings when the OHIO went down, throwing magnificent waves. So my abiding impression of the boat dates to these occasions, her white upper works mirrored in the green water, bathed in the sunset. While her waves still lashed on the island bar she generally blew a begging whistle for Shousetown as she shrunk into the distance, so I came to know the tone of that deep-throated voice and loved it.

The OHIO's 1913 season was something of a success, I do hope. She ran regularly up into August, when low water forced her to lay up.

Donald Wright used to say that the OHIO would be running yet, if it weren't for the love affair Ben Pope had with the JOE FOWLER. In 1914 the FOWLER was again advertised to make a Mardi Gras trip, and did, and almost didn't get back home due to the deficiencies of that Kidney Patent boiler. The virtue of the boiler was that it didn't burn much coal. But it didn't make steam sufficient to blow the whistle, either. So when the FOWLER limped home from Mardi Gras, many days late, Ben Pope got rid of the Kidney Patent and put new Western style boilers on her, four of them. Then he advertised her for a special excursion from Pittsburgh to St. Paul, Minn. and return, an event covered in detail in our June '67 issue.

During the summer of 1913 the FOWLER had run excursions in the Steubenville---Wheeling---Bellaire area with some success, and now in 1914 the OHIO did likewise. Her architecture was not altered; all of the staterooms were left intact and excursionists danced in the cabin. The Pittsburgh-Cincinnati packet trade had degraded to the point that the LORENA and the CITY OF PARKERSBURG were the regulars for the Ohio & Mississippi Navigation Co., successor to the P&C Line. The two above-mentioned were pretty sorry come-downs from the likes of the QUEEN CITY; even from the OHIO.

**C**HANGING TIMES. Some there were who blamed the hard times on the Democrats. The inauguration of Woodrow Wilson to the presidency on March 4, 1913 became sort of a place-mark in history. The plateau of the nineteenth century, and its life-style, had carried over into 1913. Then the clear skies commenced to cloud. J. Pierpont Morgan died while the 1913 Flood ravaged the Ohio River.

The TITANIC had collided with her iceberg and the Income Tax had arrived. In 1914 the JOE FOWLER had just ended her St. Paul Cruise when Archduke Ferdinand was assassinated. World War I was on the horizon.

When Capt. Ben Pope first bought the JOE FOWLER he planned to run her weekly between Pittsburgh and Louisville. Announcement of this scheme appeared in the river news column of the Pittsburgh Gazette Times on July 5, 1912. Three years later he still had this bee in his bonnet. Early in 1915 he decided to send the OHIO to Mardi Gras as recounted in the first paragraphs of this story. She had more staterooms than the JOE FOWLER and also the forward observation parlor on the Texas. Coincidental to all of this the Memphis-based Lee Line withdrew their big GEORGIA LEE from the Cincinnati-Memphis trade. Capt. Pope concluded to place the OHIO in that trade, so when she returned from the Mardi Gras she was advertised out of Pittsburgh on a special cruise to Memphis. That June the JOE FOWLER was entered in the Pittsburgh--Louisville trade to leave Pittsburgh every Saturday at 2 p.m. and to leave Louisville every Tuesday at 6 p.m.

The FOWLER with her four boilers was fast all right, but not that fast. She never made those 1200 miles on schedule, but she kept running all that summer and fall. She accepted freight for Evansville, Paducah, Cairo and Memphis, reshipping on the OHIO.

I made the first round trip on her departing Pittsburgh at 2:15 p.m., Saturday, June 12, 1915. Capt. Ben Pope was master; Dayton Randolph and Walter English, the pilots; Charles W. Knox, purser, and Jack Speers, clerk. We got to Louisville Tuesday, June 15 at 4 p.m. and, according to schedule, we were supposed to depart at 6. But the engineers cleaned boilers, and we departed at 1 a.m. Wednesday. Even so we returned to Pittsburgh on Saturday evening at 7:15. She was supposed to have left at 2 that afternoon on the second go-around. And so it went.

There were numerous dividends to me on this excursion. I finally managed to go aboard the OHIO, the first and only time I did so. She was moored at Cincinnati loading for Memphis when the FOWLER got to that place downbound. Earl Cooper who was playing electrician and general handyman on the FOWLER took me in tow, and I was introduced to the notorious Capt. Billy Stapleton, the OHIO's master. Less than a year later he fell out of a hydroplane at Memphis and was killed.

On the upbound trip approaching Cincinnati just after supper, below the Southern bridge, we met three packets in a row. First was the LOUCINDA on her way to Madison, then the OHIO for Memphis, and lastly the CITY OF CINCINNATI bound for Louisville. They were grouped together as though running a race, all black-smoking. There



The OHIO wreck at Parkersburg, W. Va.

was no time to run for my camera. The sight made a permanent groove in my mind nonetheless.

The OHIO at this time was a rather startling sight to behold. Mounted at the tops of her stacks were enormous sheet-iron bonnets, an invention to improve the natural draft of her furnaces. These were ungainly, unsightly blemishes and like gazing at a man with a wart on his nose I became so fascinated by them I missed seeing the steamboat. Whether they accomplished their mission I never did learn.

In the late fall of that year, 1915, both the JOE FOWLER and OHIO were withdrawn from their trades and returned to Parkersburg to lay up. Capt. Tony Meldahl brought the OHIO up from Cincinnati. I remember him telling that she took fire in the after end of the Texas and he stopped her in mid-river

and ran below to assist with the water buckets and hoses. The fire was extinguished, but it was a close call.

ON THE NIGHT OF February 2, 1916 (Groundhog Day) the OHIO burned in the Little Kanawha River at Parkersburg. She was moored along the right bank above the bridges. What an exciting day that was! At 11 in the morning the towboat SAM BROWN exploded her boilers at Huntington, West Va. with great loss of life. At noon that day the packet LORENA caught fire at the Pt. Pleasant docks, was chopped loose, and drifted across the mouth of the Kanawha River to burn at leisure, and completely. Then about 10 that night the OHIO went up in flames.

Sometime in April that year I visited the scene of the OHIO fire with Donald T. Wright. We pushed our way through clumps of willow

to get as close as we could. I picked up a fancy wood paling from her texas roof and brought it home as a souvenir. Donald had a special affection for the OHIO dating back to "Fire Alarm" and "How Do You Do, Miss Josephine" and he was quite bitter. A rumor was prevalent that the blaze had not been accidental.

Years later, in fact since the S&D REFLECTOR commenced, a letter came to our desk. It read:

"Concerning the fate of the OHIO; that was no accident; she was set afire for the insurance. I was about ten years old at the time and my mother, step-father and I lived on a houseboat at Parkersburg, at the foot of Green Street, in the Little Kanawha Riv-

er. The OHIO was moored ten feet above us, and the packet FRENCH was moored a few feet below us. The OHIO had been moored there a good while, a few months anyway, and I often played on her decks with my dog.

"One night mother woke me up; the OHIO was on fire. The FRENCH was cut loose and drifted down the river. Father cut the head line of our houseboat--it was hitched to the stern of the OHIO--he got mother and me out on the bank, and then he pike-poled our houseboat out of harm's way. Seemed like the OHIO was on fire all over at once.

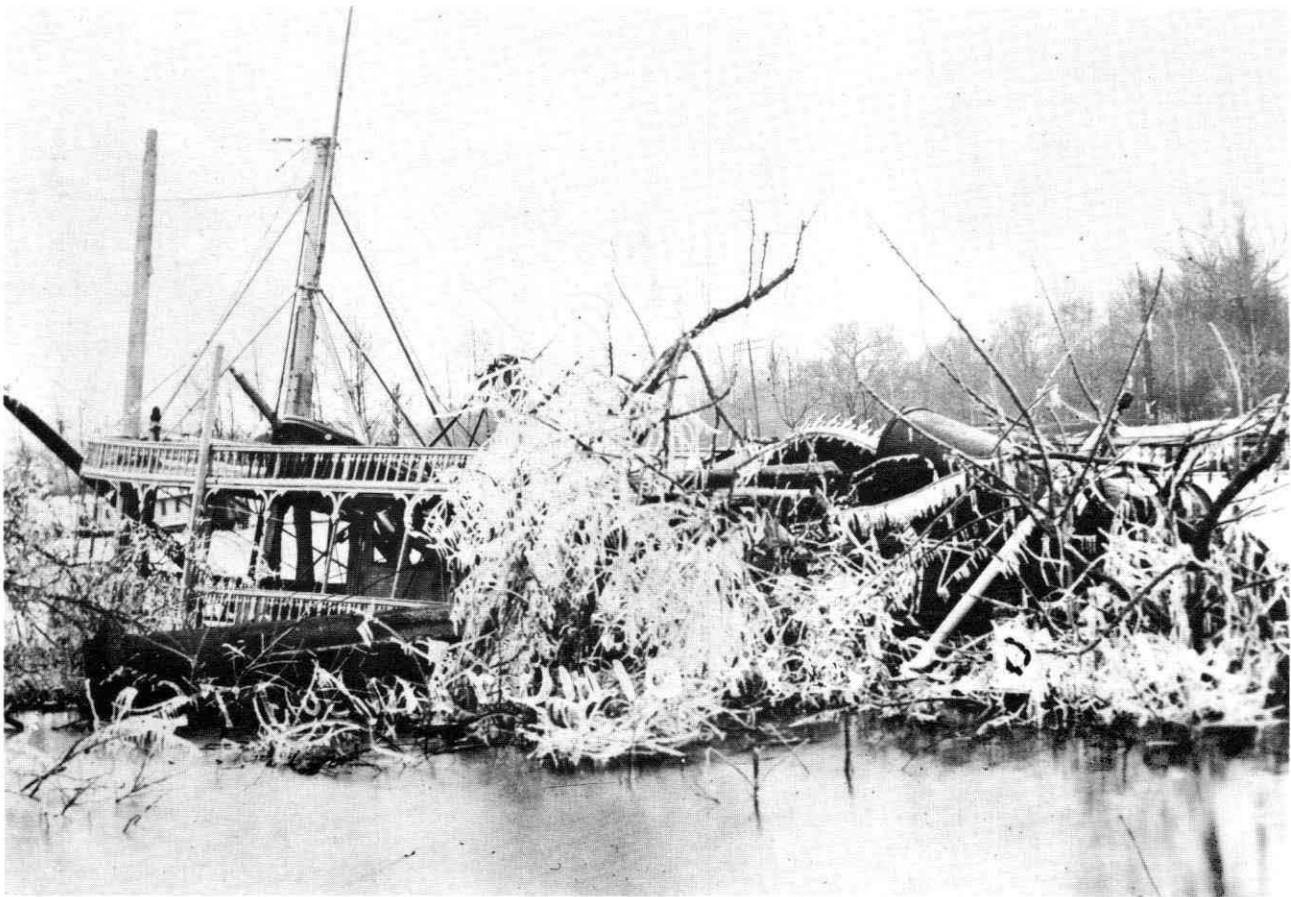
"My step-father later said that shortly before the fire broke out, he saw a man scattering liquid

from a large can which had holes punctured in the bottom. He kept his mouth shut for he didn't want to get mixed up in any court action. This liquid must have been kerosene or gasoline. She burned to the water's edge, and that is the story of the burning of the OHIO."

The writer of the above account was Archie McGowan, then living at 265 East Town St., Columbus, Ohio.

No charges were brought.

Anything else I may say would be speculation. But it seems to me that the OHIO's stockholders would have been cutting off their own noses to resort to arson, particularly in view of the loss of the LORENA that same day. The OHIO could have become a replacement.



**S**TEAMBOATS were spectacular to the end, evoking so tragic an appearance that many people of all ages assembled on shore to gaze. They point, and gesture, and whisper. "Oh my goodness, my goodness, she's really a gonner." "Aunt Edith and Uncle Jake come up from Long Bottom on her one time." "Did anybody burn up in her, did the paper say?" "Did they save the big bell, or is it still down in there, do you suppose?" "How did she get set ablaze, did they say?" "That was a hot far (fire is not in the West Virginia vocabulary), all righty, look how them iron rods is bent." "It's like when Archer's barn burned, only worse."



**J**OE C. HUBER, 1361 Conway St., St. Paul, Minn. 55106 sends us the above picture. "I found it in a junk shop at Red Wing, Minn.," he writes. What we see in Joe's picture is Diamond Jo Line's side-wheel QUINCY sunk at Trempeleau Mountain, Wis. in July, 1906. A diver in rubber suit and helmet is on a ladder in the center foreground with quite an audience of ladies standing on the stage. The remarkable part of this affair is that she was successfully raised. Lately we have learned, thanks to Dave Tschiggfrie, that the QUINCY carried two Scotch marine type boilers each 14 ft. long and 84 inches diameter, supplying steam to her 23" bore by

8 ft. stroke engines. These novel boilers were put on her when she was built at Dubuque in 1896. She ran in the St. Louis-St. Paul trade through the 1917 season and her regular engineers that last year of service were Courtney M. Ellis and Ashley Foster. In her latter days she was owned by Streckfus Steamers, Inc. who converted her into a de luxe excursion boat named J.S. The first side-wheeler your editor stood pilot's watches on was this J.S. when she ran Ohio River excursions up to Parkersburg, W. Va. in 1934. Our pilot partner on that occasion was Capt. Jesse P. Hughes, and the skipper was Capt. Verne Streckfus.

Jack Custer, who has been researching Memphis newspaper files, tells us that after the JOE SEAY was lost at Vicksburg in 1904, the Combine replaced her with another tug named FLORA.

Yes, the FLORA was the replacement at Vicksburg, wood hull tug built New Orleans 1882, 69 by 14.4 by 7.6. Owned by the Combine, and with Capt. Dan Quinn as master, she hit a sand bar at Kellogg's Landing, 20 miles south of Vicksburg, 10 a.m., December 9, 1904. Valued at \$5,000 she was a total loss.

Seems that the Combine officials raised an eyebrow following the loss of two tugs within 17 days, and first thing they did was fire Capt. Dan Quinn.

Then the Combine imported the tug TEMPEST to Vicksburg. She was a big job 75 feet long built at New Orleans in 1896. She was

still at Vicksburg moving barges in charge of Capt. Aubrey D. Haynes, Sr. in 1905.

Sirs: My aunt gave me an old list of nicknames for towboats. Here's what it says:

Tom Dodsworth	Hoppin' Tom
John A. Wood	Silent John
Dick Fulton	Rowdy Dick
Robert Jenkins	Noisy Bob
Stella Moren	Irish Rose
Harry Brown	Handsome Harry
Tom Rees No. 2	Scalded Dog
Jos. B. Williams	Big Joe
Fred Wilson	Bully Fred
Hornet	Old Stinger
James Moren	Irish Jim

Darrell W. Jackson,  
Box 88,  
Sardis, Ohio 43946

=We asked Darrell if his two sons had ever heard a real steamboat

whistling other than the DELTA QUEEN. "Yes," he says, "they know the KATIE STOCKDALE whistle on the PPG plant at Natrium, West Va., and many times they have heard the JASON and C. W. TALBOT when I was striker on them." -Ed.

Scale and semi-scale model boats will be exhibited and judged at the Belmont Country Club, Toledo, Ohio, on August 9-10, 1975. Steam operated radio-controlled model tugs and river boats with values up to \$25,000 each have been entered. Two model aircraft carriers, two operating submarines and a squadron of PT boats will be featured. Information and entry form may be procured from Ray Hiccock, 442 Pasadena, Toledo, Ohio 43612, phone 419 476-4368.



**T**HIS GROUP PICTURE of S&D members was taken following the launching of the "new" DELTA QUEEN at Jeffersonville, Ind. on Saturday, November 30, 1974. Many other members were present at the ceremonies including Bert Fenn, Bob McCann, Jack Garden--to name a few--but were not available when the photographer clicked his shutter.

Standing, from the left, are Capt. Roddy Hammett, Marion Frommel, Mrs. C. W. (Lucy) Stoll, Mrs. W. Clyde (Virginia) Glass, W. Clyde Glass, Mr. and Mrs. Paul L. Pryor of Dayton, O.; Mrs. Lawrence E. (Ethel) Walker, Lawrence E. (Larry) Walker, Dorothy Frye, Mrs. Charles ("Boots") Brasher, Capt. Don Sanders, Wilbur E. Dow, Jr. and Don Vornholt.

Seated, from the left, Capt. Charles Brasher, Capt. C. W. Stoll, Capt. Frederick Way, Jr., Capt. Clarke (Doc) Hawley, Betty Blake, Capt. Ernest (Ernie) Wagner, Mrs. Don (Leila) Vornholt, and Mrs. Marion Frommel. Capt. Ernie Wagner flew in from New Orleans for the event. Capt. Doc Hawley and Roddy Hammett were about to depart for New Orleans to join forces with the New Orleans Steamboat Co. of which Wilbur E. Dow, Jr. is president. The new NATCHEZ had not been launched (an event which happened February 8, 1975) and the Riverside Ramada Inn, where this picture was taken, was due to close its doors the next day, Sunday, Dec. 1, 1974.



The picture of the SONOMA with a big crowd aboard shown in the last issue brings forth the following poem written by the SONOMA's owner and master, Capt. E. W. Webster. He describes with ingenuity another occasion when people swarmed aboard to attend the dedication exercises for a new Campbellite chapel at McConnellsville on the Muskingum River. This poem was found among the effects of J. Mack Gamble and it was forwarded to us by Woody Rutter.

#### DEDICATION DAY

'Twas on the blue Muskingum  
Just four years ago today,  
We were plowing down the river  
In a reckless sort of way,  
With a boat so full of people  
That there was no room for more  
And we put them off by dozens  
Every time we hit the shore.

'Twas on board the good SONOMA  
That old packet tried and true  
With an old man for a captain  
And a bright and lively crew.  
Yes, the crew were young and beard-  
less

Except the clerk we say  
He was rather small of stature  
But quick and bright and gay.

Now we might go on and tell you  
Of each one in separate rhyme  
But we'll leave that for another  
Or perhaps a better time,  
When each one shall have his trib-  
ute

Of taffy and of praise  
And we hope to do them justice  
For the balance of their days.

Now the cause of this excursion  
Was simple yet 'twas wise  
For it was nothing more or less  
Than a dedication exercise.  
It seems that some good people  
Whom they call the Campbellite  
Had built a little chapel  
And painted it in white.

They had decked it out completely  
In the good old fashioned style  
With a native stone foundation  
That they thought would last a-  
while.

Its furnishings were all the best  
From ceiling down to floor  
And they made a little anteroom  
Inside the outside door.

And now when it was finished  
From roof down to the sand  
They sent the news a-flying  
All through their native land.  
They advertised in papers  
And bills on fence and gate  
Requesting all the people  
To help them dedicate.

So the people had responded  
In the good old-fashioned way  
Some in finest carriages  
Some in wagons filled with hay  
While others seemed more fortunate  
Came in their motor car,  
And an army of pedestrians  
Came from near and far.

And so the little chapel  
On its dedication day  
Was filled to overflowing  
And hundreds turned away.  
And all who were so fortunate  
As to wedge into a seat  
Heard a number of short sermons  
That for truth were hard to beat.

It seems that old Captain Webster  
About a week before  
Had a lot of dodgers struck  
And pasted along the shore  
To notify the people  
That on a certain date  
His boat would go the McConnells-  
ville  
To help to dedicate.

So people coming from the hills  
Back several miles away  
Had seen these flaming posters  
And noted down the date.  
And some arranged their business  
Before it was too late  
So they could take their families  
And help to dedicate.

And the folks of dear old Beverly  
That old and sleepy town  
When they heard the steamboat  
whistle  
Hopped out with one great bound  
And hustled up their breakfast  
For fear they'd be too late  
And miss that grand excursion  
That was going to dedicate.

And almost every farmer  
That lived along the shores  
Got up that Sunday morning  
And went out and did the chores  
While the good wife cooked the  
breakfast  
And they all sat down and ate  
For they couldn't miss a chance  
like this  
To help to dedicate.

The boat had hardly turned the  
bend  
Above the Olive Green  
Till a throng of people on the  
shore  
At Center Bend was seen.  
Of course we landed as we passed  
And took them off the shore,  
And likewise stopping at Relief  
To get as many more.

And next at Hackett's Ferry  
There on either side  
The banks were thronged with peo-  
ple  
Waiting there to take a ride,  
And next to throng the landing  
Was upstream a mile or two  
At Sam'l Swift's good ferry  
Where we took on twenty-two.

We ran from there to Luke Chute  
Lock  
A short distance you know  
And many people waited there impa-  
tiently  
Impatiently to go.  
We helped them on with tender care  
As the boat went through the locks  
And then started out for Brokaw  
Just above the rocks.

And when at Brokaw Landing  
We lowered down the stage  
'Twas thronged to overflowing  
With people of all age  
From grandmas down to babies  
And several grades between,  
'Twas the greatest crowd Brokaw  
Ever yet had seen.

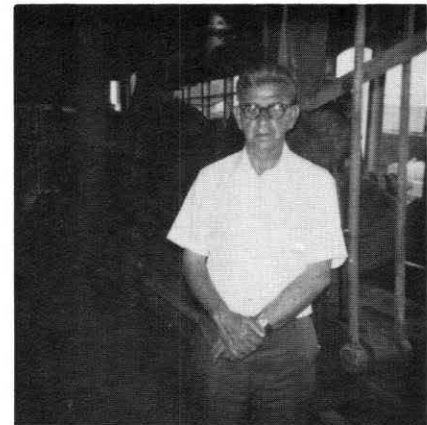
And out to swell the crowd that day  
Of young and old so merry  
Was a party numbering forty-nine  
Picked up at old Roxbury.  
Bit 'twas not long  
As we plowed along  
With whistle loud and shrill  
Till Stockport Locks hove in sight  
Just opposite the mill.

So we landed next at Stockport  
To get the people there  
And the way they crowded on the  
stage  
Would make a boatman stare.  
But we tried to count them careful  
And keep tab until we were done  
And the check upon the tickets  
Showed one hundred seventy one.

So we steamed on up the river  
Thinking we'd take no more that day  
But the people up at Hooksburg  
Wouldn't have it just that way.  
So they hailed us and we landed  
But we hardly struck the shore  
Till our numbers were augmented  
with twenty-seven more.

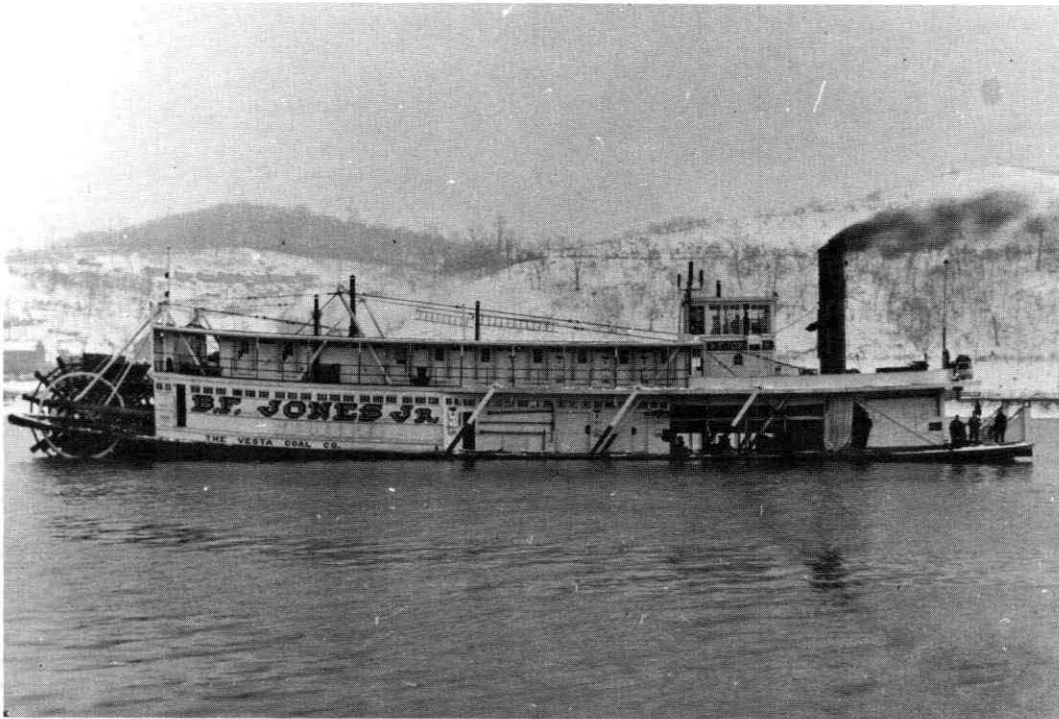
Talk of crowded steamboats  
She surely was a sight  
As she plowed up through the chan-  
nel  
A landing left and right  
One good old farmer that we passed  
Said it looked to him  
Precisely like a swarm of bees  
Upon an apple limb.

So we were going down the stream  
As I have said before  
With the boat so full of people  
That there seemed no room for more.  
But we landed them in safety  
All at their home or town  
And we landed safe at Beverly  
Just as the sun went down.



Raymond D. Powell  
Pictured in the engine room  
of the NATCHEZ on Feb. 1 last  
while he was visiting aboard  
as the guest of Capt. Doc Haw-  
ley. It was Ray Powell who  
provided the fine whistle the  
NATCHEZ blows. He conveyed it  
to S&D who, in turn, passed it  
along to Wilbur and Bill Dow,  
the principals of the New Or-  
leans Steamboat Co. Capt. Er-  
nie Wagner blew it to Cincin-  
nati on the DELTA QUEEN, then  
turned it over to Jess and  
Reed Coen who refurbished it  
at their shop, the Frisbie En-  
gine & Machine Co. It was  
shipped to New Orleans from  
there.

The photograph collection of  
Capt. C. C. Bowyer has been de-  
posited in the Inland Rivers Li-  
brary, Cincinnati, thanks to Mrs.  
Samuel B. McCulloch, 55 West Plum  
Street, Westerville, Ohio 43081.



This broadside of the towboat B. F. JONES JR. was taken at Floreffe, Pa. on the Monongahela River on January 20, 1923. In small letters beneath her name you can read The Vesta Coal Co., subsidiary of the Jones & Laughlin Steel. Our thanks to Steve Mackinack for this view which has special interest for him inasmuch as the JONES was a pet of his, and also because he was raised on the hillside over the boat's stern in one of those "coal mine patch" homes. The Blaine Mine was located there, just above Lock 3. Notice the scant freeboard but that's how many of the "poolboats" were designed.

#### RIVER MUSEUM FOR PT. PLEASANT DISCUSSED AT O-K MEETING

By Jim Wallen

A complete and colorful picture story of packet-boating on the Kanawha River from the first steamers to ascend the stream up to the last appearances of the LIBERTY and GORDON C. GREENE in the 1930s, was presented by Herschel W. Burford before the spring meeting of the Ohio-Kanawha Branch of the Sons & Daughters of Pioneer Rivermen on Sunday afternoon, March 9th last, in the second floor meeting room of the St. Albans (West Va.) Library.

Most of the slides were in color, accompanied by sound effects and interesting explanations. Among the many notable scenes were those those in connection the transfers of the West Virginia State Capitol between Wheeling and Charleston, which were accomplished by steamboat. Even the cannon-fire which greeted one arrival, was heard.

It was an extensive presentation, for it actually went beyond the packet-boat era to include some 1952 scenes of the excursion steamer AVALON on the Kanawha with Clarke C. (Doc) Hawley at the calliope.

As they arrived at the attractive meeting room, the 35 who attended were greeted by showboat calliope music from a recording. Many remained long after the meeting to discuss some of the boats they had seen pictured, and to browse through the pictures, albums, and books that several members had brought for display.

R. Jerome Collins presided over the brief business session that preceded the showing of "Steamboats on the Kanawha - the Pack-

ets." The business session was occupied largely with consideration of the possibility of a project for a river museum at Point Pleasant. Nancy Killoran suggested that voluntary contributions be retained in a fund for the project, and Capt. Charles H. Stone pointed out that Point Pleasant would be a logical place for such a museum. James A. Harmon asked that each person at each meeting be assessed \$1 for a museum fund. He suggested that the building for the museum be designed as a steamboat. The suggestions will be considered by the executive board.

Captain Stone announced that the next meeting of the Ohio-Kanawha Branch will be held at 2 o'clock p.m. on Sunday, June 22, in the meeting room of the Tu-Endi-We Manor Development in Point Pleasant. Captain Stone will be in charge of the program.

A wharfboat log book was presented to the Branch by Richard M. Hopkins of Ironton, on behalf of Dr. Charles H. Hopkins of Charleston. It was accepted for the Branch by Mr. Burford.

Sirs: The pilotwheel from the towboat TWILIGHT (pictured and described in our last issue) is presently displayed at Memphis in the Schlitz Brewery Museum. They also have the roof bell from the TOM DODSWORTH, a steam gauge from the QUEEN CITY, and some magnificent murals beyond description--to say nothing of free beer. They call the place the SCHLITZ BELLE, a must for S&D're visiting in the Bluff City.

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

Sirs: Would you be so kind as to make some comments about early shipyards in the Pittsburgh area? I have circled those I know on a map and it looks like a different yard at every bend.

John W. Panhorst, Jr.,  
201 Merrifield Drive,  
Greenville, S.C. 29607

=That's a big order, sir, and an interesting one. Nearly every town on the Monongahela River from Brownsville to Pittsburgh at one time or another had a full-fledged shipyard. Principal among these were at Brownsville, West Brownsville, California, Belle Vernon, Monongahela, Elizabeth and McKeesport. Large yards bordering the Upper Ohio in the sphere of Pittsburgh influence were at Sewickley, Shousetown and Freedom. Boat-building survives at Brownsville (Hillman Barge & Construction Co.) and at Elizabeth (Consolidation Coal Co.) and otherwise no trace remains of the industry formerly carried on at the other towns named. Biggest boat builder in the Pittsburgh area today is the Dravo Corporation located on the Ohio River at Neville Island where they launched their first steamboat, the VICTORY, in 1919. -Ed.

Sirs: It is not possible today to do what Nellie Bly did (March issue, page 43). Transatlantic and transpacific steamships have practically ceased to exist, and transcontinental rail service in America is also a fragment of its former self.

Jim Wilson,  
414 Pelton Ave.,  
Staten Island, N.Y. 10310

Mrs. Harry Donnally died, 92, in the Margaret Clark Convalescent Center, Washington Court House, O. on Sunday, April 6, 1975. Her husband, who died in 1937, was associated with the operation of Ohio and Kanawha River packets, notably the LIBERTY, TELL CITY, R. DUNBAR, RUTH and others, and ran an all-steel wharfboat at Wheeling. His wife Harriett was daughter of Edward L. and Ida Machetanz of New Matamoras, Ohio. She is survived by a daughter, Mrs. Robert Lisk of Washington Court House and by two grandchildren and one great-grandson. Services were held in New Matamoras and she was buried in the local cemetery.

#### POSH

There is a cruise boat on the Mackenzie River which has a 26-year-old captain who deals out posh such as the P & O Line was noted for (see March issue; page 28).

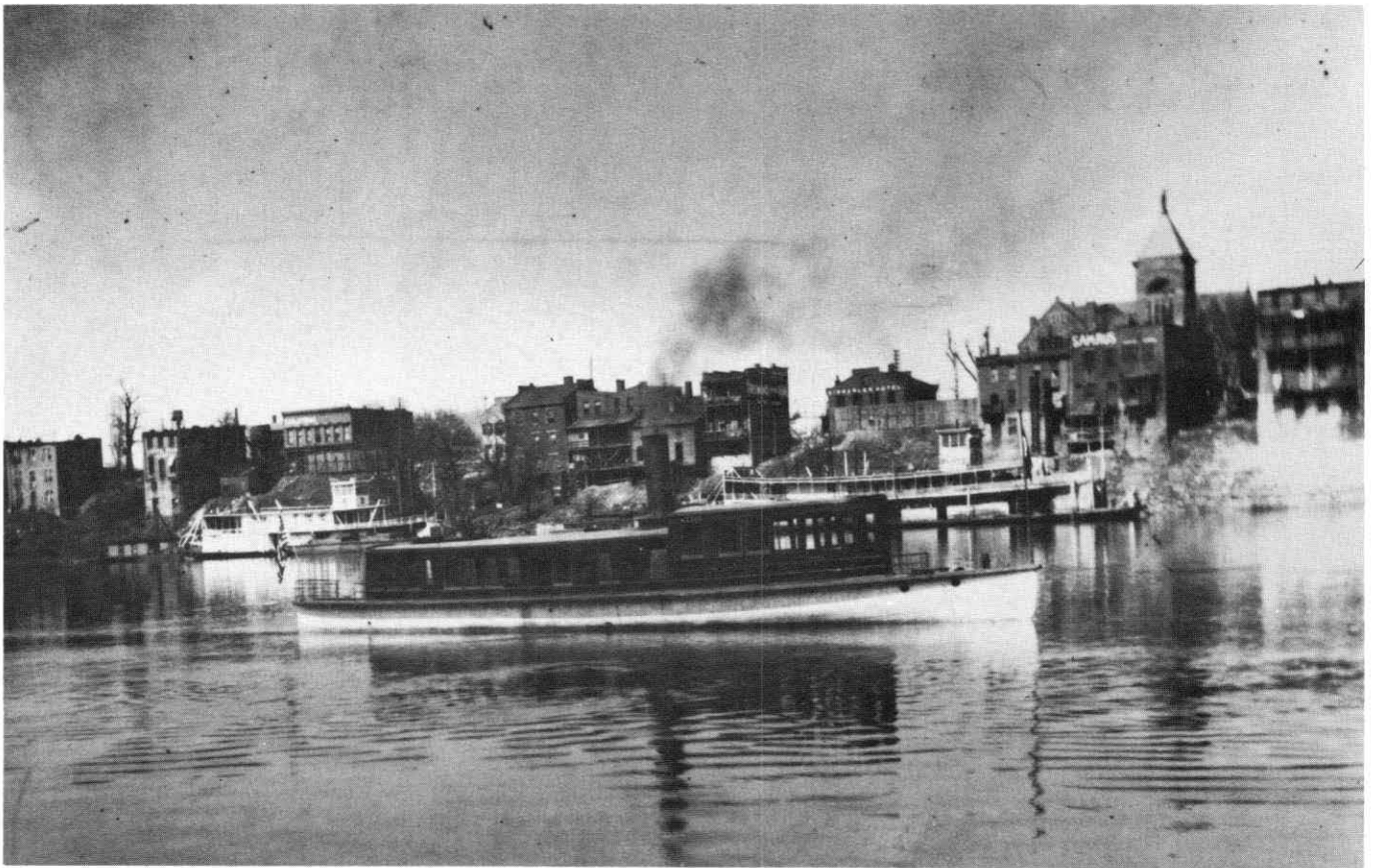
Our neighbor and good friend J. Judson Brooks and wife Laura recently took this cruise north of the Arctic Circle. One morning they found the boat at shore, tied up for fog. The captain gave them permission to go ashore and fish. Presently the captain tooted his whistle and, amid much bantering from shipmates, ("Get a wiggle on or we'll go off and leave you," etc.) Jud climbed back aboard with

a small catch. The fog had vanished and the boat went about her way.

At trip's end the captain said to Jud: "You seem to have enjoyed your trip more than most."

"True," answered Jud, "with one trivial exception--back there on shore during the fog I left my prescription dark glasses lying on a rock."

Two weeks after returning home a small package came in the mail. The Mackenzie captain had remembered the exact spot on the shore of those 1200 miles of sameness where he had landed in fog, stopped in, had found the glasses and mailed them to Jud.



**C**HARLES WARD, the early champion of propeller boats, did much of his experimenting with steel hull private yachts. This is his MADGE (first) built at Charleston, West Va. in 1897. She was 65.4 by 10.5 by 3.1. Prior to building this one Mr. Ward had built the MASCOT in 1893, pictured and described in the Dec. '74 issue, page 11, and subject of an interesting letter by Dr. Leland Johnson in our March '75 issue, page 19. These yachts had tunnel sterns designed to operate them in relatively shallow water. In 1909 Mr. Ward read a paper entitled "Shallow-Draught River Steamers" before the Society of Naval Architects and Marine Engineers convened at Detroit and traced the development of the tunnel hull. "The first tunnel boat seems to have been a war vessel built in the United States and afterwards sold to France," he related. However that may be, Mr. Ward pinned credit on Sir John Thornycroft as the pioneer who brought the tunnel boat into prominence for use on the Nile and other rivers. Then came Mr. Yarrow's four gunboats for the Brazilian government and others; Simpson & Strickland built one for use

in New Zealand, and the Thames Iron Works put up eight 100-footers for the Roumanian government. Hence Mr. Ward, by his own experimenting with yachts, and the fund of foreign experience available to him, was pretty sure of himself when he built his first major-sized tunnel prop towboat JAMES RUMSEY at Charleston in 1903, the most controversial towboat ever launched on the Mississippi System. Turn to our issue of June '67 for the details, and to the March '67 issue, page 36 for an excellent picture of the RUMSEY's pushing contest with the sternwheeler D. T. LANE. Mr. Ward sold his MADGE in 1903 to the U.S. Engineers at Vicksburg. They converted her from steam to gasoline, renamed her OUCHITA and she remained in government service for fifteen years, maybe longer. Our thanks to Jerry Sutphin for the above picture and, by the way, Jerry points out that the towboat at the left is the U.S. Engineer towboat BEE built at Charleston in 1881. The towboat at the right is the COAL BLUFF (ex-ABE McDONALD) built at Pittsburgh in 1871. The picture is taken at Charleston.



Excursion steamer WASHINGTON  
Read the story boxed on the next page. Thanks to Jerry Sutphin for the picture.

The WASHINGTON  
A Few Incident Recalled by Your Editor.

**N**OW WE EVER MANAGED to get clear into Volume 12 of this publication without running a picture or saying a few words about the WASHINGTON beats the Dutch. What you see on the opposite page, you junior rivermen, is a massively ornate pile of lumber built on a wood hull 221.3 by 35.5. She could gobble up 1,800 excursionists, often did, and on a few occasions left disappointed populations on shore simply because she was bulging. She customarily prowled the Ohio River starting on Memorial Day and winding up Labor Day, working up in the spring from Paducah to Pittsburgh, summering at Pittsburgh save for a two-week sashay "tramping trip" to Cincinnati and back, and then closing the season with a tour back to Paducah.

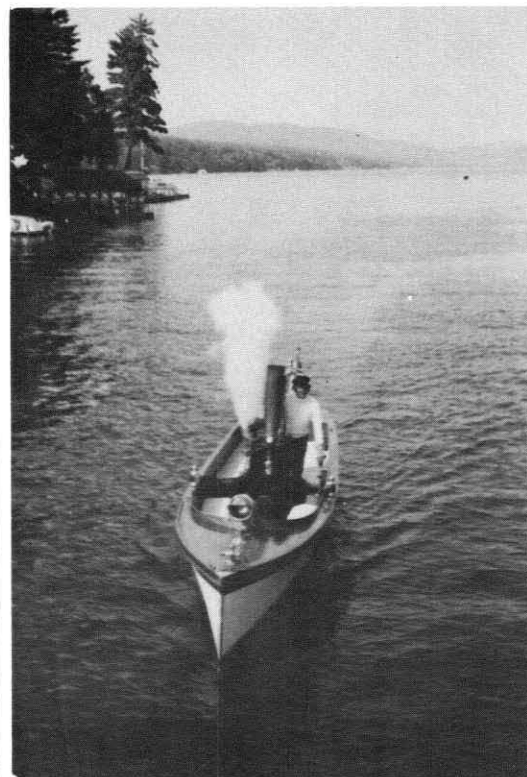
She was owned by the great Streckfus Line of St. Louis, although in the four years Bill Pollock and I piloted her we never saw anybody named Streckfus come aboard. Our manager was Capt. D. Walter Wisherd with his headquarters in the Conestoga Building, Pittsburgh, where he looked out the window and saw everything that went on, or almost everything, as the boat lay there at the foot of Wood Street in the Monongahela River. His credo was "cleanliness is more important than godliness," and one night we fogged and laid up at a gob pile exuding sulphur fumes near Powhatan Point, O. and all of those white fancy railings and stanchions turned yellow. When she got to Pittsburgh she looked like a half-dead daffodil. Cap Wisherd paced the deck until the whole boat was scrubbed and repainted but what really shook him was that two pilots he had to pay \$8 a day and a \$200 bonus had laid her up at a stinking gob pile.

Tramping trips were fun and Bill Pollock and I had a whole retinue of friends, young and old, who without fail rode with us at the different towns and who wined and dined us on shore when time permitted. J. Mack Gamble was at Lock 14 and again at New Martinsville with one or more of the Parr girls with him, and mayor Robert Bruce; Walter McCoy at Sistersville; Mrs. J. Henry Best and "Gussie" Bedilion and Ben and Fannie Richardson at Marietta; Charles Henry Stone at Point Pleasant; Jim Wallen and his mother and father at Huntington; Johnny Wolfe at Madison; C. W. Stoll at Louisville--to name a few of the dependables. S&D had not been dreamed up in this 1934-1937 period but the makings were there, the seeds planted.

The WASHINGTON was known up and down the river as "The Good Ship Lollypop," or simply as the "Lollypop," after a popular tune Irvin Hardesty wore out on the calliope, the only one he could successfully broadcast when slightly under the influence. Cap Wisherd had an uncanny ear listening to that calliope even two miles off and knew who was playing and the state of his sobriety. When things got desperate Clarence (Heavy) Elder spelled at the console although nominally he was the purser. Kent Booth was the best roof man I ever worked with, and he had a collection of young deckhands most of whom were aborigines of Paducah or Calvert City, and many of whom later followed successful careers. The skipper was Capt. Edgar F. (Wimpy) Mabrey who imagined that each pale flash of summer heat-lightning was an oncoming tempest, that every molehill was Mount Everest 29,002 feet high, and hence he led an uneasy life aboard ship. Once when he actually was struck by lightning while we were locking up through Emsworth if ran off him like water off a duck, and I suppose there is some sort of a moral there, if you look for one. The bolt ran down the mast, shattered the jackstaff, and Capt. Eddie was out there on the bridge with his belly pressed against the iron pipe-rail. The electric juice jumped from the rail to his belt-buckle to his belly button. He jumped around a bit, but he wasn't electrocuted.

One black night Bill Pollock drove that boat up the river in the midst of a fearful lightning storm, sparks flying from his Cremo cigar, and the orchestra boys huddled on the lazy bench petrified into speechlessness. We were deadheading; no passengers aboard. The scene amazed me somewhat, inasmuch as those boys of the band had lots of spunk during dancefloor emergencies. At the first sign of a riot they'd start playing a piece called "Sand" which was the recognized "Hey Rube" amongst the crew. Often they'd jump into the fray. The WASHINGTON crew never lost a battle all the time Bill and I were piloting her, and there were a pretty few famous campaigns.

Often I've tinkered with the idea of writing a book about the "Lollypop." Even have the title picked out: "Moonlight At Eight-Thirty."



Sirs: I have inquired at the Musical Museum in Deansboro to learn you might tell me where I could find a steam calliope.

Pictured here is the steamboat I have on Lake George, N.Y. As you can see she is not big enough to hold a calliope on board. My idea is to put the instrument on the dock and provide steam with my boiler to play it. My immediate neighbor is a world-renowned organist and he is most anxious to add the calliope to his repertoire.

If I can't find one, maybe I can build my own, but the job is finding one to inspect. I went through the Smithsonian (their steam exhibits are superb) but didn't run across one there.

P. S. Eckhoff,  
Box 805,  
Melville, L.I., N.Y. 11746

=So. The MINNE-HA-HA isn't the only steamboat on Lake George. Our humble advice to Mr. Eckhoff is to load up his world-renowned organist friend for a trip on the DELTA QUEEN (which hands out certificates to calliope players) or get him to bum a ride on the BELLE OF LOUISVILLE, NATCHEZ, JULIA BELLE SWAIN or the LORENA. And what pray tell is to prevent him from asking Wilbur or Bill Dow to let him play the excellent instrument aboard the MINNE-HA-HA right there on Lake George? -Ed.

The James Rees & Sons catalogue is yours for \$3 postpaid. Also a print of the LEE-NATCHEZ race, full color, from Dean Cornwell's oil painting, \$2.50. Order from Ye Ed.

C. W. Stoll evidences interest in a picture and write-up of the cotton packet OMAHA appearing in the Feb. 15 issue of The Waterways Journal. "I have it in my head that somewhere along the line, probably originally, she was a side-wheel boat," he writes. The answer to this is no, she never was side-wheel. She was built at Stillwater, Minn. 1900 on a hull 150 by 30, originally named LORA. She was given second-hand Swain engines of a peculiar size, 12" bore by 6½ ft. stroke taken from the wreck of the rafter FLORA CLARK which burned May 17, 1900 just off the ways at Stillwater, and where the LORA was under construction at the time. C.W. also wonders about the high, narrow paddlewheel she had as OMAHA. That change was made when the Carter Brothers rebuilt her into a cotton boat in 1912 with a complete new hull and extensive changes to her cabin, a job so thorough that the insurance people doubled her valuation. Jim Swift says the work was done at Slidell, La. and he doubtlessly knows whereof he speaks. So when Liberty Transit Co., Wheeling, W. Va. bought the OMAHA in 1918 she was in fairly good shape. One person alive who knows most about her alteration that summer into the GENERAL PERSHING is Bob Thomas. The work was done at Clarington, O. and Bob "was dar." Your editor was second clerk on her 1920-1921 in the Pittsburgh-Charleston trade, using the old T. N. BARNSDALL whistle. We laid her up that fall at the Point Pleasant Dock Co. and she never ran again. One item of her varied career we've never pinned down is the fact that as OMAHA she was briefly owned by the Eagle Boat Store at St. Louis. Why for?

The following lead editorial by Ted Bauer appeared in the Marietta Times, Wednesday, March 5, 1975:-

#### LOCK INTEREST

Washington Countians in some future year may look back with some regret that their county officials chose not to accept the Lock 17 facilities at Reno from the U.S. Army Corps of Engineers. The site has great potential for development and its value is certain to increase as years pass.

But county commissioners have to deal with present problems, and they have enough of them, including financing a costly new county home and participating in the mushrooming cost of replacing an inadequate bridge over the Muskingum River at Lowell. Maintaining the lock house and other facilities and grounds at the dam site could cost some money. And the county isn't flush right at the moment.

While the county has refused the offer of the property, the U.S. Forest Service has indicated it is interested in it. The Service would use part of the property for administrative offices for its Marietta purchase unit. Its present offices nearby are deemed in-

adequate.

George Anderson, lands staff officer for the Forest Service, has expressed the thought that the Service and the Corps of Engineers could combine to put together a historical museum and visitor information center at the lock site. This could be great.

A pilothouse nameboard from Albert Bettinger's history-making sternwheel pleasure boat RAMONA (first locked through at Fernbank, Lock 37, Ohio River) now is displayed in a Louisville, Ky. restaurant called "The Mississippi River Company." The RAMONA in relief also appears on a bronze plaque on the Ohio River Monument in Eden Park, Cincinnati. We asked C. W. Stoll how to get to "The Mississippi River Company," and he says it's in DuPont Square, a development on Breckinridge Lane, between U.S. 60 in St. Matthews (immediately east of Louisville proper) and U.S. 31E, the Bardstown Road which goes---you guessed it---to Bardstown, Ky. and thence to Hodgenville (where Lincoln was born), Rio, Uno, Bear Wallow, Glasgow, Scottsville, Gallatin, Tenn. and eventually to Nashville, where it meets with US 31W and be-

comes just plain U.S. 31. Happy hunting.

Did the JACOB STRADER actually make a trip up the Cumberland to Nashville? This question has been mooted around for years. If she did make the trip the JACOB STRADER becomes the largest steamboat ever to go there, hands down.

Lately discovered evidence says she did go. The following item appeared in the Louisville Courier-Journal's issue Jan. 18, 1906:-

"The longest and fastest boat on the Cumberland was the JACOB STRADER, a low pressure boat, which came up the river during the War Between the States. She was then under command of Captain Mose Ambers. Her cabin was filled with Adams Express packages for the soldiers and the decks were covered with government freight. She made the downstream run from Nashville to Smithland (192.6 miles) in less than ten hours, with Barney Seals as her pilot."

We have Jack Custer to thank for the above information. Jack says he always had figured that the LOTUS SIMS was the largest steamboat to arrive at Nashville and he has a photograph of that event.



Mike Herschler, 3405 Dee Drive, Quincy, Ill. is wondering does anyone know about the boat in this picture? It comes from the collection of Leo Anerino and was taken March 20, 1948 at the foot of Hampshire St., Quincy. Her name is LEONARD. The paddlewheel in the foreground may belong to her, and then again maybe not. Mike says, "Judging from the height of the water on the sea wall which is still there today I would judge the river was about 10 or 12 feet above normal." We've looked in past volumes of Inland River Record and find she was not listed. The Quincy Memorial Highway Bridge built 1930 is in the background and you're looking slightly downstream.

# CALL of Kentucky IN SPRING

**W**EDNESDAY, APRIL 30, 1975 was Steamboat Day at Louisville, Ky. There never was anything quite like it.

The Californians who built the DELTA QUEEN would have looked a bit skeptical had we told them in 1926 that their pride-and-joy would be black-smoking up the Ohio River in flood at Louisville, Ky. on April 30, 1975.

Capt. Thomas Rees in 1915 would have called the funny wagon if we seriously had tried to convince him that the IDLEWILD would exist in 1975, let alone win a race.

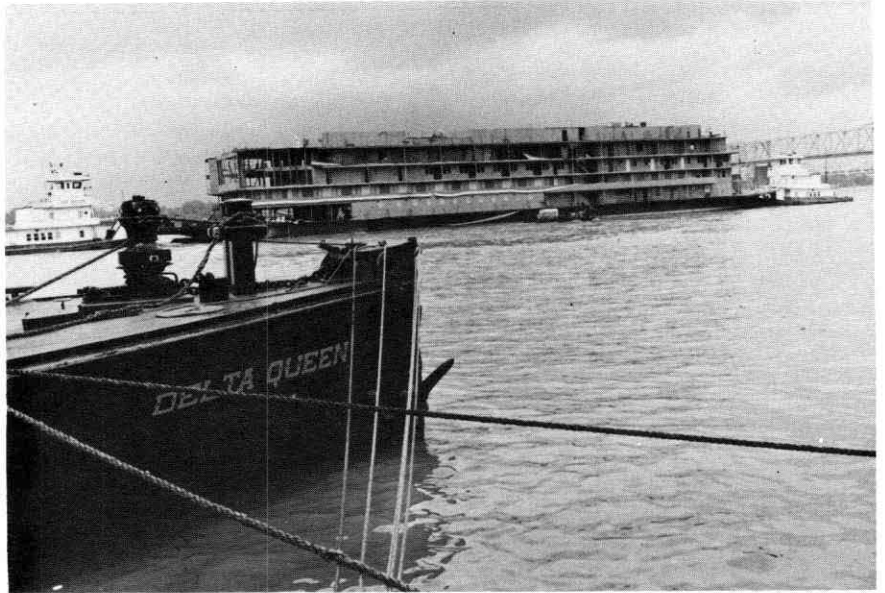
Capt. David Swain in 1917 would hardly have swallowed a forecast that a worthy successor of his JULIA BELLE SWAIN would, in 1975, help celebrate the christening of a steamboat at Louisville costing \$17-million plus.

And nobody, repeat nobody, in them good ol' steamboat days would have believed that all of the audacity of river leaders, distilled 200-proof, would persuade upon the scene at Louisville in 1975 a super MISSISSIPPI QUEEN.

And who at Semet-Solvay in 1940, for that matter, would have swallowed a prediction that their Dravo-built SEMET-SOLVAY would in 1975 turn herself into an aerial bombardment at Louisville with a sign on her reading BEATTY'S NAVY?

**W**E CAME WINGING over Louisville in a DC-9 from the Greater Pittsburgh Airport to discover a muddy, drift-clogged Ohio River almost at flood stage on the late afternoon of April 29. That night the thunder boomed and by daylight of the 30th rain was dripping from the wisteria bordering the driveway at Rock Hill. A gentle spring rain, yes, but a very wet one for out-of-door activities. The flooded river had messed things up good and proper for the DELTA QUEEN. She was supposed to have gone up to Cincinnati for a royal reception, couldn't make it, and had to land in at Aurora and swap passengers in order to get back to Louisville for her race commitment, which she did. She was there.

Due to the flood the business of getting stages swung around and properly lowered to handle passengers was a slow and laborious task and took a lot of time. The new MISSISSIPPI QUEEN had been towed over from Jeffboat and was moored there head-down, most all of the structural work completed save for the pilothouse and other odds and ends, her paddlewheel shaft in place, no machinery in her, and no



The first voyage of the MISSISSIPPI QUEEN was from Jeffersonville, Ind. to Louisville, Ky. and return on April 30, 1975, handled by towboats. The bow is at the right, and she's headed upstream as seen from the Louisville wharf, with the bow of the DELTA QUEEN in view. The towboats are the JOE TAYLOR (left) and the DAVID H. LEMAY, the same sly team which turned the BELLE OF LOUISVILLE during the race that day at Six Mile Island.



The christening of the MISSISSIPPI QUEEN. U.S. congresswoman Leonor K. Sullivan, D-Mo., busts the bubbly, flanked (right) by Delta Queen Steamboat Company's vp. Betty Blake and president Steedman Hinckley, and to the left is Capt. Ernie Wagner in his Sunday-go-meetin' white uniform. Vic Tooker, his Mom and Pop and the Riverboat Ramblers, were prominent in the ceremonies. The name selected for the new boat was the nomination of Mrs. Sullivan who has worked arduously for the preservation of the DELTA QUEEN.

white paint applied. She didn't even have her name on her, save for a banner across the forecastle fancifully lettered. The DELTA QUEEN was nudged up to her bow and honestly the DQ was looking sort of insignificant, like a little schoolgirl shaking hands with her new 6'2" teacher. The gangway rigged from the DQ's bow over to M-Q's bow was quite an uphill proposition. Only dignitaries of the highest rank were allowed up that gangway, and nobody was allowed aft of the M-Q's forecastle.

Of course it was still raining while all of this was going on and nobody really cared. We weren't long in discovering, and not unexpectedly either, that many, many of the hundreds of persons on shore were S&D's from all points of the compass.

The BELLE OF LOUISVILLE dropped down from her regular landing place above and tied in alongside the DQ. Then the JULIA BELLE SWAIN came up from her mooring down below and got against the B/L. The commotion of humanity is almost impossible to describe; girls in hoopskirts and other antebellum garb; TV technicians with cameras, boxes, miles of wire and such trappings; newsmen in droves with paper and pencils; draymen delivering supplies---all going on and off the DQ's stage both ways

at once while hundreds of invited guests and other hundreds who were not invited were wedging their way hither and yon. Well, this all sorted itself out after an hour or so. We wedged aboard the stage by posing as a newsman, a ruse so successful that we got Howard and Peggy Peabody from Natchez aboard by claiming Howard was editor of the "Natchez Democrat" which he ain't. There was one awful big bang of thunder about that time, as we remember.

**K**EITH RUNYON of the Courier-Journal staff saw more of the christening than we did. His description is good: "It was the moment that hundreds of rain-soaked people had been waiting two hours to see," he said next morning.

"A lone trumpeter played 'Ol' Man River' as U. S. Rep. Leonor K. Sullivan, a very dainty woman dressed in hot pink, padded to the center of the deck and announced:

"I christen this boat the MISSISSIPPI QUEEN."

"Then she wrapped her little fingers around the neck of a bottle of champagne (smartly wrapped in red, white and blue ribbons so you couldn't see if it was French or domestic) and slammed it down

upon the capstan of the boat.

"Nothing happened.

"With a look of dismay, the St. Louis Democratic congresswoman lifted the bottle gingerly this time, eyed her target and whacked it soundly.

"SPLUUUUSSSSSHH!"

"The wine sprayed all over the deck of the boat, across the faces of a few politicians and celebrities who stood on the deck and into the muddy Ohio River down below.

"Cannons fired. Fireworks exploded. The U. S. Marine Corps band and the calliopes of the steamboats DELTA QUEEN, BELLE OF LOUISVILLE and JULIA BELLE SWAIN played in unison.

"A huge jet plane with the initials USA painted on a red-white-and-blue body zoomed overhead.

"John J. Warner, director of the American Revolution Bicentennial Administration, presented Bicentennial flags to both the DELTA QUEEN and MISSISSIPPI QUEEN during the christening ceremonies.

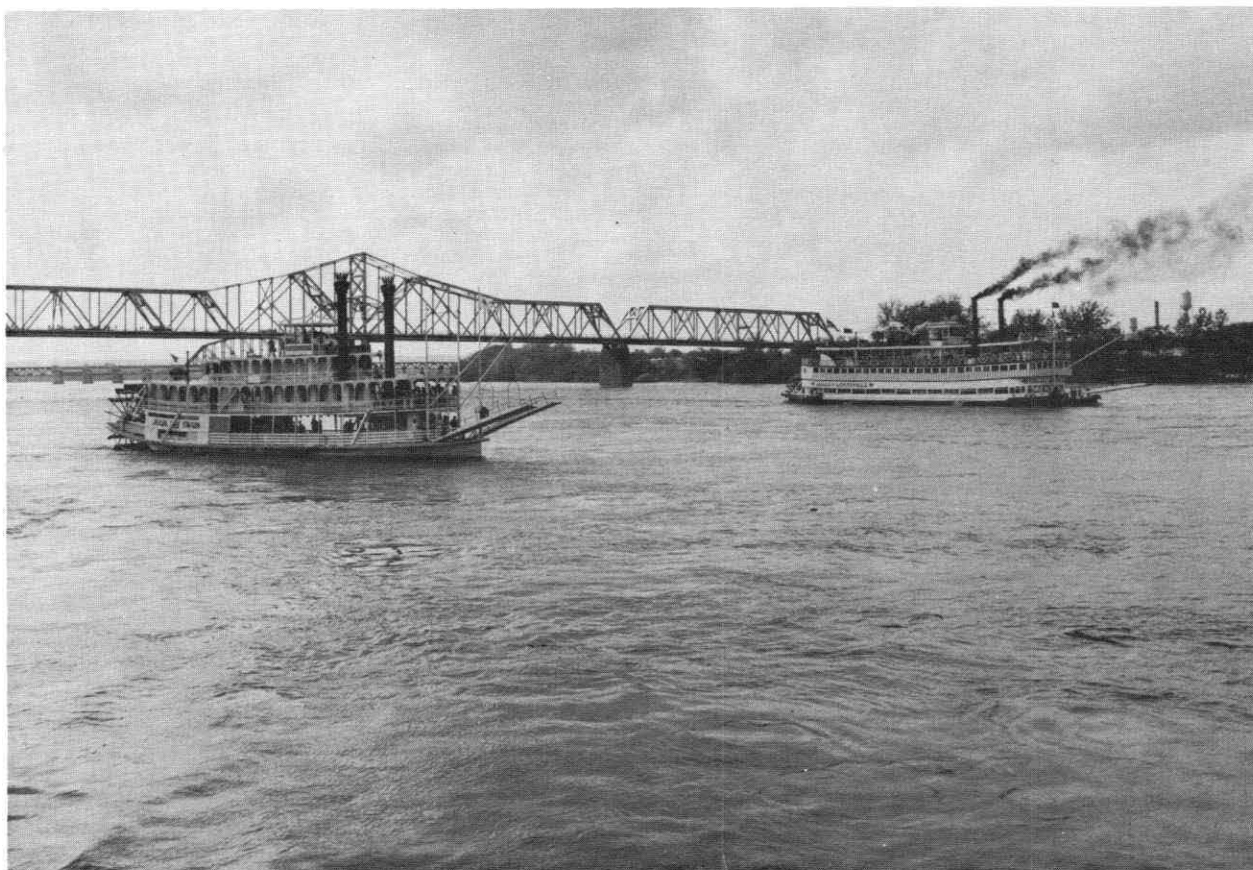
"Standing in the steady rain, a dripping Warner told the crowd that they should all 'enjoy a good sailor's mist.' Warner is a former secretary of the Navy."

What reporter Keith Runyon did not report, and what surprised us most, was that during the din of exploding aerial bombs from the



A sight seldom seen these days -- three passenger steamboats with steam up all at the same location. Taken during the christening ceremonies from the fore-castle of the MISSISSIPPI QUEEN, April 30, 1975 at Louisville, Ky. From the left: DELTA QUEEN, BELLE OF LOUISVILLE, and JULIA BELLE SWAIN.





The sweetheart of Peoria, JULIA BELLE SWAIN, and the sweetheart of Louisville, the BELLE OF LOUISVILLE, line up for the start of the Steamboat Race last April 30th with the John F. Kennedy Memorial bridge in the background. This was the first time these two BELLE's had seen one another.

aft deck of the CLARE E. BEATTY stationed in midriver, and the simultaneous blowing of the steam whistles of the B/L, DQ and JBS, many persons cried unabashed. It was a most stirring spectacle of sound and fury, but who wants to cry about it?

Delly Robertson did. We asked her about this later.

"I was crying for all of the dear people who wanted to be present and who weren't; for those good souls who worked on the river and on these boats who didn't live to see this day; for some of those who got fired for absurd reasons and were left out--all of these deserving ones who by all rules of right and reason should have been here, instead of me."

Dick Simonton said, "Come on now Delly, don't be dripping your tears into a river that's already flooded." Who was Dick to talk!

**T**HE RACE, unprecedented in the annals of inland steam navigation, was in some respects an anticlimax. But not for the several hundred thousand spectators who lined the Indiana and Kentucky shores, who darted around in motorboats and yachts, and who lined the rails of the Clark Memorial bridge. Immediately after the M-Q christening, and not predicted by the weather watchers, the rain stopped, the clouds scat-

tered, and the sun came out.

We found ourself in the pilot-house of the JULIA BELLE SWAIN when the three boats were lined up for a dead start just below the Clark bridge. A cannon was fired from the local Sea Scout cruiser ZACHARY TAYLOR. Capt. Dennis Trone (who has pilothouse control on the JBS) shoved the lever to full-ahead. By prearrangement the JBS was to keep up the middle of the river; the B/L up the Indiana shore; the DQ up the Kentucky side. It was an unfair arrangement really, the river in flood and the JBS with the least horsepower fighting the worst of the current and dodging a forest of floating saw-logs, trees, and small islands of flotsam and jetsam. Comparative figures are as follow: DQ, 2000 hp., B/L, 450 hp. and JBS, 250 hp.

The JBS is hand-steered, with Dennis using the pilotwheel from the old ferry CITY OF BATON ROUGE. He hasn't any foot brake rigged to the wheel either. The general consensus around Louisville was that the JBS was going to win this affair. In an astonishing exhibition at Peoria she had once licked the DQ soundly.

So up through the old Big Four bridge, a relic now with the approaches gone, the JBS taking the center span, and the other two the side spans. By the time we got to

the lower end of Jeffboat the B/L had taken the lead and was gaining all the time. The DQ, black-smoking up the Kentucky shore, was out of the running--I mean so far in the rear that there wasn't much chance she would recover. Alan Bates noticed a drift log dragging across the DQ's bow. She'd picked it up and couldn't get rid of it. Then the JBS got drift in her rudders and couldn't get rid of that either. Dennis didn't try to get rid of it; he could steer ok using only a spoke or so.

Dennis tried working the JBS over toward the B/L to get easier water. The USCG called from the LANTANA and told him in no uncertain terms to get back to the middle of the river. He did.

By the time the JBS got to the Louisville Water Works the B/L was I'd judge eight lengths ahead and the DQ eight lengths behind. The sunshine had warmed up the weather and by now I had shed tie and jacket, and the B/L like a panting dog was 'scaping out on the roof. The excursion barge CHAPERON towed by the F. H. JOHNSON was just above the Water Works on the Kentucky side with a swarm of spectators aboard.

This was a turn-around race and the buoys for the turn had been set at the foot of Six Mile Island, three of them, one for each contestant. We could see two tow-

boats hovering near the B/L's turn buoy but had no idea why they were positioned so. In fact they were apparently hampering her turn.

Then the truth dawned. After the B/L passed her buoy she paused while one towboat shoved her stern shoreward and the other shoved her bow riverward. These two conspirators were the DAVID H. LeMAY and the JOE TAYLOR. They waltzed the B/L around and had her under full steam on the return leg of the race in nothing flat. This maneuver had been successfully planned and concealed from the other two contestants.

Ken Loomis of the Courier-Journal wrote next day:

"But, although it looked as if they didn't need it, the masters of the BELLE couldn't resist employing this year's concoction in their cookbook of river flim-flamery; a secret 'mechanical device' to whip through the turn-around near Six Mile Island.

"Quicker than you could say Benedict Arnold the two towboats chugged out to the BELLE and, the LeMAY at her bow and the TAYLOR at her stern, spun the steamboat around as if she were a revolving door.

"The BELLE smugly steamed back downriver past her outraged rivals with her calliope burbling."

Needless to say the B/L won easily, and would have won anyhow.

The amazing part of the show was to see how handily the JBS made her turn. Dennis Trone eased her up abreast of the buoy, a little above, and then, engines ahead slow, ran his rudders hard down. He made a starboard swing and that beautiful steamboat went around on a dime and had nine cents change left over. With an upstream wind, no less. You just have to be a pilot to understand and appreciate the real ecstasy of delight this maneuver brings with it. Seldom in my life have I seen a turn done as well, and never better. This pint-sized steamboat JBS has no need of a bow-thruster, nor does she need towboat assistance. All she asks is a fair shake.

**T**HE BOATS ENDED the race at Beargrass Creek, above the head of Towhead Island. I'd say the B/L was 3/4 of a mile in the lead when she arrived. The JBS had ridged her rudders of the drift when she made her turn, and the DQ came back minus the drift across her bow--probably lost it during her turn.

Everything was in good shape but for the disposition of Capt. Ernie Wagner of the DQ. The secret "me-

chanical device" employed by the B/L with her assistance from two towboats in turning was what he called "dirty pool." He refused to lay a hand on the gold-leafed antlers when they were passed to the B/L at the reviewing stand. --Nor were the three judges of the race unanimous. Capt. Bill Streckfus figured there was no argument about a boat 3/4 mile ahead being the winner. Capt. Jack Trotter shrugged it off as "all's fair in love and war and steamboat races." The third, your Editor, contended that the B/L was automatically disqualified by employing outside assistance and that the JBS hence was the winner. On that note, the horns passed to Capt. Charlie Brasher amid prolonged cheers from perhaps five hundred spectators. The BELLE OF LOUISVILLE had won.

All of which made fascinating reading for those who follow the two Louisville daily newspapers. What the readers did not know, and probably never will know, is that one hour after the antlers were handed over amid the heat of controversy, all of the principals were up at Rock Hill off Mockingbird Road at the fabled residence of C.W. and Lucy Stoll.

Of the one hundred plus guests who partook of Lucy's buffet supper, many were key figures in the



Her Ladyship DELTA QUEEN was cluttering the atmosphere as she kept up the Kentucky shore during the April 30th race. Capt. Ernie Wagner attributed her lag to a heated bearing. Look closely and you'll see something new has been added in 1975 - the DQ has her name painted on the engineroom bulkheads for the first time in her career.

events of the day. No invitations were issued, and never have been, since these traditional parties were started by the Stolls a good many years ago. Those fortunates who have been asked, ranging from the aristocracy of the river to deckhands, show up at Rock Hill following the ceremonies, usually to discover that the host and hostess are among the last to arrive.

It was so this time. We escorted Lucy along the curving driveway past scores of parked cars somewhere around 7:30 o'clock and we were received at the door by C.W.'s sister Martha who tactfully introduced herself and well she did for we hadn't seen her since she was knee-high to a duck. She is now the lovely wife of E. E. Ballard, Country Lake Camp, Route 1, Underwood, Ind. 47177.

Thanks to Lucy's daughters Susan and Judith, and to the house guests Homer and Grace Hawley (parents of Capt. Doc Hawley) and Chuck and Catherine Remley of Campus Martius and the Ohio River Museum, Marietta, the dinner was in full swing when we arrived with the hostess. Various of the guests had brought goodies of one sort or another to add to the larder. And now we'll have to close. If we don't close there will not be a June issue.

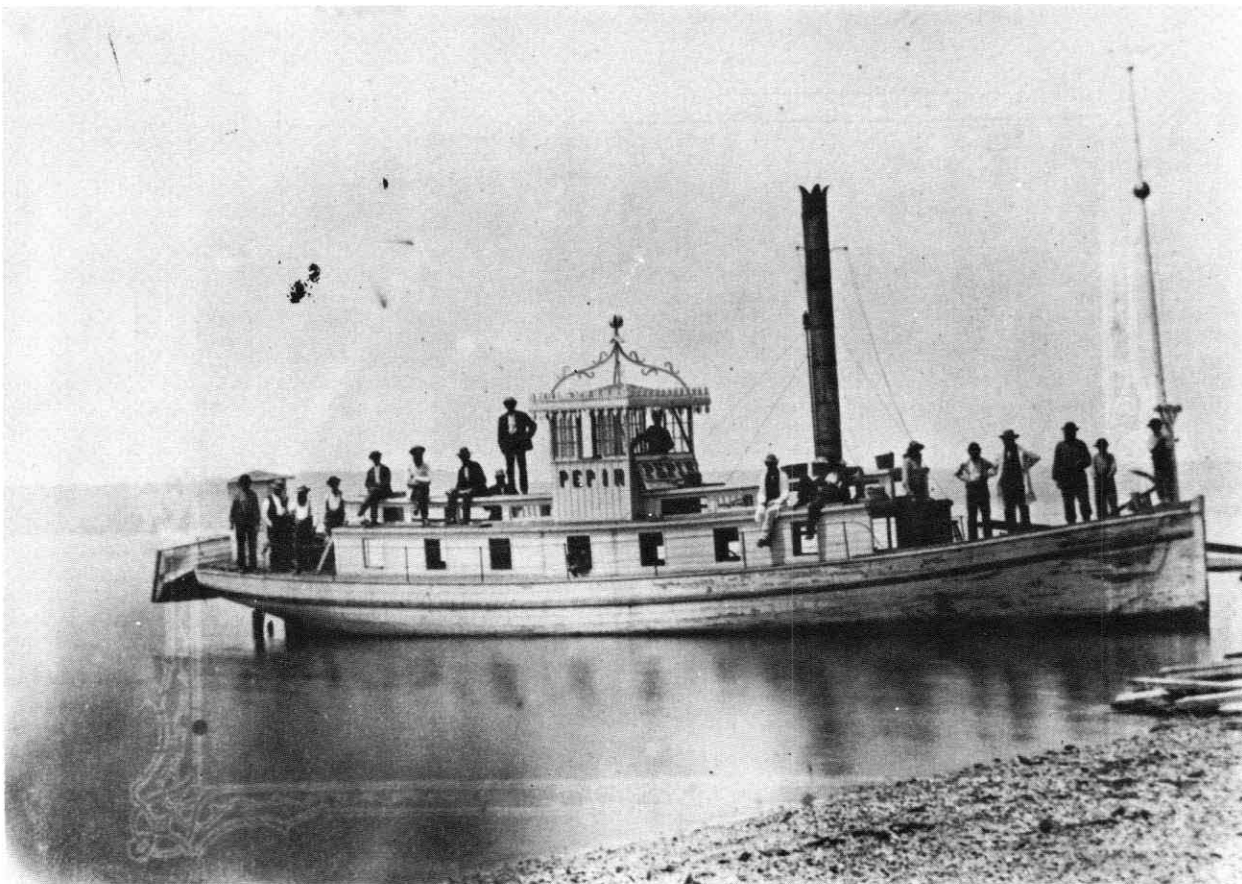
Our thanks to all concerned for invitations to all of the events of that memorable Wednesday, April 30, 1975.

Alan L. Bates, Louisville, informs us of the death of Sid Coventry, at Halesworth, Suffolk, England, on April 8, 1975. Sid was well regarded as a builder of scale boat models of various types and one of his fleet was the batwing J. P. HUGHES, named for the late Capt. Jesse P. Hughes.

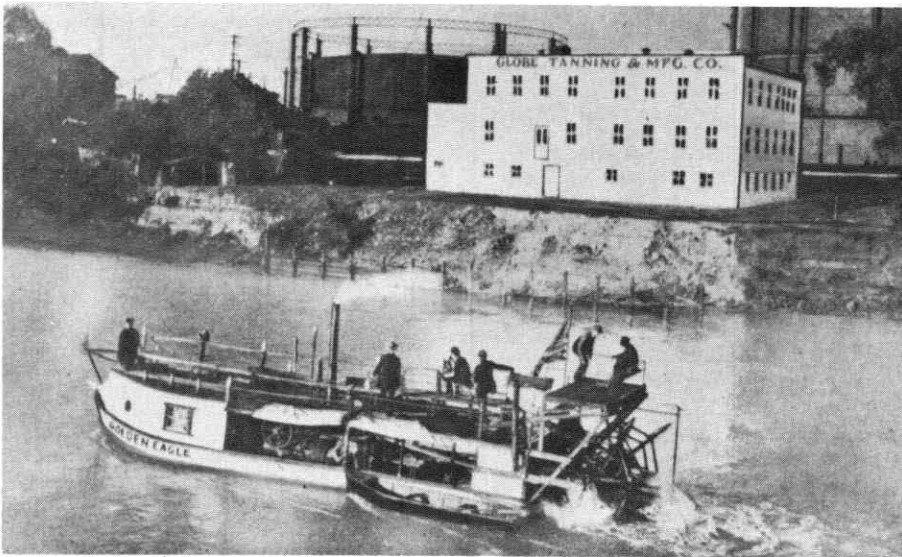
The old USCG steam lighthouse and buoy tender WAKEROBIN was sold this past April to Capt. Dennis Trone of the JULIA BELLE SWAIN. She has not operated for a number of years, and is a sternwheeler. The 182-foot boat was built in 1926 by Dravo at Neville Island, Pa. with a steel hull. Her machinery and boilers are still in her and are said to be in good condition. The engines are 18" dia. by 7½ ft. stroke and were equipped with condensers. In 1945 she received two new B&W three-pass water tube, sectional header type steam generators which used Bunker C for fuel. The Coast Guard transferred her to the U.S. Engineers, Memphis, under a lease arrangement about 1950, and they took title to her 20 April 1955 and soon sold her to the Comet River Company, Cincinnati. She has been in that area since used as an oil dock. Captain Trone plans to use the WAKEROBIN as a landing boat for his excursion operations, and we make bold to venture the opinion he will find good use for the en-

gines and boilers one of these days. We understand he bought the boat from Capt. John L. Beatty.

Yeatman (Andy) Anderson III of the Inland Rivers Library, Cincinnati, informs us that the eight-section panoramic daguerreotypes showing the Cincinnati waterfront in 1848 are being rephotographed by modern methods with the object of creating a monster mural to be displayed in West Germany. Andy says the Library receives constant requests for these famous scenes. He supervised the cleaning of the daguerreotypes a few years ago, a very tricky operation. Unsuspected details were disclosed. These pictures were featured in our issue of March '68. The original plates were made by Fontayne & Porter, Cincinnati photographers, and were first exhibited at the Philadelphia Exposition in 1849 in the Franklin Institute. They were displayed at the World's Fair in London, 1851, and were highly commended by English critics. Later the panorama was hung in the old Cincinnati Public Library. No reproductions were made until pressure was brought to bear by several experts, among them John D. Hatch, Marshall Davidson and Beaumont Newhall. By that time the pictures were almost 100 years old but in excellent shape. Since then sections of the scenes have been featured in many books.



This stylish looking craft braved the waves of Lake Pepin, on the Upper Mississippi between Red Wing and Wabasha, a natural lake 20 miles long and in places 2 miles wide. She was built at Pepin, Wis. in 1872 on a wood hull 46.8 x 13.3 x 5.8 and was still documented in 1886. -C. W. Stoll, photo.



HERE IS the GOLDEN EAGLE of Des Moines, Iowa. In the March issue, page 10, under the title "Get Ready! Get Set! Gold!" we listed her as one of four Mississippi System steamboats carrying that name. She was built at Des Moines in 1911 on a wood hull 40.5 by 10.8 by 2.8. The above picture comes from Roy V. Heatter, 14023 Gail Lane, Crestwood, Ill. 60445. Roy says, "It's easy to see she is not Howard-built; looks more like a Rube Goldberg." Roy's picture is made from a post card prepared and issued by the Globe Tanning and Manufacturing Company, Des Moines. Their building appears in the background. The Iowa Retail Harness Makers convention was being held at Des Moines June 5-7, 1912 and these post cards were handed to delegates, inviting them to visit the Globe Tannery at 222 Southeast First Street.

We have received a very heartening letter from Paul W. Seabrook, 1119 East Market St., New Albany, Ind. 47150, dated April 25th, the first letter he has written in two months. In latter February while attending Rotary Club, Paul was taken ill and hospitalized. He underwent two rounds of surgery and was in intensive care for two weeks. Released in the second week of April he says he's still a bit weak and sore. Paul got a big charge after seeing the picture in the March issue showing the scene at Burnside, Ky. on page 36. "I knew and was a personal friend of Norman I. Taylor, son of Geo. P. Taylor whose warehouse shows so prominently in that photograph," says Paul. "I have visited at their home in Burnside and they have been in our home."

Ralph Gearhart has formally announced his intention to run for mayor of Marietta on the Republican ticket. He has been president of council for the past 21 years. He has long been associated with the operation of the Hotel Lafayette and has lent kindly assistance to many an S&D project.

Nelson Jones is again chairman of the Labor Day week-end river races and events at Charleston, W. Va. Don't miss it. Anything can

happen, and usually does. Nelson, his brother Tandy, and Mr. and Mrs. Charles T. Jones attended the April 30 christening and boat race at Louisville.

The TELL CITY's pilothouse made the front page of the Marietta Times on March 1st. Catherine Remley, curator of Campus Martius Museum, announced it was on the agenda for restoration either this spring or summer.

For the past 58 years the relic has been at Little Hocking, O. on the Bent property where it was used as a summerhouse. The TELL CITY was wrecked on rocks there on April 6, 1917. She was Howard-built in 1889.

The 86-year-old pilothouse is the oldest one in existence, and shares honors with the pilothouse from the GOLDEN EAGLE as being authentic survivors of hand-steered wooden river packets. The EAGLE's pilothouse was rescued by Ruth Ferris, faithfully restored, and today is ensconced in the Jefferson Memorial museum, St. Louis, the pivotal exhibit of the Missouri Historical Society's river display.

The Ohio Historical Society, after transporting the TELL CITY's pilothouse from Little Hocking, will restore it, and place it on the premises of the Ohio River Museum.

Another tradition of the Old South has died.

The Peabody Hotel in Memphis where each afternoon for a half century a quintet of performing ducks waddled through the lobby to the strains of martial music, has closed its doors.

"The Mississippi Delta begins in the lobby of the Peabody Hotel in Memphis and ends on Catfish Row in Vicksburg," author David Cohn wrote in 1934.

In its heyday, the 12-story, red-brick hotel built 50 years ago was the center of social activity in a city that billed itself as the cotton capital of the nation.

Debutantes and cotton planters danced to the big bands in the rooftop ballroom, the Skyway. Land barons spent days in the lobby, talking and watching the five ducks swim in the marble fountain.

"The Peabody is the Paris Ritz, the Cairo Sheppard's, the London Savoy of this section," Cohn wrote in his book, "God Shakes Creation."

"If you stand near its fountain in the middle of the lobby, where ducks waddle and turtles drowse, ultimately you will see everybody who is anybody in the Delta and many who are on the make," the Greenville, Miss. writer said.

Through 50 years and numerous owners, one Peabody tradition remained. Each morning, five mallards left their pens on the roof and rode an elevator to the lobby. They spent the day swimming in the ornate fountain.

At 3 p.m. a red carpet was rolled out and appropriate march music played. The ducks waddled to the elevator and rode back to their quarters.

The ducks made their last walk early in April. A day later the owners of the Peabody filed for bankruptcy.

The city is studying the possibility of buying the Peabody and renovating it, then leasing it to a private firm. Such action would require the Tennessee General Assembly to grant authority to issue bonds for the project. So far, there has been no legislation action on such a bill.

The Peabody, meanwhile, is almost empty. One entrance is padlocked. Security guards are on duty to make sure no assets are misplaced. The water in the fountain has been turned off and the ducks are at the farm of their owner, B. B. Hamilton.

One of the crew of the JULIA BELLE SWAIN is Dona Schleasier of Dubuque who recently passed her USCG pilot's exam with flying colors. Dona was aboard for the race at Louisville last April 30. Also there was Bob Burnett whose picture appeared on page 44 of our last issue. We met Vernon Barr and many other celebrities from the Illinois region. Engineer on the JBS is Forest Foreman who is no stranger to sternwheelers, having served on the LUCIA, COAL BLUFF and others.

Jack E. Custer, model builder and SPRAGUE specialist, has taken on the editorship of "Nashville Flyer," monthly newsletter of the Nashville (Tenn.) Chapter of the National Railway Historical Society. The Feb. '75 issue is a legal size two-sheeter done in typed offset, not illustrated. The predominant feature is a hefty paragraph loaded with steamboat news about the BELLE OF LOUISVILLE and the DELTA QUEEN and the JULIA BELLE SWAIN and the ADMIRAL and the PRESIDENT and the NATCHEZ and the SPRAGUE. Editor Custer is frank about this, explaining that he is both a steamboat nut and a rail fan.

Mrs. Nettie I. Farley, widow of the late Forester (Pop) Farley, died in the Marietta (Ohio) Memorial Hospital on Wednesday, January 22, 1975. Mrs. Farley was 81. She was a native of Switzerland County, Ind., daughter of Mr. and Mrs. Robert G. Montgomery. Her husband who preceded her in death on November 24, 1972 was long associated with the U.S. Engineers as lockmaster at Ohio River locks, and as area chief at Marietta. Mr. and Mrs. Farley were married on May 4, 1910. Two sons survive, Ralph H. Farley, New Matamoras, and Max R. Farley, Marietta. Burial was in the East Lawn Memorial Park, Marietta.

Copies of Capt. Roy L. Barkhau's 48-page illustrated paperbound book "The Great Steamboat Race Between the NATCHEZ and the ROBT. E. LEE" are available at \$1.25 post-paid. Write R. Dale Flick, 1444 Burney Lane, Cincinnati, O. 45230. Allow ten days to two weeks for handling.

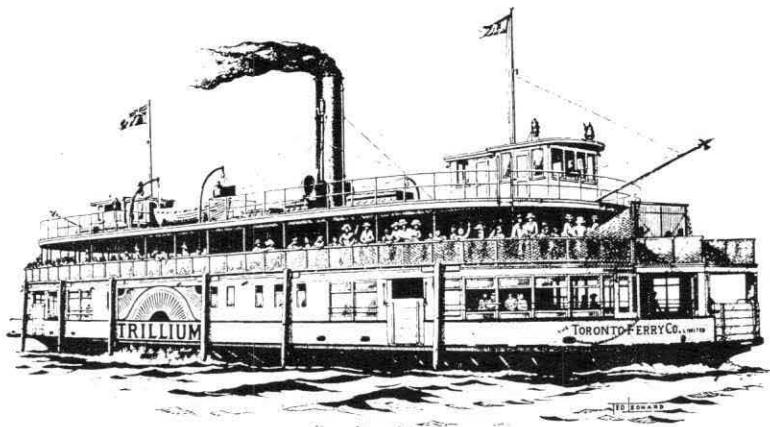
Philip J. McCarroll, 229 Summit Ave., Pittsburgh, Pa. 15202 has joined S&D. In the 1930s he was employed on towboats of the Jones & Laughlin Steel and made various trips through to Memphis. For the past 30 years or more he has been associated with the Insurance Company of North America with offices in Pittsburgh.

Our thanks to Capt. Charles J. Larkin, 126 Ridgeway, Louisville, Ky. 40207 for a copy of "List of Merchant Vessels of the United States - 1895." We have been limping along with only one other of these valuable records, that of 1925.

Sirs: We have seen a copy of Vol. 10, No. 2 of your magazine. May we order two copies for our library files? This issue is an incredible compilation of exceptional photos and text. You are to be complimented on a very fine magazine.

Mrs. Matilda Dring,  
Photograph Archives,  
The Maritime Museum,  
Foot of Polk St.,  
San Francisco, Calif. 94109

## PADDLE-WHEELER REJUVENATED



**G**RANTED that if present plans go as scheduled there will be a steam side-wheeler excursion and ferry boat operating on the Great Lakes this summer.

The TRILLIUM will be based at Toronto, Canada. She will be used to pinch-hit in the regular ferry service between Toronto and Toronto Island, and also to handle charter excursions. Her capacity is 1000 passengers.

She was built in 1910 by the Polson Iron Works Limited at Toronto for the Toronto Ferry Company on a steel hull 150 by 30. She ran regularly in Toronto Bay until 1951. In 1956 the Canadian Steamship Inspection Board lifted her license pending extensive repairs and alterations which never were made. She was laid up in a lagoon adjacent to an old lighthouse at Toronto Island and remained there for years and years--in fact until 1973.

At that time the Metropolitan Council, urged strongly by the Toronto Historical Board, recommended that the ferry should be rehabilitated and reactivated. A fund of \$950,000 was authorized

for the purpose.

In the winter of '73 the TRILLIUM was taken to the McNamara's Shipyards at Whitby, Ontario. Her hull was searched and, amazingly enough, only two plates had to be replaced.

Principal alteration will be the replacement of her original wooden decks and cabins by metal. She's getting steel decks and her new cabin will be of aluminum. Her old coal-burning furnaces will be changed to oil burners. Her engines and machinery are due for a complete overhaul. Various replacements will be necessary because of vandalism while she was laid up so many years.

When the TRILLIUM blossoms out hopefully late this summer she will have the distinction of being the only steam side-wheeler on the Great Lakes, and one of the last on the rivers and lakes of North America.

For the above we are indebted to Compressed Air Magazine's January 1975 issue, sent to us by Mike Herschler, 3405 Dee Drive, Quincy, Ill. 62301.

=Since this letter arrived last February the Maritime Museum has joined S&D. -Ed.

Sirs: I spent several memorable weeks aboard the towboat J. S. LEWIS working out of Point Pleasant, West Va. in 1967. My notebooks were lost on my way back to Europe and I wonder could you furnish me with details of this boat, and also of one named MARY JANE?

Dr. Sven S. Larsson,  
Stationsgatan 1B,  
S-824 00 Hudiksvall,  
Sweden.

=We're passing this to Bill Barr for handling. Meanwhile Dr. Larsson has joined S&D. -Ed.

Charles D. Bieser, 11720 Edgewater Drive, Cleveland, O. 44107 petitioned Betty Blake to name the

new boat PROUD MARY. He dredged this idea from the upbeat and folksy "Big wheel--keep on--turn-in" PROUD MAR-Y keep on burn-in" from Jondora Music and Credence Clearwater Revival. Betty B. sent him a rejection slip.

We are vastly indebted to Capt. Doc Hawley for the beautiful picture of the new NATCHEZ on this issue's front page. He sent it from New Orleans just as we were going to press. Also we commend to those who are captivated by the boat the April 26, 1975 issue of The Waterways Journal. Copies may be procured @ 50¢ each by writing them at 701 Chemical Building, St. Louis, Mo. 63101. Seven of the issue's pages are devoted to pictures (one in full color) and details of the NATCHEZ. The story is written by Wade McIntyre, the WJ's New Orleans representative.

S&D's treasurer H. Chase Putnam, Jr. who also is director of the Warren County (Pa.) Historical Society, shows up in the initial issue of "Pennsylvania Heritage" with an illustrated article about Warren's suspension bridge 1871-1918. The structure arched across the Allegheny River, its two piers set on shore, allowing uninterrupted navigation. The twin towers rising high above the piers to support the main cables were boxed artistically in wooden housings topped mansard-style. Local tradition for years insisted that the famous Roebling company of Trenton, N. J. put the structure up, but seems not. Recent investigation in the files of the Warren County Historical Society have afforded proof that Roebling cables were used; however, and that periodic inspections over the years were conducted by Roebling representatives.

The old structure was replaced in 1918 with the modern multi-arch concrete bridge designed to cope with heavy vehicles. Chase says that the old suspension bridge, torn down at that time, was still in good shape "and there is plenty of reason to believe that the cable would still be supporting it today."

"Pennsylvania Heritage" is a quarterly issued by the Pennsylvania Historical and Museum Commission, Box 1026, Harrisburg, Pa. 17120. The initial issue in which the above appeared is dated December, 1974. Yearly rate is \$2.

Chase's bridge story first was printed in "Stepping Stones," the illustrated quarterly issued by the Warren County Historical Society, issue of September 1974.

The Nautical Research Guild will convene for a convention at the Motor Hotel Lafayette, Marietta, on the week-end of August 16. A program will be given Friday evening. Scheduled talks and events will be followed by a banquet and program Saturday, and an inspection of the Ohio River Museum and the W. P. SNYDER, JR. will occupy the group Sunday morning. John L. Fryant will give a talk entitled "River Boat Modeling" with slides. Interested members of S&D are welcome at the meetings.

Marietta, O. put on a three-day wing-ding celebrating the city's 187th birthday in early April. The main event was a race between the diesel sternwheelers CLAIRE-E and VALLEY GEM. They started at the Ohio River Museum in the Muskingum and ran down to the railroad bridge and back. Witnesses say the boats were neck and neck until the turn was made. Gene Fitch did a spin-around with his CLAIRE-E and finished five lengths ahead.

Capt. Philip M. Brown, Jr. died, 63, on Saturday, March 8, 1975 at home, 505 Wendover Avenue, Louisville, Ky. Following eleven years of river experience he joined the



This is DISCOVERY II, pictured on the Chena River, same date as above. Photos made by M. D. Harrington, 5228 11th Ave. South, Minneapolis, Minn. 55417 to whom our thanks. Jim Binkley visited at 121 River in 1972 while on a look-see of our excursion boats. Among his guests have been Lowell Thomas, Jr., Allan Villiers, Dick Bissell and Dick Simonton. He's 54, and gnawing at his vitals is a passion to build and operate a real steam tourist boat for the Yukon.



American Commercial Barge Line as a pilot in May 1943 and was highly regarded as an executive consultant when he retired in November 1966. The towboat PHIL B was named in his honor in 1968. After leaving ACBL he became a marine broker and was still active in that capacity until the end. His wife, Mary Irene Brown, at home, survives him. Burial was in Resthaven Memorial Park, Louisville.

Sirs: Please send me any information you have concerning steamboats that were in disasters around the state of Illinois.

Thos. L. Rutherford,  
Divers Equipt. Mfg.,  
502 Juniper Lane,  
Bradley, Ill. 60915

=This tall request comes to us written on an 8¢ post card. -Ed.

Sirs: I worked on the towboat JOHN G. BRITTON then owned by the Campbell Barge Line in 1939. The captain was my grandfather Capt.

Going to Alaska this summer? There are two sternwheelers to ride at Fairbanks. This is the DISCOVERY on the Tanana River, June 15, 1974. She and her partner (below) are both diesels but their paddlewheels do the work. They are operated by Capt. Jim (whose real name is Charles) Binkley, president of Alaska Riverways, Inc., whose home address is Drawer G, College, Alaska 99701. Jim learned to pilot on the steam sternwheelers KLONDIKE and NENANA and has navigated all 2200 miles of the Yukon.

Andrew J. Sayre and the pilot was Capt. William S. Pollock. Am I qualified to join S&D?

Donald Steffler,  
Box 235, R.D. 11,  
Mansfield, Ohio 44903

=Welcome! -Ed.

Sirs: Although I missed the latter part of the steamboat era, my first recollection of crossing the Mississippi (I was born in 1920) was on a steam ferry plying between Natchez and Vidalia although I'm not sure of its name. The SENATOR CORDILL was named for my great uncle, and another great uncle of mine, E. L. Collins, ran a store at Goldman Landing. The property once owned by G. C. Goldman for whom the CARNEAL GOLDMAN was named is still in the hands of several of his grandchildren, just north of Waterproof, La.

L. T. Collins,  
Eagle Nest Plantation,  
St. Joseph, La. 71366



**S&D** IS HOLDING ITS ANNUAL MEETING at Marietta, O. on the week-end of Saturday, September 13th. Arrangements are in progress to have a grand river excursion departing the Marietta wharf about 11 a.m. Saturday. Gateway Clipper, Inc., Pittsburgh, plans to have their SHOWBOAT II available for the trip. The boat is shown in the above photograph, taken by William E. Brandt, shortly after her arrival in Pittsburgh this spring from Philadelphia. When Slim Brandt took this picture on March 9, work of restyling the boat had barely commenced. The proposed S&D excursion will proceed downriver from Marietta 18 miles including a circuit of famed Blennerhassett Island. Lunch will be served enroute and members will debark at Marietta about 3:30 p.m. The SHOWBOAT II is built on a steel hull and measures 105 by 35 over all. She was built at Dubuque, Iowa in 1965, carries 400, and is the most widely traveled of river boats. She has been on the Mississippi, the Illinois, Lakes Michigan, Huron and Erie, the St. Lawrence Seaway, the Delaware, the Atlantic Intercoastal Waterway, the Gulf of Mexico and now to the headwaters of the Ohio. She's enclosed to assure comfort regardless of weather, and has ample open deck space for sight-seers. The charge for S&D's boat ride and for the luncheon will be modestly priced to meet expenses and within the reach of all. The dinner meeting at the Hotel Lafayette will be held on Saturday at 6:30 p.m. as usual, followed with an interesting program. Come one, come all, and bring your models, picture albums, etc.

#### BACK ISSUES AVAILABLE

PLEASE NOTICE:- Our stock of back issues has been conspicuously depleted. The list shown below is all we have, subject to prior sale.

PRICE is \$2 each, postpaid.

Vol. 1	#1		
Vol. 2			
Vol. 3		#3	#4
Vol. 4	#1 #2		
Vol. 4			#4
Vol. 6	#1	#3	
Vol. 7	#1 #2	#3	
Vol. 8	#1 #2	#3	#4
Vol. 9	#1 #2		#4
Vol. 10	#1 #2	#3	#4
Vol. 11	#1 #2	#3	#4
Vol. 12	#1 #2		

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

Check in full required with all orders.

Ex-Marietta mayor John Burnworth has been on the Board of Directors of the Ohio Historical Society for the past three years. His term expired last February 14. However he continues to serve until such time as governor James Rhodes officially replaces him. The Society met in Columbus for its annual meeting in mid-April and nominated to the governor its choice for the Burnworth replacement, either a Cincinnati businessman or a Toledo attorney. Marietta is not taking these nominations lightly. The Marietta Area Chamber of Commerce has endorsed to the governor the name of a Mariettan (his name not announced) to fill this important vacancy. Ernie Hartong, executive v.p. of the MACoFC, says that if this fails, Marietta Area still has a plus in its favor. Dr. Thomas Smith, one of the new OHS directors, is a former Marietta College faculty member. He lives in Athens.

Catherine Remley has been elected president of the Ohio Association of Historical Societies for a three-year term. She is the seventh president since the founding of the association in 1954. Since 1960 she has been curator of Campus Martius Museum, Marietta, and will continue that work as well.

The monthly newsletter "Nashville Flyer," issue April '75 has a bit more than railroad news, as usual. This sheet has been talking about steamboats so often that r.r. buffs have been writing in to learn how to procure river publications. Says the editor: "The most interesting is the S&D REFLECTOR, a quarterly that deals with all sorts of interesting trivia concerning inland river steamboats. The photos are fascinating and it is well worth the \$7.00 annual subscription."

Well, would you know, the doorbell rang as we were typing the above. Standing there was C. L. Brooks, 1065 Tommy St., North Canton, O. 44720, a Penn Central locomotive engineer over this way to take a drag out of Conway yard to Harrisburg. He wanted two extra copies of our March '75 issue. "I pass 'em out to my friends," he explained.

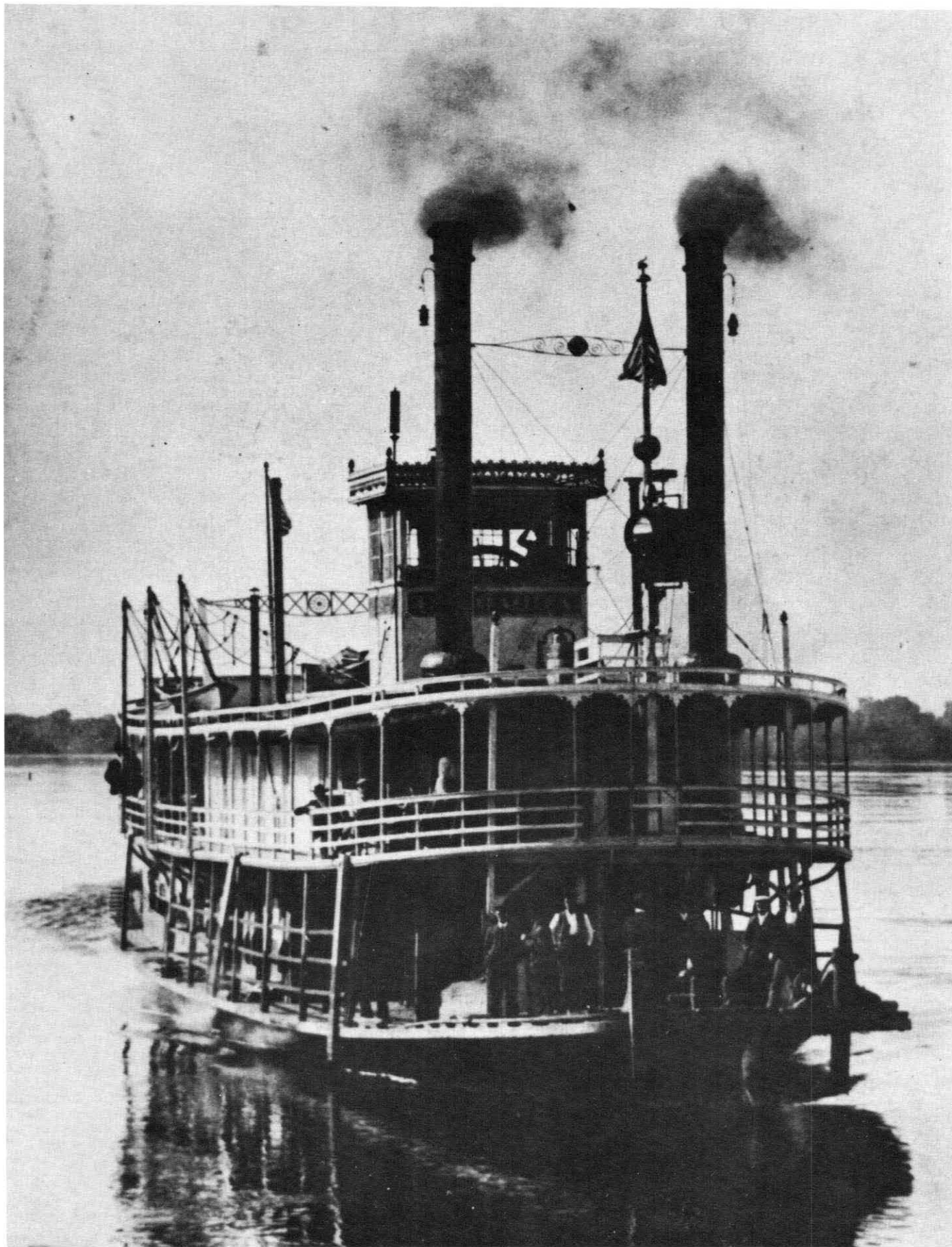
Sirs: I just completed reading the S&D REFLECTOR story of the SENATOR CORDILL reprinted in the Concordia (La.) Sentinel. I was born and raised at Vidalia, La. opposite Natchez and spent many an hour swimming on the sandbar above town. I date back early enough (born in 1908) to remember the BETSY ANN, Capt. Cooley's AMERICA, PERCY SWAIN, DAVID SWAIN, UNCLE OLIVER, and last of all, the TENNESSEE BELLE. Capt's S. B. and C. H. McNeely operated the steam ferry EL CAPITAN which I rode many times inasmuch as my brother-in-law Grover Knight was pilot. One of my usual chores was to take Grover's dinner down to him, and he'd let me steer and blow the whistle. The system of bell signals mystified me, even though I'd watch them being rung, and at other times watching the engineer Tom Radigan answer them.

Well, I've been living at Vicksburg since 1934, and prior to that time at Greenville. Most of my adult life was spent in the employ of the U.S. Engineers (40 years) on survey work usually between Rosedale and Bougere. I became known to a good many towboat persons while our outfit was helping reassemble tows that had broken up due to groundings. During my last ten years with Uncle Sam I was chief of the Survey Section in the Vicksburg District.

Just want you to know that I really did enjoy reading that article.

David Falkenheiner,  
3036 Indiana Ave.,  
Vicksburg, Miss. 39180

=The SENATOR CORDILL story appeared in our March '71 issue. -Ed.



WHEN WE SAID in our last issue there were six Western steamboats 1903-1908 named COLUMBIA we had forgotten all about this COLUMBIA. Fact is we'd never seen a picture of her, but here she is, straight from C. W. Stoll's collection. Details will be presented in the September issue, but meanwhile you Upper Miss fans are invited to amplify what little we know. Two clues: she was built at Stillwater in 1900 and ended up in Florida in 1911.



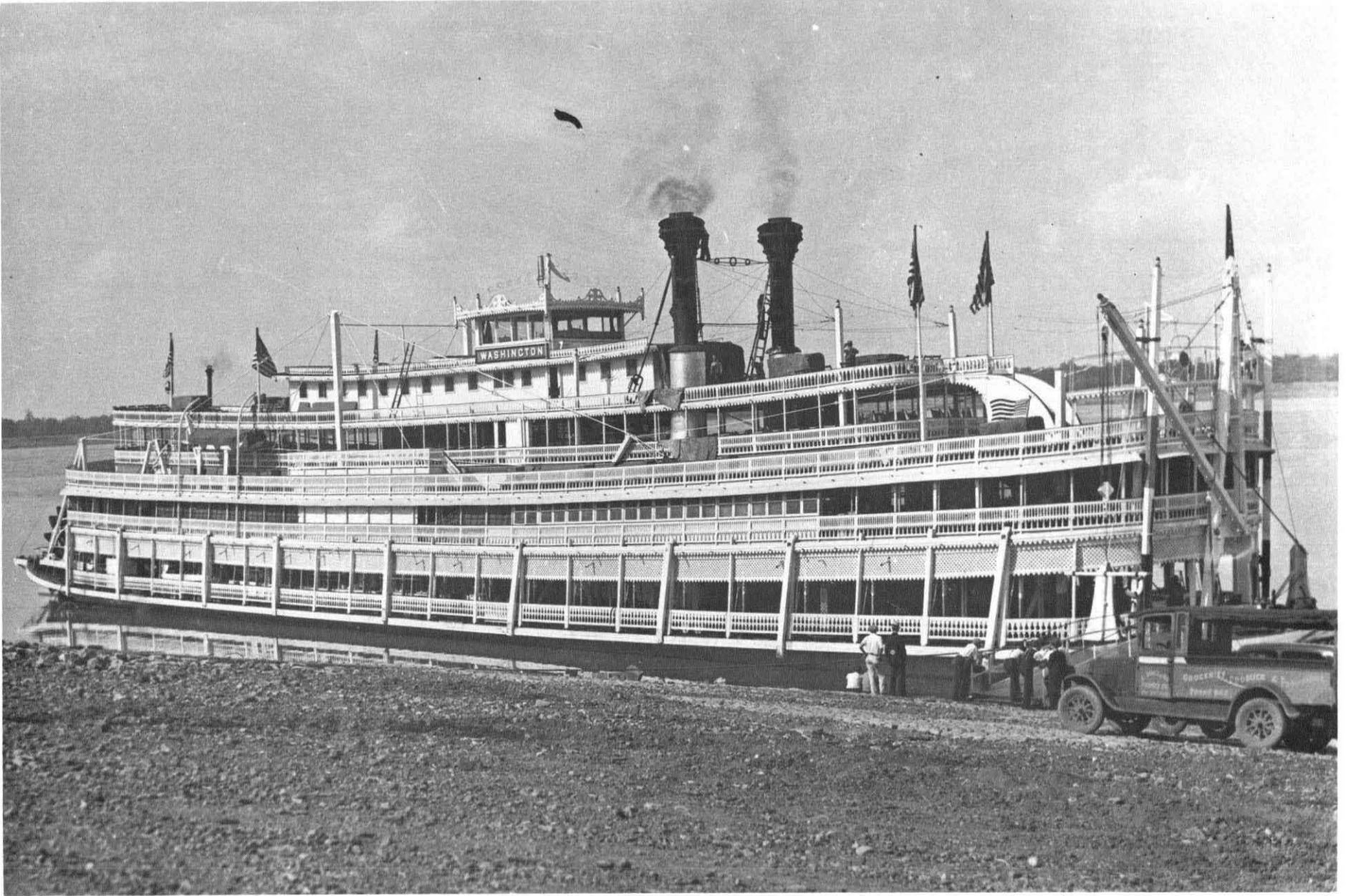


**T**HIS GROUP PICTURE of S&D members was taken following the launching of the "new" DELTA QUEEN at Jeffersonville, Ind. on Saturday, November 30, 1974. Many other members were present at the ceremonies including Bert Fenn, Bob McCann, Jack Garden--to name a few--but were not available when the photographer clicked his shutter.

Standing, from the left, are Capt. Roddy Hammett, Marion Frommel, Mrs. C. W. (Lucy) Stoll, Mrs. W. Clyde (Virginia) Glass, W. Clyde Glass, Mr. and Mrs. Paul L. Pryor of Dayton, O., Mrs. Lawrence E. (Ethel) Walker, Lawrence E. (Larry) Walker, Dorothy Frye, Mrs. Charles ("Boots") Brasher, Capt. Don Sanders, Wilbur E. Dow, Jr. and Don Vornholt.

Seated, from the left, Capt. Charles Brasher, Capt. C. W. Stoll, Capt. Frederick Way, Jr., Capt. Clarke (Doc) Hawley, Betty Blake, Capt. Ernest (Ernie) Wagner, Mrs. Don (Leila) Vornholt, and Mrs. Marion Frommel.

Capt. Ernie Wagner flew in from New Orleans for the event. Capts. Doc Hawley and Roddy Hammett were about to depart for New Orleans to join forces with the New Orleans Steamboat Co. of which Wilbur E. Dow, Jr. is president. The new NATCHEZ had not been launched (an event which happened February 8, 1975) and the Riverside Ramada Inn, where this picture was taken, was due to close its doors the next day, Sunday, Dec. 1, 1974.



Excursion steamer WASHINGTON  
Read the story boxed on the next page. Thanks to Jerry Sutphin for the picture.