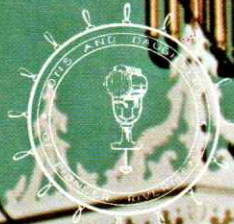


# S&D REFLECTOR

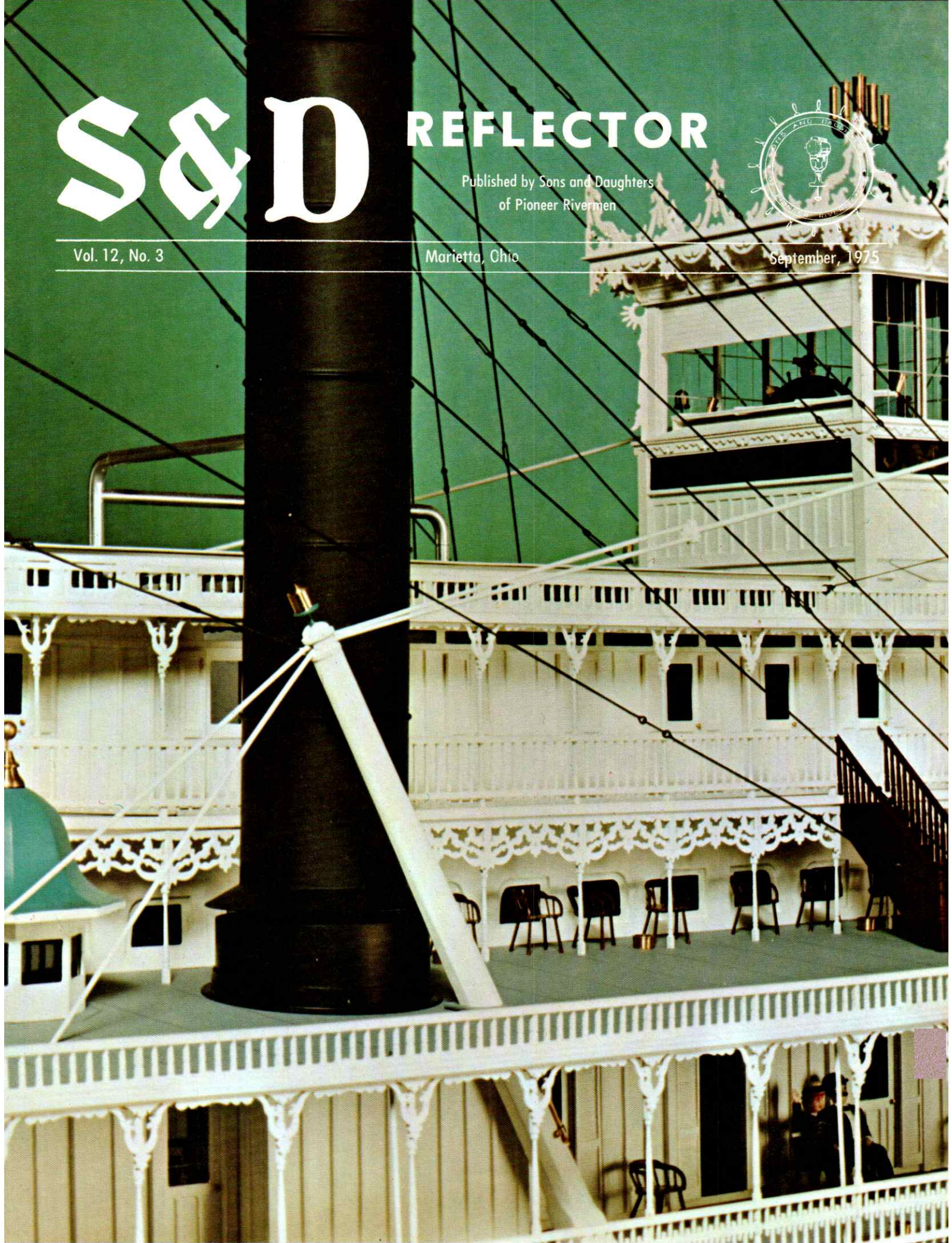
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 12, No. 3

Marietta, Ohio

September, 1975





## OUR FRONT COVER

This is a special and well deserved salute to Jack Leslie and Ralph Hitchcock who created the superb model of the J. M. WHITE. The view shows some of the details. Below is an interesting letter we received from Ralph Hitchcock dated July 16, 1975.

Sirs: R. L. Miller's letter in re our J. M. WHITE model (June '75 issue, page 21) certainly frosts the cake for Jack Leslie and me. Our thanks to Mr. Miller and to the S&D REFLECTOR.

That's a magnificent overhead stern view of the CORWIN H. SPENCER on page 20, same issue. Jack and I would have given a great deal for a similar view of the WHITE when we were attempting to define her 1967-1968 on paper before starting the model.

Jack Leslie has copies of Capt. Tobin's correspondence with the Howards re building the WHITE, along with a lot of Howard Ship Yard daybook information about her.

Even though the model was completed in 1972 and now is on display at the Smithsonian, Jack and I continue to collaborate on the WHITE. Our intention is to come up with a full set of drawings of the old vessel.

This takes time. It has been eight years since our original correspondence that led to building the model. Even since its completion we are still learning--thanks mainly to Bert Fenn and to Alan Bates. So we don't plan to start our "final" drawings until all possible information is on hand and digested. Hopefully this will come about by 1976.

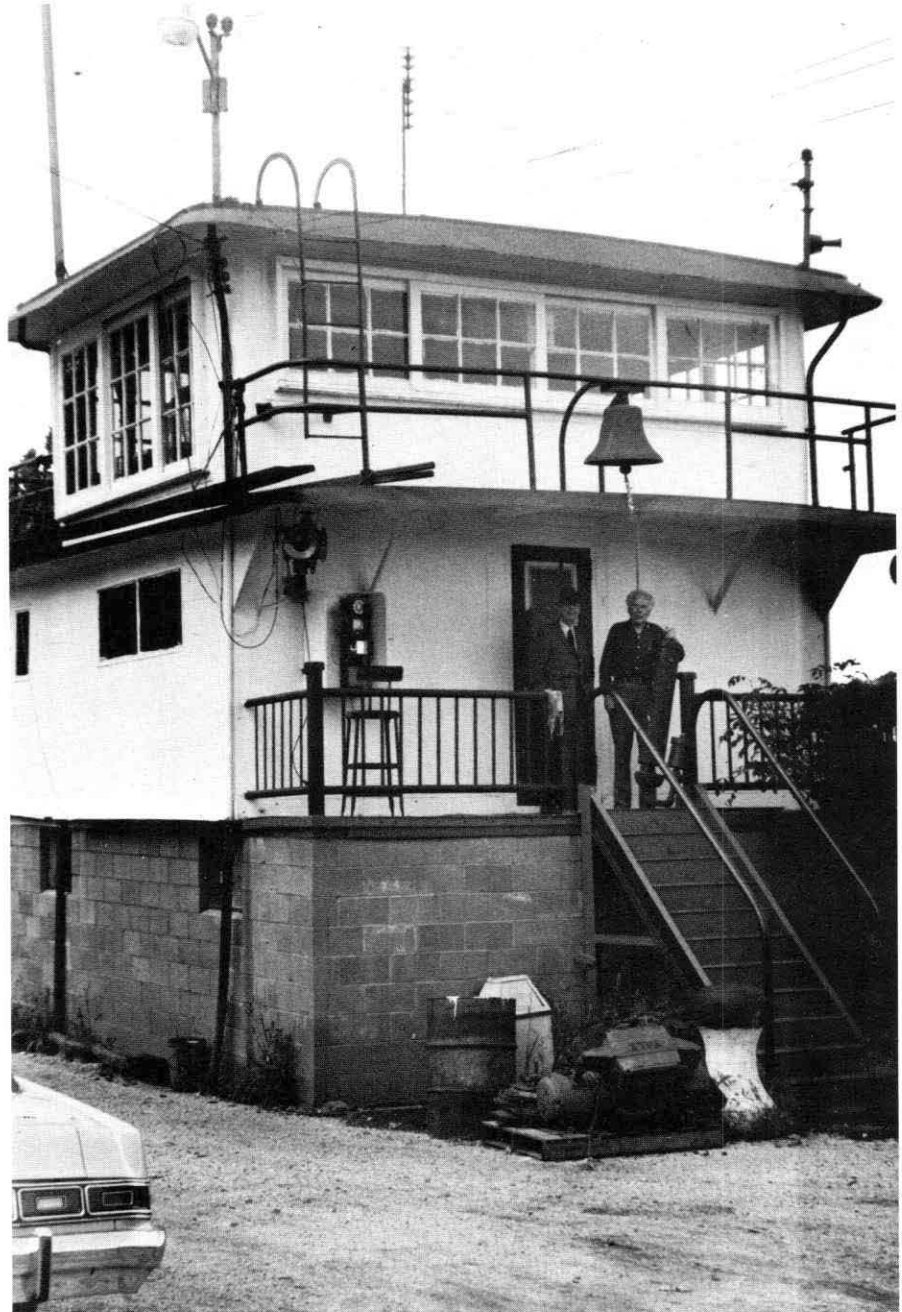
Getting back a moment to the CORWIN H. SPENCER. That picture shows the raciest large stern yawl I can remember ever seeing in old-time Western boat photographs. That yawl is a real beauty, and I'd surely like to own one like it.

Currently I'm working on a display model of the side-wheel BEAVER built on the Thames (England) for the Hudson's Bay Company in 1835. She came to the Pacific Northwest under sail, and the next year was made operational at Fort Vancouver, the first steamboat on the North Pacific coast. She was an ungainly compromise of sail and steam, but had a certain charm about her.

I miss the close associations with Western River steamboating that prevailed during the WHITE model construction days, but the eagerly-awaited quarterly copies of S&D REFLECTOR keep my interest very much alive.

You will hear from us again in the next several months regarding some of the highlights in the Tobin-Howard correspondence.

Ralph C. Hitchcock,  
2114 N.W 94th St.,  
Seattle, Wash. 98117



**H**ERE'S SORT OF A DRY LAND STEAMBOAT. Today it houses the river operations of Capt. Glenn M. Crain (standing under the roof bell) at Glenwillard, Pa. which formerly was Shousetown. It's the pilothouse from the former sternwheeler PITTSBURGH COAL built by Dravo and completed at Elizabeth, Pa. in 1937. The owning firm when she was built was the Pittsburgh Coal Co., later changed to Pittsburgh Consolidation Coal Co. and now today's Consolidation Coal Co. The PITTSBURGH COAL ran twenty years and then was retired because of the oncoming diesel age. Glenn Crain in his youth worked on many sternwheel "one-lungers" and has a remarkable memory of the many makes of those primitive engines and how they were put together. This photo was taken by H. Nelson Spencer of The Waterways Journal, fall of 1974.

Earl Olson, Norris, Tenn. has sent to us a stat copy of the March '75 issue of NEBRASKALAND, published by the Nebraska Game and Parks Commission, Lincoln, Neb. In it, Milt Riske, an able writer, pleads for proof that a side-wheel steamboat named EL PASO in 1852 went up the Platte River into Scotts Bluff County.

Impossible! shout many. To do such a stunt, she perforce crossed the entire state of Nebraska, over 500 miles on a river "a mile wide and a foot deep."

Dr. E. B. Trail recorded that the EL PASO didn't stop in Scotts Bluff County; she kept shoving and went on some 50 miles "where progress was stopped at the mountains." This was at Guernsey, Wyoming, with the Laramie Mountains to the west.

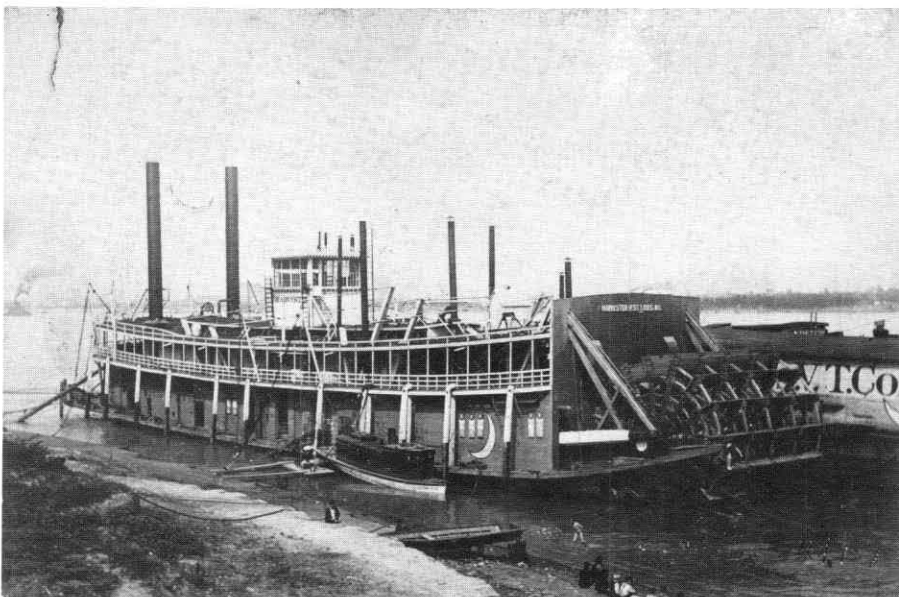
The EL PASO was built at St. Louis, 1850, a three-boiler side-wheeler working engines 18½" bore by 6½ ft. stroke. Her hull was in the neighborhood of 180 by 28. Those who scoff the Platte story point out that such a boat would require quantities of cordwood for fuel, and that timber along the Platte was sparse, or nonexistent.

One year after this debated exploit, the EL PASO surely did ascend the Missouri to Milk River, some 300 miles farther than any steamboat had gone. Milt Riske says she was under charter then to Pierre Chouteau, Jr., formerly the American Fur Company, and was in command of Capt. John Durock. This skipper had formerly served in the English Navy and had been mate on boats run by Capt. Joseph LaBarge.

Fact or fiction? The EL PASO on the Platte, a legitimate story, a romantic notion, a misapprehended tale? Milt Riske hopes it's so, but prefers some hard evidence.

News correspondents are a sorry lot sometimes. David Hunter covered the christening of the new MISSISSIPPI QUEEN for the Cincinnati Enquirer and in his piece he twice referred to James Gardner as "the only living person who has designed the hull and exterior of a steamboat." Dave Hunter probably garnered this misconception from a press release, so must be deemed innocent of malevolence until tried by jury. Larry Walker "took pen in hand" and, most unusual for him, wrote a letter to the editor. -Gist was that there is a guy named Alan Bates who still hollers "ouch!" when hurt and presumably is therefor alive. Wow! Dennis Trone, Clancy Horton, Kenneth Sussman, Jim Binkley, Ed J. Howard---all good---all alive. Who is James Gardner, by the way?

Interest in the Chickering grand piano from the J. M. WHITE (June issue, page 14) prompts us to say that the instrument is at the home of Mr. and Mrs. Esmond Phelps II, 2018 Jefferson Ave., New Orleans, La. 70115. Mrs. Phelps (Betsy) is daughter of Howard B. Peabody of Natchez.



Grain traffic on the Mississippi in the latter 19th century supported a full-fledged barge line called the St. Louis & Mississippi Valley Transportation Co. House emblem was a crescent moon slung between the stacks, and on engineroom bulkheads. This is the HARVESTER built at Madison, Ind. 1896 on a wood hull 190 by 35. She carried six boilers and had high pressure engines 22" bore by 8½ ft. stroke. Drastic slashes in rail rates dried up river-shipped grain almost overnight. The HARVESTER was sold to Pittsburgh in 1901 and towed coal for the independent A. R. Budd interests until 1905 when she was turned over to the West Kentucky Coal Co. operating out of Paducah. They lost her in a hurricane at Donaldsonville, La. in the fall of 1909.

Sirs: Did you really pay a dollar a pound to ride the BELLE OF LOUISVILLE in her April 30 race?

Yeatman Anderson III,  
The Public Library,  
800 Vine St.,  
Cincinnati, Ohio 45202

=No, sir. We rode the JULIA BELLE SWAIN and Capt. Dennis Trone gave us the thrill of our lifetime by handing us a lifetime pass etched on a copper plate. -Ed.

Sirs: Why are there no plans of the BETSY ANN? I'm a draftsman myself and if it's possible to get pictures and measurements a good set of plans could be executed.

Manfred H. Mueller,  
Box 1223,  
D-8788 Bad Brueckenau,  
Western-Germany.

=The original plans exist. These were rescued from the files of the original builder at Dubuque, Iowa, by Capt. Dennis Trone who now owns them. Detailed plans were made some years ago by the late marine architect Elmer Easter when he lived at Coraopolis, Pa. This was in 1933, and later on Robert G. C. Fee, then in charge of the model department of Newport News Shipbuilding, produced a set of great merit. He died some while back. Unfortunately we do not have either of the above-mentioned sets. -Ed.

We are a mite surprised at how many S&Ds read the Christian Science Monitor. At least 14 sent us tear sheets from the May 14 issue in which Robert M. Press, the Chicago staff correspondent, told about steamboats like he was having a personal chat with Ye Ed. Many wished to know, out of pure curiosity, whether we went to Chicago for the interview, or did Mr. Press come to Sewickley, Neither. Bob Press called by phone from his Chicago office and the whole tale was concocted within 20 minutes.

The Wheeling suspension bridge spanning 1,010 feet from Wheeling to Wheeling Island over the Ohio River is now designated a National Historic Landmark. The U. S. Department of the Interior made the announcement this last June. In 1969 the American Society of Civil Engineers recognized the structure as a "national historic civil engineering landmark." Charles Ellet, Jr. may now take a belated bow. Better remembered for his Civil War "Ellet rams" he designed and built the Wheeling bridge, the first to span the channel of the Ohio. It was completed in 1849, then the roadway was ruined and the cables damaged in a windstorm of 1854. Ellet was promptly called back and rebuilt the structure. It has been in business since, although now restricted to pleasure cars and pedestrians.

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



VOL. 12, NO. 3

MARIETTA, OHIO

SEPTEMBER, 1975

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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.

THE U. S. ENGINEERS set up business on June 16, 1775, better recalled as the day before Bunker Hill, which wasn't on Bunker Hill. After the Revolution the Corps flickered, glimmered, then disappeared from view. It was revived in 1802. Nevertheless this past June the U.S. Engineers despite the on-again-off-again beginning, and with ample cause, celebrated their 200th birthday. The Waterways Journal devoted its June 14, 1975 issue to the occasion, in which, to quote Capt. Edward T. Sturgeon (see the ECLIPSE story elsewhere in this issue) "the language of laudation was exhausted in praise."

Well, naturally. Over the years the Corps has modernized the Mississippi System into a virtual four-lane waterway. Ol' Man River's theme song in praise of the C.O.E. should be "You made me what I am today, I hope you're satisfied."

Nobody ever is satisfied. Rumbles and grumbles against the Corps crop up regularly in high places such as the Atlantic Monthly, and an economics prof at Wisconsin U. recently pontificated, perhaps justly, that of 147 C.O.E. projects he had studied, "On pure economic grounds--leaving the environmental aspects aside--about half the projects should never have been built." Even as the Corps was eating cake on its 200th, National Wildlife unleashed against the C.O.E. a withering blast in which no "happy birthday" was mentioned.

Surely these critics who "exhaust the vocabulary of detraction in condemnation" (another quote from Sturgeon) cannot, and do not, realize that what they deplore is not merely the C.O.E., but the entire American system. Winston Churchill has summed this into two sentences. "The national psychology of Americans," said he, "is such that the bigger the Idea, the more wholeheartedly and obstinately do they throw themselves into making it a success. It is an admirable characteristic, provided the Idea is good."

We think it is a good idea to add S&D's felicitations to the Corps' 200th. We do this wholeheartedly and obstinately.

TWENTY YEARS have passed, Lorena, since last the towboat W. P. SNYDER, JR. was a thing of life downbound with a gala party ensconced in an excursion barge shoved ahead. The whole show was dreamed up and executed by S&D with volunteer help at precisely the right moment in time. The recipe called for incredible dove-tailing of human events--events which never before had happened and cannot happen again. Board chairman of Crucible Steel Company of America was William Penn Snyder, Jr., with a flair for fun and a built-in penchant for knowing an opportunity when he saw one. He instantly seized upon the idea of refurbishing his namesake steamboat for a "grand last voyage" from the Monongahela to Marietta with over one hundred "mourners" attending. Crucible picked up the tab for everything, culminating in a cocktail party and banquet at the Lafayette for everybody. "You know Fred we made one bad mistake on that trip," said Mr. Snyder about a year later. "We should have steamed right on down to New Orleans and back!" Now these twenty years later we know that taking the boat to Marietta was no mistake at all. The Ohio Historical Society has given her good pasture.



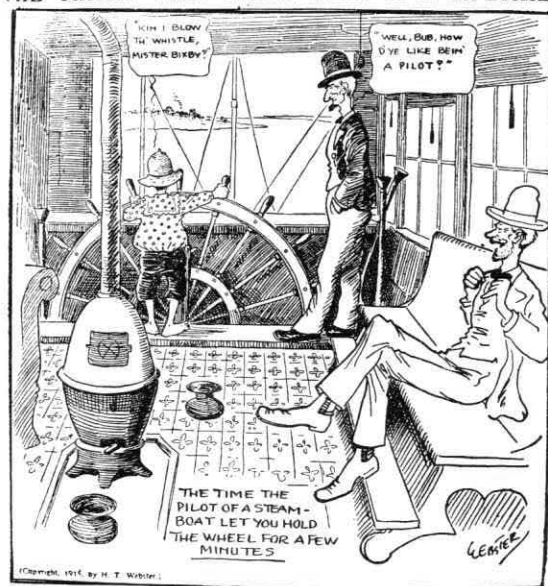
## S&D ANNUAL MEETING, MARIETTA, OHIO

Saturday, September 13, 1975

- Ø Board of Governors meeting 9 a.m. in the hotel's Ohio Valley Room.
- Ø SHOWBOAT II departs 11:30 a.m. on circuit of Blennerhassett Island, luncheon on board, returning prior to 4 p.m.
- Ø Annual Dinner and Program, Riverview Room, Hotel Lafayette. Guest speaker is George Strickling, film of long ago, titled "River Ramblings."



### THE THRILL THAT COMES ONCE IN A LIFETIME.



Can anyone tell us a little about cartoonist H. T. Webster? Runs in our mind he was from Parkersburg, West Va. -Ed.



An error of consequence seems to have been uncovered on page 10 of the James Rees & Sons Company catalogue. Odd as it may seem, two persons noticed it almost simultaneously, Dick Rutter and Jerry Canavit. Says Jerry:

"I was surprised to learn that the machinery for the BAILEY GATZERT came from the Rees firm in Pittsburgh. The information under her picture claims she won a race against the speedster T. J. POTTER and unless I am badly mistaken it turned out the other way around--the POTTER whipped the GATZERT."

This is a matter out of our bailiwick, but we are interested inasmuch as a new book arrived on our desk containing pen drawings of both BAILEY GATZERT and T. J. POTTER, in addition to scores of other famous river steamers.

The Samuel Ward Stanton drawings of "Mississippi and Ohio Rivers, Southern and Western Inland Steam Vessels" have been reprinted from originals in an attractive volume about the same shape and get-up as the Rees catalogue. Stanton's "American Steam Vessels" was first published in 1895 containing some five hundred illustrations. Later in life he became sort of an Eastern Emil Bott, doing noteworthy murals on actual steamboats (the Hudson River liner ROBERT FULTON was one of them). He lost his life on the TITANIC when the iceberg was met.

This new book thoughtfully includes a photograph of Stanton, first we had seen of him. In the 40 pages are excellent boat pictures and descriptive text. Elizabeth Stanton Anderson made possible this new edition, and the sale is being handled by K. Kneeland Whiting, 63 Beverly Road, Upper Montclair, N.J. (The zip eludes us as does the price--not stated).

Jim Wallen did a piece for the State Magazine, Charleston, W. Va. appearing in their May 11, 1975 issue about Capt. Doc Hawley. In it we learned a few things:-

Ø Doc's birthday is July 31 and he was born in 1936.

Ø His great-uncles were Capt's. James and Miles Calvert who ran the KANAWHA BELLE and J. Q. DICKINSON on the upper Kanwha between Charleston and Montgomery.

Ø He was 15 when Capt. Ernie Wagner hired him at Charleston as calliope player and popcorn popper on the AVALON.

Ø He worked in Schwabe & May's men's store and was enrolled at Morris Harvey College at Charleston.

Ø His first work on the DELTA QUEEN came in 1959 as mate. Then back to the AVALON through 1961. In 1962 he rejoined the DQ and later became v.p. of Greene Line Steamers, Inc. under Mrs. Letha C. Greene, president. (Letha also is a West Virginian--from Summersville, Nicholas County).

Ø After nine years with Greene Line Doc went master-pilot of the BELLE OF LOUISVILLE in April 1970. When he wound up the '74 season on her he had completed his 12th year

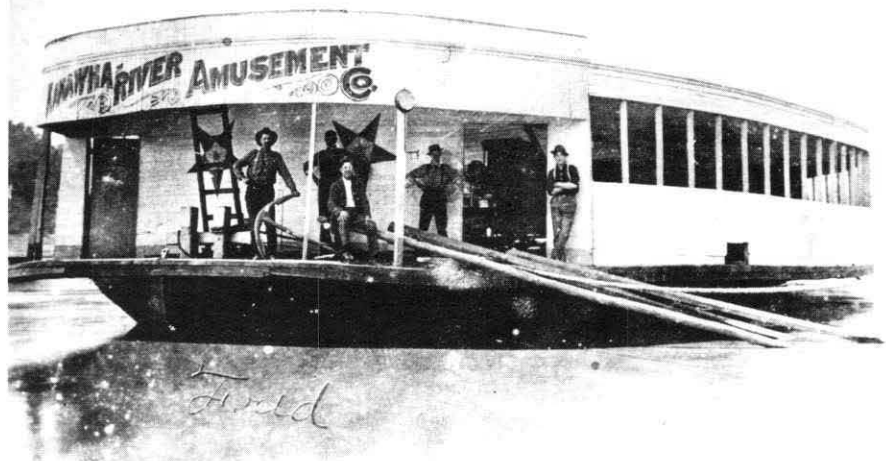
with that boat, formerly AVALON.

Now of course he is master of the new NATCHEZ. His real name is Clarke, and only lately did we hear that the "Doc" came from Donald T. Wright who once wrote him up in The Waterways Journal as Dr. Clarke Hawley. It stuck.

Bob McCann attended the christening ceremonies for the new triple-prop 8400 hp. towboat HARRY M. MACK at Cincinnati on June 14th last. She was built by Jeffboat for the American Commercial Barge Line. The 180-foot long towboat is named for chairman of the board Harry Mack of Neare, Gibbs & Co., Cincinnati insurance firm. Mrs. (Betty) Mack christened the craft. Several steam towboats were named for Neare, Gibbs persons; the BOYD C. TAYLOR, BILLY LEPPER. An automobile barge and a government light were named for Capt. Volney E. (Stogy) White of that firm.

Wilbur Dow tells us that the ex-towboat CLAIRTON exploded and sank at Fort Walton Beach, Florida, in latter June this year. Her engines were used in the new excursion steamer NATCHEZ. Then she went to Florida to become a floating restaurant. Recently she was sold to other owners. The cause of the blast was incendiary, and thought to be a dynamite charge. She sank immediately and only the stacks were showing above water.

James A. (Jim) Harmon, retired river engineer, is now 85 and living at Huntington, W. Va. He went on the COURIER in the Cincinnati-Maysville trade in the spring of 1911 as second engineer with his first license. The crew was composed of Capt. Ben I. Pattison, master; Charlie Hall and Wilbur Chapman, pilots; and Ed Pattison, second clerk. Jim had served beforehand as striker engineer on the GREENLAND.



**W**ILLIAM HERBERT LONG, Box 24434, San Francisco, Calif. 94124 is researching the development of the carousel in America. He ran across an ad in "Billboard" dated June 8, 1907 to wit:- MERRY-GO-ROUND ON WATER Will Sell my Amusement Parlor and first-class Merry-go-round, enclosed on a large boat, sheet iron covered hull, newly painted and thoroughly fitted for service in any river or town. The only one of its kind in the world. Better than a floating theatre and equally as good an investment. Showboat managers and amusement people who can appreciate a bargain in equipment of this kind, write for particulars or come quick and look at the outfit. Address Capt. A. B. Deviney, care Str. EVERGREEN, wharf, Charleston, W. Va.

R. Jerome Collins learned a few facts from Capt. Charles C. Stone at Point Pleasant, W. Va. Cap'n Stone operated the ferry CHARLIE STONE at the mouth of the Kanawha until she sank in ice, 1905. The hull was salvaged and a year or so later John Wayman, hotel operator at Leon, W. Va. bought the hull and put the merry-go-round on it. He had it towed from town to town, and Capt. Francis Wright remembered handling it with Campbell's Creek Coal Co. towboats. Apparently it didn't make a "hit" with shore dwellers for some reason, and hence the ad in Billboard. The above picture came from the collection of Bert (Showboat) Banks, Racine Ohio.



Marietta put on quite a show to celebrate the 150th anniversary of the visit of General Lafayette. The VALLEY GEM lowered her stage at the fabulous corner fernix the Ohio River near the Motor Hotel Lafayette, and a costumed Fred Lewis trod ashore. Due to lousy weather the spectators did not congest much area traffic.

The celebrated French warrior and statesman paid his call at Marietta on May 23, 1825. The side-wheeler HERALD dropped anchor (literally) and set the General & party ashore in a yawl. He had come aboard at Cincinnati and was bound for Wheeling. The aging hero (68) on this tour of the U.S. had been shipwrecked enroute from Nashville to Louisville aboard the steamboat MECHANIC when she speared a snag in the middle of the night. She was built on the bank of the Little Muskingum, and was owned and manned by a Marietta crew. Next day the side-wheeler PARAGON happened along, downbound for New Orleans, and did a momentous thing:- she loaded Lafayette and party aboard, and headed back to Louisville with them.

The HERALD lingered while the General visited at Marietta, then took him on to Wheeling.

Edward H. Ojeman died in Cincinnati, Ohio, on Sunday, April 20th, 1975. As a young man he was employed in the Cincinnati offices of the Louisville & Cincinnati Packet Co., foot of Main Street, while Commodore Fred A. Laidley was owner-manager. This dates about 1908-1918, and when the Line was sold to John W. Hubbard, Capt. William E. Roe, Capt. Martin F. Noll and others (retaining the same corporate title) Ed stayed on the job as traffic manager. During the building of the elegant side-wheel CINCINNATI in 1923-1924 his experience counted for much in the styling of the interior, and later he was in charge of all of this special cruises she made to New Orleans, Pittsburgh, and on special charters. Later when L&C was sold to Greene Line Steamers, Inc., Ed stayed on again.

Several years ago he and his wife enjoyed a cruise on the DELTA QUEEN from Cincinnati to Pittsburgh and return, so in a real way his span of participation extended from the CITY OF LOUISVILLE to modern times. Ever dedicated to his work and his employer, Ed had infinite capacity to plod through paper work and details, all the more astonishing inasmuch as since youth he was handicapped with poor eyesight. He is remembered as a good friend by those fortunates who knew him.

Ed Ojeman is survived by his wife Elmira Betts Ojeman, by a son James M. Slavin, and also by ten grandchildren and eight grandchildren. His wife continues to reside at 1815 Northcutt Ave., Bond Hill, Cincinnati. Services were held in the Spring Grove Mausoleum Chapel.

#### OLD HESLOP MACHINE SHOP MAY QUARTER O.K. RIVER MUSEUM

By Jim Wallen

The quarterly meeting of the Ohio-Kanawha Branch of S&D was held on June 22nd last at Point Pleasant, West Va. in the meeting room of the Tu-Endi-Wei Manor with 40 present. All officers were re-elected.

Capt. Charles H. Stone of Point Pleasant presented slides showing the extensive river operations that were carried on along the lower reach of the Kanawha during the last days of steam power and wooden hulls. There were scenes of boat repair and construction at the several docks, and activities at the coal landings and ferry crossings.

The lower three miles of the Kanawha were shown to be busy with towboats, coal fleets, pump boats, packets, showboats, ferryboats, and even a "dish boat." After the presentation there was extensive discussion. Capt. C. H. Stone, an authority on the subject, had many questions to answer about the details of boats and docks and river conditions.

Continuing from the previous meeting the consideration of having a river museum at Point Pleasant, Capt. Stone introduced Dr. William J. Artrip, local dentist, member of the West Virginia House of Delegates, and president of the Mason County Historical Society. Dr. Artrip explained that the historical society is interested in obtaining the two-story brick building long occupied by Heslop's Point Pleasant Machine Works as a historical museum for Point Pleasant and Mason County, and that if such plans materialize, space will be made available for a River Museum.

Captains C. H. Stone and Ralph Raikie were named members of a committee to keep in touch with the River Museum idea and report to the next meeting of the O. K. Branch on December 7th at the Huntington Methodist Church in Huntington.

The former Point Pleasant Machine Shop building is immediately behind the floodwall, but its second floor overlooks the Kanawha River. It was described as a well-constructed building of historical significance, with ample space for the purposes under consideration.

R. Jerome Collins, who presided at the meeting, suggested that "Now is the time to begin a survey of our homes and surrounding areas to see what we have to contribute to such a museum."

It was announced that Jerry Sutherland had prepared slides which he since has presented as part of the program "Old Guyandotte Days," a celebration of the long and colorful history of the community at the mouth of the Guyan River. Jerry collected a number of interesting pictures of steamboats and logging on the Guyan, and along the nearby Ohio, which were featured during the July 6th week-end

observance. Guyandotte became a town in 1810, a year before the first steamboat came down the Ohio, and has between 50 and 100 buildings of strong historical significance. It has been designated a Bicentennial Community by the American Revolution Bicentennial Association.

Following the program, iced tea and delicious cookies were served, and there was more than an hour of socializing and discussing items in the various picture collections brought by members.

Note was taken of the fact that excellent advance publicity of the meeting was given by the Point Pleasant Register through the assistance of Jerome Collins. The newspaper ran two page-one stories illustrated with steamboat pictures.

=True Confessions dep't.:- This is the first time we have meddled with a story of the O.K. Branch of S&D. Jim Wallen's lead paragraph, as all newsmen know, contained the pith, the "who, why, what, when & where." Included in it, and deleted by us, is a resolution of highly complimentary character aimed at Ye Ed which was unanimously adopted. Thanks, boys and girls, but you've got us over the barrel here. -Ed.

Sirs: Boy, am I ever disappointed! I had planned to take my first and likely last trip aboard the TRILLIUM (June issue, page 45) in July. Now I learn from the municipality of Metropolitan Toronto that she won't be ready before Sept. 15th. With my luck "late summer" will trail off into winter and leave me still a landlubber.

Anne Campbell,  
5005 MacDonald Ave.,  
Apartment 11,  
Montreal, Quebec,  
Canada H3X 2V2

=Patience! Patience! Patience!  
-Ed.

Sirs: Capt. Frank A. Johnston's excursion barge CHAPERON was here at Huntington last May 14 and I got to wondering about that name-- Why no final "E"? The Green River CHAPERON also had no final E; was that a family name?

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

=Far as we know both used the approved alternative for the French "protector" who accompanied youngsters to dances and parties to assure propriety. -Ed.

Mention in our last issue of Capt. T. Kent Booth as mate of the excursion steamer WASHINGTON has stirred that worthy to write us a note. He and his wife Betty reside at 1931 W. Lakeview Blvd., Apt. 4, Waterway Estates, North Fort Myers, Fla. 33903. Kent is a golfer and on June 14 last he made his third hole-in-one. The lucky balls go to his granddaughters.





**W**ELL, WELL, WELL! This time it took a towboater, Bobby Pelas, of Buras, La. to get us the first picture of the BETSY ANN at Joliet, Ill. Bob took this picture last November, and for the print we thank Dan C. Owen. In 1970 Bull Towing bought the diesel single prop towboat HARRIET HARRISON from Koch-Ellis Marine Contractors, Westwego, La. Over the past several years she has been restyled into the sternwheel pleasure boat you see above. She was built in 1941 by the Nashville Bridge Co. for the Illinois Farm Supply Co. who christened her BLUE SEAL. They sold her in 1962 to Southern Towing Co. who two years later turned her over to Koch-Ellis. She became the HARRIET HARRISON in 1967 under their ownership. The BETSY ANN, named for the former packet, is 115 by 23 and has a split sternwheel, each side driven by a G-M 6-71. Designed to handle 400 excursionists, she is in the fleet of River Excursions, Inc., Capt. Art Bull, Dubuque, Iowa.

The "Southern Lumberman," issue of March 1, 1884 ran this item:

"Mrs. Miller, of New Orleans, the widow of a steamboat captain, made herself quite famous recently as the first woman to apply for and obtain a license to command a steamboat. She has been quickly followed by another lady, Miss Mary C. Pearson, of Little Rock, Ark., who, ten days ago, came to this city (Nashville) and bought the Nashville & Burnside Packet Company's steamer ELLA which she proposes to run between Little Rock and Fort Smith. Miss Pearson, who is a comely woman on the sunny side of forty, will apply for a master's license and run the boat herself. She paid the purchase money on the spot, and took the steamer promptly away."

Whether Mary C. Pearson got her license is not known to us. The ELLA was built at Jeffersonville, Ind., 1881. Wood hull 148 by 28. She was owned by the Lovell Line who usually ran her Nashville-Burnside, and she was a money-maker there. We ran a portrait and story of Capt. Mary M. Miller in our Dec. '73 issue, page 15. She was forbear of S&D member Sandra R. Miller, Louisville, Ky.

Mrs. Walter C. (Julia) Langsam, 1071 Celestial Street, Cincinnati, O. 45202 advises us that the Greater Cincinnati Paddlewheel Association, of which she is president, has received approval from the Cincinnati Riverfront Advisory Council for the proposed paddlewheel installation near the river-

front stadium in that city (see June issue, page 10). Mrs. Langsam is seeking facts and details of the Frisbie Engine & Machine Company, Cincinnati, whose shop for years was located adjacent to where the exhibition paddlewheel will be installed. Jess Coen, now owner of the Frisbie firm, says he has no records. Anybody having such information please write to Mrs. Langsam and don't fail to send us a carbon copy, please.

The Murphy Library, Wisconsin State University, La Crosse, under the guidance of curator Edwin L. Hill, is compiling a photographic record of Upper Mississippi River steamboats. "Slow work, but we're making progress," says Mr. Hill.



Marietta, O., March 27, 1852:-  
The steamer STATESMAN passed down by here on Thursday (March 25) with between 400 and 500 passengers for St. Joseph, Mo., where they will take the route to California.

Now we have a letter in our hand written from the American Hotel, St. Louis, dated March 31, 1852:-

"I arrived here this morning on the steamer STATESMAN with 508 passengers, about 400 of them are bound for California."

The writer was Andrew Jackson Hinman of Kipton, O., also bound for the gold fields. He lingered in St. Louis and then took passage on the side-wheel ST. ANGE. When he got to Independence, Mo. on the 13th of April he again wrote a letter home.

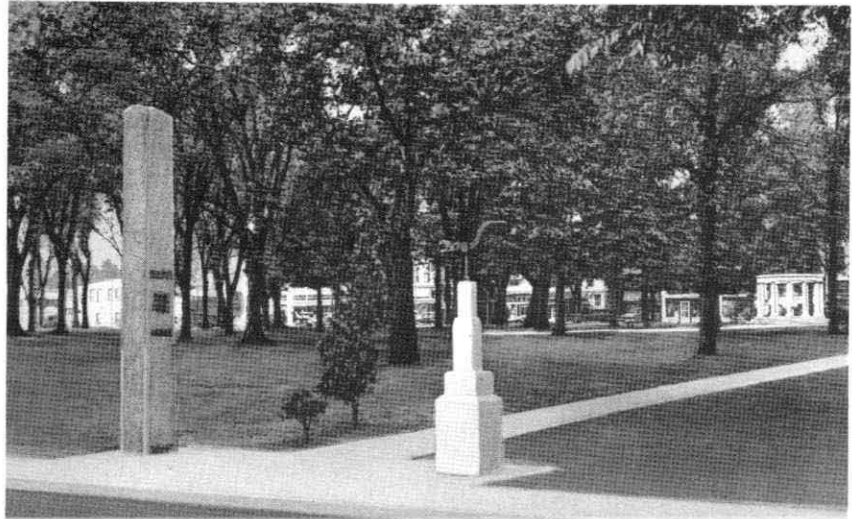
"Saturday I witnessed one of the most horrible scenes I ever beheld --the effects of a steamboat explosion. (This happened at St. Louis on April 3rd--Ed.) As the steamer GLENCOE was nearing the wharf from New Orleans, her boilers burst, killing and wounding and drowning, as near as can be ascertained, over 200. They had on board at the time 286 deck passengers and 66 cabin passengers. Only 60 or 80 as yet have been heard from. I was on the spot immediately and, oh, horrors, what a sight. She commenced floating down passing several steamboats, but they kept her off to save their own boats. However she set fire to seven flatboats which, together with the GLENCOE, were all on fire at the same time.

"Wednesday morning (April 7th) we left St. Louis on board the steamer ST. ANGE for this place and on Monday night (12th), when all were asleep, we heard the alarm that the boat was on fire. After a great deal of noise and confusion we ascertained that the fire was quelled and we again went to bed. In passing up the Missouri River we had to beat against a strong current, our boat making only three miles an hour.

"We heard of another explosion at that time. The steamer SALUDA on reaching Lexington, Mo. with about 60 men for California and some 200 Mormons for Utah, burst her boilers. Probably 170 or 180 persons were killed and all the crew was lost save the clerk. The last words of the captain were "I will make that point or blow her to hell," and the next moment he was in eternity.

"The cause of these explosions were neglect and carelessness. They are enough to intimidate the stoutest heart on board a river boat. The real loss on both must be near 400, but the papers will not make out much over one half that number."

Ed. Note: Official records place life loss on the SALUDA at 35, although Chappell's "A History of the Missouri River" admits "more than a hundred." Official count on the GLENCOE is 40, although we see another version admitting 60. So A. J. Hinman has a point when he suggests that the truth was toned down a bit. In the cemetery



**R**IVERFRONT PARK, GALLIPOLIS, OHIO. The picture was taken some years ago when the "rocker arm" from the yellow fever towboat JOHN PORTER was still mounted on the white pedestal in the center of the view. It was stolen by vandals and never found. The column at the left has various flood marks recorded on it. Due to a break in this rocker arm the PORTER landed at Gallipolis for repairs at the Enos & Hill machine shop. Many citizens died of the fever brought by the crew from New Orleans.

at Lexington, Mo. are the graves of at least 25 victims of the SALUDA disaster. Some of the orphaned children were adopted and grew up to become respected citizens of that area. The above-quoted letters are today owned by F. F. Hinman, Berlin Heights, O., grandson of the A. J. Hinman. Our thanks to Jack C. Standen, Elyria, O. for bringing this to our notice.

Sirs: I will appreciate information about the river career of one Charles Barnes who between 1857 to about 1870 was a steamboat agent at Pittsburgh, sometimes in partnership with John B. Flack. During the Civil War he became a brevet brigadier general, but I'm mostly interested in his early years before 1857. He may have been a pilot; I don't know.

Harvey S. Ford,  
314 West Harrison,  
Maumee, O. 43537

=John B. Flack is credited with having operated the first packet wharfboat in Pittsburgh, dating back to 1836. He was agent for the steamer MASSILON running to Wellsville, O. and handling much flour. A daughter of his married Capt. George O'Neal of Steubenville, O. Flack died at Pittsburgh about 1888-1890. Which is a lot of flak about Flack and nothing about Charles Barnes. -Ed.

Sirs: I just received my June issue of the S&D REFLECTOR and enjoyed it as usual. I especially liked the interior views of the MAJESTIC showboat, but would like to correct a statement made by Chase Putnam. He says it was

built by Capt. Billy Bryant. That is incorrect. At no time was Capt. Bryant ever associated with the MAJESTIC in any way.

The builder was my grandfather Capt. Thomas J. Reynolds. He built that showboat in 1923 and owned and operated it until his death in 1959.

Margaret Hudson,  
3626 Pleasant Drive,  
Prospect, Ohio 43342

=The Editor assumes full blame for not catching this slip of the pen. Chase knew better, and so did we. -Ed.

The W. H. Heiby Co., Inc. started building a Kentucky broadhorn flatboat replica in latter June. To cost \$56,000, it is being built near the W. P. SNYDER, JR. at Marietta and is to become an Ohio River Museum exhibit.

Sirs: Can you supply me with information concerning the towboat FREIBERGER? Perhaps you could supply me with the name and address of the owner or operator. I am interested in the source of the name since I read your article in the March 1975 issue of MD, the medical magazine.

John Freiburger,  
114 East Second,  
Bartlesville, Okla. 74003

=Something spooky here. Not to our recollection did we ever write an article for a medical magazine. John Freiburger runs a hardware store in Bartlesville so he must have read something in a doctor's waiting room. He's probably referring to the I. F. FREIBERGER built by Dravo 1957 for Island Creek, now renamed JOHN MATHEWS in the American Commercial fleet.-Ed.

## Amazing Classic

Nothing in New Orleans is so cherished as a carnival. Royalty reigns. Serfs surge. The apex came in 1950 when the Duke and Duchess of Windsor attended Mardi Gras. They watched the parade from the balcony of the Boston Club, had cocktails at Beauregard House, dinner at Antoine's, and attended the Comus and Rex balls. Edward VIII, erstwhile King of England, then the Duke of Windsor, bowed to the Mardi Gras Monarchs and his Duchess curtsied before the enthroned rulers of Carnival. It could happen only in New Orleans. Last June 4 another event, this one on the river, so delighted the Rulers and the Realm in the Crescent City that the new steamboat NATCHEZ may be adopted into the School of Design that holds no classes, and has neither teachers nor students. The following story is pieced together from verbatim news stories and letters contemporary with the deed. -Ed.

**C**APTAIN ERNEST E. WAGNER of the DELTA QUEEN--a big burly man who looks like he could bark orders, drink beer and emit guffaws with the best of 'em--leaned back and said, "Yup, I got a frame all set up for those antlers."

"So have I," was the immediate response of Captain Clarke (Doc) Hawley, the 38-year-old small and energetic suntanned man who was wearing a monogrammed shirt, and who is captain of the NATCHEZ.

"This is old home week for me," said Hawley. "I served as first mate and alternate captain on the DQ for nine years, until 1970, when I became captain of the BELLE OF LOUISVILLE."

"I gave Doc his first job on the river," said Wagner. "He was 15 and I let him play the calliope on the AVALON. Yes, I've been captain on the DQ for 14 years."

"On the what?" inquired Millie Ball, reporter for the New Orleans States-Item.

"Oh the DQ; that stands for DAIRY QUEEN--I mean DELTA QUEEN."

Looking around aboard the DQ for a suitable cap for Doc to wear for photographs, Wagner said, "I got a little hat in my room. It says First Mate." It took Hawley about one second to turn down his former hat. Hawley did accept a second, A DQ's Captain hat, which was so large it drooped over his eyes. "Hey, wear that one tomorrow--it'll blind you," said Wagner, with huge laughter.

"Who's gonna play your calliope?" retorted Hawley, figuring he could best his old boss on that count. "Maybe I'll start out," said Wagner, who immediately burst into song.... "Mama sent me to the spring, she told me not to stay.."

began the ditty. "I can play that one as well as anyone."

"Yeah, I remember. I was always afraid people would think that was me playing the calliope," said Hawley with a grin.

**I**N A SPECIAL REGULATION dated May 16, 1975, the U. S. Coast Guard had ordered traffic shut down on the Mississippi River between Algiers Point (Mile 94.5) and Audubon Park (Mile 101.5) for two and a half hours, 1:30 to 4:00 p.m. on Wednesday, 4 June 1975. This in itself was unprecedented. The only permissible craft in the area were to be the DELTA QUEEN, the NATCHEZ, ferryboats (subject to orders of Patrol Commander) and USCG authorized patrol boats flying in the Coast Guard ensign. Later on, the press boat COTTON BLOSSOM was sanctioned.

Passengers were charge \$25, and \$5 from every fare went to the St. Louis Cathedral Restoration Fund. A preliminary figure released by Tom Finney, spokesman for the Archdiocese of New Orleans, indicated a gain of about \$10,000, both from the ticket sale and from donations prompted by the race.

"It was a stroke of genius," said Msgr. Henry Bezou who rode the NATCHEZ. "I believe we are going to see the scaffolding already around the cathedral before the race is over."

"I was absolutely amazed," said Archbishop Phillip Hannan, "that all of these people would turn out and that they would stop the river traffic this long."

Equally amazed was Wilbur E. Dow, Jr., president of the New Orleans Steamboat Co., owner of the new NATCHEZ. "We actually had but a scant three weeks to prepare," he said. "It seemed that such an event would enjoy maximum response on a Saturday or on a Sunday to get the spectators out. The reason we settled for a Wednesday was because of the DQ's schedule. You can imagine our astonishment when over 100,000 turned out, an estimate naturally--nobody ever will really know--they filled every vantagepoint, including roofs of office buildings, on both sides of the river."

Two steamships blew the New Orleans harbor salute and the show was on. At Jackson Square the ferry landing was jammed with spectators and unhappy motorists. At Audubon Park, where the race began, an incredibly large crowd--mostly school age sunbathers--fought the heat and humidity to get a brief look at the two stern-wheelers as they rounded into position for the start. Many waded into the Mississippi to cool off. Some had arrived with tents and others came in campers. It was the largest crowd at any one point along the levee, including the finish line. The Toulouse Street wharf, the finish line, was one solid mass of humanity.

Commented the States-Item next day: "It might top Mardi Gras."

**T**HIS WAS A DOWNSTREAM RACE. The contestants paraded up to Audubon Park, turned, lined up, and had an even start. The finish was at an imaginary line drawn from Algiers Point to the St. Louis Cathedral, just past the Toulouse Street wharf. The distance is about six miles. The date was Wednesday, June 4, 1975. The time was 3:35 p.m.

The NATCHEZ, to the consternation of many, took off like a scared rabbit. She had aboard about 650 paid customers (purposely held down to that figure) and many other guests and friends.

Captain Wagner was having many calls on the DQ's radio.

"Whazzamatta, Cap? I bet a case of beer on you!" came in loud and clear from an unhappy tugboat skipper.

Over on the NATCHEZ pilot Samuel J. Centanni smiled from ear to ear. "I've been steamboating for 43 years," he said. "This race is the biggest thing that ever happened to me. And for the information of 'Rip' Ware on the DQ, if we don't win by a mile I'll quit."

Director Edward S. Reed of the Port of New Orleans rode the NATCHEZ and clocked her rpm. "She was making 24," he stated. Bill Bergeron had told him she could easily rev 26.

Captain Ernie Wagner got Doc on ship-to-shore. "Well, looks like you got the fastest boat," he said. "The old gray mare ain't what she used to be today. That's for sure."

Doc had told Ernie beforehand if the NATCHEZ won he was going to play "The Old Gray Mare" on the calliope. "If you mean the boat, that's all right---just so you don't mean me," Ernie had warned.

The NATCHEZ ran those 6 miles in an even 29 minutes. The DQ trailed by over a half-mile. It was no race at all.

The NATCHEZ's passengers gave three cheers for Doc Hawley at the finish line. Doc seemed a little bashful at all the hoopla.

So the judges had little difficulty--no difficulty. Two of them were on the winner, Archbishop Phillip Hannan and Leonard V. Huber. Capt. Henry C. Joffray, associate Port Director, rode the QUEEN.

Capt. Doc Hawley, who's been in eleven races at Louisville, later confessed he was dumbfounded at the public enthusiasm.

This is the first time ALL traffic has been stopped. Ships dropped anchor below the Industrial Canal and southbound traffic was halted at the Bisso fleet about 6-Mile Point.

Newspapers, radio and TV reminded viewers and listeners of the celebrated race between Capt. John Cannon's ROB'T. E. LEE and Capt. Tom Leathers' NATCHEZ. But all of that was over a century ago. In that sprint from New Orleans to St. Louis the NATCHEZ had lost. In the present instance the NATCHEZ had won. --And everybody saw her win.

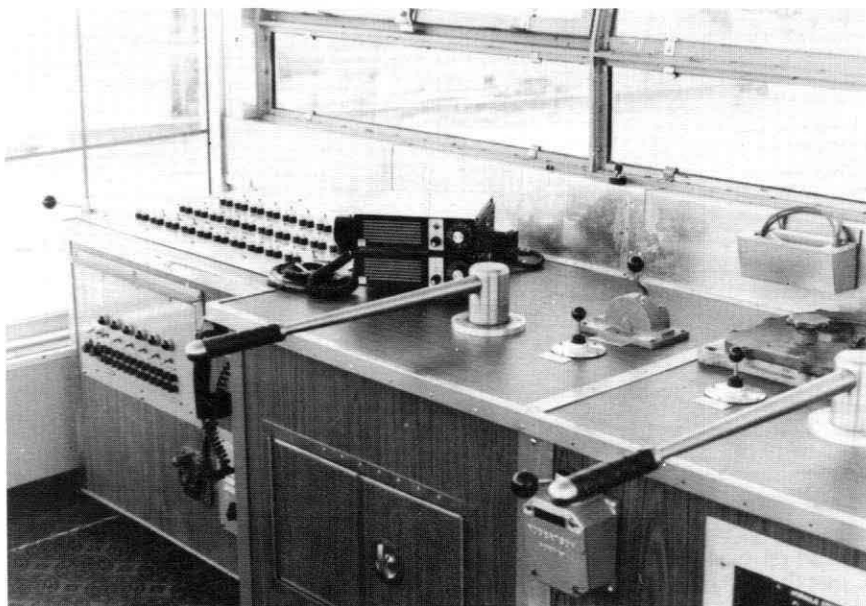




FOR THE SERIES of pictures on this and the following five pages we thank Bert Fenn who took and supplied them. Here we see the new NATCHEZ leaving her landing at Toulouse Street, New Orleans, on the second public excursion she ran, April 13, 1975. She had been christened the day prior. In the background is the Greater New Orleans Highway Bridge. The tall building to the right is the International Trade Mart above Canal St. Look sharp and you'll see the DELTA QUEEN in port, and also a glimpse of the COTTON BLOSSOM (ex-ROBIN D). You probably can see the steam from the boat's whistle as she signals her departure. Pretty brisk on-shore wind, we'd say.



The whistle of the NATCHEZ is mounted on the aft port corner of the pilothouse. Also please note that the pilothouse windows have been stripped to simulate old-timey panes of glass. At present writing we have not learned how this was done. The first time Ye Ed heard this whistle blow was this past July 2nd. We were talking on the phone with Wilbur Dow who was in New Orleans. Wilbur said: "Can you hear that?" Yes we did hear that--thanks to Alexander Graham Bell and Wilbur Dow, and to whoever was blowing it---probably Doc Hawley--for Doc had been adjusting one or two of the bells just prior. For our money he had it just about right, and the deep notes would have thrilled even Jim Swartzwelder.

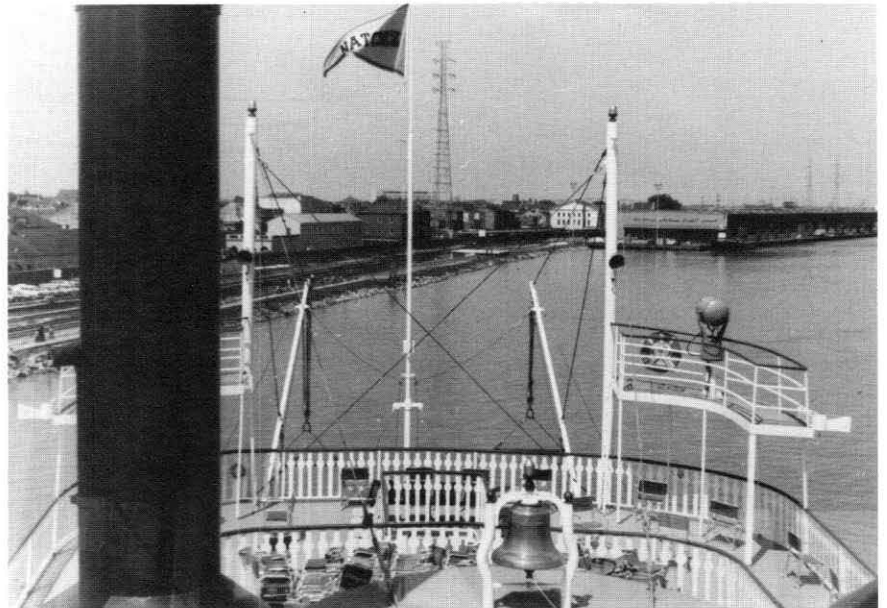


The original idea was to put a big pilotwheel in the NATCHEZ pilothouse and really use it. The idea was cancelled because of the cost involved--now imagine that. So instead she has levers not unlike the DELTA QUEEN, a hydraulic rig activated with oil. Do you reckon she has pilothouse control? Looks like it. We'll have to ask about that. Also we don't have knowledge of what that gismo is in the big box at the left. Could it be a fire detection system? Too bad if it is---takes up too much valuable space for what little good it will ever do in its lifetime. Maybe it's a chicken fryer but why in the pilothouse if so?



Every now and again somebody wants to know what's a "lazy bench?" Here is probably the ultimate in pilothouse lazy benches. Look at it! Wow! All of these pictures were taken by Bert Fenn on the new NATCHEZ remember. Once we worked on a boat with a full made-up bed, mattress, sheets, blanket, coverlet, pillows, the whole works--right in the pilothouse. That was aboard the fabulous WASHINGTON we were prattling about in the last issue. It was used as a lazy bench in daytime. I don't recall ever sleeping IN that bed, but ON it yes, laid up for fog in the early morning hours on the after watch. Every time I got asleep a crew of deckhands came up to polish the brass.

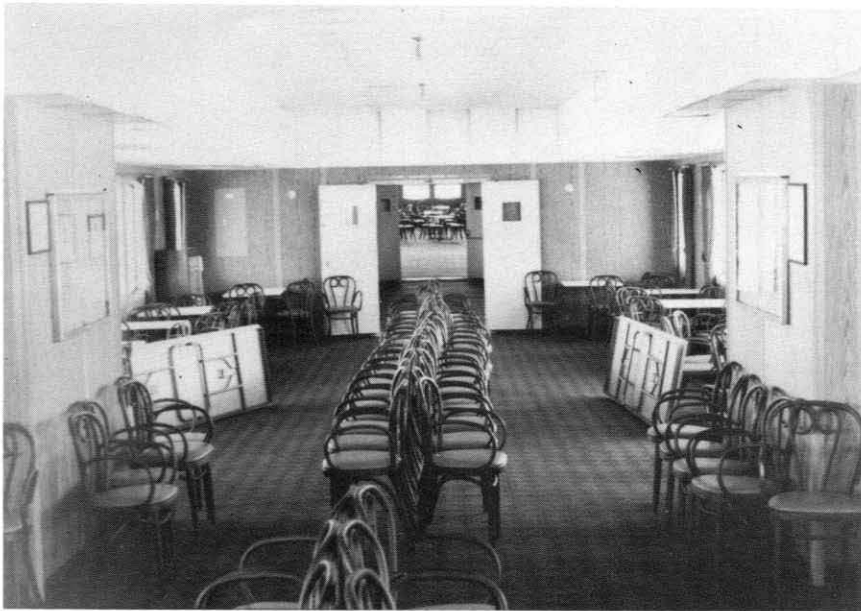
An excellent pilot's-eye view with a lot of novel gadgetry out ahead. The only time we stood a watch on such a boat with double stages and a jackstaff was in April 1935 upbound aboard the GORDON C. GREENE on her first trip to Cincinnati. We were going along just for the ride, having deadheaded aboard at Louisville, but Jesse Hughes was bushed. Some of the most pleasant things we've ever done is because somebody was bushed. This was one of them--from above the Madison bridge to Craig's Bar. All in the middle of the night. Hope Doc's listening to this--a gentle hint that when the NATCHEZ first comes up the Ohio---and she will---we're a veteran on that Madison to Craig's Bar bit.



If Bert Fenn hadn't labeled this view "NATCHEZ 4/12/75" you could pass it off on an amateur for the CITY OF NEW ORLEANS or the CITY OF PROVIDENCE on the Lower Mississippi. The give-away of course are those cattle racks for humans built on the stages. This cross bar and rigging you see on the jackstaff is a "gallows-frame," a name undoubtedly coined by an ancient mariner who had seen a man swing to eternity. The inboard stage guys are pulleyed to it (just above and out of sight in this picture) so you've got to have a jackstaff with double stages.



Starboard boiler deck guard, looking aft. Bert Fenn was impressed with the camber of the deck, clearly seen here, the outboard slope from bulkhead to rail. This touch not only is pleasing to the nautical eye, but also assures that wind-driven rain rapidly finds its way to scuppers. Note the life jackets stowed overhead between roof carlins, hallmark of excursion boats since the days of the TASHMOO and maybe before her time. The ring life buoy reminds us that Greene Line Steamers once adopted such a buoy as the company insignia, with a picture of the side-wheel GREENLAND in the circle.

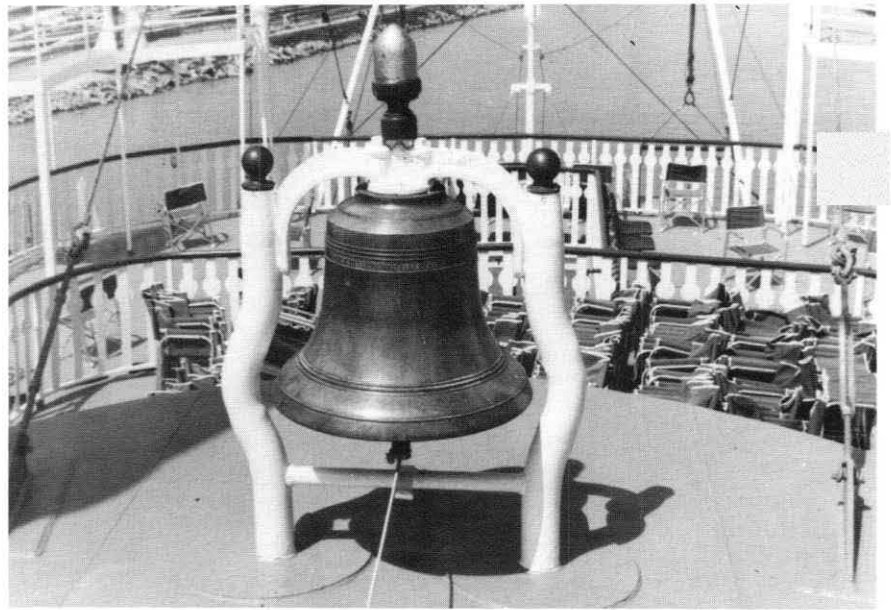


The NATCHEZ has three passenger cabins, and Bert took this picture from the forward one looking aft. The USCG does not permit a single, long cabin any more. Newly constructed boats must have fireproof thwartship bulkheads at intervals with fireproof doors. Ergo it is illegal to build a long dancefloor these days such as you find on the BELLE OF LOUISVILLE. The NATCHEZ therefor has three "parlors" beautifully walled with natural-wood finish, each with different decor.

Bert took this picture of one of the several "party rooms" in the texas on the NATCHEZ. We would almost wager there is more wall-to-wall carpeting on NATCHEZ than there was on the GRAND REPUBLIC. The attractive chairs are a modern adaptation of the old-time "ice cream" chairs of metal rod and round wooden seats once adamant in the best "ice cream parlors" such as Slim Boylan's in Sewickley. Ice cream tasted better when you sat on chairs like this. Ah me, we must cast doubt that the present purpose is the allure of non-combustible ice cream.



"A little old, a little new." The roof bell on the NATCHEZ came from the Union Barge Line sternwheel towboat J. D. AYRES, and is so marked. It was cast in Cincinnati by the Vanduzens in 1929. We have checked a photograph of the AYRES and were some surprised to notice that the original frame and mounting is the same. The wooden (shudder) acorn was added, we would suppose, by Doc Hawley, and it is a hand-me-down from the packet QUEEN CITY. The roof bell on the DELTA QUEEN came from the QUEEN CITY; the DQ apparently did not have one in California service.



One of the last-minute chores before the christening ceremonies was to shine and polish the whistles on the NATCHEZ's 32-note calliope. At the left you see Roddy Hammett hard at it, along with three of his crew. (They didn't get the job completed in time). This instrument graced the back cover of our Dec. '74 issue. It was made from scratch by the Frisbie Engine & Machine Co., Cincinnati. Yes, the NATCHEZ is moored head-down which may seem rather odd to our members and friends in West Germany and Australia, etc. It's because of a big eddy at New Orleans; the Mississippi runs in reverse here.



Here is the keyboard range on a 32-whistle calliope, so you aspirants may now fence off your piano and go to practicing. This one is child's play because all the whistles work. We had one on the WASHINGTON with one high-note whistle missing. It didn't do to play the national anthem without first transposing key, else you got to "--land of the free" and there was, instead of free, a prolonged hiss. The first calliope we ever heard was on the SUNNY SOUTH showboat at Shousetown playing "Every Little Movement Has a Meaning of Its Own." That sure dates us, I guess.





Here is the plush esplanade at the Toulouse (named for the city in France) Street wharf at New Orleans where the NATCHEZ and COTTON BLOSSOM are based. Bert Fenn took this shot as guests were arriving for the ceremonies on April 12 last for the christening. It's in the old French Quarter fernix Jackson Square. (Fernix is ol' Steve Hoag meaning adjacent to; just as "catawampus" means diagonally across from--this intelligence thrown in free of charge).

For comment on the center picture see below.



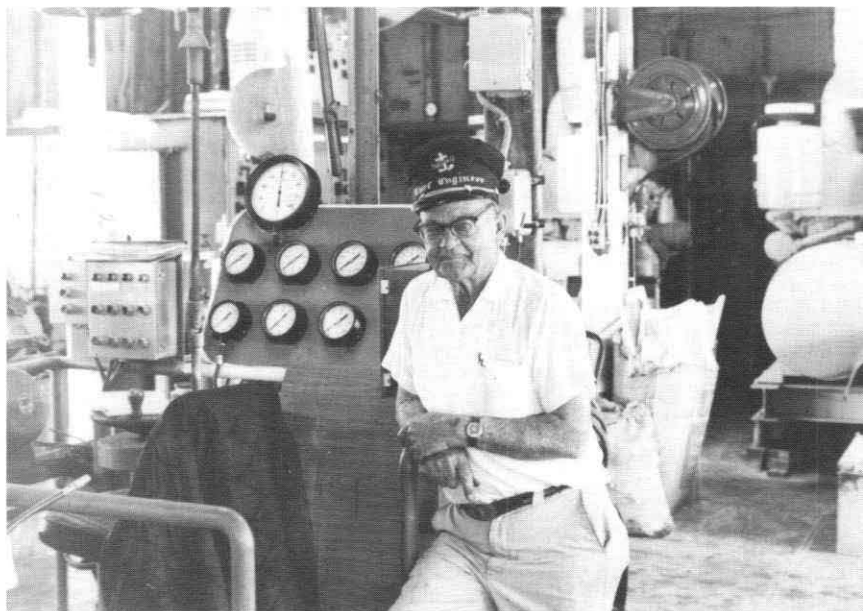
This is the christening of the NATCHEZ as caught by Bert's sharp-eyed camera from the boiler deck. Pretty Miss Kristie Byrne, 12 year old daughter of Mayor and Mrs. Tony Byrne, Natchez, Miss., did the honors with champagne. All of this action is portrayed in the center picture.

Opposite is--well, you can guess--a Dixieland Band--you just have to have a Dixieland Band for any whoop-de-do at New Orleans. The potted shrubbery is a touch not often seen at an excursion boat landing.

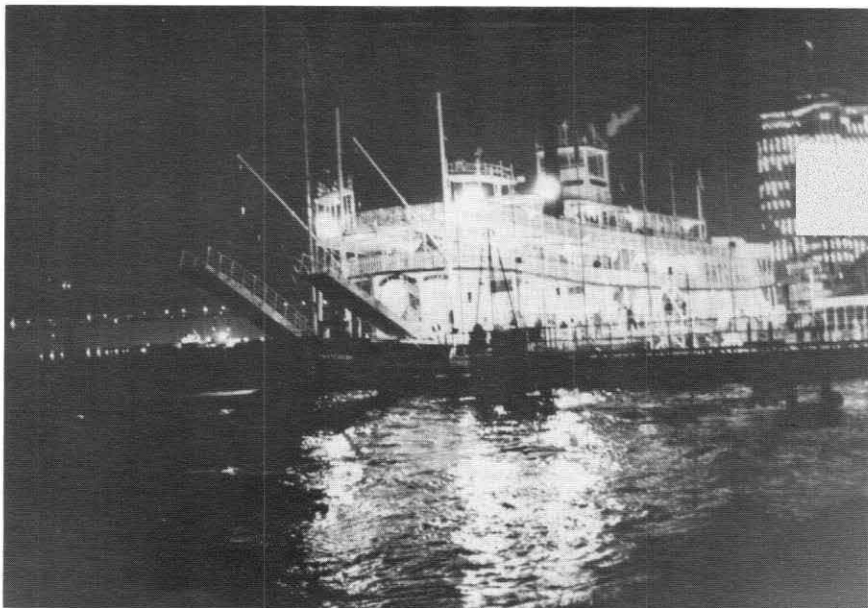


Before we close this series, again our profound thanks to Bert Fenn for volunteering these pictures of so interesting and timely a subject. Here Bert is standing at the aft end of the roof, port side, a fine detailed shot.

Center view shows Robert Brewer, chief engineer, in his domain of hot pipes and steam. Someday Bob should write a book. He's been deep sea, and on our rivers he's engineered APOLLO II, ADMIRAL, BELLE OF LOUISVILLE (there's where we first met him).



And finally here is the first night view we've seen. Bert took this "after the ball is over, after the guests have gone" following the Big Day of the NATCHEZ christening. The Trade Mart is illuminated at the right, and lights and reflections of lights from the Greater New Orleans Highway Bridge twinkle at the left. The thalweg (there's a word for you) of the Mississippi at New Orleans is in places something like 180 feet plus. An ocean liner sank here once with only the tops of her masts marking the spot. Deeper yet is the mystery of a new steamboat.







THIS PICTURE of the rafter MAY LIBBEY came from the collection of the late Gov. Sam R. Van Sant, twice governor of Minnesota. Our thanks to Ralph R. DuPae, research consultant with the Murphy Library, Area Research Center Collections, University of Wisconsin, La Crosse, Wis. 54601 for sending it to us. This trim little steamboat was built on a wood hull 75.8 by 13 at Hastings, Minn., not far above and opposite the mouth of the St. Croix River on the Upper Mississippi, in 1883. That's about all we know. She is in the 1886 List of Merchant Vessels, registered at St. Paul. Here would be a good pattern to build a little pleasure steamboat, nice high head, model bow, jackstaff and all of the trimmings--and look at that whistle! Apparently she is in shallow water and has been moored well out from shore to keep her safely afloat.

Sirs: My husband's great grandfather James A. Claver was one of the engineers aboard the sidewheel VICKSBURG. I have been told by members of the family that while trying to save the machinery during a fire he chopped off three of his toes. The boat went down and the Confederates razed it for its machinery for the ram ARKANSAS. I have not been able to verify this however.

Ann C. Hanley,  
8326 Bound Brook Lane,  
Alexandria, Va. 22309

=The VICKSBURG was built 1857 at New Albany, Ind., 231 by 38, and had engines 24" bore by 7 ft. stroke. She ran New Orleans and Vicksburg trade, and occasionally made trips to Louisville. At the outbreak of the Civil War she was in use as a Confed transport. While so engaged she was moored at Vicksburg on Feb. 2, 1863 when she was rammed by QUEEN OF THE WEST and set afire. This is the event in which James Claver lost his toes in all probability. The machinery was removed a week later for use elsewhere. But not on the Confed ram ARKANSAS---which had been built and destroyed the year prior. -Ed.

Mention in the June issue of the pilothouse signboard from the RAMONA (page 38) brought us a letter from Earl H. Bettinger, Box 70, Tell City, Ind. 47586. It was Earl's uncle Albert Bettinger who built the RAMONA as a pleasure boat, and who occasionally visited at Tell City with her on jaunts from Cincinnati.

Sirs: John L. Fryant sent me a back issue of S&D REFLECTOR. I am delighted with the whole idea and am sending Mrs. Rutter memberships for myself, my married daughter and my fifteen year old. So many of the pictures and names in the magazine bring back fond memories of my years on the rivers. I will hope to attend the Marietta meeting in September and am looking forward to meeting people who are keeping alive the traditions of the river.

Betty Bryant,  
18 North Clifton,  
Park Ridge, Ill. 60068

=Why shore---Betty is daughter of Cap'n Billy Bryant of showboat fame. She's on her own as a lecturer with the subject "Betty Bryant Talks Showboats." -Ed.

William C. Engle, who gained attention when he sold the towboat CLAIRTON to Wilbur E. Dow, Jr. a few years ago so her machinery could be used in the new NATCHEZ, has bought the 150-passenger excursion boat CITY OF NAUVOO for use on the Monongahela River where he operates Holiday Harbor in the mouth of Ten Mile Creek.

The Great River Packet Co. of Monticello, Ill., who sold the boat to Bill Engle, has bought the LADY M, a twin sternwheeler also of 150-passenger capacity. She has been renamed MARK TWAIN.

#### WHUZZAT AGAIN? DEPT.

Pittsburgh Press, Feature Section, Sunday, June 22, 1975:

"For instance, every one of Miss Denny's ancestors arrived in Greene County before 1970.

"But that's not unusual," she said, "It's just typical of many of the people in Greene County."

=Things are apt to get blurry if you go too fast my mother always said. -Ed.

The Evansville (Ind.) Courier in its May 21 issue, made front page news of the fact that the city's mayor, Russell Lloyd, had formed a "Riverboat Committee," with the purpose of exploring plans to finance and build an excursion boat to be based there. Heading the committee is David Rice, president of the Indiana State University's Evansville branch.

The interest was sparked when Capt. Dennis Trone brought his JULIA BELLE SWAIN to Evansville for a six-week's stay this spring. "Investigation of other river boat operations showed the committee that the best operation could be run by a private owner," concluded the account. It looked like Capt. Dennis Trone could be in the driver's seat, should he be so inclined.

Sirs: Page 3, June issue: "The excursion boat on the left is the CITY OF PITTSBURGH (ex - HOMER SMITH)." Try GREATER PITTSBURGH.

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

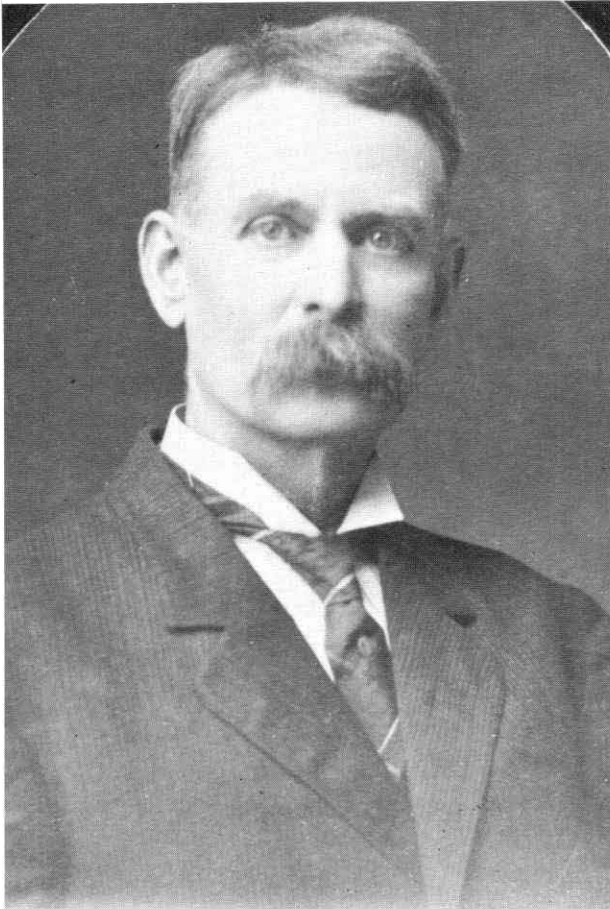
=It does fit better. -Ed.

Bill Patterson was scanning the Wall Street Journal last May and saw this advertisement:

#### AUTHENTIC SHOWBOAT

Floating Restaurant - Night Club  
- 4-level Mississippi Riverboat.  
Fully equipped - beautiful decor.  
Transportable Eastern Seaboard,  
Great Lakes, Mississippi River. 4-Dining Rooms. Dinner Theater. 6-Bars. 2-kitchens. Outside cafe. 2-lounges - capacity over 900. Gross 1 mil. - priced to sell.  
Call (716) 741-2544 afternoons

No, we didn't call. Buffalo area code; may be SARI-S, former JAMES Y. LOCKWOOD.



CAPT. CHARLES E. HUTCHISON  
He helped bring the fever-scourged towboat  
JOHN PORTER to Pittsburgh in 1878.

**A** MOST INTERESTING COMMUNICATION has come to us from Mrs. Louis (Freda Hutchison) Patch, Sr., 248 King St., Ravenna, Ohio 44266. "My grandfather Capt. Charles E. Hutchison was married in 1873 and owned a lovely home a mile or more above Hannibal, O. fronting on the Ohio River on the Ohio side. My parents moved there to look after my grandmother who otherwise would have been alone much of the time when Grandpa was towboating. So I was born there in 1896, at which time a small settlement upriver was called Rockport. (Rockport appears on the chart in R. R. Jones' "The Ohio River," 1916 edition.-Ed.) Grandpa was born near Paden City, West Va. on November 10, 1849. He went on the river before 1870 and retired in 1904. He stood 6'1" and served as mate on towboats, and received his master's license about 1894." --All of which reminded us that when the yellow fever infected towboat JOHN PORTER (see Sept. '65 issue) was the subject of extreme apprehension after spreading the disease in Gallipolis, O., Charles Hutchison of Rockport was the mate who volunteered to take her to Pittsburgh. The detailed account in our Sept. '65 issue does not mention him, inasmuch as we learned of this fact since. We had no idea who he was until this letter from Mrs. Patch came to us. She remembers him quite well. His two brothers Frank and George Hutchison lived at New Martinsville, West Va. and also were rivermen. Mrs. Patch's great-grandfather Robert Hutchison also "ran the river" and lived at Paden City, West Va. Many crew members of the JOHN PORTER died of the fever during the ill-fated trip from New Orleans to Gallipolis. She shipped a new crew at that place and went aground at 'Possum Bar where low water detained her several weeks after which she went on to Pittsburgh. There were no fever victims above Gallipolis. Charles Hutchison after retiring from the river in 1904 went to Portage County, O. in 1909 to live with Mrs. Patch's parents and family. He died there in May 1913 and is buried in the hillside cemetery at Hannibal, Ohio.

Capt. Gilbert Manson who has been standing pilot watches on the new NACHEZ at New Orleans used to pilot the POLLY up-&-down the bayous for Mr. Gratz. See story about the "Candy Boat" by C. W. Stoll in our March '73 issue; also letter by Ray Pritchard in Sept. '73 issue, page 7.

Jack Custer was at Vicksburg one day this past May looking at what is left of the SPRAGUE. His version:

"Her mortal remains are in a pasture alongside the Yazoo River. Cattle graze nearby and this is one of the most disheartening sights ever I did see. She is burnt out, rusted out, warped, twisted, and simply so far gone that it would be utter stupidity to attempt to restore her. As much as I would like to see her restored (in the strictest sense), I know all too well that a crippled Phoenix could only arise from the debris, and that it is not worth the time and money at all. Her engineroom is intact and I would prefer them to preserve her engines, her wheel, and simply scrap the rest. It would be ludicrous to do otherwise."

Jim Webster who's presently hard at it building a new sternwheel excursion boat to grace Lake Chautauqua, N.Y., has decided to name her CHAUTAUQUA BELLE. She is being assembled and built at Mayville, N.Y. and will be operative next year. The Chautauqua Lake Steam Navigation Co., founded in 1973, is headquartered at his home, 80 Cobles Drive, Penfield, N.Y. 14526. To give the boat some advance billing Jim's twin daughters (aged 16) and friends drove a 1920 Ford pick-up in the Memorial Day parade at Mayville with gorgeous signs announcing the lake's forthcoming attraction mounted on its sides. The hand painted art work was by Mary Jane Gerring of Dewittville, N.Y.

Sirs: Where can I get an original color print of the NACHEZ--same as appears on the cover of the June issue? Help?!

Lola E. Lacefield,  
Route 3, Box 251,  
Georgetown, Ind. 47122

=The picture was taken by Industrial Photography, Inc., 709 Royal St., New Orleans, at the behest of

New Orleans Steamboat Co. Original used for the June S&D REFLECTOR was 8x10" sent to us by Capt. Clarke Hawley. -Ed.

The Steamship Historical Society has transferred its entire library (as of April 16 last) into the University of Baltimore Library. The set-up is quite similar to S&D's arrangement with the Public Library of Cincinnati and Hamilton County. Baltimore U. has a highly regarded School of Transportation, so the switcheroo benefits both parties. Included in the transfer is a full set of S&D REFLECTOR.

The engines formerly used on the DETROITER (June issue, page 6) were picked up June 21 at Wyano, Pa. and trucked to California. Harold Wilmunder will use them on his new ELIZABETH ANN he's building for Sacramento excursions. His naval architect is David J. Seymour, 330 World Trade Center, San Francisco 94111. The USCG has approved the drawings. Harold Wilmunder was a guest of Capt. Dennis Trone for a ride aboard the JULIA BELLE SWAIN this past July, and is unstinted in his praise. See page 25 for story of DETROITER engines.



MERCHANT STEAM VESSELS OF THE UNITED STATES 1790-1868, published by the Steamship Historical Society, has been reissued in a revised edition. It is the sole consolidated reference extant for American steamers of its period. Information is furnished on propulsion, tonnage, date and place of construction, home port, and disposition. An appended Loss List enumerates steamers totally lost, giving circumstances, date, and place, and number of lives lost. Numerous footnotes offer additional historical data, particularly concerning the Civil War careers of hundreds of boats in Union and Confederate service.

The new and expanded edition has been edited by C. Bradford Mitchell, assisted by Kenneth R. Hall. Send orders to University of Baltimore Press, 1420 Maryland Ave., Baltimore, Md. 21201. Remit \$15 per copy.

Among our new members is James Suter, Drawer 829, Barnwell, S.C. 29812. He is great-grandson of former Capt. W. R. Haptonstall of Middleport, O. Jim accompanied by W. Guy Suter (same address) recently toured south to visit what remains of the SPRAGUE at Vicksburg, then visited Natchez and on to New Orleans for a ride on the new NATCHEZ with Capt. Doc Hawley. Next project is a visit to the Ohio River Museum and the W. P. SNYDER, JR. at Marietta.

Several persons wrote us about the COLUMBIA (on last issue's back cover). Ralph R. DuPae who furnished the picture to C. W. Stoll in behalf of the Murphy Library's Area Research Center, La Crosse, Wis., says the original was taken by a Stillwater photographer named John Runk. On the back of the original was this note:

"The COLUMBIA was built by George Muller at Baytown to compete against the GRACIE KENT in passenger runs to Taylor's Falls. She left the St. Croix valley with the last of the logs."

So we were wondering who this George Muller was, etc. and along comes a brown envelope from Jim and Sharon Elliott, Box 110, Wabasha, Minn. 55981. Sure, they knew of the COLUMBIA, and they enclosed a delightful feature story run in the "Stillwater Evening Gazette" issue of Sept. 26, 1972, enlivened with a 4-col. cut of the Muller Boat Works at Baytown (on the St. Croix at Stillwater) with this same COLUMBIA in the foreground.

The Muller Boat Works was started in 1872 by brothers George and John Muller. Their Dad Philip had come to Stillwater from Pennsylvania in 1855. On Nov. 10, 1880, George became sole owner, buying John's interest. In the next 30 years this yard turned out some 30 steamboats, among them the COLUMBIA, GRACIE KENT and the BOREALIS REX.

Jim and Sharon Elliott say this: "Some five years ago we were keeping our houseboat at the Muller



THIS COMES to us from Ralph R. DuPae associated with the Area Research Center, Murphy Library, La Crosse, Wis. The picture came from the collection of former Capt. William Henning, long noted as an Upper Mississippi pilot and raftboat owner. Mr. DuPae wonders do we know anything of this sternwheel gasboat BILOTUCK? Well, yes, she was built at Havana, Ill., 1923 on a wood hull 52.4 by 13.4. Prior to 1925 she had been renamed MARY ELLEN, then owned by the Illinois River Packet Company based at Pekin, Ill. The picture was taken at Beardstown, Ill., August 12, 1923. --And now an aside to Bob Burtnett: We're getting goose-pimples wondering what a "bilotuck" looks like; be it animate, inanimate, beast or fowl?

Boat Works and in 1972 helped them celebrate their 100th birthday."

George Muller retired in 1933 at the age of 80, at which time his sons Roy and George A. (Mike) took over. Believe it or not, the Mullers are still there at Stillwater albeit other generations of them. Mike's sons Richard I. Muller and William J. Murray run a yacht and motorboat service livery. Between the two they have five sons who assist.

The present-day Muller family has an extensive photographic collection of the Muller Boat Works' activities. Two of these are of steam yachts, JULIA B. and BABY, turned out at the yard.

The COLUMBIA was built at the Muller yard in 1900 on a wood hull 117.3 by 24, and got her engines 12" bore by 6 ft. stroke from the former rafter-packet PAULINE which was dismantled at that time. Her owners were Capts. William Henning and Frank J. Fugina. They also owned an excursion barge, and operated this outfit at St. Paul and elsewhere.

Henry M. Flagler was building the Florida East Coast RR. southwestward from Miami to Key West, a monumental undertaking involving numerous bridges to hop the rails from key to key. A number of Upper Mississippi steamboats were bought to assist with the contracting work, among them the COLUMBIA which was turned over to a Capt. Comber in January 1906. She made the Gulf transit safely, did her

appointed job, and burned at Milton, Fla. on March 13, 1911.

By the way---keep an eye peeled at S&D for Jim and Sharon Elliott of Wabasha. They have high hopes of attending.

Dale Flick says the mention of the availability of "The Great Steamboat Race" in our last issue has brought some orders. It's a paperbound 48-pager, illustrated, about how the R.E. LEE's engineers greased her engines with lightning and vanquished the NATCHEZ in 1870 from New Orleans to St. Louis. The author is Capt. Roy L. Barkhau who knows how to tell it. Write R. Dale Flick, 1444 Burney Lane, Cincinnati, Ohio 45230. Priced \$1.50 the copy.

Sirs: I had thought the Sons and Daughters of Pioneer Rivermen was a select organization restricted to the actual blood relatives of early rivermen. Now I'm happy to realize...etc.

David W. Orr,  
5452 Aylesboro Ave.,  
Pittsburgh, Pa. 15217

=So are we. For the umteenth time you don't have to be a son or a daughter to join the Sons and Daughters of Pioneer Rivermen and get the S&D REFLECTOR. Instructions are on page 4. Hi Dave, and welcome. -Ed.

The story in our last issue about the piano player on the OHIO who extracted whiskey from an oak barrel has raised a question, to wit:- Was the whiskey bourbon or rye? The Sam Thompson distillery at South Brownsville, Pa. was a noted producer of rye, as were most distilleries in that Monongahela area.

In 1870 a small mountain boat named NORTH ALABAMA loaded aboard 50 barrels of whiskey at Sioux City on the Missouri and departed upriver to deliver this to customers along the Yellowstone. She was hardly out of sight when a bad snag speared her vitals and "down, down she sank, yes sank to rise no more."

The odd part came 36 years later when the NORTH ALABAMA did rise, as though from the dead. Her hull and precious cargo, so long buried under sand, due to a capricious change in the river's channel, bobbed to the surface for all to see.

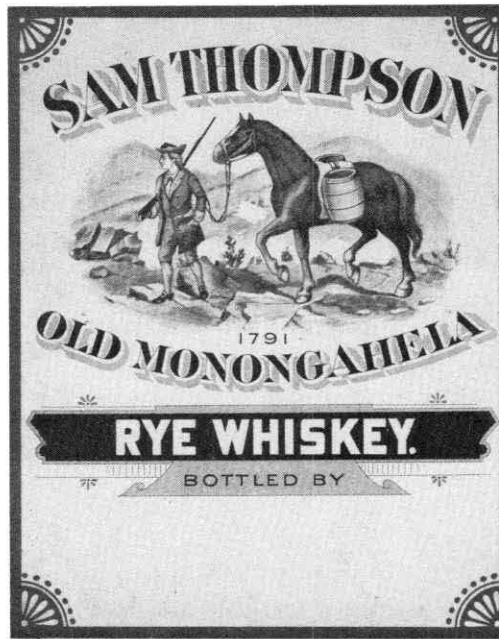
Oldtimers remembered about the whiskey. Hundreds of "prospectors" gathered by the river not so much to view the resurrection, but to snag a couple of those barrels. The wreck lay near Vermillion, South Dakota, in Bow River Bend.

According to dispatches from Vermillion, widely copied in newspapers (Jack Custer found a long paragraph in the Memphis "Commercial Appeal," July 16, 1906, page 11) the Missouri River staged one of its most infamous practical jokes. Soft sand and mud defied all efforts to get at the loot; so near and yet so far away.

Gradually the channel again took a shift. The NORTH ALABAMA disappeared once again under the broiling waters. It has never been seen since.

#### WHY THE QUINCY SANK

From the St. Louis Republic, July, 1906:- A rough estimate of \$8,000 loss on the QUINCY was made by Capt. Killeen. This he says is purely a guess, as the loss to the company cannot be closely approximated until the boat is raised. Work has already commenced. First reports stated that the boat, in addition to going down, was partially burned. This, however, is denied by the crew, who declare that the first water through the leak put out the fires. The first that any of the crew knew of danger was when the boat ran into a snag in the river, which was later found to be a tree stump. The boat began settling toward the starboard side, as the hole was made in the starboard side. Twenty-five minutes after the snag was struck the boat settled to the position it was left in. On the starboard side the boat is resting in fourteen feet of water, while there are twenty-one feet on the other side. Captain Killeen attributes the rescue of so large a number of passengers to the good work of the crew. Pilots Jack and Jim Richtman were in charge of the boat at the time it struck the snag, and it is said there are no



This label was supplied by John Bower, Hotel Bower, at Fredericktown, Pa.

See story at the left.

two men better acquainted with the river than they are.

-This explains the picture in our last issue, page 31. Our thanks to Jack Custer for details.

What is the record number of barges brought up the Mississippi River in a single tow? Jack Custer says perhaps the honor goes to the W. W. O'NEIL which, according to the Louisville (Ky.) Herald, issue of May 2, 1906, had 63 pieces. She left New Orleans upbound with a nominal tow, picked up empties here and there, and the tow just grew and grew. The river was on a slow fall at the time.

As we write these lines on July 15, 1975 there is only one wicket-type dam left in operation above Louisville, Ky. on the Ohio River. It is No. 15 below Duffy, O. and near New Martinsville. It is on borrowed time pending the completion of the new Willow Island Locks and Dam.

On Thursday, July 10, 1975 the wickets at O.R. Dam 13, Warwood, West Va. were lowered for the last time. The DELTA QUEEN had passed up & down through the lock the week before. The last lockmaster was William Campbell. The Osage Company, Pittsburgh, is now completing the demolition of the bear traps and outer wall.

Below Louisville the Cannelton Locks and Dam eliminated old wicket type Dams 43, 44 and 45 (there never was a No. 42) and new structures are being built at Newburgh, Ind., Uniontown, Ky., and Smithland, Ky. Hence of this writing the old wicket-types 46-51 are being phased out. No. 52 below Brookport, Ill. will hang around a while longer. No. 53, the last one, at the foot of the Grand Chain, is having \$20 million spent on it to build an "austere" lock 1200 by 110, a sheet steel piling job to expedite traffic.

The diesel-electric ferry MARTHA A. GRAHAM has been back-&-fro between Vevay, Ind. and Ghent, Ky. since 1942, and before her time the steam ferry ROBERT T. GRAHAM did the chore. Capt. Jack Graham ran the latter, and Oliver Tyson was the ferry pilot before that. In fact Jack Graham's wife was Oliver Tyson's daughter Florence. As the older generation passed on, Florence Tyson Graham and Charles V. Tyson built the present-day MARTHA A. GRAHAM. When Charles died, the ownership fell to Florence and J. O. Tyson. They since have passed on, and now the boat is owned by J. O. Tyson's daughter Edna and her husband Fred Donsback, Jr. and Mrs. Myrtle Tyson. They reside at 2216 Eastern Ave., Covington, Ky. 41014. They got to talking with Don Sanders, and now they've joined S&D. Welcome!

Dredging rocks from the Ohio River is done all the time. But when a big flat job turns up with three birds and a horseback rider pictured on it---then everybody sits up and takes notice.

A Maxon Corporation clamshell dredge was digging at Ceredo, just above Kenova, W. Va. preparing to set up a line of mooring cells for a barge landing for Oglebay-Norton Company.

A 1,000-pound slab of sandy colored rock was picked up from the bottom about 40 feet from shore. When it was dumped ashore it stood on edge like a mammoth tombstone. One of the workers noticed the pictures.

Now it's been moved to a lot behind the Oglebay-Norton plant. Joseph W. Alderman, a geologist with the U.S. Engineers, took a look. He judges that the artist was an Adena-Woodland Indian following his craft some 2,000 years ago.

GIVE S&D MEMBERSHIP FOR CHRISTMAS



Sirs: In the June issue you mention Capt. Hugh Smith, pioneer of Dille's Bottom, Ohio, who first hitched a steamboat to coal barges and so initiated the towing business." First I had heard of this. Where is Dille's Bottom? What steamboat was it--the CONDOR? When was it? Where was he towing the coal? What is your source?

Please don't tease us thisaway! All or nothing, I should say.

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

=To start at the beginning Dille's Bottom fronts on the Ohio River at about Mile 104 (from Pittsburgh) below Moundsville. Ohio 7 used to go smack-dab through the settlement but no more--a new four-lane by-passes the place. Coal was mined there well before the Civil War and still is. Hugh Smith operated a mine in 1850, and on Sept. 27 that year he bought the old Pittsburgh-Beaver packet LAKE ERIE (built 1845), put Capt. J. C. Hoffman in charge, and towed coal to Cincinnati. She was a side-wheeler and the barges were hitched alongside and ahead dyck-pond style. Empties were also handled on return trips. The plan worked so nicely, and taught them so much, in 1851 Hugh Smith & family (Andrew D., Joseph and Joe Jr.) took ¼ shares and built the sternwheel LAKE ERIE NO. 2 as a real orthodox towboat, hull 155 by 23'4" using 18" bore by 7 ft. stroke engines, probably from the first boat, with three boilers. They used her until 1858 when they built LAKE ERIE NO. 3, a four-boiler job working 22" bore by 7 ft. stroke engines. She lasted 21 years.

Claim is made that the WALTER FORWARD was first to tow coal from Pittsburgh to Cincinnati, owned by Daniel Bushnell. She was built in 1845, a pint-sized job 83'9" by 14'8" and from records it seems Bushnell bought her June 1, 1846. She was a single-decker. Bushnell and J. J. Vandergrift built the side-wheel towboat BLACK DIAMOND to really get into coal towing, this in 1851. While she was under construction at New Albany, Ind. is when the LAKE ERIE (first) took down her first tow from Dille's Bottom.

So the honors are sort of divided, really. About 30 years ago we had an invitation to have tea with Mrs. William M. Scaife at her home "Eldomar" here in Sewickley on Linden Avenue, entered from a long driveway, and considered one of the local mansions. The Scaifes had accumulated worldly wealth from tin, sheet-iron and copper back to 1833 in Pittsburgh. Mrs. Scaife's maiden name was Annie Hamilton Smith but it never dawned upon my obtuse consciousness that she was one of THE Smiths until she smiled over her tea cup and said, "I came from Dille's Bottom--ever hear of the place?" Well sure enough she was a direct descendant of Capt. Hugh Smith. Moreover we were re-

lated through the Caldwells--she had it figured out--and asked as a favor would I call her "Cousin Ann." Well bless you Cousin Ann! Her brother Frank who lived locally was president of the Crucible Steel Company; her sister Lillian was wife of U. S. Secretary of State Philander Chase Knox (see last issue, page 26), and another sister, Lottie, was Mrs. H. Harton Singer of "Harton Hall" on Sewickley Heights. The father of this tribe was Andrew J. Smith, one of the LAKE ERIE owners. That day I learned that the best place to travel is in your own back yard. -Ed.

Sirs: I found an old book here at home while cleaning out a storage room. It has a book-plate in it: "Property of steamer SILVER BOW, presented by D. A. Hopkins, 20 Cooper Union, New York, 1872."

My grandfather's name also is in it, "R. H. Ballard, March 10, 1881."

The title is "Heaven and Hell" by Emanuel Swedenborg, too deep for me, but interesting as far as I can understand.

Helen Crayden,  
(Mrs. Albert E.)  
Box 5,  
Ramsey, Ind. 47166

=Apparently "Heaven and Hell" did not get much play aboard the SILVER BOW which succumbed to ice at St. Louis in latter February 1872. -Ed.

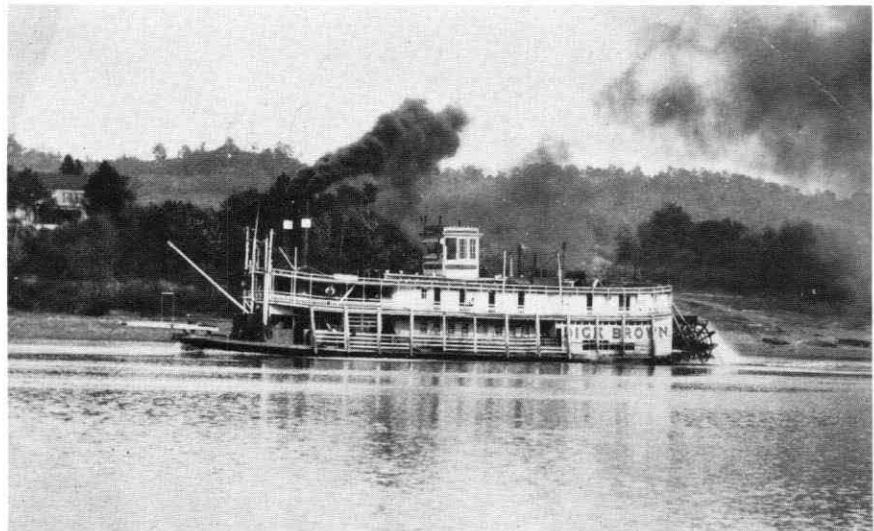
Marga and Wilbur Finger, 7408 Weil Ave., St. Louis, Mo. 63119 are telling us about the GOLDEN EAGLE RIVER MUSEUM located at Bee Tree Park, South St. Louis County. Well, you go out Hiway 270 or Lindbergh South to Telegraph Road, go south 4½ miles to Becker Road, left 1½ miles to Bee Tree Park--sign on the left. Open Wednesday-Sunday inclusive 1-5 p.m. Take a dime with you and if you get lost call Marga at 781-8211. But not after Oct. 1; that's closing date.

Sirs: Sure enjoyed the last issue and the beautiful color picture of the NATCHEZ. However there is one thing wrong---somebody should have thrown a few old rubber tires in the furnaces to pollute the atmosphere to provide animation.

William L. (Bill) Talbot,  
226 High St.,  
Keokuk, Iowa 52632

=Not only is the NATCHEZ smokeless but in the race with the DQ she sprinted ahead for a comfortable lead, and then engineer Bob Brewer shut down one boiler entirely. She ran the final mile with one arm tied behind her back, so to speak. -Ed.

Three new dams on the Columbia-Snake River system provide river navigation to Lewiston, Idaho. The improvement is hailed as the new "Northwest Passage" for the movement of bargeloads of grain.



THE DICK BROWN was built at the Knox Yard, Har-mar, O. (now Marietta) in 1893 for Capt. Marlin Brown and his son Dick, Gallipolis. She first was a single decker with compound engines. She ran in the Paducah-Cairo trade for a time, and was sold to the White Collar Line, Cincinnati, who added the cabin. Once while on the Kentucky River she was purposely run full head downstream over top of one of the dams, and it is said the captain lost his job as a result. Ultimately she was sunk by overloading, taking on board 200 barrels of salt at Cincinnati shipped down from Pomeroy Bend. She made it to Sedamsville, where the Fleischmann distillery was located four miles below the Cincinnati suspension bridge. Loss was on June 23, 1900. -Photo by Thornton Barrette.

## WHERE IT ALL STARTED

The bombardment of Fort Sumter in Charleston harbor started at 4:30 a.m. on April 11, 1861. Historians accept this shooting as the start of the Civil War. But maybe not. David Wallis has been doing some research around Pine Bluff, Ark. So far he hasn't firmed the positive date, but what he relates very well may have happened before 4:30 a.m. April 11. Hear what he says:

Steamboat stories started early in the year.

On February 5, 1861, Governor Henry Rector of Arkansas sent Will Williams, Jr. on a quick trip to Pine Bluff to check out the story that troops were on board the S. H. TUCKER. Williams reported to the Governor that the rumor was false and had been started by a barkeeper to create excitement and "cause a run." The same telegram quoted another rumor that says another steamboat passed Pine Bluff without stopping and fired on the city. Williams said he "certainly heard the report," that he pursued the boat and boarding it found nothing suspicious. He ended his message to Governor Rector by saying, "There is great excitement here."

Another steamboat, the ARAGO, was seized at Pine Bluff in May of 1861. During the Constitutional Convention of 1868 Colonel John M. Bradley was reminded of a telegram he sent to Governor Rector on May 9, 1861 in which he said:

STEAMBOAT ARAGO IS OWNED BY HER PAPERS IN PITTSBURGH PA AND HAS ONE HUNDRED TONS PROVISIONS BELONGING TO OWNERS. SHALL WE CONFISCATE HER HERE? PLENTY OF GOOD SOUTHERN STEAMBOATMEN TO TAKE HER WHERE YOU WANT HER FREE OF CHARGE.

Rector was reluctant to seize steamboats and the ARAGO was released and allowed to make her way back peacefully to Pittsburgh. However the citizens of Pine Bluff were not so peacefully inclined. They began organizing military units. One of these were the Southern Guards, formed under the command of Judge J. W. Bocage.

Bocage was captain of the unit, A. H. East, first lieutenant, and R. W. Thompson, second lieutenant. When Governor Rector demanded the surrender of the U.S. Arsenal at Little Rock, members of the Southern Guards were on hand to assist.

And they were organized and ready to take part in another steamboat affair at Pine Bluff, undoubtedly THE steamboat affair.

Fortunately, years later, Judge Bocage wrote many accounts about historic people and places in Pine Bluff and Jefferson County. He wrote these articles in his own handwriting, usually in pencil on 6x9-inch tablets or composition

books such as secretaries or students would use.

Many of these tablets are available to us through the courtesy of Judge Bocage's granddaughter Mrs. H. A. Knorr. In one, he wrote of his military experiences during the Civil War, and he tells about the steamboat affair in April of 1861. He finished the incident, "Shortly after the capture of the Government stores at Pine Bluff, Fort Sumter was bombarded by order of the Confederate Secretary of War."

Perhaps you will find the Bocage account of the steamboats interesting:

"In the meantime Jefferson County had taken the initiative in the act of war. Citizens of Helena made an effort to head off and capture the SILVER WAVE, a steamer having as a part of her cargo munitions of war and medical stores destined for the forts in the Indian Territory, the evident object of the government being to place the forts on the frontier of Arkansas in position to hold the state, or subjugate her in the event of war. A telegram from Col. T. C. Hindman to Capt. J. W. Bocage saying the SILVER WAVE had passed Helena, look out for her, prompted speedy action as she was already in the Arkansas River. I at once placed a lookout at the steamboat landing with orders to report to me if he saw the smoke of a steamboat in the bend. Soon he reported a boat in sight which proved to be the DE KALB, Capt. James Timmes, loaded with railroad iron for Little Rock. The next steamer sighted proved to be the SILVER WAVE. I had ordered the Southern Guards to report at the steamboat landing. Capt. Chs. H. Carlton also called out his company, the Jefferson Guards, an infantry company armed with minnie muskets, placing them under my orders. Seeing ex-Gov. John S. Roane present and knowing he had seen service in the War with Mexico, I tendered him the command for the occasion, which he declined.

"The boat in the meantime steamed steadily on the opposite side of the river. I ordered a platoon of Jefferson Guards to step to the front, at the same time calling to the Pilot to head for the boat landing. Not heeding the order, but steaming steadily on, I directed the platoon to fire and strike the water just ahead of the boat's bow which was a convincing argument that shot from Minnie Muskets would reach him.

"I called again to the pilot to land or I would shoot him where he stood at the wheel. I ordered a second platoon to the front when the engine bell rang and the boat headed for the boat landing and tied up.

"I stationed a guard to keep the curious crowd at a distance and with Captain Carlton and Frank McNally, boarded the boat and called for her manifest and learned a large part of her cargo consisted of Government stores and

munitions and a large quantity of medical stores. The remainder of her cargo being merchandise for Pine Bluff, Little Rock and Fort Smith.

"I at once wired Gov. H. M. Rector at Little Rock the facts. His reply was Jefferson County has taken a high handed step and must foot the responsibility. I did not understand whether the Governor designed holding Jefferson County responsible to the State of Arkansas for her act or that the U.S. would single her out and demand redress. At all events, the boat was discharged of all Government freight and a committee of citizens placed in charge of same, and the Boat allowed to proceed on her voyage.

"These stores, a large share of which were medical, were soon after ordered by Gov. Rector to be delivered at the Arsenal at Little Rock. Many of our citizens objected to the transfer as Jefferson County alone captured the prize. After consultation and a serious discussion among the citizens who took a prominent part in the seizure better judgment prevailed and the stores were allowed to be moved to Little Rock after, by order of General Hardee, they did good service at Pittman's Ferry on Current River, where that part of the Transmississippi Army operating in Missouri was camped."

David Wallis ends by saying, "So don't get too far out on that limb with the assertion that no act of war was committed at Pine Bluff before Fort Sumter."

\* \* \* \* \*

We would be remiss in failing to note here that this same steamboat SILVER WAVE some months before the Pine Bluff incident related above was part-and-parcel of the first overt act of war at Pittsburgh.

John Buchanan Floyd, U.S. Secretary of War in Buchanan's cabinet, ordered 150 cannon transferred from the Allegheny Arsenal, at Pittsburgh, to New Orleans. These instructions came in December 1860 and the SILVER WAVE was engaged to do the work. Somehow or other the news got broadcast, and the Pittsburgh "Dispatch" on Dec. 25th ran an editorial opposing the transfer.

Nevertheless the first batch of cannon was moved out of the Arsenal headed across town to be loaded aboard the SILVER WAVE at the Monongahela wharf. Irate citizens stopped the convoy on Wood Street, and the line of the guns extended from Virgin Alley to Diamond Alley, Fifth Avenue being the center. Things looked pretty grim. A telegram came from Edwin M. Stanton, then Attorney General in the Buchanan cabinet. He directed that the cannon be permitted to go to the SILVER WAVE but promised that the order for the transfer of ordnance to New Orleans would be cancelled. No more cannon were hauled to the wharf, and in a few days Stanton's word proved true--the order was cancelled.

Pittsburgh's historian George H. Thurston later wrote:- "There was



no doubt that the order of Floyd to ship the guns was given with the intention of having this large amount of ordnance pass into the hands of the rebels." Thurston concluded: "This incident was the first decided action in the country against the rebellion. It was the first decided expression of the loyal North."

The SILVER WAVE was a sternwheel packet built at Glasgow, Pa., a small place, opposite Georgetown, in 1854. Her hull was 159 by 35. At the time of the Allegheny Arsenal incident she was owned by Capt. John S. McMillan, the inventor of the steam capstan. He also owned her at the time of the Pine Bluff incident. It seems rather ironical that instead of carrying away ordnance from Pittsburgh, this same steamboat in charge of Captain McMillan arrived in the city on May 9, 1862 with a cargo of muskets, cartridges, etc. captured from the Rebs at the fall of Island 10. This material was sent over to the Allegheny Arsenal.

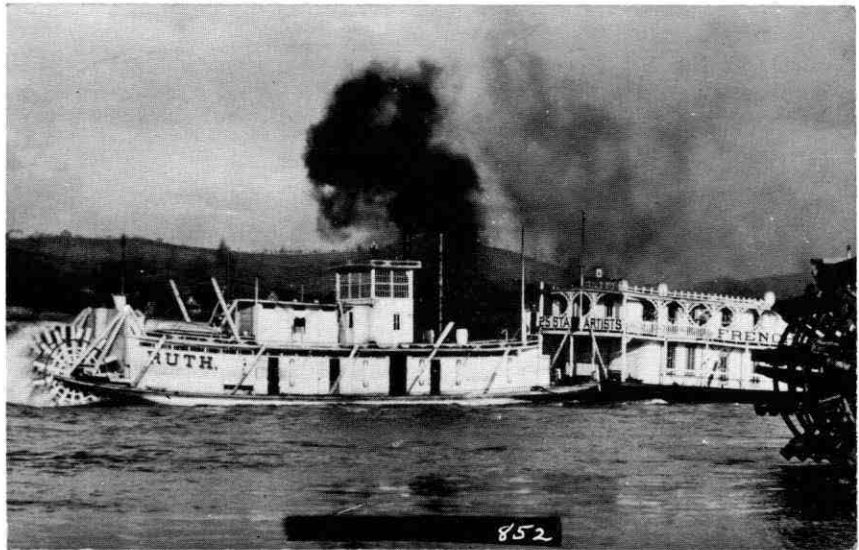
The same SILVER WAVE, commanded by Captain McMillan, made sensational news in '63 when six gunboats ran the Vicksburg batteries, and she followed them--the first transport through, and unprotected at that. Capt. George O'Neal of Steubenville was the pilot, and was complimented by General Grant. Apparently the boat was in U.S. transport service during the balance of the war. The Lytle List disposes of her in 1867, but lately we've heard she was bought by the U.S. for Upper Mississippi improvement work in August '67 along with the C. J. CAFFREY and MONTANA.

Capt. John S. McMillan procured a patent for his steam capstan and demanded royalty from all builders and owners--I think \$25--for some years. Capt. Richard C. Gray and some others finally took him to court, and the monopoly ended.

Charles F. Deitz and his wife Claudia were guests at the christening of the MISSISSIPPI QUEEN. Charlie inspected the NATCHEZ at New Orleans, also, and said she reminded him of the QUEEN CITY. His engineering experience has been on the best of 'em, including the CINCINNATI and DELTA QUEEN.

Ralph Gearhart is the Republican nominee for the mayor of Marietta in the November elections. If elected he starts his four-year term January 1. His opponent is Democrat Geoff Brunton, a newcomer in politics. Mr. Gearhart has been service manager at the Motel Hotel Lafayette for many years.

The cover of our Sept. '73 issue was graced with an attractive pen-and-ink drawing of the JULIA BELLE SWAIN. That same picture now is used on the label for Dixie Thrifty tomatoes distributed by the Monterey Canning Co., San Francisco, and related companies. Our thanks to Lola Laceyfield, Georgetown, Ind. for sending one. No not a can of tomatoes--the label.



We've always had sort of a hankering for this trim little steamboat and someday when our cow comes in we'll build one just like her, carry U.S. Mail, and get in the way of all commercial traffic at the locks. And pay heavy fines for messing up the atmosphere. Cheerfully. The RUTH was built at Wabasha, Minn. in 1892 on a wood hull 97.2 by 18 by 3.7. In 1897 when this scene was made, she was towing French's NEW SENSATION NO. 2 showboat. Offered to shore dwellers was a short play or skit, sentimental songs illustrated by lantern slides lighted with acetylene gas, three musical numbers, an acrobatic act, several novelty acts, a black-face minstrel session, a dance number, a magic act, with an afterpiece or grand ensemble for the finale. The French family also in 1897 ran the NEW SENSATION NO. 1 towed by the MARY STEWART. Captain French usually made a "thank you" speech at the end which seldom varied from his usual: "I hope when I retire, to make this place my home." When the gate receipts had been extra large, he'd say: "When I'm called to that undiscovered country, I hope my friends will bring this body right here for its final resting place." What in the world happened to the RUTH? Anybody know?

THOMAS RICE, M.D., a Canadian, signed up as ship's physician and surgeon and was attached to the U.S. gunboat ESSEX, and later with the U.S. gunboat MOUND CITY during the unpleasantness of 1862-1864.

He wrote letters to his brother Harley Rice, living in Canada, which have been preserved. These were loaned to us by Elisabeth W. Walter, 635 Grove St., Sewickley, Pa. 15143.

After the Battle of Fort Henry:-- "I am perfectly satisfied with my experience in treating wounds caused by hot water and steam and shall not be heard to complain if I never have any more of it to do, although I certainly have been remarkably successful, for there is scarcely a man among the number that will have a scar."

(The ESSEX received a shot in one boiler causing a steam explosion at Henry.)

"Capt. Porter himself, whom everybody thought that saw him could not possibly recover, is not going to have a scar of any description, but I assure you I spared no pains and trusted to nobody but myself to attend him. The first three weeks after the accident were the hardest three weeks I ever put in, for during that time I had not my

clothes off except to change them and did not sleep at any one time more than a half hour."

(Capt. William D. (Dirty Bill) Porter was skipper of ESSEX.)

"It is now two months since the Battle of Fort Henry and the ESSEX is at St. Louis repairing. I have made a very large number of acquaintances in St. Louis and were it not for the strong secession element here I would like the place very much. At least two thirds of the people of this city are such at heart. The men of course dare not express their rebel sentiments for fear Uncle Sam will take it upon himself to board them for a while. But the Ladies taking advantage of their sex talk pretty loud sometimes, much more than I would allow were I in Gen. Halleck's place. Some of the warmest friends I have in the city however are Secessionists, but that doesn't lessen the crime. It is fashionable here for the ladies to be 'Southern Sympathizers.' I generally spend the forenoons visiting the hospitals and the afternoons and evenings calling on the ladies. Occasionally go to the theatre. I received yesterday quite a large package of little presents sent to me by the ladies of Lancaster, Pa., Capt. Porter's native place."

William McNally died, 62, on Wednesday, July 2, 1975 at 1:40 p.m. in the Mercy Hospital, Pittsburgh. Bill was a charter member of S&D, served several years as treasurer, and was appointed to the Board of Governors where he since had served with distinction.

He was a son of Capt. William P. McNally and Julia Enright McNally, both deceased. His Dad owned and operated the side-wheel excursion steamboat SUNSHINE based at Pittsburgh 1907-1920. Bill was born on June 7, 1913 when the McNallys lived in the Knoxville section of Pittsburgh, in plenty of time for a young lad to acquire vivid impressions and later to harbor fond recollections of paddlewheels, twin stages, crowds and the river life.

Bill from infancy wanted to be like his Dad and run a steamboat, but such was not to be. One of the highlights of his boyhood was a round trip Pittsburgh-Cincinnati on the KATE ADAMS. He and his wife Jennie were married on May 25, 1944 and have made their home at 635 Clearview Ave. in the Crafton section of Pittsburgh since. For the past quarter-century Bill has been employed with the U.S. Clerk of Courts, Pittsburgh.

One of the enduring contributions Bill made to river lore was the construction of a remarkably accurate model of the racer ROB'T E. LEE, presently on exhibit at the Ohio River Museum, Marietta. The famed muralist Dean Cornwell used this model in the design work for his noted oil painting of the LEE-NATCHEZ race, the original of which also is shown in the Ohio River Museum.

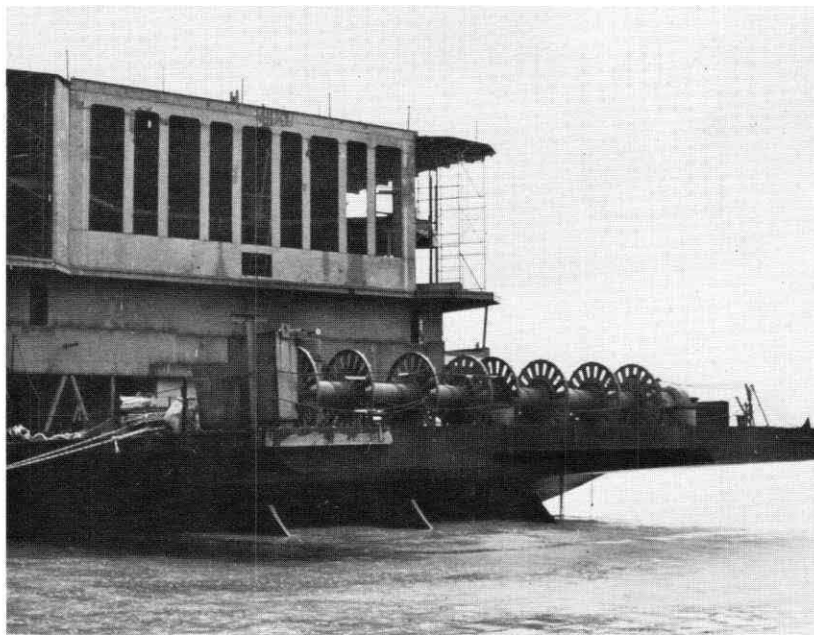
Other than his wife Jennie, Bill is survived by two daughters, Mrs. Genevieve Becker, and Mrs. Eileen Hein; also by two sons, William McNally, Jr. and Joseph McNally; also by four grandchildren.

Mass was said in the Saint Philip Church and burial was in the Resurrection Cemetery.

**A TRIBUTE TO A PARISHONER:** This past week, William McNally passed away after an intense bout with a complexity of illnesses. We ask your special prayers for him, as well as for his wife Jennie and for his children who stayed at his side.

Bill had a secret ambition. He had a fascination for the rivers and the river boats. He should have been a river captain. In reward for a life well spent may the Good Lord give him whatever he wants. Surely every wish he had will now be realized. -Excerpt spoken at Bill's services by Monsignor Garland. Bishop Leonard participated in the mass assisted by three priests. Pallbearer for S&D was George Schotten.

"Steamboating On the Upper Tennessee" has been receiving generous reviews. Paul R. Coppock did a feature on it for the Memphis Commercial Appeal appearing in the Sunday, June 8th issue. The auth-



**H**ERE WE WERE wondering why somebody didn't get a shot of the paddlewheel shaft installed on the wheel beams of the MISSISSIPPI QUEEN last April 30th at the christening. Turns out somebody did. Our thanks to Howard B. Peabody, Jr., Natchez, Miss. for the above. Now take a good long look at this thing. She has eight flanges, the two center ones placed rather close to one another. Does this mean a divided wheel? Or maybe staggered buckets?

or is Frank L. Teuton who needs but scant introduction here. The liberally illustrated volume is a 72-page paperback, available at \$3 from the author, 9102 Riverside Drive, Washington, D.C. 20022.

From what we gather, Frank is planning to attend S&D, coming to Marietta with John L. Fryant. He will have a supply of the new books with him.

Frank Teuton once taught agriculture at West Tennessee State Normal (now Memphis State U.) and lived at Memphis also when he was agricultural agent for the IC RR.

#### MORE ON THE TRILLIUM

Sirs: I read with interest the story on the TRILLIUM in the last issue. Since then I toured the vessel with my cousin Gary Woods who works with Herb Fraser & Associates who restored the hull and engines at Port Colborne, Ontario. The ship is tied at the scrapping basin in the old Welland Canal. The new branch of the canal goes around Welland, so Welland now is an island.

The hull required two new plates but the engines needed a lot of work, according to Ken Parks, who worked on them. They are about 15" by 30" bores, 4 ft. stroke, my guess, mounted on the incline to the paddlewheels. These compound engines used to be self-condensing and have been changed to condensing. The pumps of the engines will operate as originally.

The superstructure is aluminum,

fabricated in Toronto and shipped to Port Colborne where it is now being assembled on the hull. The hull and engines look good, oil painted and red primer.

I also went to the Machine Shop and saw the brass engine telegraphs, and the pilotwheel, just restored. All of the old brass portholes are going back in. They have put two portholes in each paddlewheel box so people can watch. By the way, these paddlewheels are feathering.

She will look like she used to when finished.

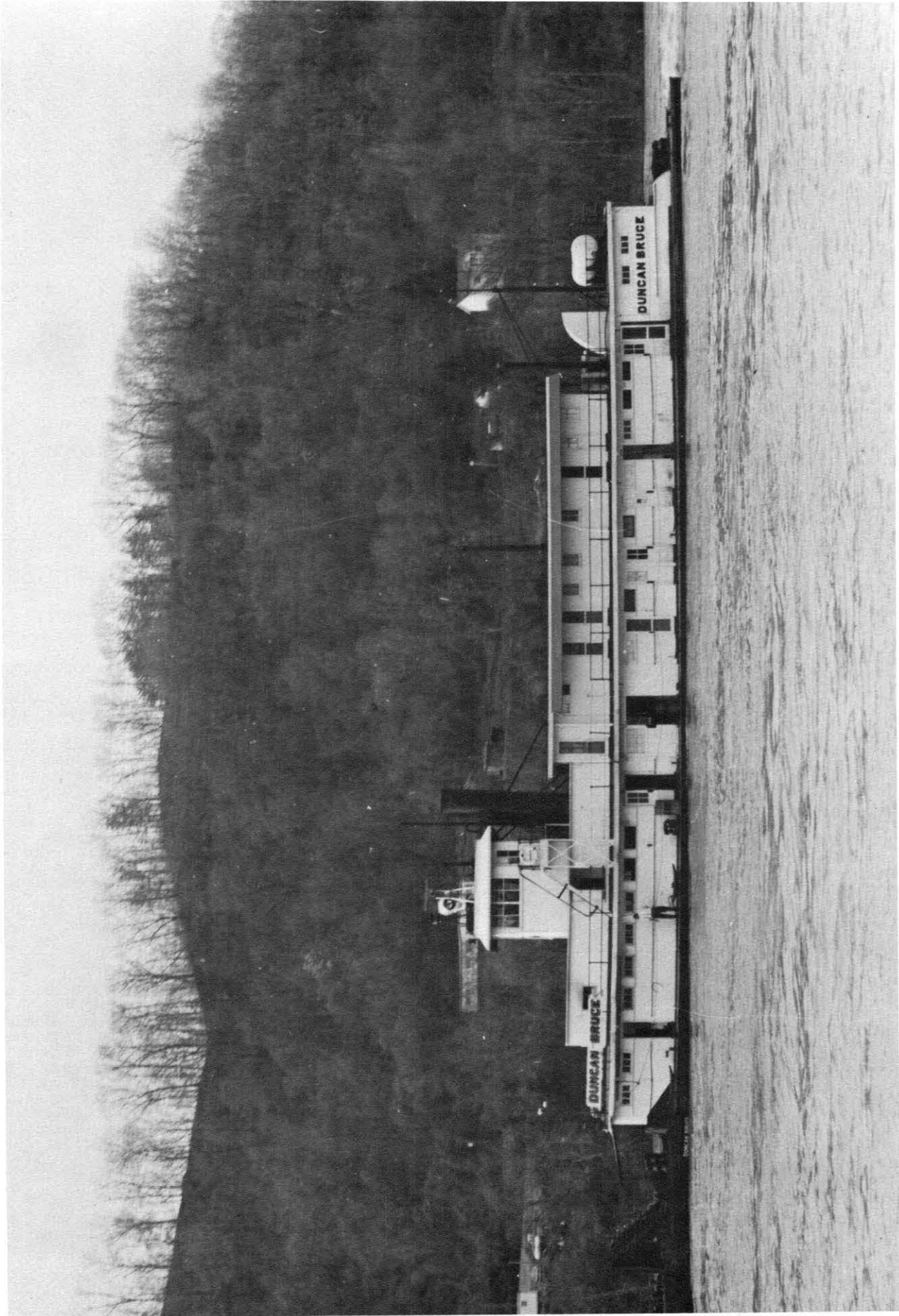
Everett (Bus) Longrod,  
601 Moore St.,  
Albion, N.Y. 14411

#### SAINTS BE PRAISED

Libby Trone says that Joshua Stoddard, inventor of the calliope in 1855 "thought of it as a church instrument; not for the inside of the church (saints forbid!) but to be used in place of steeple bells to call worshippers for miles around." Then she adds, "There is no record that the calliope was used for this purpose."

The skipper who brought out the JASON, new 10,500 hp. Union-Mechling towboat, was Capt. Ralph Carson, 40, who lives on a 1200 acre farm near New Matamoras, O. His wife Lynn used to live in Belpre, O. next door to Capt. Clare and Mabel Carpenter.





Never had a name change but for six years sported double sternwheels and now she's over 48 years old.  
Read the story in the left column, next page.

**R**ANDY RUSSELL took this picture last December below the Gallipolis Locks and Dam, Ohio River, from the towboat BRYAN B. You'd hardly imagine from a cursory glance that the DUNCAN BRUCE is 48 years old, and Capt. Charles Henry Stone nominates her as one of the oldest towboats in operation today never having had a name change. Well, of course Harry F. Snyder's VIRGINIA has her topped there, and the WILD GOOSE popped into our head as a contender, but seems she's been put out to pasture lately. Like these two the venerable DUNCAN BRUCE did start out in life as a sternwheeler, built by the Ward Engineering Co. at Charleston, W. Va. for the Kelly Barge Line, this in 1927. This enterprise, which also included two prop towboats, W. A. SHEPARD and GEORGE T. PRICE, was headed by W. C. Kelly of Charleston who had made a sound reputation and something of a fortune manufacturing the "Kelly axe" which even in the 1897 Sears, Roebuck & Co. catalogue was touted as "the standard of the world" both in single and double-bitted styles and a variety of weights. These axe blades were grindstone-sharpened, and even today along the right shore of the Kanawha River at the head of Blaine's Island you still can see oodles of old grindstones originally placed to riprap the shore at the old Kelly Works. The Kelly Barge Line was an early bid for Ohio-Mississippi common carrier cargo, for which purpose an elaborate terminal was erected on the Monongahela River's right shore at Glassport, Pa. opposite the Coal Valley marine ways. In September 1927 the DUNCAN BRUCE, W. A. SHEPARD and GEORGE T. PRICE collectively shoved some 18 barges up the Ohio to start business. On board were W. C. Kelly, his son Garred, Charles E. Ward, and Frank W. Leahy. One of the pilots was the celebrated Capt. Ralph Emerson Gaches, the "showboat king," believe it or not.

Low water in the Ohio River intervened, and to our recollection the Kelly Line never made a single trip with a payload. In early November 1927 the DUNCAN BRUCE and W. A. SHEPARD were chartered out to the Inland Waterways Co. and shortly thereafter came a consolidation in which Inland sopped up Kelly into a new barge line dubbed American Barge Line. The first president was W. C. Kelly. Patrick Calhoun, Jr., Louisville, was first vice president; Andrew P. Calhoun, Pittsburgh, was second vice president; and Garred E. Kelly was secretary and treasurer. In such a manner did the present-day American Commercial Barge Line get its head-start. In later years the acquisition of the old Howard shipyard and formation of Jeffboat completed the scene we know today.

Odd as it may sound, we have no earthly idea who Duncan Bruce was! A glimmer of a clue comes to us from Nelson Jones who says his Dad, Charles T. Jones, once, and quite by chance, met in Florida a daughter of Mr. Bruce who was quite excited to learn that the old towboat bearing her father's name was still chugging up-&-down the Kanawha and Ohio rivers. She was all afire to come take a ride on it, or at least see it, but Nelson doesn't think this came to pass.

The DUNCAN BRUCE was designed by Ward to become the best sternwheel diesel towboat afloat in 1927. She was what was called "double wheel," two separate paddlewheels each energized by a Fairbanks-Morse six-cylinder solid injection, two cycle engine, each developing 360 bhp at 250 rpm. Reduction gears, clutch and all, and a 6" dia. line-shaft engaged with a big bevel gear on the paddlewheel shaft. The line shafts and gears were centered on either side of a middle wheel beam, so that the transmission was protected from mischance of the fantails hitting lock walls and so eliminating the possibility of their being thrown out of proper alignment. The engineering was not left to chance and was tested extensively in the Experimental Basin at Washington, D.C., making certain this set-up would percolate. Which it did, and handsomely. She could come ahead on one wheel and back on the other. She had a pilotwheel, a Cory indicator system to the engineer, and a big old-time Burnside coal stove in the pilothouse. The project was under a cloud from the beginning. Any steam sternwheel towboat of equal size could outperform her. The BRUCE had a steel hull 135 by 35 by 6, and an over all length of 160 feet. Ward had built the E. D. KENNA the year previous, comparable in size, steam sternwheel, and by any gauge you use, first cost, economy, reliability, workability or capability, she was three times the better workboat. If the BRUCE demonstrated anything at all, it was that the business of coupling diesels to a sternwheel, or sternwheels in this case, had definite limitation. One time our Way family acquired a capable black cook who handed in her resignation after the first week with us. My mother was dumbfounded. What was wrong? After repeated inquiries, the girl confessed this:- "Well, Mrs. Way, there's too much switchin' of the dishes for the fewness of the food," she blurted. The DUNCAN BRUCE had something of the same trouble.

The balance of the BRUCE's story is known to most. American Barge Line converted her to diesel twin prop in 1933. In 1947 she was sold to O. F. Shearer & Sons and was a faithful workhorse in their stable until just a year or so ago when she was transferred to G & C Towing Co., Bob Bosworth's outfit. Way back when in her sternwheel beginnings she acquired a nickname, the "Drunk-en Brute," and for better or worse she still has it.

The old slide-valve engines used on the COP-R-LOY, later DETROITER, were known to have come from the W. F. SMITH. Now we have it from Raymond Smith, through Herschel W. Burford, that these same engines started out in life on the small packet ANDY HATCHER built at Charleston, West Va. 1889. Upon her demise they went to the sawmill boat RAY which we remember quite well. She was built at New Matamoras, O. in 1904, operated by William A. Baker and Oskie Baker, and named for Ray Baker. She had on board a complete sawmill and went from town to town sawing lumber. Elsewhere in this issue is the report of Harold Wilmunder shipping these same engines by truck from Wyano, Pa. to California for use on a new Sacramento sternwheel excursion boat he is building there.

The SHOWBOAT II is handling our S&D voyage while on an extensive Kanawha and Ohio rivers tour. She was scheduled to be at Charleston Aug. 26 to Labor Day, then was going down to Portsmouth, thence to Ashland, Huntington, Pomeroy and Parkersburg prior to S&D.

She is scheduled to arrive at Marietta on Friday, Sept. 12 at 6 p.m. After handling S&D next day, she remains at Marietta handling other trips until the 15th. Trips are planned at Sistersville and at New Martinsville on the 16th, at Bellaire and Wheeling 17th, at Steubenville 18th, and she will return to Pittsburgh 19th.

The itinerary and arrangements are being handled by Jim Swartzwelder.

Cdr. E. Jay Quinby, former v.p. of Greene Line Steamers, is ready to release a new 320 page book loaded with 100 illustrations. The title is "Ida Was a Tramp." "It is tailor-made for the readers of the S&D REFLECTOR," he writes. Jay hopes to lend his presence to the forthcoming S&D meeting. More later on the book.

Mention is made in describing the DUNCAN BRUCE (this page) that the Kelly Barge Line probably did not make a single payload trip. Ooops! Now we've stumbled across an item by rivernews editor George Zerr in the Pittsburgh "Post-Gazette" dated May 1927. The GEORGE T. PRICE came to Pittsburgh to take away several barges loaded with "manufactured steel products" consigned to the Kelly Axe Company at Charleston. The W. A. SHEPARD was new at Charleston, and the DUNCAN BRUCE was under construction at the time. Crew on the PRICE's initial trip included Captain William Madden, master, Capt. Harry Miller, pilot; George Conley, engineer, and F. M. Duncan, steward.

Illustrated catalogue of James Rees & Sons Co., Pittsburgh, issued in 1913, text in Spanish and English. \$3. Order from Ye Ed.



The New York State Barge Canal has been newsworthy lately as the 150th anniversary of the opening of the original Erie Canal was celebrated. Highlight of the affair was the transit of the stern-wheeler SUNDOWNER from Buffalo to Albany carrying on board a keg of Lake Erie water to be dumped in the Hudson at Albany. SUNDOWNER was built and is owned by S&D member Sam Herrington, 62, of Gasport, N. Y. Sam's crew on this historic voyage were David Douglas, 14, of Gasport, and Michael Harmon, 19, of Buffalo.

The SUNDOWNER is 50 feet long, 12 feet beam, and her sternwheel has 13 buckets. She gets her power from a 25 hp. gasoline engine.

Sam had more trouble than did Gov. DeWitt Clinton in 1825. Part of the canal this summer is closed because of a break near Rochester, N.Y. The SUNDOWNER had to be portaged from Fairport to beyond Bushnell's Basin, a task undertaken by the N.Y. State Dept. of Transportation.

Governor Clinton in 1825 also brought along a keg of Lake Erie water from Buffalo. He had as "crew" General Lafayette & son. --Our thanks to Sam and to Bus Longrod for clippings.

"How To Trace Your Family Tree," published 1975 by American Genealogical Research Institute Staff, Doubleday & Co., Inc., Dolphin Books Edition, contains a list of Hereditary, Patriotic, and Genealogical Societies. On page 188 S&D is named as a reference. We learned of this in a letter from Charles W. Smith, Box 1447, Williamsburg, Va. 23185 dated June 25 last. Mr. Smith was trying to track down his great-great grandfather Hugh McLean, and his son (great grandfather) John R. McLean of Beaver County, Pa. Great-great Grandpa McLean is purported in family tradition to have been an engineer on the pioneer Western steamboat NEW ORLEANS in 1811. Far as we know, no crew roster was preserved. J. B. Latrobe remembered years later that the boat "had an engineer named Baker," and a pilot Andrew Jack.

The National Trust for Historic Preservation is getting into the boat business. Frank A. Taylor, recently retired from the Smithsonian, has been engaged to make a study for the Trust's future role in the preservation of vessels, structures and objects associated with the maritime and naval history of the U.S. One pertinent suggestion we would make to Mr. Smith is to take a hard look-see at the machinery and paddlewheel of the SPRAGUE.

S&D member Jack C. Standen, 217 Glenwood St., Elyria, O. 44035 walked off with second place award for his 1/4 model of the SPRAGUE at the 5th Model Boat Show and Contest, Vermilion, O. this past June. Jack had two other models

of his entered, his 1/8-scale of the VALLEY BELLE and also his 1/8 of the transfer PACIFIC. The show is held in the Great Lakes Historical Society Museum fronting on Lake Erie. "Every year the Mississippi-Ohio System is well represented at this show, and some very fine models are displayed," says Jack. In former shows he had his models of the ROB'T. E. LEE and CHAPERON entered.

Information, please. We've inherited a photograph of a single deck steam excursion boat moored at Charleston, W. Va. and her name is G. T. THAYER. LMV '96 lists her built at Charleston in 1894 on a wood hull 46 by 9.3 by 2.2. She is built on a flatboat hull, main deck right down on the bottom timbers, scow bow. There's one stack forward of the pilothouse, a great big whistle, 'scape pipes, and a yawl about 16' long on the roof. The forecabin is decked, and she has a forward jackstaff flying a U.S. flag about three times too big for her. She's completely open from boilers to engineroom with a dozen or so chairs ready for occupancy. The engineroom is fully eight feet long with her name painted in block letters. Her pitmans work a little wheel about right for the last LADY GRACE, so engines must be fully 6" bore by 15" stroke. This dern picture is a blueprint which is going to take some conniving to reproduce for print. Meanwhile who were the Thayers? Same family probably who ran the old Kanawha River packet ANNIE LAURIE, but must be a later generation.

Capt. and Mrs. T. Kent Booth of N. Fort Myers, Fla. honored us with a visit at 121 River on July 22nd last. They were accompanied by Mr. and Mrs. Bob Booth of this area. Capt. and Mrs. William S. Pollock also called. Kent and Bob are sons of the late Capt. Walter C. Booth who was associated with the upper Ohio packet LIBERTY from the time the boat was built in 1912 until she abandoned the trade between Pittsburgh and Charleston, W. Va. in 1936. Kent, Bill and y.t. were crew members on LIBERTY, and later on the Streckfus excursion steamer WASHINGTON. Kent and Betty also had visited at Ashland, Ky. where they renewed acquaintances with Robert L. Gray, river manager for Ashland Oil, and others of that firm. Kent and Bill are both retired and have allowed their master-pilot licenses to expire. Kent and Bob tell us that their brother Mark Booth lives at Waynesburg, Pa., now retired after a lengthy career with the U.S. Navy and as a college football coach.

Oscar Odd McIntyre (1884-1938) is the Most Famous Citizen of Gallipolis, O. Although not born there (at Plattsburg, Mo.) he got his start in journalism in Gallipolis and called the place home. The Gallia County Arts Society did a song-and-dance-studded history of the region this summer, with O. O. McIntyre ably portrayed in his youthful days by a young lad of talent imported from Canal Winchester, O., Kevin Spires.



**I**N THE LAST ISSUE we mentioned the CLARE E. BEATTY turning herself into an aerial bombardment in mid-river at Louisville during the christening of the MISSISSIPPI QUEEN. The sign under the pilot-house bridge is what took our eye: BEATTY'S NAVY. Howard B. Peabody, Jr. thoughtfully took a picture of it, and our thanks.

## BOB SCHMERTZ PUTS DOWN HIS BANJO

The Ohio River's troubadour and composer Robert W. Schmertz died, 77, on Saturday, June 7, 1975. He will be long remembered for his "Monongahela Sal" dating back to 1949 wherein Sal, born in an old Monessen alley, was beguiled to ride downriver on the JASON by a tall, dark, and handsome, and manly pilot.

"It was love, careless love, by the river,

"It was love, careless love, by the shore,

"And I'm sure that the Lord will forgive her,

"For she never knew what love was like before."

Then there was the one about the young mermaid at Lock Number Ten.

"One night as the moon shone on Lock Number Ten,

"I heard a halloo and I heard it again,

"And there gleaming whitely upon the lockwall,

"I saw this young mermaid her flipper and all!"

In "The Forks of the O-hi-O" the story of George Washington and Christopher Gist back in 1753 is dramatized.

"They came back down to the wide Allegheny and built themselves a raft--

"Christopher he didn't quite get the gist of her for he thought fore was aft--

"And George fell smack into the water while the wintry winds did blow--

"And George came a-swimmin' and a-sneezin' and a-coughin'

"To the forks of the O-hi-O!"

One of his favorites was called "Gideon Bible" and was composed in Room #310 at the Lafayette Hotel, Marietta between 5:30 and 6:30 one morning during an S&D meeting.

"The Wake of the William P. Snyder, Jun-i-or" was an inspiration composed on the spur of the moment and first played and sung by Bob while the W. P. SNYDER, JR. was being locked down at Montgomery Locks and Dam while being delivered to Marietta in 1955. The completely captivated lock crew shut off the valves and held the boat until the new song had been applauded and encored.

Bob Schmertz started strumming a 5-string Fairbanks banjo in 1918 while recouping from an appendectomy. He used the same banjo all of his lifetime.

There was the lonely Grenadier "touched red by the evening sun, and I would hold him in my arms, before his life was done."

Many of his songs have a feet-tapping, lively beat and patter such as "Mousy Went a-Courtin'" and the song about a squirrel, "Angus McFergus McTavish Dundee."

But others were poignant in spiritualist appeal such as his famous "Noah Found Grace in the Eyes of the Lord" and historical tunes examining odd types from Pittsburgh's past.

Before his retirement he was a prominent professor of architecture at Carnegie Tech, later Carnegie-Mellon University. He was

the architect of many well regarded churches in the Pittsburgh area, and suburban Sewickley is dotted with fine homes of his design.

Many of Bob's songs were tried out at evening meetings of the tight-knit Scorpion's Club which he helped found in the early 1930s and attended regularly every month until the past year. He had a special love for the steamboats and the river dating back to boyhood and performed at several S&D meetings.

Bob Schmertz is survived by two daughters, Mildred F. Schmertz of New York City and Mrs. Gretchen Jacob of Pittsburgh; a son, John C. Schmertz; and five grandchildren. He was a native of Pittsburgh and was buried in the St. Mary's Cemetery, Lawrenceville section of that city.

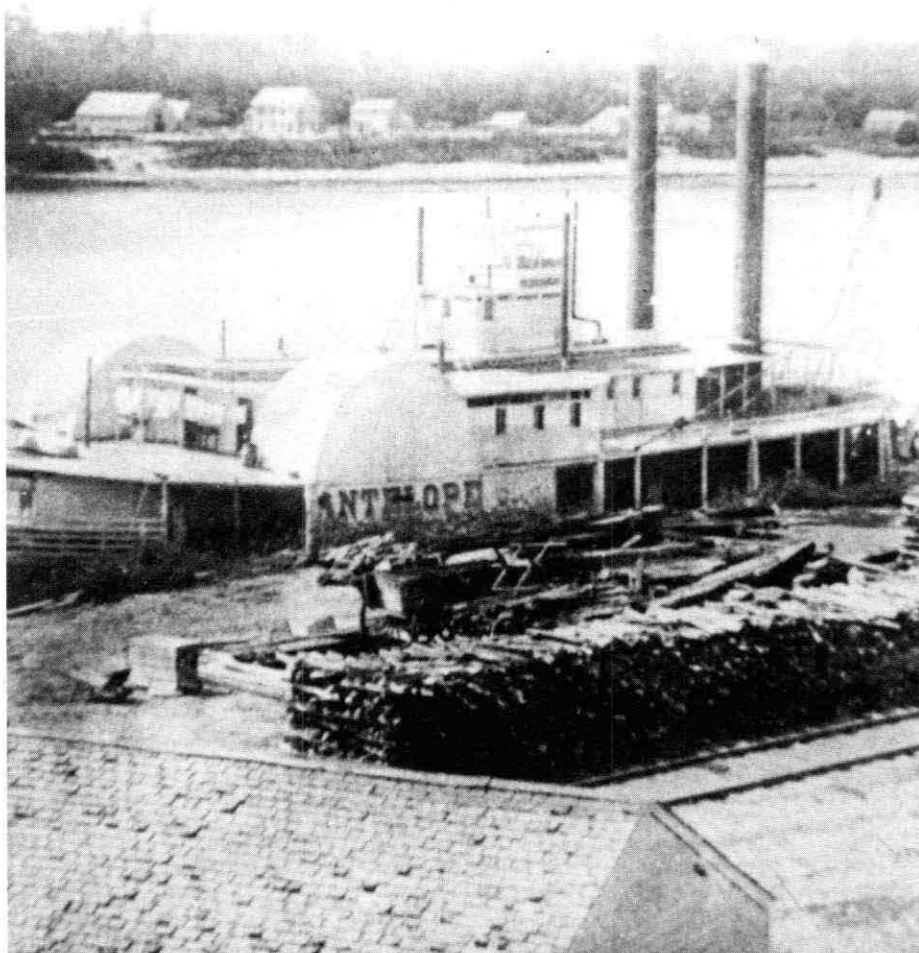
"Lord, Lord, I've got some singing to do,

"Don't take me Lord, too soon!"

After seventy-seven active and rewarding years, Bob Schmertz went peacefully.

Who was Corwin H. Spencer, whose name graced the "gambling boat" of that name featured in our June issue? Jack Custer happened upon the obituary while researching other matters in the Memphis Commercial Appeal. Highlights:

Corwin H. Spencer was a leading grain trader of St. Louis, and was vice president of the World's Fair held in that city, 1904. At one time he was president of the Merchants Exchange at St. Louis. His family came from Morgan County, O. where he was born in 1851. He grew up on the family farm and had a common school education and for a short time (1873) lived at McConnelsville, O. One year later he went to St. Louis to attend a business college there. When Mr. Spencer died following a heart attack while watching stock quotations in the Planters Hotel, St. Louis, he was regarded several times a millionaire. Death date was May 3, 1906. The account says little about his family, save to mention a son, Marlow M. Spencer, who survived him.



Oh boy, is this an oldie! The ANTELOPE was built at Metropolis, Ill. (hull) and completed at St. Louis, 1866, for Missouri River. Strictly utilitarian and no frills. Capt. Wm. R. Massie was master-pilot when she burned five miles below Upper Bonhomme Island (in the stretch between Miles 37.6 and 41.3 Mo. R.) on April 12, 1869. Two lives lost and a passenger badly burned. Good pictures of these "mountain boats" are rare indeed, and our thanks to C. W. Stoll for this one.



The reason for the building of the IDLEWILD (now BELLE OF LOUISVILLE) is clearly set forth in an article appearing in "Sparks," issue of May 2, 1975, house organ of The Rotary Club of Louisville. The author is C. W. Stoll.

"A railroad bridge was built across the Mississippi about 1890 and it was designed with vehicular roadways on either side of the rails, much like the K. & I. bridge at New Albany, Ind. The trains started crossing upon completion but somehow the state governments of Tennessee and Arkansas, the local governments of Memphis and West Memphis and the banks could not get together on who and how the approaches to the roadways would be constructed, and who would pay what. And so these approaches sat unused for many years, with traffic of wagons, cars, trucks and foot passengers passing from Arkansas to Memphis on ferry boats.

"Meanwhile Memphis was growing, the Arkansas environs across the river were developing, and the existing ferry was getting older and too small for the trade. So the Ferry company decided to build a boat for the ferry trade with the assumption that sooner or later her reason for existence would be non-existence.

"And so in 1914 they built the IDLEWILD--staunch enough to handle the ferry trade, but so designed that she could serve also as a freight packet, and her second deck fitted out with a dance floor so she could serve as an excursion boat. Aside from crew accommodations, she never had staterooms for passengers.

"Sure enough, in the early 1920s the railroads, the banks and the local governmental authorities finally got together and the bridge approaches for vehicles were constructed and the ferry operation abandoned. The IDLEWILD began operating as a day packet and excursion boat, and on several occasions has served as a towboat.

"Now, five ownerships later, and bearing her third name, she serves Louisville as a busy excursion boat long after her contemporaries have passed from the scene. Doubtless that original design to handle heavy traffic driving on and off, plus good maintenance and careful use through the past 60 years made her the sole survivor of her era."

The Smithsonian Institution's new Hall of American Maritime Enterprise in Washington, D. C. is the greatest. Using the nucleus of models collected by Howard I. Chapelle, historian emeritus, Dr. Melvin Jackson, curator of Marine Transportation, has amplified the show into 8,500 square feet of floor space, and fully one-quarter of this is devoted to the Mississippi System and related streams. Recently installed models will permit comparison of river boats from the early keelboats to the 7½ foot model of the J. M. WHITE, to today's 10,500 hp. Super Viking

diesel prop towboats.

Capping this portion of the hall will be a replica of a modern inland rivers towboat pilothouse, complete in every detail. The visitor may stand at the controls and watch a 1,000 foot tow being maneuvered. Colonel Stephen's original steamboat engine of 1802 will be featured.

In the Discovery Pavilion are models of the NINA, PINTA and the SANTA MARIA sailing in formation on the night of Oct. 12, 1492. A Norse "knarr", used by Vikings on visits to North America 500 years before Columbus sailed also is displayed.

Dioramas play an important part. One of them is an early evening waterfront scene, complete with dimly lit street lights, distant ship's whistles and fog horns, the tune of a Salvation Army Band. A completely outfitted tattoo parlor is shown.

The former USCG cutter OAK, dismantled at Curtis Bay, Maine, in 1964, has had her engine room reconstructed for viewing. The triple-expansion steam engine, the pumps, evaporator, hot well--the works. Everything runs now on compressed air, and as you watch 'er run you hear the roar of the oil burners, the whine of the ventilators, the thump of the screw and the swashing of bilge. It's so real you think you actually smell the hot oil, and you do--It's part of the show.

All of the above is Smithsonian's contribution to the Bicentennial. It will be ready in time so--put this on your agenda for '76.

CAP'N HUGHES' STEAMBOAT SKETCH-BOOK is now available in a new edition, published by Richardson Printing Corporation, Marietta, O. Thanks to modern lithography the 36 8½x11" pencil drawings are much sharper than they appeared in the original edition so popular over twenty years ago. No change has been made in the text or format. The covers in full color have new glow and brilliance.

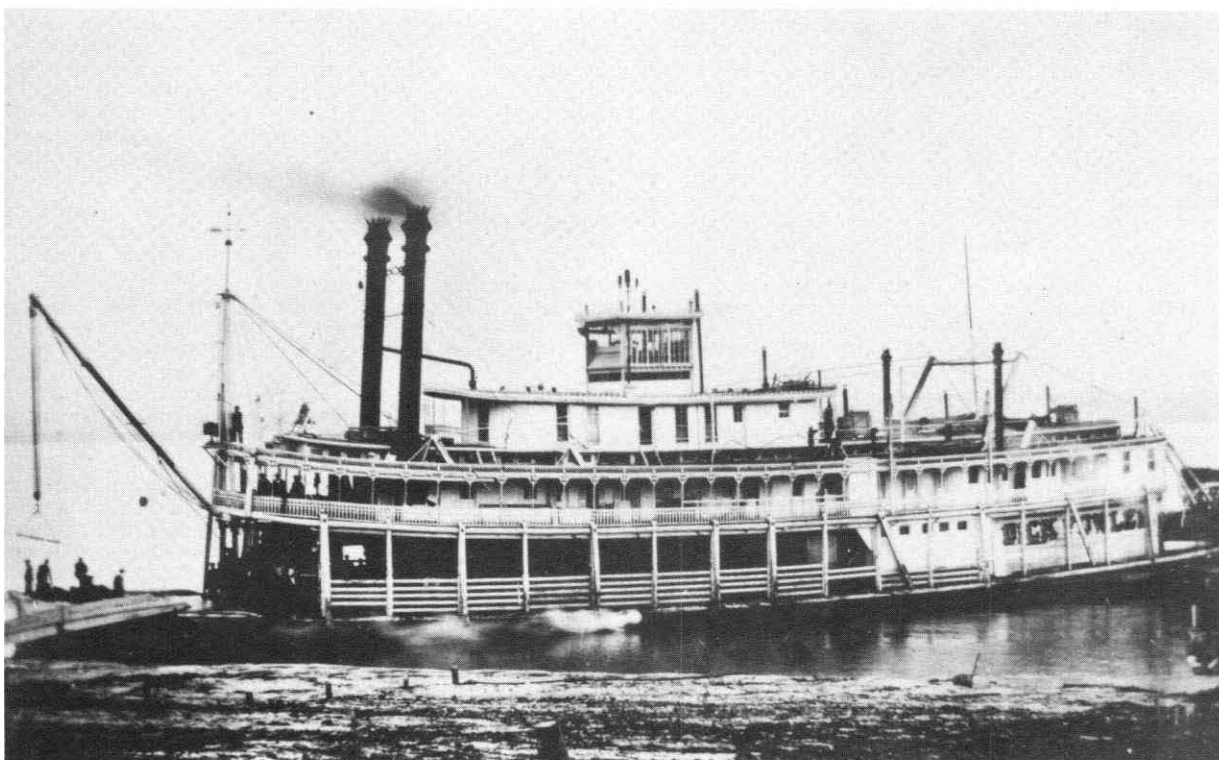
The new edition, released this past June, is prompted by constant requests for the book at the Ohio River Museum. Bob Richardson says "I don't know how we'll come out financially on this venture and will appreciate a plug in the S&D REFLECTOR--we'll have to retail the book at \$5 and I don't know whether they will sell at that price or not."

True enough. Many of the fans who bought the original edition were personal friends of the left-handed artist-steamboater Captain Jesse P. Hughes. Even so there is bound to be endurance, and even excitement, in inspecting pictures of a snagboat, a batwinger, a Big Sandy pushboat, a wooden pontoon bridge, a water circus, and a real produce boat named LILLIE DALE, all drawn by a man who knew them, and whose memory and whose delineation were photographic.

Welcome to Si Cornell and wife Pat who have joined S&D. Si is with the Cincinnati "Post" and is related some way or another to the former Capt. Royal Hart of the side-wheel R. R. SPRINGER. They live at 5036 Collinwood Place, Cincinnati, O. 45227.



No, take another look. This isn't the new NATCHEZ. It's the ST. JAMES at Plaquemine, La. This comes to us from Jerry Devol, a post card mailed at Plaquemine on Jan. 4, 1907 to Miss Marie Robinson, Dexter City, Ohio who received it on Jan. 7, same year, all for 1¢ postage. Note please that the card was published by Kearny's Pharmacy, Plaquemine, photo taken by N. Spiro, same town. We have an S&D member who actually rode the ST. JAMES one time (1915) on an Ohio River excursion, H. O. Reynolds, New Cumberland, W. Va. She went hard aground below Lock and Dam 9 and the passengers were unloaded into a ferry flat and delivered ashore.



DICK FOWLER

Mrs. L. C. (Polly) Newman, Paducah, wrote The Waterways Journal recently to say she owns the pilotwheel from this packet. She put a mirror in the center and has, she says, a handsome wall piece. The wheel is made of oak, maple and birch. Polly Newman also is an artist in oils. She has created a painting of the DICK FOWLER using much the same pose as is shown in the photograph above. All of which precipitated the article on this page. A few other tidbits we've gleaned: The DICK's whistle came from the side-wheel IDLEWILD; later it was on the GEORGE COWLING, and last of all on the towboat RIVAL which burned in Green River. Her large roof bell started out on the early side-wheel Anchor Line W. P. HALLIDAY. In 1912 it went to the new sternwheel SAINT LOUIS. After she sank in 1918 it was transferred to the KENTUCKY (St. Louis & Tennessee River Packet Co.) and in the winter of 1922-1923 when KENTUCKY was rebuilt into the TENNESSEE BELLE the bell was presented to the First Christian Church, Paducah, by S. King Hale.

Where was the DICK FOWLER built? Way's Directory of Western Rivers Packets says Jeffersonville, Ind. F. L. Wooldridge and other records say Evansville, Ind.

Way is wrong; the others right. The hull was built on the grade at Evansville in 1892, about 15 feet longer than that of the ROYAL and approximately the same width, 31 feet. The ROYAL also was built on the grade at Evansville (1890) and raised all eyebrows for speed in her runs to Henderson. In fact the ROYAL may have been the fastest sternwheeler ever operated on the Mississippi System. The reason had to do with her uniquely designed hull; instead of the usual flat bottom hers was a V-bottom designed by a noted ship designer of Kingston, Ontario, C. G. Pierce who is said to have been paid \$1,000 (a king's ransom in those times) for his drawings.

Whether Pierce had any part in designing the DICK FOWLER's hull is not known to us. If records are trustworthy, and we think they are, the wood-butchers at Evans-

ville "aped" the V-bottom and gave the DICK a keel line 11" deeper than the knuckles.

Bob Burtnett says one thing he is sure about is that the DICK got her machinery, etc. at Paducah. So fine. Her high pressure engines were 16" bore by 6 ft. stroke. She had three Western boilers each 42" dia. by 26 ft. long.

So there you have the fundamentals. The JOE FOWLER (of the same tribe) was built at Jeff in 1888 with a standard flat bottom. She worked engines 16" bore by 7 ft. stroke. The JOE's best upstream time from Henderson to Evansville was 62½ minutes; that of the DICK, 57 minutes; that of the ROYAL, 52 minutes.

The distance is charted these days as 12.1 miles. The only steamboat ever to beat the ROYAL's time was the ROB'T E. LEE (racer) which came up in 49½ minutes on high water, going up behind Henderson Towhead.

Here is a bit of news. Some forty-five years ago river engi-

neer Charles Harding (Jr.) was rooting around in the shop of James Rees & Sons Co., Pittsburgh, and in a barrel of junked blueprints he happened on scaled drawings of the ROYAL's hull. Knowing Ye Ed's interest in such affairs, Charlie gave them to us. Within the past several months John L. Fryant became entranced with the idea of building a scale model of the ROYAL, so we passed them on loan to him.

What we're getting at is this: Anyone wanting to build a passenger steamboat 163.6 by 30.6 by 6.6 with prospects of speed--why say more.

But getting back again to the DICK FOWLER. F. L. Wooldridge's records say she was lost in the 1918 ice. Not so. She was laid up badly in need of repairs at Paducah in 1911, her insurance cancelled. Bob Burtnett says she went to sale June 17, 1911 and was knocked down to Capt. Ralph Emerson for \$1,300. May be. That November one of those jimmycanes came along at Paducah and she went



glug. Emerson had a penchant for losing every boat he lay hands on (the list is incredible) but the story goes he sold her for junk. The hull became a log barge. This scribe passed through the harbor at Paducah in 1914 listing every boat there, in broad daylight, and the DICK FOWLER was not listed--she was history. So the tale of her loss in the 1918 ice does not have a leg to stand on. Unless perhaps that's the date of the loss of the log barge which wound up in Yellow Bend, below Arkansas City.

While we've got one foot in the door on this subject, it was apparent in Irvin Cobb's story of his boyhood at Paducah that he did not have recollection of Capt. Dick Fowler. (March '75 issue, pages 37-39). Cobb says "before my time one of the Fowlers burned to death after a boiler exploded." This was Capt. Dick; the date was 1876; and the boat was the PAT CLEBURNE. Naturally Cobb did not remember---1876 was Cobb's birth date.

In conclusion, Russell M. Lintner has made available to us a letter printed in the Pittsburgh "Gazette," issue of June 3, 1865. It reads:

Raleigh, N.C.,  
May 16, 1865

Dear Friend:

"Remember Thy Creator in the days of thy youth." Our cause has failed, the Confederates have gone up the 'spout.' Let the past bury the past. Let us cement our broken Country and make the United States the King-see of the World. Love to friends and Ben Eagan. As ever,  
Dick Fowler.

To this communication the river editor of the Gazette added a note:-

"Capt. Dick Fowler is extensively known all along the line of western and southern waters. Aside from his Rebel proclivities we never knew a more energetic, enterprising and social man; and now that he has 'taken the Oath' we doubt not that he will turn up in Paducah, a wise and better man."

Turn up he did. He was captain on the PAT CLEBURNE when her boilers let go while landed opposite Weston, Ky. at an Illinois farm landing, just above present Lock and Dam 50, Ohio River.

Exxon Oil has been running TV shorts of late honoring some of the U.S.'s men of achievement. They have done Alexander Graham Bell, the Wright brothers, Dr. Jonas Salk, Dizzy Dean, Louis Armstrong. Now they've come, as they must, to Mark Twain.

McCann-Erickson, Inc. of N.Y. is doing the shooting. They've been to Hannibal, Mo. to film Mark as a young man. At Peoria they acted out scenes from Twain writings. Next they showed up on the Illinois River aboard the JULIA BELLE SWAIN.

"Tuesday and Wednesday (July 8th and 9th last) they were busy a-

round Henry, Lacon and Rome," says Bob Burtnett.

At South Rome Mark shuffled down the JBS's stage as an old man.

Why, the 17-man movie crew even descended on Bob Burtnett's Chillicothe and did some scenes at the Weber Funeral Home. Actor Rufus Smith portrayed a Twain character, Colonel Sherburn, holding a lynch mob at bay with an antequated gun. The scene is taken from "one of Mark Twain's most famous works," declared the Chillicothe Bulletin next day. Nobody in town was quite sure just what works.

So watch on the TV for that peripatetic JULIA BELLE SWAIN.

Technically, the ex-USCG's side-wheel WILLOW is still in the realm of Western River towboats although geographically she's in Florida. But not far in Florida. She's near Panama City at the foot of the Hathaway Bridge in St. Andrews Bay.

Paul Jennings took her there a few years ago from New Orleans with expansive ideas of creating of her a floating museum of nautical artifacts and pictures. He's got her parked on state owned land, and parked is the proper word for she's partly beached out. Every time he goes near a Panama City banker he gets the fish-eye, and the state isn't exactly happy either.

Then on July 12th last Ye Ed had a phone call from Neil McGuinness, Jacksonville, Fla., up in these northern climes with his wife hunting for an old steamboat to convert into a floating restaurant for a location on the St. Johns River. Neil had not heard of the WILLOW at Panama City.

Maybe we'd be helpful in supplying addresses:

Paul Jennings, 5128 West Highway 98, Panama City, Fla. 32401.

Neil McGuinness, 4119 Marianna Road, Jacksonville, Fla. 32217.

Sirs: I collect old river books, passes, and time tables, everything I can get. As a boy I lived at Burlington, Iowa, when the packets still operated. Am joining S&D at the suggestion of Dr. Leland Johnson, Hermitage, Tenn.

William H. Archer,  
259 W. Hampton Ave.,  
Spartanburg, S.C. 29301

A serious crime indeed these days is for any riverside industrial plant to let something spill into the river, accidentally or otherwise. Back in 1906 a flake (platform) at a distillery below Frankfort, Ky. on the Kentucky River at Benson Creek let go and within moments down the creek went 13,000 gallons of bourbon. When this reached the Kentucky the product was of course cut to innocent dilution, or was it? The fish in the Kentucky went on a bender and were caught by the john-boat load.

Sirs: You may have known my great uncle David Ashworth who was an engineer on steamboats working out of Pittsburgh where he lived a number of years. He finally retired to Long Bottom, Ohio, where he spent his final days watching his old friends go up and down the Ohio River.

Mrs. E. M. Anderson,  
Route 1, Box 370,  
Marsh Hill Drive,  
Catlettsburg, Ky. 41129

=Dave Ashworth had his name painted on Gauge Rock below Long Bottom and lived nearby. Not only did Dave watch the boats. His wife was an accomplished "whooper" and voiced greetings. -Ed.

Harvey Simmonds, mentioned elsewhere in this issue, several years ago started a river library on the DELTA QUEEN. He is now associated with the Eakins Press Foundation, 155 East 42nd St., New York, N.Y. 10017.

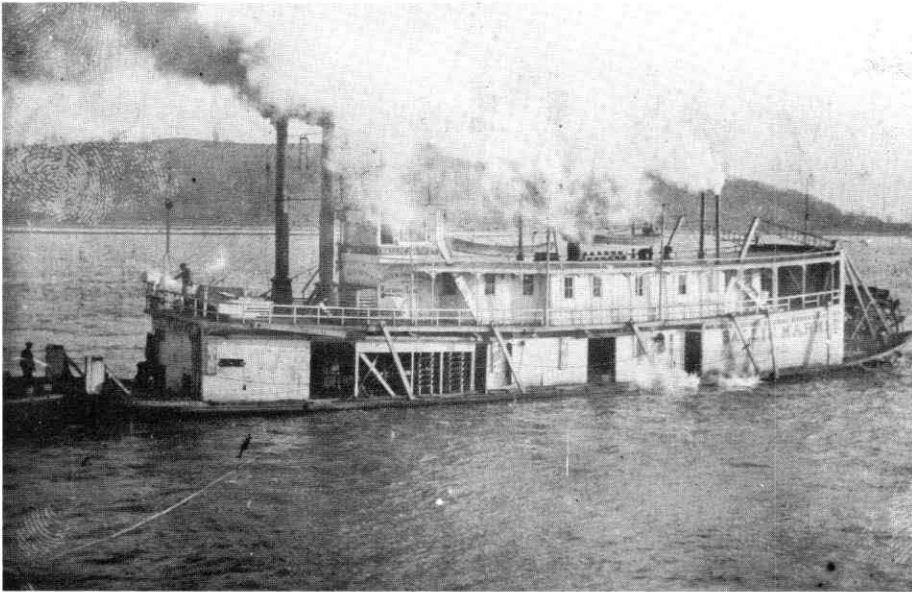
Since the demise of the SPRAGUE, the largest steam paddlewheel towboat still lingering on the rivers is the HERBERT E. JONES (ex-JASON) moored along the right shore of the Allegheny River at Blawnox, Pa. On July 5th last Ye Ed picked up Wilbur E. Dow, Jr. at the Greater Pittsburgh International Airport and the two of us went calling on the old boat.

Pretty sad. At Blawnox she's known as the THUNDERBIRD where local yokels danced on her main deck and drank beer. Upstairs the main cabin was a plush red-carpeted night club. All of which was pretty hot stuff even for blase Blawnox. They lifted her liquor license and that ended the fun.

A floating dance hall has no need for steamboat boilers and engines. These were ripped out. The rudders were removed. To retain the "boaty flavor" the paddlewheel was left hanging on the aft wheel beams.

Two or three years ago Robert J. Brown, Tarentum, Pa., who runs the prop towboats PHILO, PRINCIPIO and others, bought the relic. Bob met Wilbur and me on board and showed us around. He's never kept a watchman there because there is nothing to watch. The furniture and equipment attending the beer joint days had long since been removed. Vandals had attended to the rest. Windows broken, walls and ceilings stripped--the interior looks like a calamity going someplace to happen.

Strangely, from a distance, she still looks recognizable. The Texas, stacks and the pilothouse are still in place. Bob Brown had an idea in mind of fitting her with an A-frame, making her into a derrick boat. Now he's got other irons in the fire and she's for sale. The steel hull 167 by 37.5 was built at Point Pleasant, W. Va. in 1940. It looks to be in pretty fair shape even yet.



For the edification of the O-K Branch of S&D here is a fair picture of the SALLIE MARMET, but not the boat most of you remember. This, kind friends, is the FIRST one of the name (there were two). This SALLIE originally was a rafter on the Upper Mississippi named VIVIAN, built at Lyons, Iowa, 1896, owned by C. Lamb & Son, Clinton, Iowa. The Raymond City Coal Co. bought her 1903, made some alterations, and changed her name in 1906. When the "new" SALLIE was built in 1911 the "old" SALLIE once again became VIVIAN but didn't run long. Later her hull was used as a freight barge owned by Turner and Mason, Madison, Ind. The VIVIAN-SALLIE had 10" bore by 6 ft. stroke, two boilers. The "new" SALLIE had compounds 10" and 17" bores, 6 ft. stroke, three boilers.

We suppose it's well winded around that the Streckfus excursion side-wheeler PRESIDENT at New Orleans is still running with her side-wheels and is still a steamboat. The Streckfus Line had full intention, and had made arrangements, to place Murray Tregurtha diesel-prop power on the PRESIDENT like they did so successfully on the ADMIRAL. Only thing that prevented was inability to get delivery of the prop units. She was towed to St. Louis for the purpose of making the alteration. Much other work was done to her during her northern visit including the installation of a complete air-conditioning system with diesel units in the hull, and also we are given to understand she has a new whistle (steam of course). She's back at her old stand, foot of Canal Street, New Orleans, still steam. It seems rather ironical that during the recent NATCHEZ-DQ race reported elsewhere in this issue, the PRESIDENT had to be officially certified as a "participant" in order to run her regular matinee excursion that day. We can just see Cap'n Verne Streckfus chewing nails over that one. So-o; it still takes more than the fingers of one hand to tick off the steam passenger boats on the Mississippi System.

Sirs: In the June issue I noticed the article and picture of the excursion steamer WASHINGTON. You might be interested in knowing that the pilothouse, smokestacks and various miscellaneous pieces were purchased by Francis I. Mesker in about 1939 and were reassembled on shore overlooking the Missouri River at Mile 8.6. They stood as a boat house until it burned in 1949. The original was then replaced by a similar structure based on photographs. This still stands, and is used as a boat house and entertainment area.

The picture of the WASHINGTON on page 36 of the June issue is a real beauty. I should appreciate Jerry Sutphin's address so that I might hope to get a copy to hang in our boat house.

David W. Mesker, v.p.,  
A. G. Edwards & Sons, Inc.,  
One North Jefferson,  
St. Louis, Mo. 63103

=Jerry Sutphin's address is 204 Chestnut St., Huntington, West Va. 25705. Mr. Mesker is v.p. of an old-established (since 1887) St. Louis brokerage firm. Incidentally a picture of the WASHINGTON's pilothouse on the bank of the Missouri River appeared in our Sept. '68 issue. It also appeared that year in the July '68 issue of "House Beautiful." -Ed.

The present-day diesel prop towboat JOHN J. ROWE, the former steam sternwheel towboat JOHN J. ROWE (ex-CHARLES T. CAMPBELL), and the old-time side-wheelers THOMAS SHERLOCK and HENRY PROBASCO were all named for members of two Cincinnati families connected by marriage.

Henry Probasco, born in 1820, became associated in the hardware business conducted as Tyler Davidson & Co., 140-142 Main Street. Henry married Davidson's half-sister Julia Carrington. Julia died in her prime, childless, and Henry Probasco then took unto wife Grace Sherlock, daughter of Thomas Sherlock.

Father-in-law Thomas Sherlock, Esq., a noteworthy attorney, also was associated with the founding of the Cincinnati Marine Rail Way Co. at Cincinnati in 1858. His associates in the venture were Pat Rodgers, Dan Morton and Hercules Carrel.

The Sherlocks lived in the Clifton section of Cincinnati (their property is identified on the map shown in our June '74 issue, page 13) where they had built a home in 1860 they called "Belsen." Tom Sherlock was born in Dublin, Ireland, 1817, and hence was but three years older than his son-in-law Henry Probasco. When Probasco was first widowed he was living on Lafayette Avenue in Clifton, not far from the Sherlock's "Belsen." Grace Sherlock and Henry Probasco were married in 1887.

Two children were born to them; Henry Jr. and Grace. Hard times came to Henry Sr. and he was obliged to give up his beautiful estate (called "Oakwood") and move the family into a smaller home on Evanswood in Clifton. It was here that Henry Jr. died, aged 10, in 1901. In the following year Henry Sr. died.

Shortly thereafter Mrs. Probasco and daughter Grace shared the home of the Sherlocks at "Belsen" on Clifton Avenue.

In 1909 Grace married John J. Rowe, a local banker, at the Calvary Church. Her husband passed on in 1965. She today lives on Indian Hill with her children.

For the above we are indebted to Lawrence E. (Larry) Walker.

Sirs: I was raised on the Adkins farm just outside of Newport, O. My grandparents were Alvin and Emily Adkins. Am now living at Grape Island, West Va. which once had its own landing, post office, school and a church. It was named for Grape Island in the Ohio River here. Is there a list of boats on the river 1916-1935?

Robert E. Adkins,  
Mountaineers Beagles,  
Route 2, Box 206,  
St. Marys, W. Va. 26170

=Such a list exists in Ethel C. Leahy's book "An Ohio River Anthology," published 1931. Bob Adkins recently renewed his membership in S&D for three years. -Ed.



### STEAMBOATS NAMED ECLIPSE

Pursuing a habit not all bad you'll find listed and described the 16 Western steamboats in our files so named. The article in this issue entitled "Mississippi Scene" has prompted us to do this. -Ed.

ECLIPSE b. Beaver, Pa., 1823, 168 tons. A small side-wheeler which covered a good bit of territory. She was at Fort Snelling, Minn. on May 17, 1826 and was lost by snagging at Black Hawk, La. on Aug. 20 that same year. We assume she died just above the mouth of Old River in Concordia Parish, La. where still there are place names, Black Hawk Plantation, Black Hawk Bend, etc.

ECLIPSE b. Harmar, O. in the winter of 1832-1833. A small side-wheeler constructed at the Whitney & Stone yard for Capt. Leander Knowles, a noted riverman who lived at Newberry Island below Parkersburg. Hull 90 by 17 by 3.5, and drew 20" light. She had a single engine placed aft of the wheels, connected to a cross shaft which had a flywheel. This peculiar scheme allowed the engine to continue operating when the wheels were stopped, a vital necessity inasmuch as the supply pump to the single boiler was activated from a cam on the cross shaft. The side-wheels could be disengaged by a face-plate and clutch arrangement, one for each wheel. The engineer could come ahead on one wheel or both, stop one or both, back one or both, but could not back one and come ahead on the other. This plan had a wide acceptance in the early steamboat days and disappeared with the arrival of the doctor (supply) pump in the 1840s. The flywheel usually was made of wood, banded with iron, not unlike a wagon wheel, but much larger. Some of them extended up through the main cabin where it was boxed over, and in one instance the boxing was used as a dining table. If the engine "ran off" for any reason a great strain was placed on such wheels and several of them flew apart, throwing spokes and whipping flat iron throughout the cabin. This ECLIPSE made a trip from Nashville, Tenn. to Pittsburgh shortly before she was dismantled in 1835.

ECLIPSE b. Louisville, Ky., in 1842, a major side-wheeler of her time, hull 228 by 30 by 8, and rated 550 tons. She usually ran between Louisville and New Orleans in off seasons, and during the fall and winter between Memphis and New Orleans. Capt. James W. Goslee was her master, and later shows up as master of the J. M. WHITE (early), and then owned in and commanded the cotton queens BELFAST, AUTOCRAT, GEORGE COLLIER, JOHN SIMONDS and INGOMAR. He was

run over and killed by a railroad train at Anchorage, Jefferson County, Ky. on April 1, 1875. The ECLIPSE probably was named for the famous Kentucky race horse American Eclipse, said never to have lost a race, most famed for the win over Sir Henry. American Eclipse died, 34, near Shelbyville, Ky. in 1847. The namesake steamboat must have died about the same time, of natural causes.

ECLIPSE b. Brownsville, Pa. in 1849, a small sternwheeler of 55 tons noted in our records for her ambiguity. Lytle records her, and removes her from the records 1850.

ECLIPSE b. New Albany, Ind. in 1852, subject of the accompanying story in this issue.

ECLIPSE b. Belle Vernon, Pa. on the Monongahela River, 1853. She was a side-wheeler of 216 tons, taken to the Brazos River in Texas and was operated out of Galveston. Was off the records in 1860.

ECLIPSE b. California, Pa. on the Monongahela River, 1854. A sternwheel packet, hull 150 by 27 by 4, 156 tons. Original owners were Capt. George D. Moore, Hancock County, Va., Bazil W. Doyle, Steubenville, and William Akley of Allegheny City, Pa. They shortly sold her to Cox, Brainard & Co., Mobile, Ala. where she was last enrolled in 1856, Capt. H. W. Buckley, master. Captain Moore owned in and commanded many Upper Ohio packets and this ECLIPSE may have been his first. Bazil (Baz) Doyle's father Col. Alexander Doyle owned in and ran the wharfboat at Steubenville for 30 years (died 1888) and son Baz also followed the river as clerk and master, and later as a railroader until he died, 69, in 1896. Baz and his wife (nee Virginia Means) lived in Sewickley, Pa. after 1873. One of Mrs. Doyle's sisters was the wife of James D. Layng, a noted railroad executive with the Vanderbilt System. Another of Mrs. Doyle's sisters was Mrs. John H. Dury of Sewickley whose husband also was a railroad executive. All of the above-mentioned came from Steubenville, the Doyles, Layngs and the Durys. Baz Doyle was associated in the Chicago & North Western with his brother-in-law Layng for some years. Baz's son Charles Doyle married Virginia Oliver, daughter of David B. Oliver, Sr. So Doyles and Durys and Olivers still populate Sewickley, but no Layngs, and so it goes.

ECLIPSE b. Elizabeth, Pa. in 1862, a sternwheel packet of 223 tons. A principal in her original ownership was Capt. George D. Moore, see prior listing. She was soon sold to Capt. James L. Wise and others of Cincinnati. She exploded boilers on the Tennessee River at Johnsonville, Tenn. on the 27th of January, 1865 with

loss of 27 lives and scores injured. She was commanded by Capt. William G. Voris at the time and was in service for the U.S.Q.M.C. Captain Voris buried his face in a pillow and did not inhale the hot steam. He commanded the SILVER MOON in the Cincinnati-Memphis trade the next year.

ECLIPSE A steam ferry built at Omro, Winnebago County, Wis., 1863 and rated 27.54 tons. Although the place of build is near Lake Winnebago she was registered at Burlington, Iowa, in 1867, with possible inference that she came to the Upper Mississippi.

ECLIPSE A "mountain boat" built at California, Pa., 1878 on a hull 180 by 30 by 4. This sternwheeler was advertised from Pittsburgh direct for Fort Benton, Mont. on 1st of June, 1878, her maiden trip. She was built at the Ebberman and McFall yard; had two boilers 40" dia. by 26 feet long; engines by Robinson, Rae & Co., Pittsburgh, 13" bore by 4 ft. stroke. Had a paddlewheel built of channel-iron with wood buckets 16 ft. dia. by 22 ft. width. The original owners were Capt. Asa S. Shephard, Wellsville, O., Alex V. Caughey, Frank S. Moore and John D. Biggert, all of Allegheny County, Pa. Her original master was Capt. George D. Moore (see ECLIPSE of 1854, and of 1862), and A. S. Shephard was her head clerk. We note here that Capt. Shephard long was a resident of Wellsville, O., neighbor of J. N. McCullough, the railroader for whom the side-wheel J. N. McCULLOUGH was named. In all she made eleven trips to Fort Benton and brought in cargo for the Coulson Line, Leighton & Jordan, and the Block P Line. Her last owner was Montana Transportation Co., and her last master was Capt. Isaac P. Baker. She was the flagship of a fleet in 1881 carrying several thousand Indians from the Yellowstone to agencies in Dakota. She had the peculiar distinction of sinking twice in one year, 1887. In the first instance she went to the bottom in shallow water and was soon floated. Her second misadventure was permanent--she hit a snag some 15 miles below Sioux City on the 3rd of September, 1887 and was lost.

ECLIPSE b. Madison, Ind., 1880, on a wood hull 90 by 24 by 2.5. No further information at hand, other than that she was still listed in 1886, port of Louisville, Ky.

ECLIPSE A sternwheel rafter on the Upper Mississippi built at Le Claire, Iowa, 1882. Wood hull 124.9 by 24.6 by 4.1. Had three boilers, and engines 13" bore by 5 ft. stroke. First owner was the Lindsay & Phelps Lumber Co. who rafted with her until 1904 when they quit. Capt. John Lancaster of Le Claire, who was her master-pilot then, bought the boat, in which he had a substantial inter-

est formerly, and rebuilt her into a handsome little packet at Dubuque in 1905, enlarging her to 139.4 by 29.3 by 4.1. He ran her between Dubuque and Prairie du Chien. Later he bought the freight warehouses owned by Streckfus between Davenport and Clinton, and put her in this trade. The I & I street car line had just arrived, and the venture collapsed. She was laid up in Cat Tail Slough (on the Illinois side below Clinton) where she sank. Along came Capt. Ralph Emerson Gaches, the showboat king. He bought the ECLIPSE from Lancaster in November, 1913, raised her, and used her for towing his EMERSON showboat. Off seasons he used her for contract towing. In Oct. 1914 she was helping in the construction of Dam No. 26, Ohio River. In the fall of 1917 she was towing a gasoline barge owned by the Atlantic Refining Co. between Sistersville, W. Va. and Pittsburgh. On the extremely cold night of Dec. 8, 1917 your scribe saw a glow in the sky which could mean but one thing--a fire--so my brother Wilson and I cranked up the '15 Buick roadster and soon found the cause. A towboat was burning at White's Rifle Dike, foot of Neville Island, Pa. We could not identify it, but a phone call to Albert Cogswell, lockmaster at No. 3, Ohio River, settled the matter. She was the ECLIPSE. She'd been downbound with the gas barge when she hit the dike, stove a hole in her side, and burned as she sank. This was the first casualty of that severe 1917-1918 winter which caused the destruction of so many steamboats.

ECLIPSE b. New Decatur, Ala. in 1895 on a wood hull 39 by 9 by 3. Listed at Chattanooga in 1896, and no other news at hand.

ECLIPSE Originally built in 1901 at St. Joseph, Mo. on the Missouri River above Sioux City, on a wood hull 162 by 36 by 5. She was named CITY ST. JOSEPH and was something like a small edition of the BETSY ANN; Texas and all. She had engines 16" bore by 6 ft. stroke and the principal owner was Capt. A. Stewart. She came out with Capt. A. Stewart, master; F. W. Turner, clerk, R. J. Stewart, pilot, and Perrin Kay as the chief engineer. She made a trip from St. Joseph to St. Louis for the World's Fair in 1904. Not long thereafter she was sold to the Planters Packet Co., Memphis. Her picture was in our March '75 issue (although not mentioned by name) on page 6 along with the GRAND. The Lee Line rebuilt her in the late fall of 1916, and renamed her ECLIPSE at that time. They ran her in short trades. Was fatally snagged opposite Osceola, Ark. at 7 p.m. on Sept. 12, 1925. Crew and passengers got ashore over a sandbar.

ECLIPSE A small towboat built at Higginsport, O. in 1903. Hull 100 by 17 by 3.6. She had 10½"

bore by 3 ft. stroke engines, and a single boiler 42" dia. by 18 ft. long. Robert Taylor built her and she ran briefly on the Big Sandy River towing logs. Then she was sold to Tell City, Ind. and towed for the U.S. Hame Co. One year later was registered at St. Louis. Her fate is not known to us.

ECLIPSE The last steamboat with this name didn't last long. She was built at Evansville, Ind. in 1932 for Capt. Ralph Emerson Gaches, a wood hull towboat 120 by 26 x 5. Hogchains, some of the machinery, etc. from the former L&C packet KENTUCKY were used, and her 14" bore by 6 ft. stroke engines came from the former Greene Line packet GREENWOOD. She had three boilers. The financial partner with Emerson in this boat was John W. Hubbard, the Pittsburgh capitalist. Emerson brought his new towboat to Pittsburgh in July, 1932, where she was sold to Campbell Transportation Co. in which Mr. Hubbard was a partner. Charles T. Campbell lost no time tearing her apart inasmuch as she was too jerry-built for towing. In 1933 the Campbell Line brought out the JOHN G. BRITTON using the same engines and perhaps other equipment.

Sirs: The cover on the June issue is the best I have ever seen! There is no steamboat like a new steamboat. Congratulations to Alan Bates, Jim Howard, Tom Dunbar and Clancy Horton. NOTHING MATCHEZ THE NATCHEZ!!!!

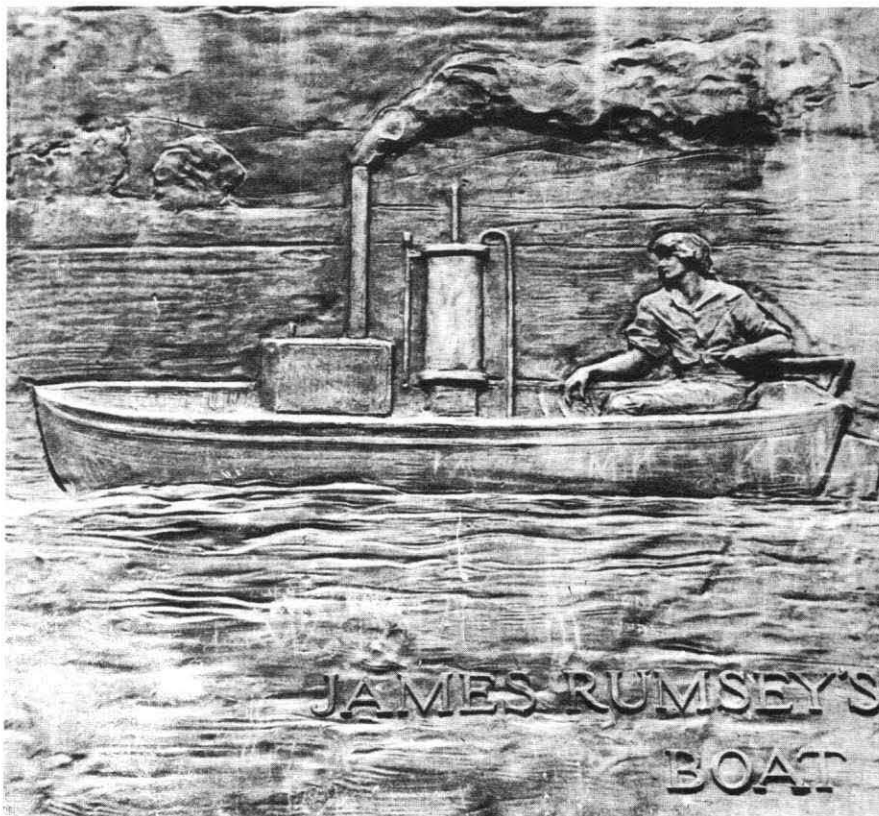
John L. Fryant,  
6508 Dorset Drive,  
Alexandria, Va. 22310

Sirs: Sounds to me like that race at Louisville on April 30 (June issue, pages 39-43) was staged 29 days too late as April Fool's Day would have been the proper day??

Julia Belle Swain Shelton,  
1333 Jones St.,  
San Francisco, Calif. 94109

Sirs: The Toronto (Ohio) Historical Society is trying to open a local museum. Inasmuch as a major portion of our early history was closely tied to the development of the Ohio River we want the river to be significantly represented.

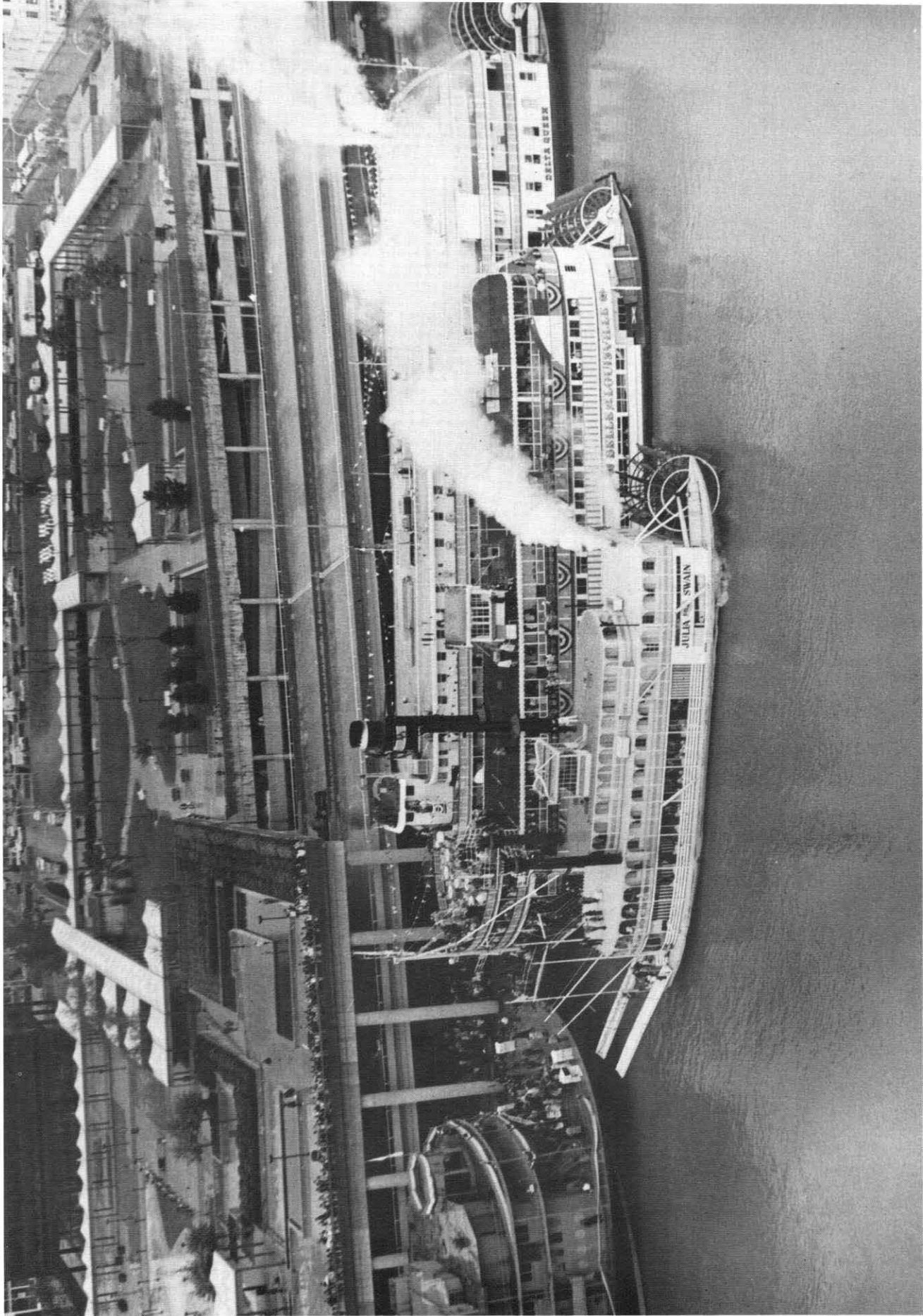
Harry A. Littlecott,  
President,  
Toronto, Ohio 43964



JAMES RUMSEY AND STEAMBOAT

The state of West Virginia has erected a monument with this picture in bronze on one side and with these words on the reverse side: "In honor of James Rumsey, inventor of the steamboat, who in October AD 1783 on the Potomac River near the mouth of Sir John's Run, made the first successful application of steam to the practical purposes of navigation, and who on December 3rd 1787 made a further successful demonstration on the Potomac River at Shepherdstown, Virginia, about 300 yards above the site." --Burns Harlan in Marietta Times.





Copter view of a rare event, four commercial passenger steamboats. The occasion was the christening ceremonies for the MISSISSIPPI QUEEN (left) with JULIA BELLE SWAIN, BELLE OF LOUISVILLE and DELTA QUEEN in attendance at Louisville, Ky., April 30, 1975. -Courtesy of Delta Queen Steamboat Co.



**T**HE NEW NATCHEZ made her first bank landing on the Fourth of July, 1975, at the d'Estrehan plantation about 25 miles above New Orleans. There she disgorged most of her 1212 passengers to view the 1787-built mansion now maintained by a local historical society.

The crew had just lapped up their big picnic lunch when photographer Michael Ricouard, 830 Congress St., New Orleans 70117 took this shot.

From the left: Steve Villier, dh (deckhand); Raymond Davis, striker; Scotty Vieages, maintenance; Rick Martin, dh; Steve Nicoulin, dh; Capt. Gilbert Manson, pilot; Aaron Phelps, por-

ter; Capt. Clarke (Doc) Hawley, master; Philip Punecky, deck watchman; Capt. Roddy Hammett, mate; Geniva Robinson, maid; Michael Bonner, dh; Robert Brewer, chief engineer; Edna Delay, maid; Lloyd Cottingim, fireman; Jeff Louderback, dh; Brad Gobrecht, dh; Mike Allen, dh.

As with most crew pictures, some are missing. Roddy writes that "some were busy, dozing, or home but this is most of us."

Seven in the above view are graduates of the BELLE OF LOUISVILLE. The passengers enjoyed their picnic lunch on the plantation lawn, and it didn't rain.

Marion M. Emery, 6055 Flanders Road, Sylvania, O. 43560 writes to report that he and son Bill raise and show American saddle horses, and now have fourteen, with five in training. M. M. Emery may ring bells with Horace P. Lyle and Garland Kimble when almost a half century ago he lived in Loveland, O. and routed traffic for The Kroger Company, Cincinnati. Much Kroger freight came to the Greene Line and to the BETSY ANN and GENERAL WOOD as a direct result.

When Mr. Emery left Kroger in 1932 he started a truck line, the

Emery Transportation Co., hauling Kroger groceries mostly. That same firm is now Midwest Emery, owned and controlled by the Ratner firm of Chicago. In 1936 he moved to Toledo with ICC. In 1958 he joined Norwalk Truck Line as ex. v.p. He's been retired for the past several years, living a few miles beyond the corporate limits of Toledo. His son Bill is with The Matlack Company, bulk motor freight carriers.

Sirs: The picture of the towboat W. H. KLEIN on page 32 of the

March '75 issue reminds me that the pilotwheel, refinished and mounted, is today displayed in the powerhouse at Chickamauga Dam for visitors to see. Her whistle was used on the DuPont plant about two miles from the dam. The Gardner steering levers and bell quadrants are in my possession.

I believe I'm right in saying the KLEIN was the last steam towboat based on the Tennessee River.

Earl Olson,  
Box 37,  
Norris, Tenn. 37828



As this issue goes to press, it would seem that the old U.S. inspection steamboat MISSISSIPPI is due to provide yet another chapter to The River Story. Two-column advertisements repeatedly run in The Waterways Journal this spring left no doubt that she was in bad financial trouble with the Bank of St. Louis. She was up for sale.

Of late years she has been moored at the foot of Locust St., St. Louis, operated as a restaurant called BECKY THATCHER (second so named).

The MISSISSIPPI came into being in 1927 when a new model bow, riveted hull was built at the Howard yard 185 by 38. This was taken to Paducah where the old cabin, etc. of a prior MISSISSIPPI, built from the steamer LEOTA, was transferred over. She got new compound engines 15" and 32" bore by 7 ft. stroke, and two new water tube steam generators.

In 1961 the Memphis District U. S. Engineers built their present-day diesel prop MISSISSIPPI at Pascagoula, then retired and sold the older lady now the BECKY

THATCHER.

At Marietta, Ohio early this spring even as the maple sap started flowing, was formed a non-profit corporation called Ohio Showboat Drama, Inc., headed up by Harry Robinson who now runs the Lafayette Hotel. Legal representative is attorney Randall Metcalf who so recently handled the transfer of the J. Mack Gamble bequest to S&D.

Ohio Showboat Drama, Inc. sought a craft suitable for staging plays at Marietta, with possible inclusion of a river museum, plus some sort of food service. Negotiations were started with the Bank of St. Louis under a veil of some secrecy, ostensibly to beat down the price asked, and to ward off other customers. According to the Marietta Times the deal was closed at \$125,000, for which price the OSD also acquired a rather elaborate mooring barge 160 by 36.

As was reported in these columns some issues back, the engines from BECKY THATCHER were sold to Wilbur Dow, Jr., and were removed to New Orleans over a year ago. She

still has her stern paddlewheel intact.

All of which adds up to the fact that the BECKY THATCHER & barge are due to arrive at Marietta. The "Times" reported last July 11 that "local banks and a local citizen so far have loaned Ohio Showboat Drama, Inc. the money to buy the boat." A federal grant is being sought, as well as private contributions.

Chances are excellent that the BECKY will be at Marietta by the time S&D convenes. As of this writing OSD is having the usual set-backs and problems such as attend any novel enterprise. M/G Transport agreed to tow her but required pick-up in midstream at St. Louis. Local towboat firms there weren't at all enthusiastic about taking on the responsibility of such a play.

Thunder also was heard at Marietta's council meeting held July 3rd. Councilman Bernard Cleveland was loathe to approve any city involvement. First idea was to moor her in the Muskingum near the old Dam No. 1 lockhouse, in which case considerable dredging must be attended to. Next selection was behind the National Guard Armory, tying her to some city-owned trees there. Councilman Cleveland would send her to the Washington County Fairgrounds. Either site means an opening of the swing span at the old rr. bridge, and nobody's too sure it will swing.

Hopefully these and other matters will be worked out to the satisfaction of all concerned before these lines are read.

The W. P. SNYDER, JR. has undergone extensive refurbishing. Ohio University students, as part of a federal work study program, have welded and repaired bulkheads and frames which had become badly deteriorated. She's also being given a new paint job. She will be looking right perky come Sept. 16, the 20th anniversary of her arrival in Marietta. (See editorial on page 4).

Well naturally we'd pick this up while perusing Bob Burtnett's column of river news in the Chilli-cothe (Ill.) Bulletin:

Bob says Capt. Percy Swain's last license, issued at St. Louis in 1935, certified him as first class pilot on "the Mississippi River from St. Louis, Mo. to Minnehaha Falls, Minn., St. Croix River from Prescott, Wis. to Taylor's Falls, Minn.; Illinois River from Grafton to Starved Rock; Ohio River from Evansville, Ind. to Henderson, Ky., Monongahela River from mouth to Lock 2; Allegheny and Ohio Rivers from Sixth Street bridge, Pittsburgh, Pa., to Sewickley, Pa."

The LEE-NATCHEZ race in rich color, suitable for framing, made from the famous oil painting by Dean Cornwell. \$2.50. Order from Ye Ed.

## FOR SALE



### "BECKY THATCHER"

Floating Restaurant & Mooring Pavilion

#### LOCATED AT

Foot of Locust St. St. Louis, Missouri 63102

#### SYNOPSIS

The Becky Thatcher is constructed of riveted steel plates, 220' by 39', 24' by 24' paddle wheel, 4 deck wooden superstructure, restaurant and bar on upper two decks. Second deck bar, 52' by 29', capacity 100 persons; second deck dining room, 60' x 29', capacity 130 persons; third deck bar 84' by 10', capacity 100 persons; main deck museum 48' x 29', capacity 88 persons. Total persons allowed 318. 25 separate watertight compartments. Equipped for use as restaurant, bar, museum and gift shop. Moored depth of about 10' at center line. Together with steel mooring pavilion or landing station, 160' by 36' by 5.8', walkway ramps and winches. Also included is all restaurant and bar equipment furniture and fixtures.

Contact: Stanley Wieberg V.P. at (314) 241-3600 for additional information or to arrange a showing.



### BANK OF ST. LOUIS

720 Olive Street St. Louis, Missouri 63166  
Member F.D.I.C. (314) 241-3600

**S**IRS: In view of the fact that I was the last Navy officer in charge of USS DELTA QUEEN when she was YFB 56, the following information may be of interest to your readers:

DELTA QUEEN was requisitioned by the Navy for ferry service on San Francisco Bay and the Sacramento River during World War II. The original mission of the QUEEN as a training and barrack facility was expanded to make of her an area transport for military personnel.

For example Army and Navy men were carried to and from Camp Stoneman (Pittsburg, Calif.), and Treasure Island, NAS Alameda, and the San Francisco piers to incoming and outgoing Navy transports. It is estimated that approximately 10,000 men were transported weekly. She was a busy ship, underway seven days a week, manned by two warrant officers, four chief petty officers and 40 other enlisted men, all of whom were billeted and messed on board.

QUEEN was very tricky to handle, because she was like a big sailboat, with her flat bottom and high freeboard, bucking 10- to 25-knot winds every day. She had a mean draft of six and a half feet forward and seven and a half aft. Besides her large sternwheel, she

carried five large wooden rudders (Slip of memory here--four large steel rudders -Ed.) forward of the sternwheel and, when turning, she pivoted by the bow and swung around by the stern. This was necessary on the sharp river bends on the Sacramento River.

Her passenger capacity was 3500 persons. The cargo deck alone held 1600 persons (standing room only) and in addition she carried 5000 life jackets.

As part of her illustrious history, the QUEEN acted as host to the United Nations when it was being formed in San Francisco, and she also hosted the Shriners' convention in July 1946; this group included the late president Harry Truman. When the QUEEN was not transporting military personnel she was hosting military and civilian naval shipyard workers and families on conducted tours of San Francisco Bay.

When Japan surrendered, the QUEEN took part in Operation Flying Carpet in returning Navy personnel to the United States. Thousands of sailors were returned to San Francisco for processing at Treasure Island. During this time I was dispatched to NAS Alameda where I received from USS SARATOGA 3200 men for transportation to

Treasure Island.

On 20 August 1946 I delivered the QUEEN to the War Shipping Administration for lay-up in Suisun Bay Reserve Fleet on the Sacramento. She was put out of service on 21 August 1946, and sold at auction on 20 November 1946 to the late Capt. Tom R. Greene, president of Greene Line Steamers, Inc. of Cincinnati, Ohio.

CW04 Natalino A. Carilli,  
USN (Ret.).

=The above is excerpted from All Hands Magazine, issue of September 1974. Thanks to John L. Fryant for supplying it. -Ed.

#### 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	#1	#3	
Vol. 4	#1		
Vol. 5			#4
Vol. 6	#1	#3	
Vol. 7	#1	#2	#3
Vol. 8	#1	#2	#3
Vol. 9	#1	#2	#4
Vol. 10	#1	#2	#3
Vol. 11	#1	#2	#3
Vol. 12	#1	#2	#3

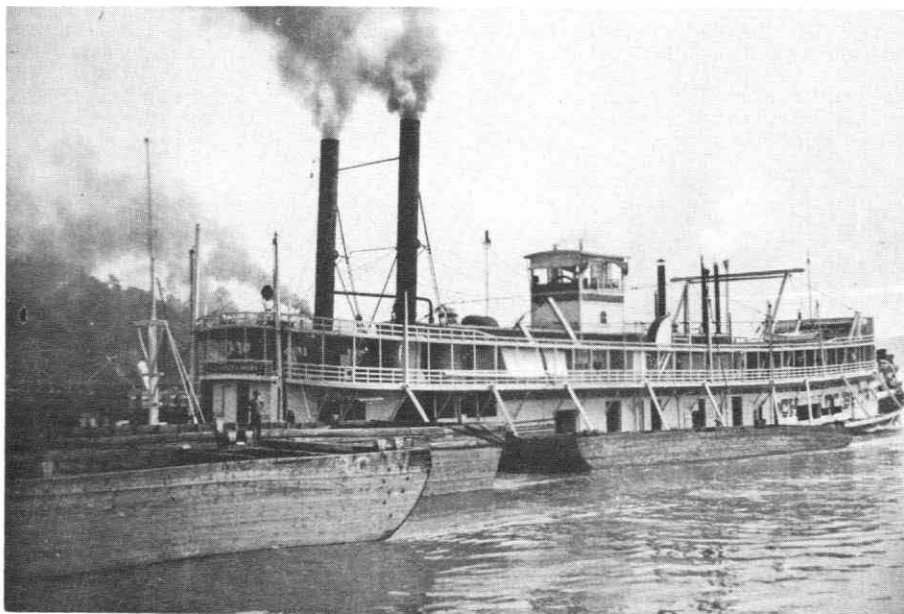
Order from:  
Frederick Way, Jr.,  
121 River Ave.,  
Sewickley, Pa. 15143

Check in full required with all orders.

The towboat--turnaround racing steamer BELLE OF LOUISVILLE has been in for a share of criticism right at her own doorstep there in Louisville. The Courier-Journal was speechless in shock for a full month and finally on July 1st ran an editorial "Let the BELLE Race Fairly." They cited the BELLE's Operating Board for offering up "a series of gruel-thin excuses" for "unjustified external assistance."

At the supreme risk of sticking our editorial nose into what obviously is a family squabble there in Louisville, Ky., we saw the whole thing and regarded it then, and now, about the most ingenious bit of Barnum Showmanship ever pulled off, and the pity is that Sir Thomas Lipton wasn't there on his SHAMROCK to have watched it. That grand yacht racer, who was perhaps the world's most graceful loser, would have been the first to suggest that the BELLE's Operating Board, in deference to good sportsmanship, should have recommended that the JULIA BELLE SWAIN be declared the winner. But there you are--the Board was powerless to judge. The whole thing was funny, really funny, exasperatingly clever, but let's not do it again, boys. One tablespoon of Pepto-Bismol for the C-J editor, and let's forget it, with a smile.

Or else arrange to turn the B/L 360 degrees next time. Capt. Wagner please note.



A nice new picture of the "Long Charley." This five-boiler towboat ended up her 45-year career towing coal to Cincinnati from Huntington in 1918. She worked high pressure engines 22 inches bore by 9 ft. stroke. She had a wood hull 200 by 35 by 6. The Combine retired the CHARLES BROWN (that's her real name) at Pittsburgh in 1915 but then the SAM BROWN blew up at Huntington, so Long Charley was sent down there to replace her. Capt. Jim Woodward (Captain Joe in Pilotin' Comes Natural) was her skipper-pilot when an ice gorge crushed her in the upper end of Cincinnati early 1918. So back to Pittsburgh for another towboat, and the W. K. FIELD appeared on the scene, her operations then managed by the Island Creek Coal Company. It's amazing in retrospect that three such huge ancients once chauffeured bituminous, loaded in wooden barges, in the Huntington-Cincinnati run. This picture is from the collection of the late R. K. Wells, Charleston, West Va.



Sirs: I was sure glad to read the SONOMA poem (June issue, page 33) inasmuch as I had heard of it but never had seen it. I note one slight error, probably made when the original was transcribed, in reference to "Hackett's Ferry" which properly was Beckett's Ferry just below Swift, two or three homes and a railroad stop. In 1896 G. S. Beckett was paid \$17 a month (half from Washington and half from Morgan County) for running a free ferry there. The rate went up later. In 1906 Austin McKibben got \$1 a day from each of the counties. The increase was granted because of the nitroglycerine wagons using the ferry on their way to shoot wells. Jerry Devol tells of Humphrey Beckett owning a general store at Beckett in 1888 when the Z & O came along and when the place got a post office. My wife remembers when the showboat MAJESTIC played at Beckett's (and also at Swift) in 1926 or 1927. Jerry says the Beckett store was closed in 1936---lack of patronage. The ferry closed soon after. By the way, the Church of Christ (the Campbellites) dedicated their new building on May 31, 1903 at McConnelsville--which definitely dates the poem. The 1913 Flood took it away; the Clemens Sohio Service Station is at that location now. The bell in the present church on 7th Street was rescued from the original building. Many thanks to Woody Rutter for turning up that poem.

Clyde K. Swift,  
274 Newton,  
Glen Ellyn, Ill. 60138

=Clyde's wife is grand-daughter of Samuel Swift, one of the Swift Swifts. -Ed.

Sirs: Since reading an article in "Model Engineer," issue of April, 1965, my ambition has been to make a model of your LADY GRACE. I've been delayed by lack of time and money, also three children arriving on the scene, but now I hope to get about it. She's to be scaled 1" to the foot, will be electric powered, and radio steered. I'm a newcomer at constructing paddlewheel boats so any information and details will be gratefully welcomed. How's the LADY GRACE getting along?

Jeff Thompson,  
3 Jerrang Avenue,  
Cooma North, N.S.W. 2630,  
Australia.

=Best and captivating model of the LADY GRACE is one built some years ago by Mrs. Robert K. (Adela) Hughes, 115 Highview Ave., Pittsburgh, Pa. 15229. It's really a doll. -Ed.

Sirs: Boy, what a new REFLECTOR! (June issue.) What a cover photo!

Jerry Sutphin,  
204 Chestnut St.,  
Huntington, West Va. 25705

Sirs: The June S&D REFLECTOR arrived this morning and I can't tell you how striking I found the cover of it to be, and how much interest I found in the many other pictures and articles that were in the magazine. Send me 10 more copies with invoice, please.

Wilbur E. Dow, Jr.,  
80 Broad St.,  
New York, N.Y. 10004

Sirs: The June issue is here with the magnificent color cover of our NATCHEZ. We have already made 19 trips on her including the race. Captain Hawley and his crew are great people.

Marcella Packard,  
513 Rue Dumaine,  
New Orleans, La. 70116

=Lawrence, Mitchel and Marcella Packard run the Packard Gallery at the address above. Lawrence does old sailing ships in ink and water color, Mitchel does original miniatures, and Marcella specializes in original oil paintings of steamboats and regional scenes. -Ed.

Last issue on page 15 we ran an item about a new paddlewheel boat being built at Waco, Texas. She was front page news in the June 11 issue of the Waco Tribune-Herald and her name is BRAZOS QUEEN. The 104-foot (over all) double stern-wheeler carries 350 passengers and her cost may total \$200,000. The Brazos Queen Corporation is headed

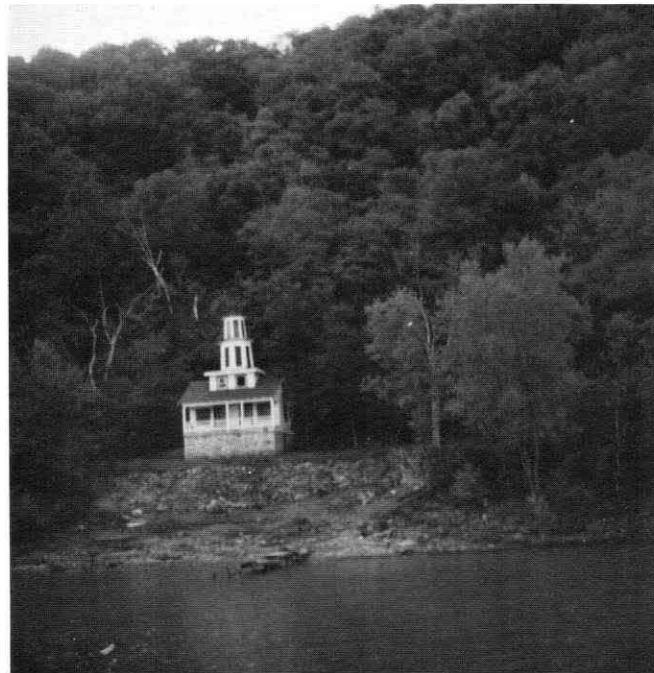
by Paul McClinton of Waco, and his associates include Rodney Lee, Duke Palmer and Rondy Gray. Mr. McClinton has been granted rights to operate exclusively on Lake Brazos offering sightseeing, excursions, food and beverages for five years. At the expiration of the period city council may review the charter.

The hull and cabin were built complete in a hangar on the premises of the Texas State Technical Institute. The 40-ton boat was then hauled over highways to the Brazos River, where the Bosque enters. The transit occupied almost 12 hours on Tuesday, June 11 last, the last four going the final 250 yards.

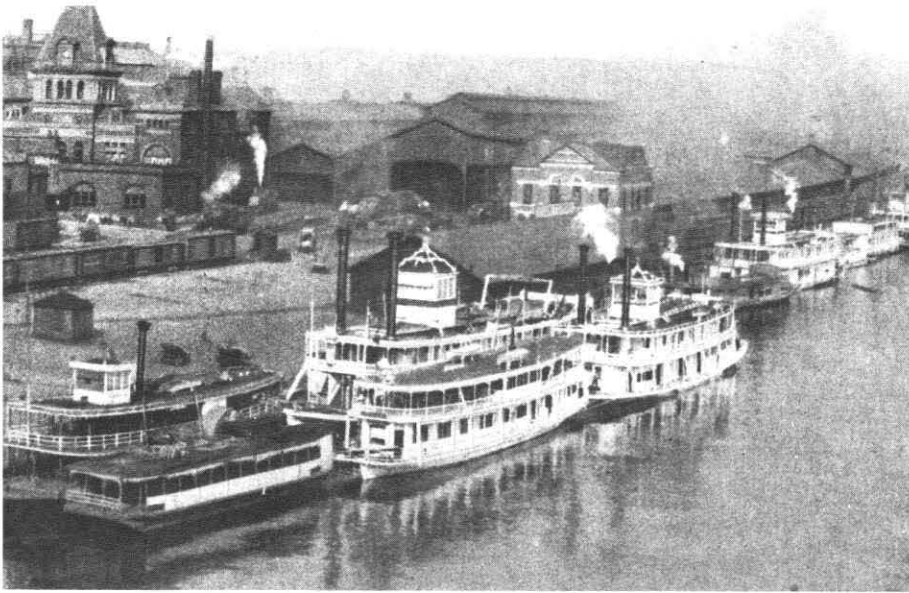
Construction had occupied most of the past five months, under the direction of John Louch, West Bend, Wis., who recently built the CITY OF WEST BEND.

It was planned to run the first excursions based at one of the city's park docks, and later from the Brazos Landing Restaurant, with trips between Baylor Marina and the McLennan Community College Campus, 90 minute trips \$1.50 for adults and 75¢ for kids. At the date of launching 80 bookings had been made, some into 1977.

As the DELTA QUEEN landed at New Orleans following the licking she took from the NATCHEZ last June 4, one of the passengers consoled his loss by saying, "We ran second anyway." But not so, the COTTON BLOSSOM, serving as press boat, was ahead of the DQ.



First time you cruise past Westport, Ky. on the Ohio River, take a gander over on the Indiana side and notice this cute little "castle." Read the interesting story about it on the next page.



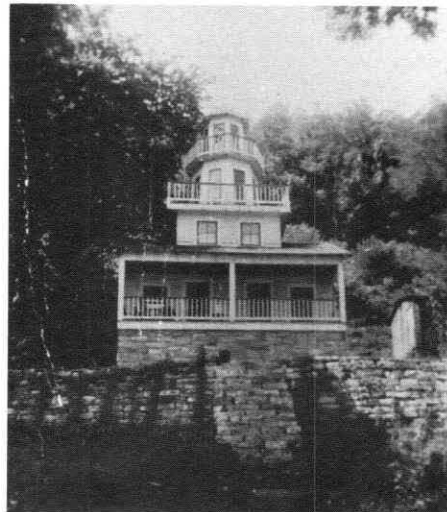
**T**AKEN AT ST. PAUL, MINN. and widely distributed later as a color post card, this picture shows the enormous popularity of river excursions in the early years of this century. Every boat in sight runs excursions. Most of them load their passengers on an excursion barge. The single-stacker at the left is the side-wheel HIAWATHA with her barge riverward. Below her at shore is the F. WEYERHAEUSER of the lumber firm Weyerhaeuser & Denckmann, Rock Island, which doubled as sort of a glorified private yacht, and later became the Lighthouse tender DANDELION. Moored riverward of her is the CHAPERON and her barge SUMMER GIRL. On downriver is the COLUMBIA which graced the back cover of our last issue, and which is the subject of some comment in this issue, page 18. In the extreme distance is the excursion steamer THE PURCHASE and barge, originally the MOUNTAIN BELLE from the Ohio River. Credit goes to Donald T. Wright for the identifications---he worked long and hard on this project. Not having seen a picture of the COLUMBIA he identified her as RED WING but now we know better.

The Smithsonian Magazine, issue of August 1975, features an illustrated river story by Charles E. Rotkin, a free-lance photographer and writer. Capt. Bob Lips hosted Mr. Rotkin aboard the ROY MECHLING while the story was being prepared and Capt. Bob is pictured and widely quoted. The cover of this issue is also by Mr. Rotkin, a dramatic night scene with vivid lightning in Stowe Township, taken from the U.S. Steel building, in Pittsburgh. By some misadventure the picture is reversed, partially explained in the first sentence of the lead editorial which starts off so:- "We live in an awkward time, a time of what is known as rhetoric, a time of adversary positions. One of the sadnesses of this time is the difficulty of believing or disbelieving whatever one reads in the newspapers."

For openers, don't believe that front cover; it assumes an adversary position. It is indeed difficult to believe or disbelieve what one sees there.

The French Art Colony, Gallipolis, O., announces the display of riverboat paintings and draw-

ings throughout November, all by John L. Fryant, a special one-man art exhibit. Information as to hours, etc. may be obtained from French Art Colony, Gallipolis, O. 45631.



See story, right column.

**T**HERE HAVE BEEN RUMORS lately of what's going on. Across the Ohio River from Westport, Ky., 23 miles above Louisville, a cute little "castle" has been refurbished. It's been said that two old maids plan to live there. The high Indiana hill in the background is locally called Copperhead Ridge because of its snake population. Now, who in the wide world would want to live in such a place as this?

This odd-lot five-story (count 'em!) house was built in 1936 by George (Theo) Johnston, jack-of-all-trades contractor, boat builder, and owner of the Economy Paint Co., Louisville. Much of the material and furnishings were delivered to the site by the motor packets REVONAH and NEW HANOVER. The bottom level of Theo's house, erected just below the old Bowyer ferry landing, had a brick furnace built in it. The "first" level held a livingroom, diningroom and kitchen. Next floor up was reached via an outside winding stairway in the rear. The lower dome was entered by climbing up and around the roof, and the top dome was entered from the one below. The original idea was to build bunks in the domes, but seems this didn't get done.

As originally built, the house had fancy railings around the upper levels (see picture). Mr. and Mrs. Johnston lived here, and they had a houseboat-type yacht named TITANIC. They cruised on the Kentucky River and down to Louisville. Eventually Theo died, and later his widow remarried and today is Mrs. Carl Griswold of Shepherdsville.

Now about the old maid business. It ain't so. Mary Olson, 1022 E. Seventh St., Jeffersonville, Ind. 47130 recently saw the place advertised. She and her long-time friend Mrs. Clarence (Maudie) Garvin went to have a look-see, fell in love with it, bought it, and now have great plans. Clarence Garvin is helping.

The old river name Bowyer's Landing, Ind. came from Levy (or Levi) Bowyer who settled on the property in the early 1800s and operated the Westport ferry, living in the "ferry house" which also served as post office and general store at the ferry grade on the Indiana shore. His son Nathan later tended ferry assisted by his two sons and so was Bowyer operated some sixty years. Nathan died in 1872 at which time the property was conveyed to Harrison Hogan.

Mary Olson and Maudie Garvin plan to restore the unique house built in 1936 (using foundation stones and much lumber from the original ferry house) to look like it did when Theo Johnston built it originally. So far they have seen but one small snake on the premises. "We assume it wasn't an orphan," says Mary. "We plan to wear boots when hiking up the hill and in the woods."



# Mississippi Scene

**E**VER HEAR of a steamboat that carried twenty-seven firemen to tend her sixteen boilers? There was such a one and she ran on the Mississippi just about nine years and she never was launched to start with. Not the HURRONIC() either.

The greatest of all ante-bellum packets on the Mississippi System was the side-wheel ECLIPSE; the longest, largest, most elegant, and just about the fastest while Horace Bixby was trying to clutter Mark Twain's brain with sandbars and cut-offs and reefs.

General S. G. French, U.S.A. was aboard the ECLIPSE in 1853 writing a letter to his friend A. B. Hamilton in Washington, D.C. In part:

"This is no six-horse sternwheel boat, and the passengers don't all get tipsy and play cards all night long--but on the contrary this boat 'eclipses' all I have ever seen in these parts, and many of the passengers are from yankee-doodle-dum, on their way south looking out to see the horrors of slavery and new sights, and would as soon spend money for nought as touch a card, or do anything else to mitigate against their pockets or consciences. Perhaps you would like to know what sort of a boat this is that strikes my fancy so--Well I will tell you something about her.

"She is three hundred and sixty-five feet in length, forty feet beam, with two engines with 36 inch cylinders and eleven feet stroke; with sixteen boilers, two doctors, two freight engines, and wheels forty feet in diameter--burns one hundred cords of wood per day, carries 1800 tons and I hope won't burst her 'bilers' on 120 pounds of steam to the square inch or under any other circumstances. --And then, too, she is beautifully finished, perfect in her accommodations, being just about twice as comfortable as Willard's Hotel----her staterooms are about twice as large as some of his, and much better furnished, and then the table! why it would be a good tonic for you, and give you a most excellent appetite to read the 'bill of fair'---indeed I would send you one only I fear you would become discontented with your present sumptuous fare spread all out at once before you. But all joking aside, there is more comfort and convenience on this boat than in most of the Hotels, as you can judge when I state that she cost one hundred and thirty five thousand dollars---a great deal for a Western style of boat. Just imagine our beautiful cabin 110 yards long!"

While General French was writing the above letter here is what he

saw, as described by others:-

"Her proportions, symmetry and power are fully up to all of her other excellencies of construction. The pantryware was made in one of the most noted potteries in France especially for her. The pearl-handled cutlery was designed and manufactured at Sheffield, England, and all of the glassware for the tables, bar, and other parts of the boat were designed and made in Switzerland. The carpet reaching from the gentlemen's hall to the large mirror at the aft end of the ladies' cabin is seamless, and woven at Brussels, with eyelets at the sides, to be buttoned down instead of being laid permanently, consequently always spotlessly clean. The decorations on the ECLIPSE cost as much as many of the present-day steamboats cost."

Another rave notice:-

"The cabin is Gothic and Norman styles. The ceiling is divided into diamonds and half diamonds by the crossing of Gothic arches, and at the points of intersection hang pendant acorns entwined with oak leaves of rich gilt, the whole giving the appearance of two vast, arched collonades. The intervening spaces in the ceiling are decorated with frescoes; each stateroom door is embellished with a landscape; and over the forward entrance to the cabin are two large paintings of the patron cities, Louisville and New Orleans. The large stained glass skylights above and the six massive and richly gilded chandeliers are objects of wonder as well as sources of light."

**T**HE MAN WHO brought this to being was Capt. Edward T. Sturgeon of Louisville, then about 35, who had been boating thirteen years. He testified in a court case (Wheeling Bridge, 1850) that he commenced his active river career aboard the INVINCIBLE on the Alabama River and on Lake Pontchartrain. This statement raises an interesting question: Was this the same side-wheel INVINCIBLE built at Gallipolis, O. in 1836? Likely so, but information is not plentiful.

The ALICE GREY was his next boat and Sturgeon says he commanded her in the Louisville-New Orleans run. We know she was 'canal size' to fit the Portland Canal locks, and was built at Louisville, 1841. He was master of the "noble" TALMA in 1844, same trade. According to his testimony, the TALMA's fastest time New Orleans to Louisville was 5 days 13 hours, although she (and most others) seldom did it under 6½ days. She was Louisville-built in 1843, a four-boiler side-wheel-

er working 19" dia. by 8 ft. stroke engines.

Then he was on both the ALEX SCOTT (b. 1842) and ALECK SCOTT (b. 1848) and commanded both. Incidentally, these two prominent packets with similar names are almost hopelessly confused in river history. Apparently they were contemporary 1848-1854. The latter one was by far the more prominent, a fact that did not escape Mark Twain.

"For instance," he writes, "it was a proud thing to be of the crew of such stately craft as the ALECK SCOTT or the GRAND TURK. Negro firemen, deck-hands, and barbers belonging to those boats were distinguished personages in their grade of life, and they were well aware of that fact, too. A stalwart darky once gave offence at a negro ball in New Orleans by putting on a good many airs. Finally one of the managers hustled up to him and said:

"'Who is you, anyway? Who is you? dat's what I wants to know!'

"The offender was not disconcerted in the least, but swelled himself up and threw that into his voice which showed that he knew he was not putting on all those airs on a stunted capital.

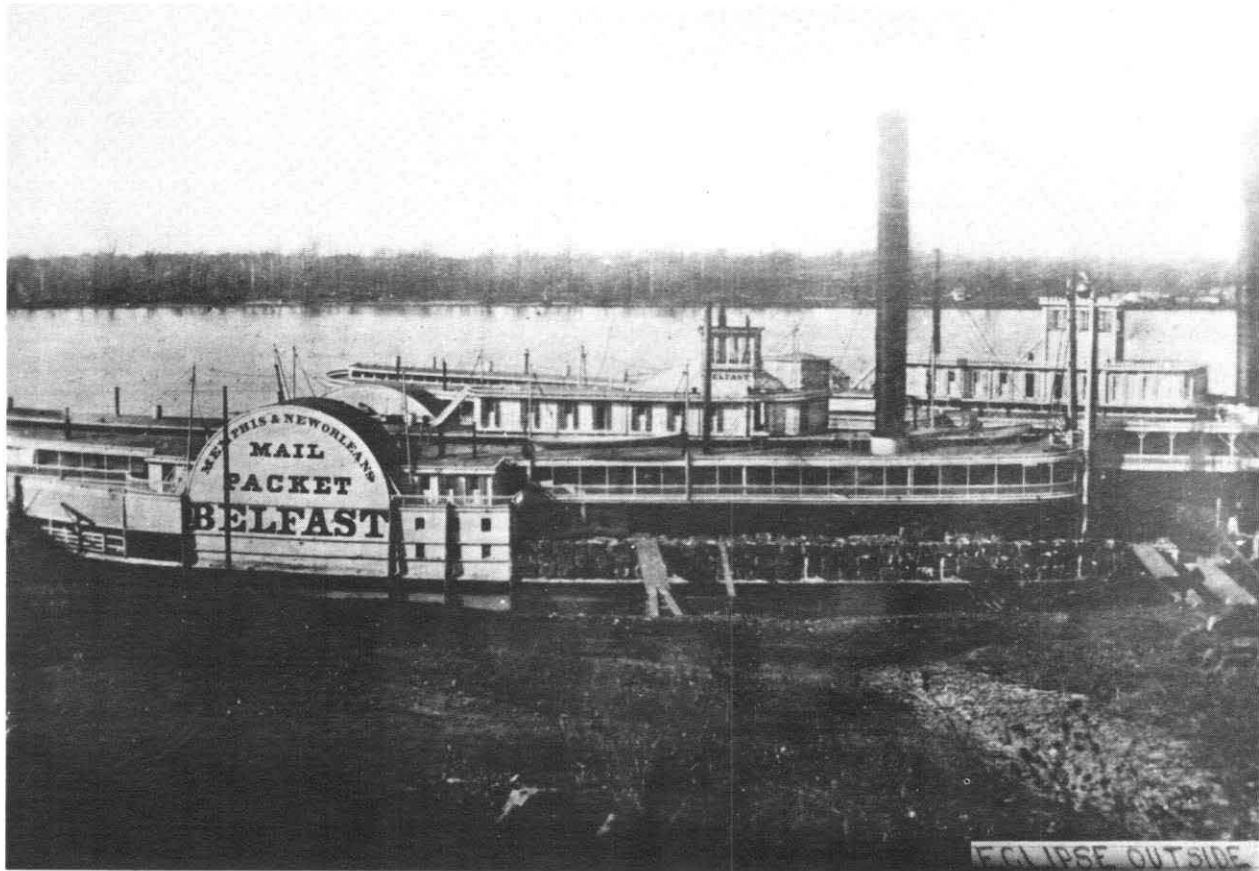
"'Who is I? Who is I? I let you know mighty quick who I is! I want you niggers to understan' dat I fires de middle do' on de ALECK SCOTT!'

"That was sufficient."

Mark Twain was a cub pilot with Capt. Horace Bixby on the ALECK SCOTT. He brags of this, anyway, in his "Life On the Mississippi" (see Chapter XV).

When these larger class packets advertised in the New Orleans newspapers for Louisville, the agents and captains forgot to mention that more often than not the boat was headed for Portland, Ky., at the foot of the Falls, and that the owners had no notion, not even a remote one, of terminating the trip at Louisville proper. The large Cincinnati-New Orleans boats regularly ran the Falls, both coming and going, for they had no choice--the Canal locks were too small to admit them. But if you brought down your family and household goods from Cincinnati on the JACOB STRADER, and were bound for Arkansas or Texas, you did not connect at Louisville with packets which went below there. Like as not you had to hack it, and get your furniture drayed, to the ECLIPSE or whatever at Portland.

Much was made of "speed records" those days from New Orleans to Louisville, reckoned to be 1440 miles (according to Commodore Rollingpin's Almanac) but the finish line always was at Portland, although printed accounts don't say so. But in those ante-bellum days everybody 'in the know' understood such facts. In 1844 Captain Sturgeon had brought up the TALMA in 5 days 13 hours, according to his own testimony. That same year the SULTANA (not the one that exploded



STEAMBOAT PICTURE COLLECTORS have been baffled so far in locating a photograph of the famous ECLIPSE featured in the accompanying story. Above is the only known one which shows her, a picture of the BELFAST taken at Memphis about 1858 or 1859. The ECLIPSE appears in the background, positively identified by several old-timers who remembered her. There is no doubt anyhow, for the boat fills the bill in all details, even to the large gold ball surmounted with an eagle on the pilothouse-top mentioned in several contemporary accounts. We will stress that the several oil paintings of the ECLIPSE made in recent years are based solely on this photograph. She was the subject of one, perhaps several, old lithographs created to please the eye of the beholder but which, sadly, do scant justice to her true proportions. That the ECLIPSE was never photographed is an absurd premise, and someday such a picture will show up.

but an early edition) came up in 5-12. One after another new and better boats lopped off hours and minutes until in 1851 the BELLE KEY claimed 4-23-0. That's when Capt. Ed Sturgeon decided to build a luxury steamboat capable of putting New Orleans people at Louisville (Portland, really) in four days flat---no hours, no minutes--four days flat.

STURGEON knew full well that such a boat as the J. M. WHITE of 1844, the fastest so far, was not enough. The WHITE was 250 feet long and 31 feet wide, a hull ratio of 8:1; she had seven boilers and 30" by 10 ft. stroke engines. The WHITE was so fast that she took down all records between New Orleans and St. Louis. But that's all she was--fast. She was a commercial flop, cluttered and weighed down by machinery and boilers. Anyhow, the WHITE was not fast enough to come to Portland in 4 days, say what you will. The recipe, as Sturgeon saw it,

was a slim-jim hull capable of bearing the weight of larger engines, more boilers, and essentially a good freight carrier. He had to be content with 120 psi of steam--about the same as the WHITE carried--for iron boilers had come to their limit.

There can be no doubt at all as to the shape and size of the hull Sturgeon ordered. The half section model from which it was built by the greatest of great fortune is preserved and is displayed in the Ohio River Museum, Marietta, of which more anon. The ECLIPSE hull (for that's what he named her) was 351 feet long and 39 feet wide, a precise 9:1 ratio. This length of 351 feet was the longest one built for a Western steamboat up to 1852, and the 9:1 ratio was also a first I do believe, although the JACOB STRADER built the following year, 1853, may have exceeded this slightly, about 9.1:1 ratio. The STRADER was almost ECLIPSE length, lacking only a foot or so. The GRAND REPUBLIC

became 350 feet long after lengthening in 1875; the Streckfus excursion boat ADMIRAL is 365, and the MISSISSIPPI QUEEN's over all is 379. Length-width ratios have decreased: GRAND REPUBLIC, about 7:1; ADMIRAL, 6.7:1, and the MISSISSIPPI QUEEN about 6:1.

THOSE OF YOU who saw the large and handsome engines on the ADMIRAL in her B.C. days (before conversion) were looking at 36" dia. by 10 ft. stroke. Add one foot more stroke and you have an excellent idea of the ECLIPSE: hers were 36" by 11 ft. stroke. You will rummage unsuccessfully to find another set of 11-ft. engines on Western packets, other than on the LEVIATHAN which inherited the ECLIPSE machinery. I have run across an account in the Pittsburgh "Commercial," dated August 14, 1867, mentioning that these ECLIPSE engines were cast at the American Foundry, Pittsburgh. The same article also makes claim that the 10-ft. stroke engines for the



"racer" ROBT. E. LEE came from the same foundry. This bears some looking into, and we have not verified either claim.

River experts of 1852 knew that the 1844 J. M. WHITE needed seven boilers to power her 30"-10 ft. engines and, hence, the ECLIPSE would require more. It was a proven mistake to put seven boilers thwartship of a 31' hull like on the WHITE--narrowed her guards too much. Sturgeon did not wish to go more than eight boilers on his 40' width hull. Various of the experts did not think eight were enough. Apparently Sturgeon shared this view, maybe not, but and anyhow, they went across her with eight Western boilers 32 ft. long, 42" dia., each with two 17" flues. On top of these, and independent of the main battery, were eight smaller boilers, all of the sixteen packaged together, this an innovation with no Western precedent, and never to my knowledge repeated since. The reason for the two doctor pumps mentioned in General French's letter now becomes obvious. One doctor for each battery. This set-up required three watches of firemen, nine on a watch, and when called upon they were required to assist with freight at landings.

To anticipate a bit, the upper battery proved in a literal sense not so hot, so the eight top boilers were taken off, but were not scrapped, as we will see shortly. Thenceforth the ECLIPSE carried two watches of firemen, twelve on a watch, with no extra duties. I cannot recall any other steamboat which, relieved of one-half of her boilers, remained the cock of the walk. The ECLIPSE did.

**A**NECDOTE illustrative of influence of reputation in the changing of opinions. The ECLIPSE was renowned for her swift-ness. One day she passed along; an old darky on shore, absorbed in his own matters, did not notice what steamer it was. Presently some one asked:

"Any boat gone up?"

"Yes, sah."

"Was she going fast?"

"Oh, so-so--loafin' along."

"Now, do you know what boat that was?"

"No, sah."

"Why, uncle, that was the ECLIPSE."

"No! Is dat so? Well, I bet it was--cause she jes' went by here a-sparklin'."

For the above, compliments of Mark Twain again.

Anybody worth shucks waited for the ECLIPSE, even if they had to wait a week, including some of the eastern Vanderbilts.

A paid advertisement in a New Orleans newspaper:-

"As the ECLIPSE will always have a superior Quadrille Band on board and will never carry cotton aboard the boiler deck she will afford a peculiarly strong inducement to

the travelling public."

Captain Sturgeon could be pretty persnickety when he took a mind to it. Once--well, on St. Patrick's Day, 1853, he caused quite a stir at Cannelton, Ind. The ECLIPSE was downbound and landed in there so's the captain could throw ashore a beautiful damsel, her personal maid and her lap dog. These three were St. Louis bound but Cannelton is as far as they got, --on the ECLIPSE. The incident probably would have passed unnoticed save that the damsel was the world-famed Lola Montes who lately had been cavorting with the King of Bavaria. She refused to dine with the common herd of passengers aboard the ECLIPSE, demanding instead special room service. This shocking snub to the aristocracy of the Blue Grass was at once denied. A huddle of consequence ensued at which his Kentucky friends were aimable to arranging a special seating at Captain Sturgeon's table for her ladyship rather than pursue the captain's wish to let her lump it or leave it. To keep peace Sturgeon accepted the plan and issued the invitation through the proper diplomat of his command, the steward. When the next meal was served Lola Montes's personal maid appeared, lap dog in her arms, and announced she had been sent by her mistress to occupy the seat of honor, and please could she have a bone for the dog.

Why so trifling a thing as this should upset a steamboat captain inured one would think to storm, strife, perils of navigation, and what people do and don't do, is hard to figure. Maybe it was the dog bone at the dinner table. Captain Sturgeon's asbestos disposition was shattered and he went up in flames. A local newspaper reported that Captain Sturgeon had unloaded the three at Cannelton, bag and baggage, the invitation at his choice. How Lola & party got to St. Louis is not recorded.

**L**ET'S GO BACK a moment to that half-section model of the hull of the ECLIPSE. At this moment in time it is anonymously displayed in Building 2 of the Ohio River Museum, Marietta. By anonymously we mean there it is, 14'7½" long, no label, no sign, no information, no nothing. Optimistically maybe 5% of the viewers know what it is, or at least have some vague idea of what a half-section model was used for. Less than 5% could possibly understand that it is one of the most valuable items of furniture they have paid admission to see.

Even if the reader does know the usefulness of a half-section model we urge him to read the following:

In 1861 a distinguished British shipbuilder, Norman S. Russell, wrote about half-section models. He said in part: "Among English shipbuilders the usual mode of designing a ship is to draw out the lines of the boat on paper and

then make a model. Amongst Americans the reverse of this is the prevailing practice. As one of them has told me, 'We can most of us whittle better than we can draw.' So they first screw a number of light and dark slabs of wood together as water-lines. The block is then cut out to suit the eye, invariably with hollow lines, and the pieces being unscrewed are used as moulds, and the lines transferred to paper. This seems to us a very rough mode of proceeding, but it was in use some time ago amongst Scotch builders, and from the experience the Americans have obtained, serious mistakes rarely occur."

Another pertinent observation from Mr. Russell in 1861 regarding Western U.S. river boats:- "The length having been determined, which we will take at 300 feet, the beam is made 1/7 to 1/9 which in this case we will call 40 feet and the depth 1/25 part of the length, or 13 feet.

"The Americans very early--certainly long before ourselves---found out that the essential condition to speed is length. The limit, however, to length in their case is strength merely, and after trying experiments of all sorts, they have settled down and taken under 400 feet as the expedient limit of length for their purpose. There are no fast vessels under 200 feet long, and they are generally from that to 350 feet."

Mr. Russell does not clarify that these "whittled models" were half-sections, for reasons obvious to those who have whittled, and a waste of time as well. This half-model of the ECLIPSE is a beautiful example of the art, although the laminated boards are not varicolored light and dark as Russell found them.

Some years ago Howard Irving Chapelle, venerated for his exhaustless knowledge of anything afloat, past or present, took a special fancy to the ECLIPSE half-section and could not rest content until he had the lines taken from it on paper. Walter McCoy and I undertook the mission with a double purpose; to make Chapelle happy, of course, and also to see with our own eyes whether the original whittler had concealed between the planks a message for us. Whittlers sometimes did this, just as wallpaper hangers left dates, initials, etc. on plaster walls before the pasting-up started. Where did I hear of this?---from Chapelle probably--but we did not find anything.

The tale of how this ECLIPSE half-section wended its way to Marietta is interesting. A long time ago, I would suppose in 1944 or 1945, Paul Seabrook undertook to show me some of the sights in and around his native town of New Albany, Indiana. He drove me to a farmhouse not too far distant and there introduced me to Jake Dowerman, direct descendant of Matthias Dowerman who in partnership with

Thomas Humphries in 1839 erected a shipyard at New Albany, which prospered, and at which the great ECLIPSE was built. With no offense intended, Jake looked as run-down as his farm did, stubble over a thick-set jaw, and he did not exhibit much enthusiasm over this intrusion, unannounced, on his property.

Paul was not disconcerted in the least, and prodded Jake to take us to the loft of his ramshackle barn nearby. Up there in semi-darkness illuminated only by slats of sunshine through shrunken siding, I saw on overhead rafters an unmistakable half-section river steamboat model. Only then did Paul tell me it was made to model the hull for the ECLIPSE. At the first glance I saw there was no doubt about it whatever.

Those who collect artifacts for museums play it mighty loose with the Tenth Commandment, so here I was coveting. Paul led me into this temptation, so he tried to pry loose from Jake the treasure on the rafters. "Everything kept on a farm should have its use," said Jake, "and who knows, maybe I'll be needing this for firewood some wet night."

And that's as far as we got with Jake Dowerman.

I looked so crestfallen on the way back to town that Paul cheered me up with this: "I've handled several of the Dowerman funerals and, barring the unexpected of course, will someday handle Jake's so have hope."

Now lower the curtain on this aborted effort, enjoy an intermission of several years, and set the scene at the Portland Locks in the summer of 1947. I now was the captain of the DELTA QUEEN upbound and fresh from California enroute to the Dravo yard, Neville Island, Pa. As we entered the lock I saw parked on the shore wall a rather unusual vehicle, a hearse. Paul Seabrook was standing beside it, smiling from ear to ear. He swung open the double rear doors and pointed, still smiling. "Buried him two weeks ago," shouted Paul with hands cupped to lips. The several hundred spectators congregated there to see the DELTA QUEEN heard this cryptic, joyful message from a mortician. What a puzzling world this one is, that instead of a corpse tenderly hauled out on the horizontal, Paul was lavishing every care on a big, long wooden---wooden what?

So to compress this 14'7½" story and to justify it, Paul helped us load the ECLIPSE model aboard the DELTA QUEEN. We rode it up the river in triumph. In my catalogue all of the perils, headaches and heart aches of that transit were repaid in gold right there and then at the Portland Locks by the thoughtful generosity of Paul Seabrook.

And still you haven't heard the half of it. Not only did Paul get the model, but also he acquired

from the Dowerman heirs a captivating old chair from the ECLIPSE, and the massive tool box, with the tools in it, dating back to Matthias Dowerman and doubtlessly used on the ECLIPSE job. These things are today at the Ohio River Museum, Marietta.

SOMETIME back in this narrative mention was made about the ECLIPSE never having been launched. It's true. Any shipyard along the river in 1852 could build a steamboat hull 351 feet long. The problem was to get it transferred from shore to river without damaging it in the process of launching. No yard was equipped for the usual side-launch we know today. Instead, the hull was set on an angle to the shore, on a riverward tilt, and slid in end-on, usually stern first. The virtues of the method were several; only one set of ways was involved during building and launching, and she didn't use up much yard space.

All very well and fine for the usual hulls of modest length. The perils increased as boats exceeded 300 feet, and one horrible example was the 335-foot GREAT REPUBLIC which was severely warped and had to be loaded with coal amidships to unkink her. The Dowermans did some worrying about the ECLIPSE, but got unexpected aid from the Powers Above. Unseasonable rains swelled the Ohio River just at the proper time, and the hull was floated off.

She was built kelson to chimney-tops at the Dowerman & Humphries yard, a complete New Albany masterpiece even to the gilded ball between her stacks.

"When the ECLIPSE and the A. L. SHOTWELL ran their great race many years ago, it was said that pains were taken to scrape the gilding off the fanciful device which hung between the ECLIPSE's chimneys," reports Mark Twain, adding, "and for that one trip the captain left off his kid gloves and had his head shaved. But I always doubted these things."

So do we. All surplus weight must be dispensed with when steamboats race for real. The management of the BELLE OF LOUISVILLE pared to the bone this past April 30th by demanding \$1 per pound of flesh, maximum \$200 per person. I think they had only eighty aboard. None of them wore white kid gloves and she won handily. The JULIA BELLE SWAIN lost, but not for want of preparation, nor did she lack a foresighted captain. He screened applications from sixteen pilots for the day and picked me, so Mark was right in doubting about the strop-and-shave tonsorialectomy of Capt. Ed Sturgeon having much influence on race results. We live and learn about these things.

It has long bothered me that no marine writer, contemporary with the facts, noticed the unusual limberness of a flat-bottom steamboat hull. I suppose it was about

1922 when the noted John M. Sweeney of Wheeling, then retired in California, suggested that I might profit by asking at the Carnegie Library in Pittsburgh for Vol. II (1861) Transactions of the Institution of Naval Architects in which a paper entitled "On American River Steamers" prepared by Norman S. Russell is presented.

That I followed this lead is apparent from prior Russell quotes in these columns. The book was in the technical reference section of Carnegie when I applied for it in 1944, twenty-two years later. Inscribed on the flyleaf in the iron-master's handwriting were the words "A gift of Andrew Carnegie." The pages were uncut--nobody had read it---a kind lady attendant smiled and handed me a paper-cutter and told me to be careful.

"When a vessel is going her fastest," said Russell, "or running a race, the captain of the steamer slackens the hogchains and allows his hull to work and strain freely. The theory of this I have been unable to ascertain, but they do say the steamers are enabled by this means to go considerably faster, and I have been told by an experienced captain that he has seen his boat work up and down two feet at every stroke of the engine."

The future river marine architect, dealing as he must with the exact opposite circumstance, to achieve utmost rigidity of metal hulls, cannot possibly profit himself, I don't think, by reviewing such doctrines promulgated by heretics of another age, the age of wood. I mention the matter of limberness solely to furnish Russell's corroboration, written in 1861, or prior, of a truth I have many times observed myself, as have my worthy contemporaries who rode wooden side-wheelers on the U.S. inland waters.

How does a body go about measuring this two-foot dip at every stroke of the engine? I entertain doubt that any captain knew with certainty the maximum convulsion of his wooden hull. I have stood in the forward cabin of a 285-foot steamer, the AMERICA, looking aft, and was frozen in shock, and with not a little apprehension, to witness the 'midship floor, stateroom bulkheads, everything, heave and writhe in rhythm with the engine-strokes, about 7 on the Richter earthquake scale. The incredible part, to a novice such as I, was the oh-hum attitude of the crew going about its business with complete indifference. I reckoned the maximum 'midship convulsion to be a vertical 12 to 15 inches and could scarce comprehend how a wood hull could survive the strain.

But wait. By some misadventure the engineers allowed those massive engines, working independent of one another, to overtake until they plunged in unison, the full thrust of both acting in concert. The half-asleep porter shuffled his feet from the stove and opened



his eyes now, and the clerk looked aft from the office door. The horror lasted only a moment or so until one engine was "tamed" a bit at the throttle to regain the cadence of opposed thrust. No, a two-foot dip is not an exaggeration.

Of course the AMERICA was screwed up tight as I watched her frightful progress down the Ohio, her hogchains taut. I have not the vaguest of an idea how they came to be called "chains" for no chain is involved at all. Iron rods were run over wood struts as any photograph will clarify to you, and each rod had a turnbuckle for adjustment. The aim was to keep the middle down and the ends up, a very clever solution to meet the need. No steamboat officer in my time ever attempted to adjust a hogchain turnbuckle, for which offense the captain would have thrown him overboard without bothering to pitch in a float after him. That sacred operation was done only at a recognized shipyard. In the good old racing days the engineer or mate could slack the chains, and often did so, when confronted with a compulsion for utmost speed. But this meant an immediate trip to the shipyard afterward for proper chain readjustment and often a search of seams and a general recaulking as well. I never was on a side-wheeler with slacked chains. The last instance I know of was when the LEE and NATCHEZ raced. After

she won, the LEE was limped back to the Mound City Marine Ways to get "screwed up."

**T**HIS HEAD SHAVING and gild-scrapping by Mark Twain leaves a wrong impression; that the ECLIPSE and A. L. SHOTWELL ran a famous race---which they never did do. The SHOTWELL was what you might call a medium-class packet, 583 tons (ECLIPSE was 1,117 tons). Her skipper Capt. B. L. Elliott was unimpressed by the disparity between the sixteen boilers on the ECLIPSE and the SHOTWELL's six. Sort of like the BELLE OF LOUISVILLE's three boilers and the JULIA BELLE SWAIN's one. Anyhow the ECLIPSE was upbound on the Mississippi near Caruthersville when the SHOTWELL left New Orleans, if you call this a race.

Here is how things worked out: Capt. Ed Sturgeon in early May, 1853, attempted a fast trip from New Orleans to Portland but was delayed enroute by machinery mishaps of one sort and another, losing ten precious hours. The time was said to be 4 days 18 hours 0 minutes. Even so, no steamboat had done as well.

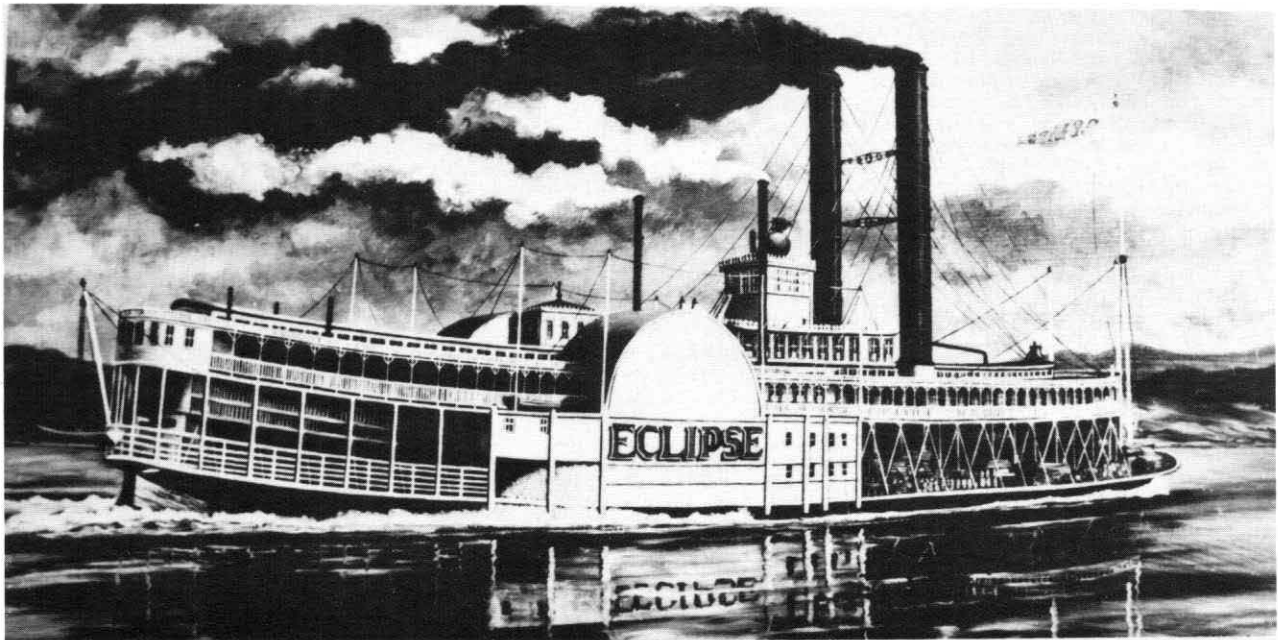
In a matter of days the REINDEER (407 tons) tried it and did almost as well---hardly two hours difference. Naturally there arose some doubt as to whether the great ECLIPSE was so great as her owners claimed. So on Saturday, May 14, 1853, somewhere around ten that

morning, the ECLIPSE left New Orleans for a second try at it.

The owners of the A. L. SHOTWELL got into the act. Their boat left New Orleans on Tuesday, May 17, 1853, also around ten in the morning. This "around ten" is what caused all the later confusion for both of them. If you trouble to look in Collins' "History of Kentucky" you'll discover the SHOTWELL getting to Portland in one minute (repeat minute) better time than the ECLIPSE.

Maybe she did and maybe she didn't. There is no way to tell. Preposterous, sensational, unprecedented! Newspapers joyfully conveyed all arguments, speculation, street fights, testimonials and rumors. Editors "viewed with alarm" the perils and dangers of steamboat racing. The dust would not settle until every mote was magnified in print, and so Capt. Ed Sturgeon took his pen in hand to write "a card" to the editor of the Louisville "Democrat." What a quaint term "card." The burden of his lecture was that since the SHOTWELL undeniably left New Orleans earlier and arrived at Portland later than the ECLIPSE, she could not possibly have made the trip in less time, "and thus the main fact that the run of the ECLIPSE was quicker than that of the A. L. SHOTWELL is irrefragably proven."

Captain Sturgeon was hot around the collar about other things.



**W**ILLIAM E. REED did this life-like portrait of the ECLIPSE in oils for Ben Selig, Indianapolis, who hung it in his attractive riverfront summer home below Madison, Ind. on Hog Trough Road. We admired it there in 1964. Then came the violent tornado on April 3, 1974. Ben's summer home was demolished along with everything in it. We have not learned whether by good fortune he transferred the above painting to Indianapolis before the storm.

"The ECLIPSE never has engaged in a race with any boat whatever and she never will," under my command. She is a boat of immense power, beautiful model, and since her debut was believed by her owners and many others to be the fastest river steamer in the world. Quite naturally we wished to demonstrate and justify her.

"Such demonstrations are usual not only on the Western Waters, but the world over. On the Atlantic the recent trials between the steamers of the Cunard and the Collins lines are familiar to everybody. The language of laudation was exhausted in praise of the Collins' vessels, for those who commanded them, and for Mr. Collins, the founder of the line.

"But let a Western steamboat undertake one such demonstration and the vocabulary of detraction is exhausted in condemnation of those who own and command her.

"I am no advocate of such speed trials and never expect to make another one with the ECLIPSE. There is no financial profit in such trips, and I am unwilling to be condemned as reckless of my passengers, my boat, or myself.

"During my late trip my wife and child were with me. Can it be supposed I would have permitted this if I had believed there was unusual danger? Also aboard were many passengers, among them gentlemen known to the whole country, and now I appeal to them to state whether there was any excitement exhibited by myself or by my officers, or anything whatever to indicate a race.

"No unusual pressure of steam was carried. The ECLIPSE outran all previous trips with ease; I had no need for extra steam even though I had been so disposed.

"The preparation was confined to relieving the steamer of useless hindrances to speed; we took no freight; I stopped at none but the most prominent ports, and I made prior arrangements to woad the boat enroute with the least possible delay.

"I don't think a safer trip was ever made from New Orleans to this city. Every berth was filled and, unfortunately, a large number who desired to make the trip could not be accommodated.

"I have been in charge of Western steamers for a good many years and no accident involving the life of one of my passengers has ever occurred to a boat under my command. Such accident may yet befall me but never I trust from any carelessness or reckless act of mine.

"The undersigned appears before the public with greatest reluctance. A notoriety entirely unexpected and very unpleasant to me has been given the performance of the ECLIPSE and A. L. SHOTWELL, and to which has made the quickest trip. It is certainly a matter of very small consequence which of them came up a very few minutes the shortest. I owe all an apology for the length of this communication. It is hastily written,

and I have not the time to shorten it.

E. T. STURGEON,  
commanding  
Steamboat ECLIPSE.

**I**F YOU NOTICE a peculiar possessiveness in Captain Sturgeon's letter it is because most steamboat captains talked so. "I had no need for extra steam," and "I stopped at none but the most important ports." One time this scribe heard a well regarded captain call from the roof to the pilot, "Give me one turn back so's I can get my stern in." And "I've got to blow out my mud drums," or "my boilers need cleaning." Such dual identity has the reverse effect on the editor who writes in the plural, "we" this, and "we" that, like he had a tapeworm in him, but, so far as we (there we go!) know the disease is contained only to those two professions, and a good thing; imagine a preacher telling you "I have bats in my belfry."

The good Captain Sturgeon was true to his word and the ECLIPSE screwed up no more. Commodore Rollingpin's contribution to posterity, with no if's or and's is 4 days 9 hours and 30 minutes for the ECLIPSE, and 4 days 10 hours and 20 minutes for the SHOTWELL. No steamboats have done as well or better.

New Orleans "Delta," Jan. 21, 1855:- The levee was crowded with people yesterday to witness the departure of the ECLIPSE, SOUTHERN BELLE, INGOMAR and the NATCHEZ, and considerable betting was done by lookers-on. The boats were all advertised to leave at 5 o'clock. The SOUTHERN BELLE, true to her time, left precisely on the hour, backed out into the stream with smoke curling out of her chimneys and colors flying. She went up the river at railroad speed. Next followed the NATCHEZ, then the great ECLIPSE, and lastly the new steamer INGOMAR, all leaving within twenty minutes of each other. We may expect to hear of some tall running. None of the boats was loaded deep.

When business was good the big ECLIPSE carried a crew of 121. The deckhands and firemen accounted for 70; stewards and waiters, 25; five cooks, three mates, five engineers, plus clerks, pilots, and the rest. Her portage book showed a monthly payroll of \$4,605. She burned cordwood like it was going out of style, 100 cords a day, fortunately not at today's rates.

Her cabin staterooms slept 140 passengers, an absurdly small number when you think about it. The JACOB STRADER slept 310 in a cabin 302 feet long; that of the ECLIPSE was 330. I can't tell you how big those staterooms were on the ECLIPSE but you'll recall that Gen. S. G. French, USA, described them as "twice as large as some in Willard's Hotel" in Washington, D.C.

In the five years Sturgeon ran her she was laid up choking a

stump for weeks and months at a time. In 1854 the Ohio River broke all records back to 1839 for low water. That fall Louisville was all but paralyzed by a financial panic. Then came the cholera scare in 1855 spread by steamboat travelers from St. Louis up the Ohio River at least to Cincinnati. Smaller boats continued to run but the ECLIPSE's fancy and well-to-do patrons shunned the river. The great boat lay at Cairo all that fall so they say. Her appearances at New Orleans became an exception and not the rule, but her popularity was not diminished.

While the ECLIPSE was hibernating at Cairo the editor of the local "Delta" offered these suggestions for cholera:-

Preventative: 1 teaspoon full of powdered charcoal taken three or four times a week in a cup of coffee or other liquid.

When attacked: 1 ounce of charcoal, 1 ounce of laudanum (solution of opium in alcohol), 1 ounce of brandy or other spirits. Shake and give one teaspoon every five minutes.

At Cairo the cause of cholera was announced to be the ozone in the air. Professor Schenbein, the inventor of guncotton, was quoted to have said, "Its nature and composition are uncertain."

New Orleans "Delta," Feb. 28, 1856:- Yesterday at 6 o'clock the great Louisville packet ECLIPSE, Capt. E. T. Sturgeon, departed with a large number of passengers, the best trip any boat has left with for many months. A very large number of our citizens came down to see her start despite the chilly and unpleasant weather. The boats at the landing were full of spectators to witness the great packet cut out and move off as a thing of life. Truly it was a great sight, and one we never tire looking at.

**D**ANIEL AND JAMES HOWARD built a new side-wheel hull for Capt. Ed Sturgeon at their yard in Jeffersonville, Ind., 1857. The company records size it 275 by 37 by 7, cost price \$15,000. D. & J. Howard did not build steamboats complete those days (not until 1859) so the cabin and joiner work was put up by H. McClarend & Co., and the machinery, boilers, etc. came from other specialists in the area. The Howard brothers had built two other hulls of this larger class (EMPRESS, 1852, and BEN FRANKLIN, 1854) with considerable skill, although after finishing Sturgeon's hull in 1857 they did not contract another big one until 1863.

While this was going on Capt. B. L. Elliott had the bad luck to lose the A. L. SHOTWELL at Paddy's Hen and Chickens (cluster of islands above Memphis, long gone, but how I love that name!) and a new New Albany-built side-wheeler, the BALTIC, took her place. In swapping crews around, various of the old SHOTWELL gang came to the BALTIC, led by George P. Jouett,



head clerk. Similarly, the new DIANA, owned by Sturgeon, absorbed the ECLIPSE crew, led by Orlando L. Smith, clerk.

No, I don't know why Sturgeon sold the ECLIPSE, but if you or I were in his shoes we would have felt a millstone lifted from our necks, as likely he did also. She changed hands in latter 1856, and during most of 1857 Sturgeon was master of the EMPRESS mentioned a moment ago, and left her when the DIANA was ready that December. All of these changes concerned the same old trade, New Orleans-Louisville.

The Louisville "Daily Democrat" in January, 1856 carried advertising from 18 packets running from Louisville and Portland to New Orleans. You might enjoy a look:

Boat	Master
Washington City	Ebert
Queen of the West	Wade
St. Lawrence	Cochran
Eclipse	Sturgeon
Belle Sheridan	Key
Ben Franklin	Dollis
David White	McGill
Sultana	Bentley
Antelope	N. Brown
Glendale	Ford
Thomas Swann	Andrews
Effie Afton	Hurd
Empire	Medker
Niagara	Spotts
Robert J. Ward	Miller
Virginia	Wells
A. L. Shotwell	Elliott
Switzerland	Schenck

The financial situation had gone from bad to worse. Dr. Louis Hunter in his book "Steamboats On the Western Rivers" notices that river freight rates Cincinnati-New Orleans 1856-1858 were reduced one-half but despite of this the trade did not fall off. Another oddity is a dispatch from St. Louis dated March 6, 1856 noting 75 packets at the business section of the levee "which is thronged to utmost capacity, literally crowded with cargo chiefly discharged from New Orleans."

**M**ARDI GRAS in New Orleans was really set on its ear Tuesday, February 21, 1860 when a storm of great violence accompanied with hurricane-force winds, tore things up generally. The ECLIPSE with no steam in her boilers parted her lines. She proceeded down through the harbor in the teeth of the gale on a tour of destruction. By the time she was blown ashore at Slaughter House Point her bow was stove in, her ladies' cabin was a shambles, and her starboard paddle-box all but torn away. The tall smokestacks of the JOHN WALSH fell on those of the CITY OF MEMPHIS setting off a chain reaction which did not end until the stacks of the SCOTLAND, FLYING CLOUD and the EMERALD were leveled. At Algiers Point another clutter of packets came through with toppled stacks and tangled woodwork.

Capt. Harry I. Spotts who had been running her Louisville-New

Orleans and lately New Orleans-Vicksburg, settled with the underwriters and had the ECLIPSE taken to Portland. That April he advertised the hull for sale, and was disposing of her carpets and furniture. Hence there is the lively possibility that French china, the Sheffield cutlery, the Swiss glass-ware, carved chairs, etc. still exist, in part at least. Aside from the one chair now at the Ohio River Museum, I have no positive knowledge of other antiques--but often an exposure, such as this article, brings forth unsuspected disclosures.

The hull was sold to Memphis and was taken there to become a wharf-boat. Fire destroyed it at the foot of Beale Street. Ten years later, early in 1871, extreme low water exposed the wreckage a full three feet, the first seen of it since the fire. I cannot conceive that any part of it still is bedded there, but strange things may happen along the Mississippi.

**A**BOUT THE TIME Gen. John H. Morgan, CSA, was back of New Albany on his famous raid, a contract was let for a new St. Louis-New Orleans side-wheel boat named LEVIATHAN. I'm not so sure which New Albany yard built her, but the hull was 307 by 49, and she got the ECLIPSE's engines. It is interesting to notice that this 6.24:1 ratio hull was provided with seven boilers supplying steam to engines once considered to need sixteen. She entered her trade, Capt. Ambrose Reader, in latter April, 1864, and carried more often than not but 90 psi although allowed 132. When Captain Reader died within the year she was acquired at auction by the newly organized Atlantic & Mississippi Steamship Co. Commanded by Capt's John W. Carroll and George Pogram she enjoyed considerable popularity but won no races. At the tender age of 1 yr. 10 mo. she went up in flames at St. Louis, thus ending the ECLIPSE machinery.

Seven of the eight smaller or upper tier boilers from the ECLIPSE formed the main battery on the side-wheel TOM JASPER built at Madison, Ind. in 1867 for the Upper Mississippi. She couldn't hold steam for her 27" bore engines and probably was the slowest of her class above St. Louis.

Capt. Edward L. Sturgeon demonstrated with the ECLIPSE that the key to speed on the Mississippi was not necessarily predicated on having a long, slim-jim hull surmounted with great engines and ample boiler power. Not only did he fail in achieving his wish to come from New Orleans to Portland in 4-0-0, but he was to discover that less pretentious nags such as the A. L. SHOTWELL could win, place or show, and did.

Although not in the sphere of this article, written as it is over a century after the facts, there is ample reason to believe

that the fastest Western steamboat is yet to be built. Our guess is that it would require a rigid steel hull drawing six feet or less, high-pressure steam generators, and Kort nozzled props. She would be 300 feet long, and not one inch wider of hull than needed to carry 4,000 hp.

That such a boat will be built in our generation is a vain hope. The accent on speed in these days of marvelous towboats has lost its urgency, the compulsion long since having turned to push-horsepower and performance. Captain Sturgeon would agree, I'm sure, that river hulls built for push-horsepower and those built for speed are not synonymous. Steam is the best for speed primarily because the generators can be placed well forward for balance on a shallow hull, whereas a diesel-powered boat requires excess ballast forward. And what is not needed for speed is excess weight of any sort whatever--that much we now know--even to scraping off the gilding and the shaved head.

Sometimes I feel we missed a bet in not calling on R. J. Lackland who for years and years (maybe 40) was president of the Boatmen's Bank at St. Louis. They say in his latter days Mr. Lackland liked nothing better than fold his hands and tilt back his chair. Then he'd start off, "Now, when I was the head clerk on the ECLIPSE..." Too late now for that. We confess frustration in ending this story like the proverbial Cheshire cat, fading it away until only a fixed grin remains.

Sirs: There are FOUR steamboats on Lake George, N.Y., not two! The one pictured on page 37 last issue is the LURE, owned by Paul S. Eckhoff. Biggest is the MINNE-HA-HA, 104 feet long. Then there are the S.S. PAMELAINE owned by Dr. Mason Sanders, Albany, N. Y. and the JENNY LOU owned by Todd Larter, Dunstable, Mass. These are in the 20-30 foot class.

Thomas G. Rhodes,  
290 Lake Avenue,  
Saratoga Springs, N.Y. 12866

=Wilbur E. Dow, Jr. has invited Paul Eckhoff to come aboard the MINNE-HA-HA, make himself known to Capt. Fred Dorr, and inspect the calliope. The instrument was made by the Frisbie Engine & Machine Co., Cincinnati. -Ed.

Sirs: I'm disassembling the June issue in order to frame the cover of the NATCHEZ. Now I'll look at that pretty new New Orleans lady until the blessed day I can walk across the new Toulouse Street wharf. What I'm needing now is another copy of the June issue that's whole. Check enclosed.

Harvey Simmons,  
487 Hudson Street,  
New York, N.Y. 10014



Officers of the NATCHEZ, from the left: Capt. Robert J. Hammett, first mate; Capt. Gilbert Manson, pilot; Capt. Clarke C. Hawley, master; and Robert L. Brewer, chief engineer. --Photo by Allen Hess.





A M I D N I G H T R A C E O N T H E M I S S I S S I P P I

**I**F EVER A RACE WAS RUN between these racehorses we have not heard of it. Over the years there has been doubt whether this was NATCHEZ (4th) or NATCHEZ (5th). The problem seems to have been resolved since the discovery of an actual photograph of #5 which checks on all details; cotton bale between the stacks; stack tops; mast aft of the texas; stack spreaders; pilot house roof ornamentation--just about everything. This litho-

graph was published by Currier & Ives, 152 Nassau St., New York, and a note on the original says:-- "From a sketch by H. D. Manning of the NATCHEZ." The artist surely was in possession of detailed information also of the ECLIPSE, at least about the gilded ball surmounted by an eagle on the top of the pilot house and other gilded balls centered in her stack spreaders. See the article "Mississippi Scene," pages 40-46 this issue.



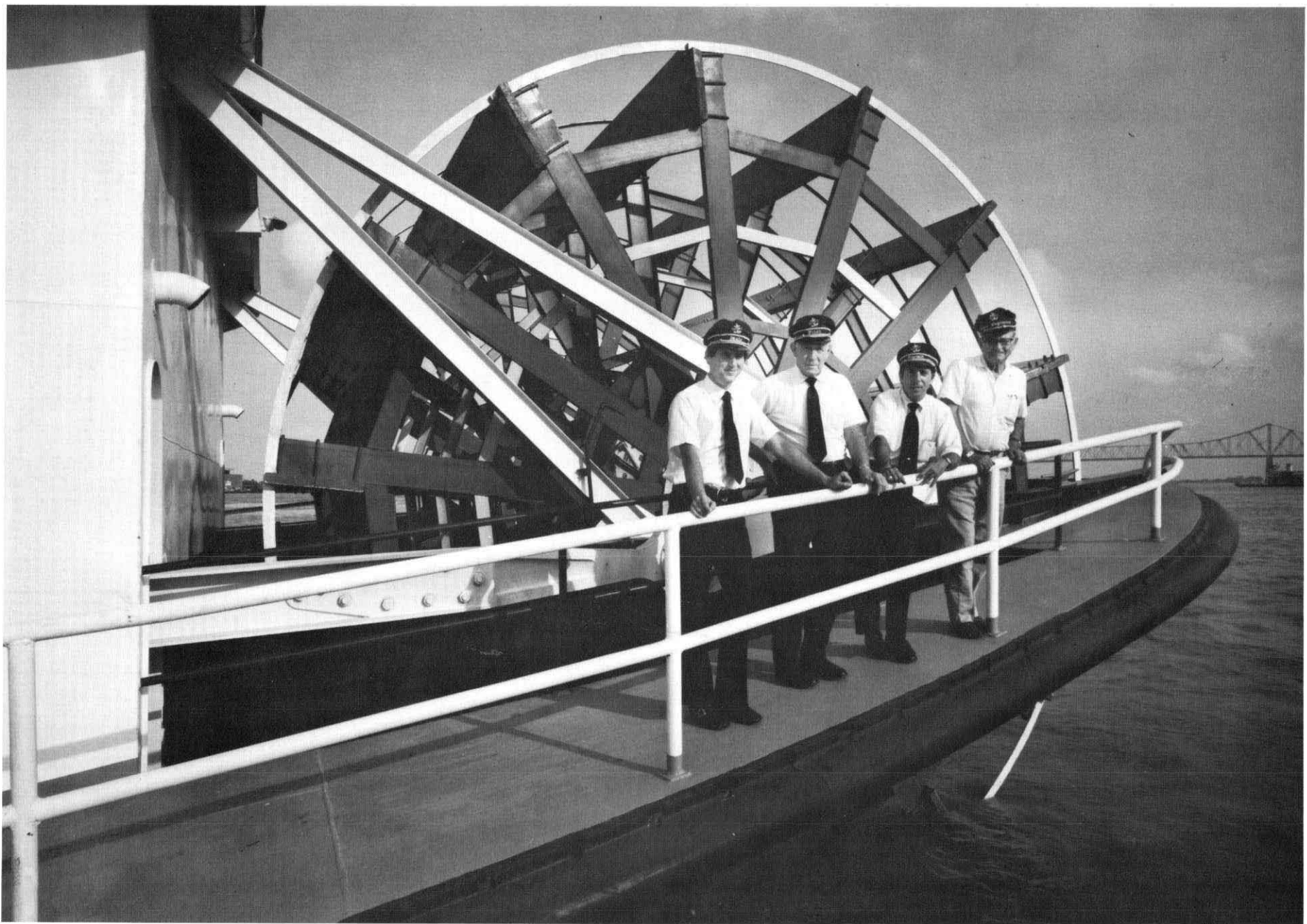


Never had a name change but for six years sported double sternwheels and now she's over 48 years old.  
Read the story in the left colum, next page.



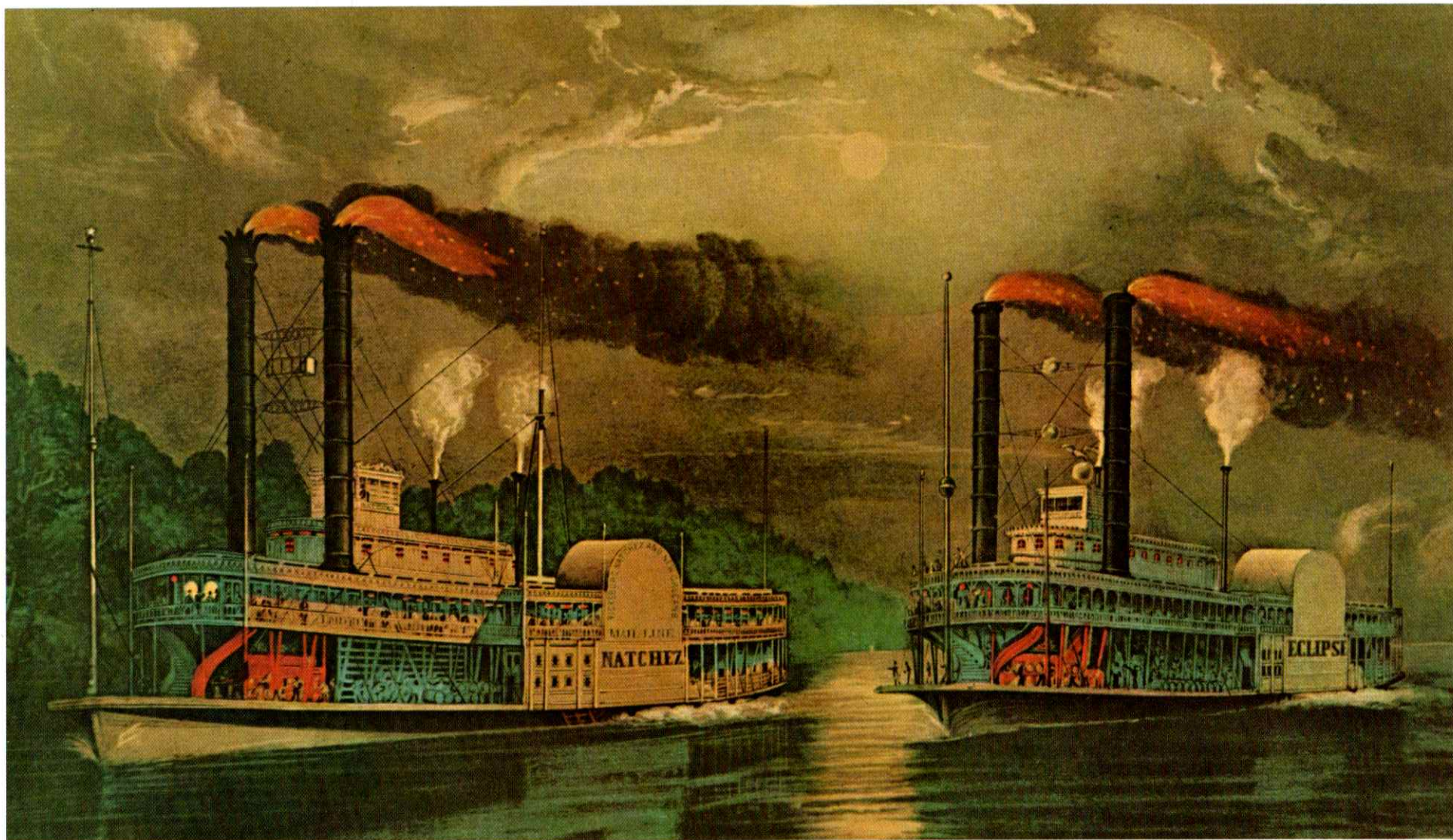


Copter view of a rare event, four commercial passenger steamboats. The occasion was the christening ceremonies for the MISSISSIPPI QUEEN (left) with JULIA BELLE SWAIN, BELLE OF LOUISVILLE and DELTA QUEEN in attendance at Louisville, Ky., April 30, 1975. -Courtesy of Delta Queen Steamboat Co.



Officers of the NATCHEZ, from the left: Capt. Robert J. Hammett, first mate; Capt. Gilbert Manson, pilot; Capt. Clarke C. Hawley, master; and Robert L. Brewer, chief engineer. --Photo by Allen Hess.





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