

S & D REFLECTOR

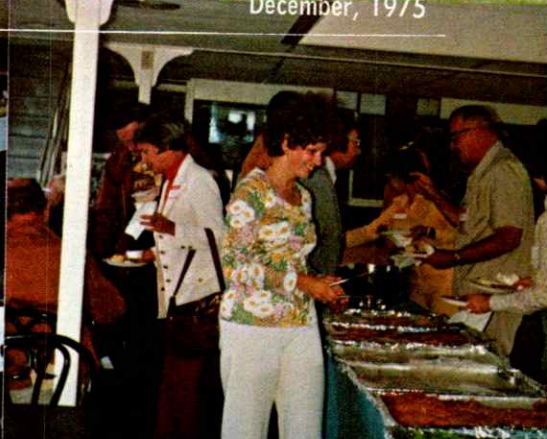
Published by Sons and Daughters
of Pioneer Shipmen



Vol. 12, No. 4

Marietta, Ohio

December, 1975



THAT COLORFUL FRONT PAGE

All of the brilliant patchwork quilt making up our December cover is the camerawork of Chuck and Catherine Remley, and of Bud Morrison, save one. The lower right comes from Roger Johnson and for more about him and of his two boats see page 9. The Remley pictures are (counting from the top left, etc. in each column) #2,4,5,6,7,8,9,12,14,15. Bud took #1,3,10,11. You'll have fun figuring out who various of these persons are. One helpful hint is to match many of them with pictures appearing on pages 10-14 and elsewhere. All were taken at S&D this past September except lower right.

The initial mailing of this issue at the Marietta, O. post office totaled 1,048 copies, a new record high. Aside from domestic and Canadian, S&D REFLECTOR goes to members in England, Western Germany, Australia, Sweden, New Zealand and South Wales.

R. Allen Coleman, 6780 Franklin, Omaha, Neb. 68104 says that an old steamboat wreck has been located on the Missouri River below Parkville, Mo., believed to be that of the ARABIA which was lost August 10, 1856. Sam Corbino and Jesse Purcell, same team who located the BERTRAND, made the find.

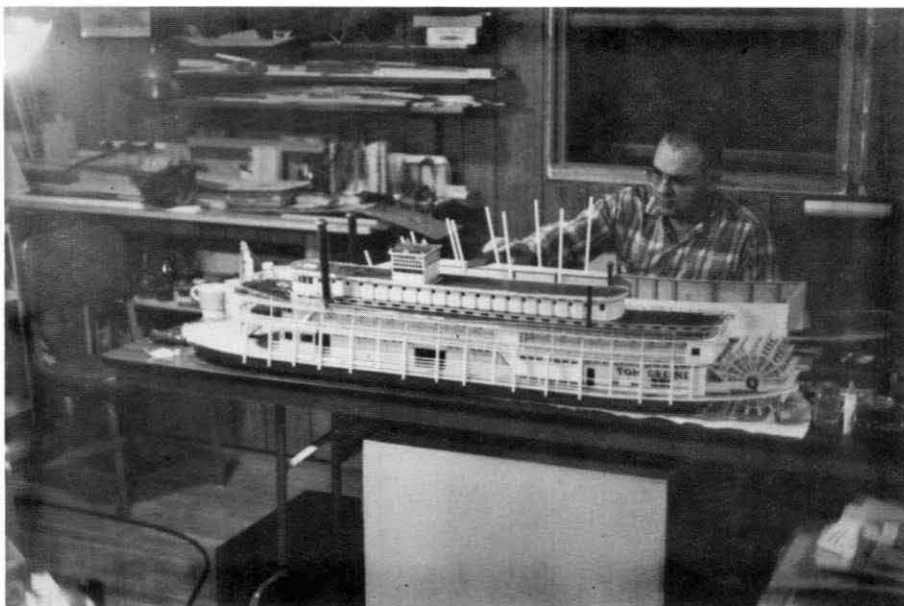
Sirs: I am interested in doing a book about the Lee Line. Do you

suppose such an effort might appeal to the S&D members? I need help. I have done other books on Memphis history.

Frank Myers,
4031 Deer Creek Road,
Memphis, Tenn. 38128

During the BELLE OF LOUISVILLE's late fall trip from Louisville to Westport, Ky. and Bethlehem, Ind., run on Sunday, Oct. 19th last, a group of S&Ds tentatively organized a "Lower Ohio and Cumberland" chapter of S&D similar to the OK Chapter embracing the Kanawha River-Huntington territory. There was talk of having an initial get-together in Cincinnati sometime in December.

Mrs. Lucille Hoffman, daughter of Capt. William I. Weldon, phoned Oct. 27th last, just home from a pleasant visit at Racine, O. with Wallace (Boone) and Alene Weaver. The Weldons formerly lived at Racine in the home the Weavers now occupy. Lucille tells us that her sister Mildred passed away some years ago. Their father "Billy" Weldon was a Combine pilot between Pittsburgh and Louisville who died in 1933. He served as pilot on some of the upper Ohio packets in his latter career including the KATE ADAMS, GENERAL CROWDER and the BETSY ANN. His last work, as we recall, was with the Mellon Bank, Pittsburgh. He taught this scribe some valuable lessons in piloting on the CROWDER in 1922-1923. His daughter Lucille, widowed some five years ago, lives at 7777 Greenlee Road, Pittsburgh, Pa. 15227. Her last steamboat ride was from Racine to Pittsburgh in 1932 aboard the QUEEN CITY.



OLD STEAMBOAT MODELS NEVER DIE. Tom Doyle of Nashville, Tenn. in the early 1950s brought to Marietta a balsa model of the packet TOM GREENE and swam it around, radio controlled, in the placid waters of the Muskingum while S&Ds lined the shore. Lately Tom's taken a renewed interest in the old model. He lifted it from the shelf in an open garage where it has been busy being a wasp's nest for mud-daubers lo these years (they settled in the engineroom) and now it's on his marine ways. What is the model Tom's working on? Looks from the arch hogchain posts like the VIRGINIA. Photo by Jack E. Custer.

STEAMBOAT TO BE LENGTHENED

The sternwheel passenger steamboat MINNE-HA-HA operating since 1969 on Lake George, N.Y. is to be lengthened 42 feet, and will receive new engines and a larger paddlewheel.

Wilbur E. Dow, Jr., president of the Lake George Steamboat Co., Inc., the boat's owner, told us of this decision on Oct. 28th last.

The new section will be built during 1976. Then at the close of the season the 110-ft. MINNE-HA-HA will be drydocked, cut in half, and become a 152 ft. long steamer. The plans, now completed and approved, were prepared by a highly

respected firm of Seattle marine architects who designed the sternwheel PORTLAND.

The present 8" bore by 4 ft. stroke engines will be removed. New and larger cylinders having 12" bore and 4 ft. stroke are under contract with the Frisbie Engine & Machine Co., Cincinnati. The new paddlewheel will have less diameter and longer buckets.

The Lake George Steamboat Co. operates three excursion craft. During the 1975 season just closed some 300,000 passengers were carried, something of a record. The lake has an illustrious history of excursion steamboats, nearly all of them side-wheelers.

THEY'RE READY! We have received from the Penn State Bookbinding Company, Pittsburgh, a supply of beautifully bound (imitation red leather with gold lettering) volumes of S&D REFLECTOR. The book contains all 12 copies issued from March '72 thru Dec. '74, 576 pages of delightful pictures and stories in permanent form. Here's the opportunity to give yourself a present you will forever treasure. Priced while they last \$40 including mailing charges, check with order please. Write Capt. Frederick Way, Jr., 121 River Ave., Sewickley, Pa.

S&D's 1976 MEETING

will be held on the week-end of Saturday, September 11 at Marietta, Ohio (the first Saturday after Labor Day). Early reservations at Hotel Lafayette are strongly advised. their phone: 614-373-5522. If you find later on you must cancel, please do so promptly and give someone else a break. Details of what's cooking in the March issue.

The best compliment you can hand any calliope player is to brag that he's almost as good as Homer Denney was. Yes, was.

At the age of 90, Homer Denney died at the Ohio Masonic Home, Springfield, Ohio. He'd been living there for some time.

The name of Homer Denney is almost inseparable with those of the ISLAND QUEEN (1st) and ISLAND QUEEN (2nd) for when he was a kid of 16 he started playing calliope on the first of those Coney Island side-wheelers and was the player on the second one when she blew up at Pittsburgh in 1947. That's 46 years playing calliope on the river. The only reason Homer wasn't blown up at Pittsburgh was because he was over on Mount Washington taking a picture of his beloved boat when she let go.

He was a slight-built man with a pleasing personality and had friends everywhere. Before he started on the river he'd been working with the T. J. Nicol Co. in Cincinnati, manufacturer of calliopes. He never did really quit playing--he was at one of the Whistle Blows staged by S&D. He played at the ceremony when old Coney Island was closed five years ago, and he was tootling at the rededication of the Tyler-Davidson fountain on Fountain Square, Cincinnati in 1971. Mrs. Grace Rowe was present at this same affair, as reported elsewhere in this issue.

Homer Denney died Saturday, September 20, 1975. He left a daughter, Mrs. June Rotunno; two grandchildren and two great-grandchildren. Services were held in Norwood where he had long resided.

In 1870 a little single-decker towboat was built at Guyandotte, W. Va. for logging on the Guyan and they named her IANTHE. That's a girl's name or used to be. Do you know any girl named Ianthe? The late Capt. C. C. Bowyer remembered when this IANTHE appeared on the Kanawha River, brought there by Capt. John V. Reynolds for the Charleston-Brownstown trade. This didn't pan out and she was swapped around several times, ran up Coal River a while, and by 1878 she became based, of all places, up Elk River about 8 or 10 miles above Charleston at a place called Jarrett's Ford.

The Jarrett family renamed her JOHN E. KENNA, honoring a popular young lawyer of the time who later was prominent in West Virginia politics. These Jarretts dealt in farm produce and ginseng. A major flood hit the region in September 1878 probably the aftermath of a Gulf hurricane and the KENNA came down Elk on the crest. She could not get under the "wire" bridge at Washington Street, Charleston. And thereby hangs the tale.

She left the Elk at the north end of Clendennin Street, ran down the whole length of the street and so entered the Kanawha. The crew dared not use the engines, and for the most part she was pushed and

shoved with pike poles. In later years various Charleston "old-timers" remembered the steamboat going down Clendennin.

During the "big ice" of January, 1879 when the Kanawha gorged at Blaine's Island below town and caused havoc, the KENNA was up at Jarrett's Ford tucked safely in a nearby pond.

A year or so later she was sold "down the river" and shows up at Shreveport in 1881 and was inspected at New Orleans in 1882. The F. L. Wooldridge records say she "sank in the vicinity of New Orleans, August 7, 1883" a rather far piece from Clendennin Street, Charleston.

Our thanks to Jim Bupp for some of these details.

Sirs: I found the S&D meeting wonderful. The W. P. SNYDER, JR. looked fine and I should know as I spent many days in her moan-&-groan department oiling crank pins and slides and rocker levers and so forth. While in Marietta I visited the old Knox Boat Yard, where I worked for J. M. Hammitt

1907-1910, and from there I went to the rivers in Oregon towing logs; not too exciting; would rather have been stuck in Repparts chute the whole time 18 months or on Carpenters bar.

Please don't put the BECKY THATCHER where she might distract from the W. P. SNYDER, JR.

The reason this is written on lined paper has to do with being 84 years in orbit.

To show what the S&D meeting did for me, I met eight people I'd boated with prior to 1914!

Some of the boats in 1914 set a good table; some of the butter said good morning to the coffee (and it was too weak to answer), and you could use the biscuits for an anchor. You never had to use any pepper on your potatoes--the ashes from Quincy Parr's pipe peppered everything on the table.

If you can't read this take it to a Chinese laundry, if you can find one.

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



LAFAYETTE LANDING, Marietta, O. at 11:20 a.m. on Saturday, Sept. 13, 1975. The SHOWBOAT II is receiving S&D members for a circuit of Blennerhassett Island. Capt. Jack Gessling, her skipper, told the story of this widely-traveled boat. She was built at Dubuque, Iowa, 1965 and measures 105 by 35 over all. Her Cat D-333 diesels drive twin props, total 400 hp. The smokestacks and paddlewheel are decorative. The original owners planned an excursion operation in the Cuyahoga River, Cleveland and took her there via the Illinois River and across Lakes Michigan, Huron and Erie. Then she went via Erie and Ontario and St. Lawrence Seaway for a brief Atlantic coast try-out, but was returned to the Lakes. Once again she went out the St. Lawrence Seaway, this time to the Delaware River, Philadelphia. In early 1975 Gateway Clipper, Inc., Pittsburgh, decided to bring her to Pittsburgh. So down she went through the Atlantic Intercoastal Waterway, across Florida in canals, and to New Orleans via the Gulf. Jim Swartzwelder and others crewed her up the Mississippi and Ohio. Our thanks to James V. Swift for this attractive picture.

S&D REFLECTOR

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VOL. 12, NO. 4

MARIETTA, OHIO

DECEMBER, 1975

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

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

SPECIAL NOTICE

The above \$7-based dues are applicable until December 31, 1975. You may join as outlined above or renew (for as many years as you wish) until then. On January 1, 1976 the base rate will be \$10, as approved by the membership at the annual meeting last Sept. 13. That is, \$10 for individual new members or renewals, \$11 for husband and wife, etc. same as before, based at \$10 instead of \$7. The increase was recommended by the Board to assure continued high standard of the S&D REFLECTOR and to maintain our sound finances.

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

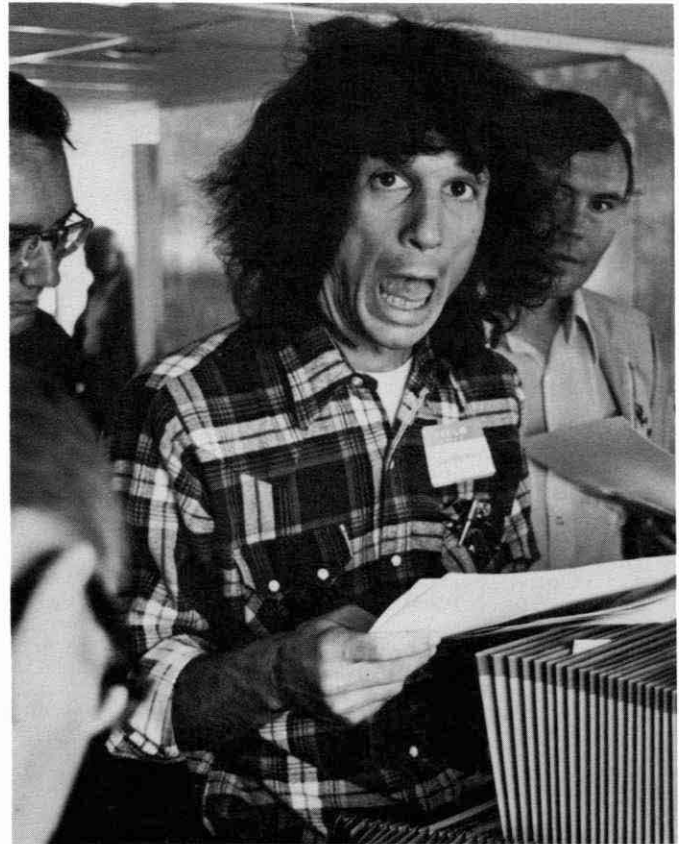
Correspondence is invited by the editor. Please do not send unsolicited photographs on loan. Additional copies of back issues or of the current issue (save those out of stock) are available from the editor at \$2.50 each. Address:

Capt. Frederick Way, Jr.,
121 River Ave.,
Sewickley, Pa. 15143

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

AND SO S&D winds up twelve years of publishing the S&D REFLECTOR. We've put to bed 48 issues and two extras since that first eight-pager dated March 1964 was born amid such uncertainty we confessed doubt whether it would survive the cradle. The Steamship Historical Society of America promptly suggested that instead of S&D launching a new magazine we could occupy eight pages quarterly in their STEAMBOAT BILL. Donald T. Wright raked us over the coals for starting the S&D REFLECTOR without first consulting him (he was in England at the time) so in truth we narrowly escaped becoming a monthly two-page feature in The Waterways Journal. J. Mack Gamble was the boy with the stubborn conviction that with a little practice we could survive the high mortality rate of newly launched U.S. magazines and go it on our own.

Yes we are entitled to crow a bit. But this old roster could not have done the job--and would not have done it--without the amazing sustained support and enthusiasm of a host of wonderful S&D contributors and friends. Every single issue involves generosity of time, genius and materials from an unofficial staff of forty or more good people, and we mean ladies, men and youngsters. Thanks, thanks, to all of you; and thanks to those who applaud or growl from the bleachers. Now we face Vol. 13 mindful of the river superstition which since the beginnings has banned putting that number on a packet stateroom door. Should we just blank out 13 and start off the March '76 issue with Vol. 14? Meanwhile Merry Christmas and Happy Bicentennial to one and all from those of us chosen by you to run S&D and the S&D REFLECTOR.



"SPECIAL NOTICE...TEN bucks!...What... what HAVE we done!"



"After all....after all....it's worth it."

=John Hartford's reaction to the item in the first column this page caught by John Fryant's lens.

Water-Way to Go

NEAR AS WE CAN TELL YOU, about 400 were there. And that's about double---that's twice as many people as usual.

At 11:30 Saturday morning, September 13, 1975 fully 330 S&Ds had boarded the SHOWBOAT II at the Ohio River wharf, Marietta, for a 36-mile circuit of Blennerhassett Island.

Capt. Jack Gessling, with James Swartzwelder as pilot, had brought the SHOWBOAT II from Pittsburgh to carry the S&D excursion. Tickets were sold in advance by Lady Grace Way, Chase Putnam and others in the lobby of the hotel. The price was \$7.50, the sum divided \$4 for Gateway Clipper, Inc., owners of the boat, and \$3.50 to the Lafay-

ette Hotel for preparing and serving the buffet luncheon. As it turned out there were more takers than tickets, but everybody who wished to go aboard was accommodated.

The original intent was to land on Blennerhassett Island for a visit to the site of the former mansion built between 1798 and 1800, later destroyed by fire. Permission was generously granted by the island's present owner, the E. I. du Pont de Nemours Co., to disembark. Heavy rains Thursday evening and night changed all of that. The island was far too much of a mud hole even though Gene Fitch had volunteered to go down in advance and clear the high weeds. Someday again perhaps.

As the S&Ds passed the island they were treated to an excellent discourse about the Harman Blennerhassett and Aaron Burr story by Beauchamp (Champ) Smith, Parkersburg, assisted by Robert H. McCann who formerly told passengers on various packets the tale of "gunpowder, treason and plot." The story of Parkersburg's bridges was related by Charles E. Arnold. Capt. Jack Gessling told the story of the career of the SHOWBOAT II (see caption under picture).

W. Robert Moseley of the Lafay-

ette personally supervised the buffet luncheon composed of cold cuts, ham, salami, sliced turkey, goose liver, trays of cheese, home made potato salad, baked beans and bacon, relish trays of olives, carrot sticks, radishes and celery and topped off with home made cookies from the hotel's bake shop and coffee, cokes and iced tea.

Charles G. (Chuck) Remley tended to bringing aboard and dispensing the sudsy suds so popular during the day.

With 330 on board, we can only take a sampling here. The presence of S. Durward and Della Hoag was a special pleasure; Steve recently tended to having made and installed a new plaque for the Tom Greene Memorial Light in front of the hotel.

Honors for having come the longest distance to attend went very handily to Manfred H. Mueller who came from his home at Bad Brueckenaui, Western Germany. It was in this Bavarian town that the King of Bavaria and Lola Montes (see Sept. issue, page 42) "cavorted" a century ago, still a hush-tush topic in that area. Manfred, 37, was completing a whirlwind tour of U.S. places and friends, and had called on Capt. Bill Tippet at Hernando, Miss., Bert Fenn at Tell



Cruising down the river on a Saturday afternoon--S&D aboard the SHOWBOAT II for a circuit of Blennerhassett Island. -S. Durward Hoag, photo.

City, Ind., and Alan L. Bates at Louisville, where he rode the B/L and steered the towboat ROBERT McBRIDE. After S&D he was taken on a tour of the Muskingum River to Zanesville, and later visited with Lady Grace and F. Way, Jr. in Sewickley where he met and visited with Capt. and Mrs. Ross Rogers, Jr. He then visited with John L. Fryant, Alexandria, Va., and made a tour of the Smithsonian. Manfred currently is building a working model of the VALLEY BELLE and has a good grasp of river boats and history. Mrs. Mueller plans to visit the U.S. in '76, and Manfred has hopes of coming again in '77. They have a 3½-year old boy.

The New Orleans Steamboat Co. was represented by Capt. Robert J. Hammett of the NATCHEZ who was taking off on a tour abroad. Mr. and Mrs. Homer Hawley, Charleston, West Va., parents of Capt. Clarke Hawley of the NATCHEZ, were welcomed. Alan L. Bates, designer of the NATCHEZ, was leaving also for an European visit.

The Delta Queen Steamboat Co. was represented by Cindy Bacon of the Cincinnati office, her first appearance at S&D. Alternate master of the DQ, Capt. Gabriel Chenger, was on deck.

Mr. and Mrs. Harry Robinson were aboard, their first S&D tour. Mr. Robinson is the recent "new boss" of the Hotel Lafayette, and also was instrumental in bringing to Marietta the BECKY THATCHER.

The Ohio Historical Society was represented by Charles C. Pratt, Columbus, associate director, and with him was his wife Elaine. Chuck and Catherine Remley of Campus Martius were aboard, and with them Juanita Etter of the staff.

Capt. Roy L. Barkhau, author of definitive books about the race of the LEE and NATCHEZ, and also a history of the Eagle Packet Co. came in company with Capt. and Mrs. C. W. Stoll from Louisville.

Mrs. Jack Carley, Memphis, came in company with Mrs. David Cook also of the Bluff City. Mrs. Carley is the former Louise Meldahl, and Captain Anthony Meldahl Locks and Dam bear the name of her father. Mrs. Cook's late husband was a noted Mississippi River pilot and navigator.

Among the younger set was Jeff Spear, bordering on 12, 613 Washington St., Marietta, who recently joined S&D. With him most of the day was young Pete Prymmer of Rocky River, O. whose mother Rheem accompanied him. Rheem and Pete were guests of Gene and Claire Fitch next day for a ride to Parkersburg aboard the CLAIRE-E.

Especially welcome was Frank L. Teuton who rode a Greyhound bus from Washington, D.C. Frank is the author of two excellent books recently noticed in these columns about steamboating on the Tennessee River. He had with him copies of his latest "Steamboating On the Upper Tennessee" and they were going like hot cakes. If you did not get one, the address is 9102 Riverside Drive, Washington, D. C. 20022, 72-page book priced \$3.



Saturday, September 13, 1975 dawned bright and clear at Marietta accenting the Ohio River levee lined with boats assembled from far and wide. Dominating the scene is the Lafayette Motor Hotel.

-Photo by S. Durward Hoag.

Judge John A. Breslin, Circuit Court, Maysville, Ky. made his first appearance. Dick and Fred Rutter, sons of Woody and Bee, came from Alameda, Calif. and Lithopolis, O. respectively. David W. Craig, Pittsburgh attorney, was a guest aboard the CLAIRE-E, as was his wife Ella, both S&D members.

G. Robert Torrance, Pittsburgh, represented the Waverley Steam Navigation Co. which operates the side-wheel steamer WAVERLEY cruising the highlands and islands of the Firth of Clyde. Irwin M. Urling, Baden, Pa., was about to depart for a tour of the British Isles.

William V. Torner of Waterloo, Iowa was quite interested in having tape recordings made of the method of ringing engineroom bells and since has written us a letter which appears on page 37 of this issue. More pictures were taken at this meeting than ever before.

Delegates from the Upper Mississippi included William L. Talbot, Keokuk, instrumental in exhibiting the old sternwheel towboat GEORGE M. VERITY at that place. Mabel Bartenhagen, well regarded steamboat buff of Muscatine came in company with Max W. Churchill of the same city.

Pinckney E. Cunningham brought bulletins from Pine Bluff, Ark. where he is building a rather good sized sternwheel pleasure boat, and had a few pictures showing the well contoured steel hull about ready to launch. No name for the new boat has been selected.

LAURENCE E. (Larry) Walker came with news coincidental to the

story appearing in the last issue, page 31, concerning the Sherlock, Probasco and Rowe families of Cincinnati. Mrs. Grace Probasco Rowe, 86, widow of John J. Rowe, died on Saturday, September 6, 1975. She had been making her home at 8525 Camargo Club Drive, Indian Hill, Cincinnati. She was the daughter of Henry Probasco who donated the Tyler Davidson fountain on Fountain Square, to that city, in 1871. Mrs. Rowe had participated in centennial ceremonies when the fountain was refurbished in 1971. She left two sons, William S. Rowe, president of the Fifth Third Bank, and John J. Rowe, Jr., division manager of Procter & Gamble Co., both of Cincinnati; also two daughters, Mrs. Charles M. Mackall, Greenwich, Conn., and Mrs. Henry H. Chatfield of Cincinnati; 17 grandchildren and 17 great-grandchildren.

Mr. and Mrs. C. Dana Eastman, Alton, Ill., who have been putting together a river museum in the Museum of History and Art, Alton, Ill. were passengers on the SHOWBOAT II. Greeting friends was Gretchen Jacobs, daughter of the late Robert W. Schmertz (his obituary is in Sept. '75 issue, page 27).

The sage of the Big Sandy, Bob Kennedy, was up from Kenova, West Va. A special pleasure was to see Stanley Troughman, St. Louis, with the USCG. William M. Taylor of Kirtland, O. brought along some attractive wood-mounted boat line drawings made at his print shop.

Oh, lest we forget, Manfred Mueller, Bert Fenn and Alan L. Bates recently went calling on



Five visiting pleasure boats add a colorful touch to S&D. From the left: SHELLEY P owned by Jim Poindexter, St. Albans, W. Va.; RUFUS B II brought from Dubuque by Dr. Philip L. Bettler and party; LAURA J from Port Amherst, W. Va., owned by Charles T. Jones; CLAIRE-E with Gene and Claire Fitch aboard, and the MARY-BECK from Louisville, with Capt. Oliver Shearer at the helm. -Photo by S. Durward Hoag.

Harlan and Mrs. Hubbard at their isolated home near Milton, Ky. and from all reports a good time was had by all. Manfred, whose vocabulary of English words is a bit restricted, was hard put to tell us about Harlan's "geiss;" no response from us, then he explained the animal. Yeh, Harlan's goat. Later, at a Madison, Ind. restaurant, these three worthies, Alan, Bert and Manfred, differed loudly about German schlappkraut. People at adjoining tables shared opinions and soon everybody joined in. Manfred judges his good wife as the champ schlappkraut builder of Bad Brueckenau.

THE FIRST FORMAL ACTIVITY, preceding the boat ride, was the S&D Board of Governor's meeting in the Ohio Valley Room of the Hotel Lafayette called to order at 9 a.m. S&D president Way named C. W. Stoll to the Board to fill the vacancy caused by the passing of

William McNally (Sept. '75 issue, page 23).

Board chairman J. W. Rutter then called the roll. Answering "present" were C. W. Stoll, Thomas E. Kenny, Harold C. Putnam, William E. Reed, Bert Fenn, G. W. Sutphin and William Barr. S. Durward Hoag was noted absent.

S&D treasurer H. Chase Putnam, Jr. presented an extensive survey of the society's finances, noting that all of the cash received from the J. Mack Gamble bequest has been placed in interest-bearing securities; the bulk of it, \$55,000, in 4-year term savings certificates drawing 7½%. A final accounting of the bequest had not been received from Woodsfield, O. attorneys but a letter from them promised early action. With all bills paid, the general fund showed a balance of \$4,214.47 on deposit. Treasurer Putnam warned the Board that this was a decrease

of \$1,000 or more from his last annual report. A survey of expenditures disclosed that the expense of producing the S&D REFLECTOR reflected the current inflation.

Editor Way observed that he well could economize by shrinking the S&D REFLECTOR (to which thought came an audible roar of "No!" from S&D members) or resort to the hard route of suggesting a raise of the dues. The Board voted its recommendation for the latter course and delegated Way to put the question to the members requesting a \$10-based dues effective after the first of January 1976.

A report was heard from Yeatman Anderson III of the Cincinnati Public Library who outlined with enthusiasm the scope and extent of the acquisition of the Capt. C. C. Bowyer collection of photographs recently sent through the kindness of Mrs. Samuel B. McCulloch (June '75 issue, page 33). A major ex-

pansion of the main Cincinnati Library is about to be commenced, after which more space will be available for river material.

S&D secretary Mrs. J. W. Rutter reported a constant gain in membership. Over 1,000 copies of the magazine were mailed to paid-up \$7 members in August, most of record. The total membership is now estimated between 1,500 and 1,800.

After business had been concluded C. V. Starrett, president of the Historical Society of Western Pennsylvania, told that after some intensive investigation he had ascertained that his forbears of the 1,000-member Harmony Society had belonged to that group when two river steamboats were built by them. Hence, this being a communal group, C. V.'s forbears owned 2/1,000 interest in two steamboats which fact makes of him a real bona fide son of river pioneers. C.V. then requested that C. W. Stoll hereafter quit addressing him as "Hey, you" and use a more respectful "Sir." No action was taken on the matter.

THE ATTRACTIVE diesel twin-prop excursion boat SHOWBOAT II was at the Ohio River wharf, along with an unprecedented array of private pleasure sternwheelers and others. By far the most astonishing surprise was arrival of the RUFUS B II, all the way from Dubuque, bringing to the meeting her owner Dr. Philip L. Bettler and party who had been 30 days enroute. The sternwheeler is powered with a GM 4-71 delivering 90 hp. Another surprise was the arrival of the plush diesel yacht MARY-BECK commanded by Capt. Oliver Shearer and with Capt. Bert Shearer and others as crew. Capt. Jim Poindexter's single prop boat with full pilothouse on the roof, SHELLEY P, was brought from the Kanawha River as was the LAURA J commanded by Charles T. Jones. The CLAIRE-E, with Gene and Claire Fitch aboard, was the first to put in her appearance. Added to all of these Nelson Jones brought his sternwheel W. F. SULLIVAN on a trailer and launched her for a

ride on the Muskingum. The regular Marietta-based sternwheel excursion boat VALLEY GEM in charge of Capt. Jim Sands, was coming and going with good crowds.

Among the "firsts" at S&D was Ralph R. DuPae, research consultant with the Murphy Library, University of Wisconsin, La Crosse, Wis. Capt. Clare Carpenter was up from Belpre, and Capt. and Mrs. Tom Cramer and daughter Tamara Sue were over from their home in Williamstown. Bill and Hazel Greenwood came from Newport, O. Burnie and Helen Prater scheduled their nomadic life to take in the show--Helen being daughter of the late Capt. and Mrs. Jesse P. Hughes. Bill and Jeanette Patterson were returning to Richmond, Ind. after visiting in Sewickley and Greensburg, Pa.

Bill and Mabel Reed joined with their son James and wife of Charleston, W. Va. Nell and Bob Hamilton were over from Whiting, Ind. and scarcely anyone recognized Bob (including us) as the rope-expert clown aboard the SHOWBOAT II. Bob McCann drove up from Cincinnati with Bill Prudent, former river engineer (GORDON C. GREENE and others) and his sons Frank and John. Mickey and Linda Frye had excellent pictures to show of the river museum in their home.

Biggest surprise event was the arrival of Bob Latta, 811 E. Carson St., Pittsburgh, Pa. 15203 with his monster model (takes four husky men to carry it) of the old sternwheel towboat DUQUESNE built 1929. This was temporarily displayed in the Ohio River Museum and attracted much favorable comment. Every detail is there, including the rivets in the main deck plating. Nearly all of her mechanical parts are operative, including the searchlight controls. Bob spent six or seven years completing her, and currently is working on a similar model of the towboat HOMESTEAD. His expertise was sought and is apparent in the Point Museum, Pittsburgh, and at the Drake Well near Titusville, Pa. where he worked with

the noted architect-historian of the area, Charles M. Stotz.

One of the novelties striking us as unusual was to observe Manfred Mueller and Dr. Stewart Way engaged in a lengthy discussion, all in German, about the technique of building model river boats. Stewart is building at his home, 56764 Stevens Forest Road, Apt. 115, Columbia, Md. 21045 a complete model of the famed 1850 side-wheel BUCKEYE STATE. Accompanying him at S&D was his good wife Lydia.

We might add here that Manfred Mueller is engaged in translating Alan Bates' "Steamboat Cyclopoed-ium" into German, a formidable undertaking when you consider that there are no German equivalent words for many steamboat terms, such as hogchains.

At the evening meeting following dinner John L. Fryant, spokesman for the nominating committee, offered a slate of "women's lib" reelections which about brought down the house. When things sobered up C. W. Stoll, MC, conducted the formalities and all present officers were reelected.

President Way brought to the members the Board's proposal for increasing annual dues. This was put to a formal vote, one "nay" and otherwise an unanimous "yea."

Woody Rutter introduced the speaker of the evening, George Strickling, who over a score of years ago rode down the river on a towboat armed with a movie camera. The filming was good and the color had not diminished in quality. The real surprise was to learn that Mr. Strickling is 80. His travelogue was well received and his brief glimpses into glass-houses and potteries along the Upper Ohio were of particular interest to the girls.

Aspiring river pilot John Hartford pleased everyone with songs and music and then accompanied Bob Barr who sang an original or so. All very fine. Jack Custer showed a surprisingly complete documentary movie of the career and demise of the monster SPRAGUE, many of the shots new and fascinating.

A special feature Sunday morning



was open house for S&D aboard the newly arrived BECKY THATCHER with Harry Robinson as host. She was conveniently located in the Muskingum River within easy walking distance from the hotel. Many members were fascinated to have such opportunity to see the old ex-MISSISSIPPI in her present dis-habille. No restoration had been commenced and there she was with decks and cabins tousled and untidy, the interior quite gloomy even on this bright sunshiny day. Shades of Ruth Ferris! Here were the rag-tags of what once was her sparkling river museum at St. Louis. The cast-iron stair treads from the BETSY ANN of which Ruth was so justifiably proud, are still there.

Many folks did not realize that the steel landing barge to which BECKY is tied was an earlier BECKY THATCHER which sank at St. Louis in 1965, built on the hull of the U.S. snagboat C. B. REESE.

Open house also was held at the Ohio River Museum Sunday morning thanks to Catherine and Chuck Remley and crew.

There never has been a time when Ye Ed and Lady Grace have been the first arrivals at S&D although we generally come on Thursday. Last year and again this year Carl and Mrs. Hatley were the early birds, up from Cincinnati. In a peasoup fog early Sunday morning the boats at the wharf commenced stirring. The MARY-BECK had a radar and was first to depart. Dave and Mrs. Elphenstone told us they would be back again next year. Lady Grace carefully packed a framed "Resolution" which R. Jerome Collins had handed us at the evening meeting, presented with ceremony. Dale Flick suggested we get some air in the front port tire. We had run fresh out of excuses and finally had to leave Marietta.

George Ray Bryan, 56, died suddenly at home, Huntington, West Va., on Friday, August 15, 1975. He was Chief of Waterways Management Branch, U.S. Engineers, Huntington. He was a former president of the Propeller Club of that place, and belonged to S&D. His wife Mary Louise Morris Bryan survives him at home, as does a daughter, Mrs. P. J. Longway of Springfield, Va., and a sister, Mrs. Max Galloway of Minneapolis, Minn. George had been with the U.S. Engineers since 1936 when he started in as a storeboat keeper with the Cincinnati District.

Sirs: None of my ancestors could drink water without getting ill, let alone board a boat. I thought for years that S&D was for people whose forbears had sturdier stomachs than mine did. Now I'm trying to get all of the back issues of S&D REFLECTOR.

Allen K. Wisby,
1608 Burke Road,
Pasadena, Texas 77502



What would the DELTA QUEEN and MISSISSIPPI QUEEN look like together? That's easy, see above. Look again--these are 3/16" models built by Roger S. Johnsen, 8301-349 Mission Gorge Road, Santee, Cal. 92071. He and his wife Edna put on one-hour shows in California showing these models and running two movies furnished by the Delta Queen Steamboat Co.

Bob Burtnett's column in the Chillicothe (Ill.) Bulletin, issue of Sept. 18, 1975, reported the sternwheel excursion boat CITY OF WEST BEND downbound by his place the week prior. We ran a picture of her in the Dec. '73 issue, page 2. She was built on the Milwaukee River and was completed in May of that year. Her September journey commenced at Port Washington, Wis. on Lake Michigan, thence to Chicago, and down the Illinois. We now learn from a somewhat unexpected source, from Mrs. Roy A. Morningstar, Bowling Green, Ky., that CITY OF WEST BEND was bound for St. Looie. Her owners hoped to sell her there.

Sirs: We had a ball at the S&D meeting and our thanks to those who did the planning. We keep our houseboat on the Muskingum, frequently cruise to Blennerhassett, and watched the "digs" on the island last year with great interest. Nevertheless it was fun to board the SHOWBOAT II. Fact is we so much enjoyed it we didn't want to stand in line for the buffet luncheon lest we miss something on shore. The broadcasted comments were great.

At the evening meeting we found Mr. Strickland's movie fascinating. The music was fun and reminded us of that great year when Bob Schmertz played and sang both on the program and after.

We look forward to S&D every year and are never disappointed. How fortunate to be members, and the S&D REFLECTOR is my favorite magazine. Thanks.

Mary Louise Fetzer,
(Mrs. Donald A.)
10898 W. Valley View Road,
Northfield, Ohio 44067

We were reared on a well smudged copy of the "American Boy's Handy Book" which contained illustrated directions how to craft most anything useless. It was immensely popular and enjoyed big reception from date of publication (1882) and even into our boyhood. It was whomped up by Daniel Carter Beard, better known to Boy Scouts as Dan Beard who formed that group in 1910. Last September eight canoes loaded with Boy Scouts paddled from Newport, Ky. (across from Cincinnati) to Frankfort, Ky. (on the Kentucky) to ask Gov. Julian Carroll to name the new Interstate 471 bridge spanning the Ohio for guess who?

Dan Beard was born in Cincinnati and raised at Covington, Ky. He died in 1941. Mount Beard, adjoining Mount McKinley, was named for him.

These expertly done reprints of the original James Rees & Sons Co. catalogue won't be available forever you know. Jerry Sutphin and I had the job undertaken at our own expense to benefit everyone interested in steamboat pictures, drawings, and machinery details of Ohio-Mississippi-Missouri, Yukon, Nile, Amazon (you name it) steam days. \$3 brings you this treasure postpaid. Address Fred Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

Delly Roberston has our thanks for supplying newspaper articles containing background information concerning her good friend Capt. Joe Gould whose obituary appears on page 32 this issue. Delly was undergoing foot surgery on Sept. 25th last with the prospect of being grounded for several months.



Dianne Duncan (left), Delly Robertson and The Clown aboard the SHOWBOAT II. The Clown appeared seemingly from nowhere and not until halfway home to Sewickley did we learn he was Bob Hamilton, Whiting, Ind.

Pictures on this and on the next several pages were taken by John L. Fryant, Alexandria, Va.



Aboard SHOWBOAT II on the Blennerhassett trip last Sept. 13: C. W. Stoll hiding behind the dark glasses (left) and Mabel Bartenhagen, Muscatine, Iowa. Centered is Dave Tschiggfrie, Dubuque, Iowa. Gabe Chengery at far right and Sheila who hails from the Fox River, Wisconsin.



ABOVE: Capt. Jack Gessling at the wheel of SHOWBOAT II.

RIGHT: Lola (Sam) Lacefield, Georgetown, Ind., and Manfred Mueller share a table with Anderson and Anderson, Ltd., Cincinnati. Brother Andy Anderson (next the window) is in direct charge of the Inland Rivers Library housed in the Cincinnati Public Library.



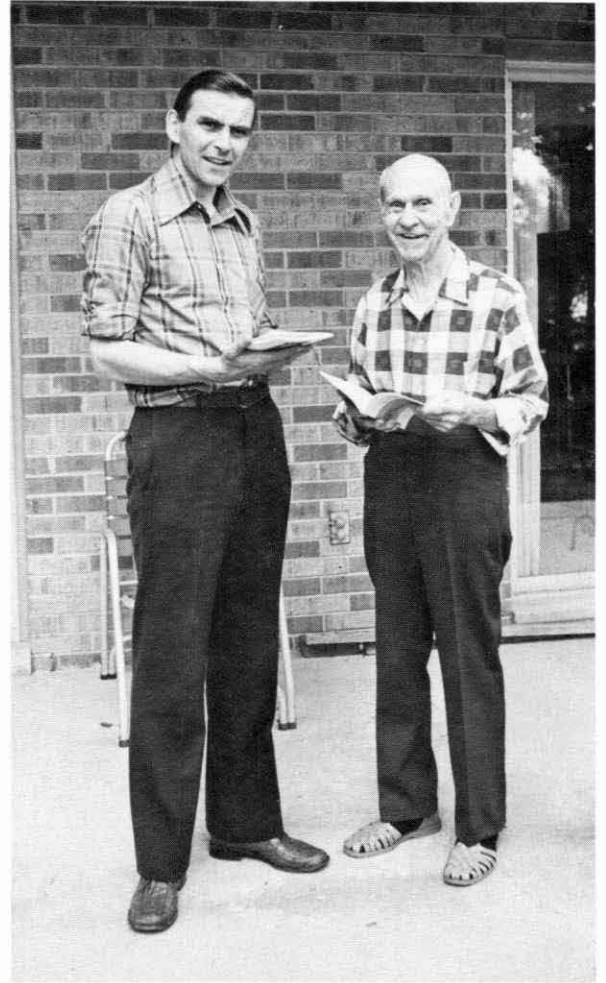
ABOVE: Bob McCann who started his river career on the BETSY ANN and veteran of many Blennerhassett tours is on the SHOWBOAT II's bridge. Profiled at the pilothouse door is Bob Booth and facing the camera at lower right is Lloyd Ostendorf who located the picture of the ALECK SCOTT shown elsewhere in this issue.





ABOVE: Capt. Roddy Hammett (left) is talking with his mother (her back to the camera). Across the table are Homer and Grace Hawley, parents of Capt. "Doc" Hawley. Roddy is alternate master and mate of the new NATCHEZ at New Orleans, and was about to depart for a tour of Europe.

RIGHT: Manfred Mueller of Western Germany (left) spent two days after S&D visiting with Mr. and Mrs. John L. Fryant in Alexandria, Va. They called on Frank Teuton (right) at Washington, D.C. who is seen presenting Manfred with a copy of his new Upper Tennessee River book.



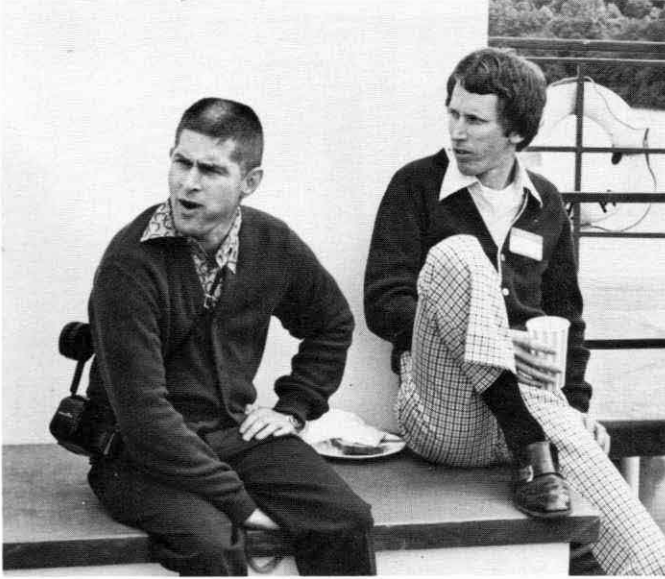
Facing the camera on the far side of the table are S. Durward and Della Hoag who as innkeepers of the Lafayette Motor Hotel made such a success of the venture. Recently the hotel, tackle and apparel was transferred to new local Marietta ownership headed by Harry Robinson. Mr. and Mrs. Robinson in this scene are sharing the table with the Hoags. In the foreground we see Doug and Janet Wetherholt, Gallipolis, who cruise the Ohio in their houseboat HURRONICO.



ABOVE: At the left is Tom Miller (Steamboat Tom) sharing skydeck scuttlebutt with Lloyd and Rita Ostendorf, Dayton, O. and between these two is the winsome bride of last August 9, Rosi Miller Hickman. Rosi and Tom are brother and sister.

BELOW: Sandie Miller, Louisville, direct descendant of Capt. Mary M. Miller who well may have been the first lady skipper on the rivers (see Dec. '73 issue, page 15 for portrait and write-up) is having a table tete-a-tete with Allen Hess whose superb photography first appeared in our Sept. '75 issue, page 47.





Bob Erwin and Fran Mullen, Gallipolis, Ohio. Remember the pictures of the wrecked Silver Bridge, Point Pleasant, W. Va. which fell on Dec. 15, 1967? Bob took them---they appeared in our March '68 issue. Fran Mullen provided the view of the old ferry KITTIE WOODS shown in this issue.



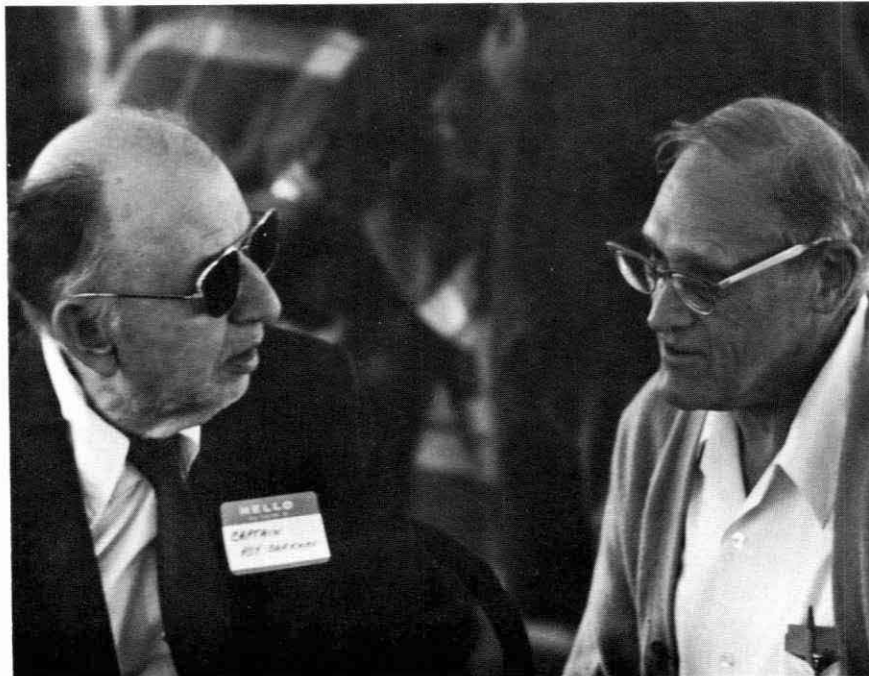
Cindy Bacon of the Delta Queen Steamboat Co., Larry Walker and Ye Ed in executive session about ships and shoes and sealing wax, and cabbages and kings. --And again our thanks to John L. Fryant for the pictures in this series.

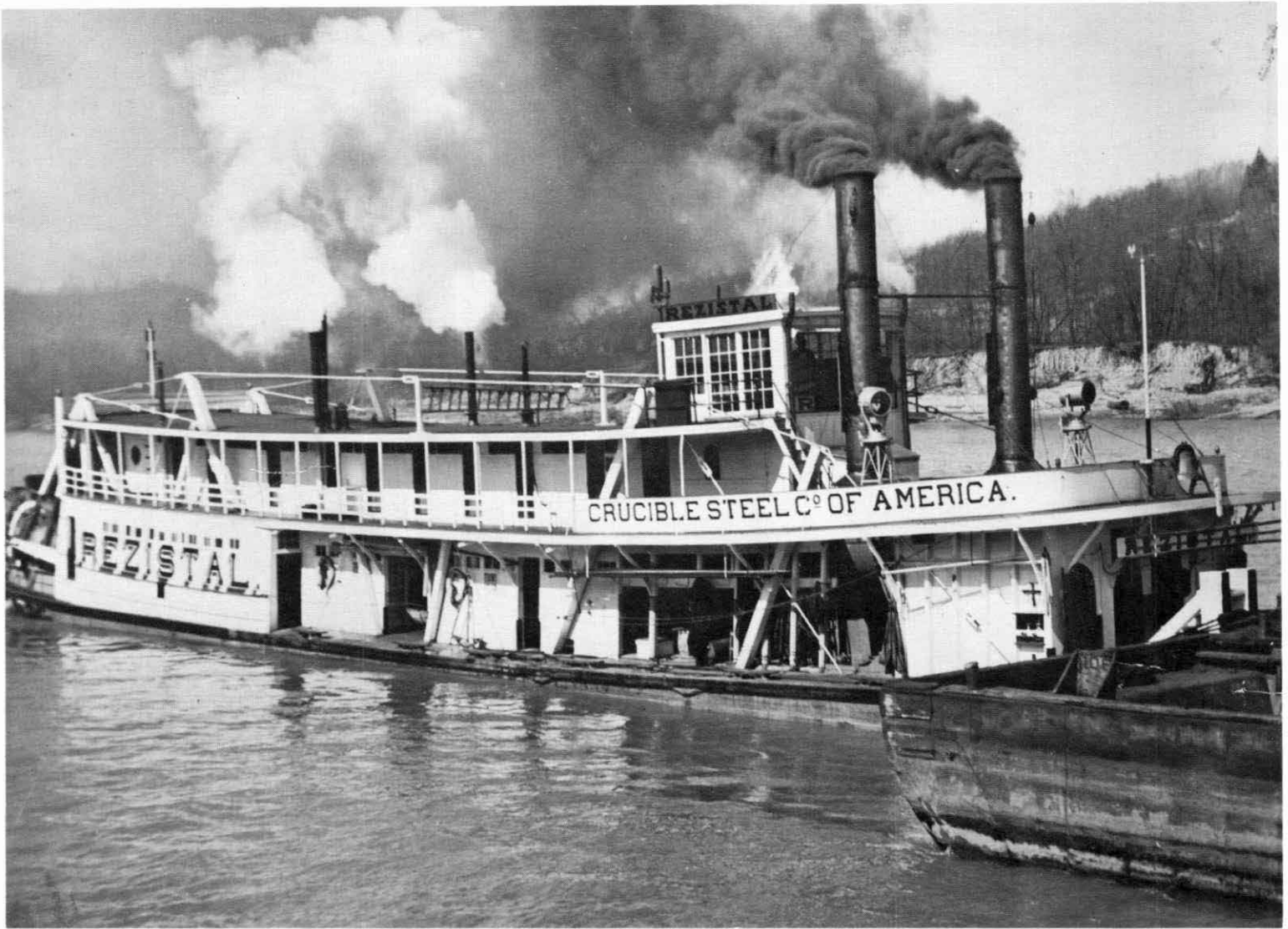


LEFT: The steamboatin' architect-author Alan L. Bates, Louisville.

BELOW: Capt. Roy L. Barkhau, Louisville, and James V. Swift, St. Louis, in conference.

These two scenes thanks to J. W. (Woody) Rutter.





ANY RESEMBLANCE HERE to the W. P. SNYDER, JR. now moored in the Muskingum at Marietta is sparked by the boiler deck lettering CRUCIBLE STEEL Co. OF AMERICA. Yes, the REZISTAL was in the Crucible fleet about ten years. Prior to that time, bearing the name of ATHA, she was in their fleet something like twenty years. And--and--when Crucible first bought her she had been running twenty five years as the CHARLIE CLARKE. She was built in 1882 and always was known as the "Hog Scalders" because of the great clouds of steam whooshed from her roof 'scape pipes.

In all of those 66 years she towed coal out of the Monongahela River to Ohio River points. When Ye Ed first met her she had her original name CHARLIE CLARKE and had R.C. painted on her pilot-house. She'd been a "Combine" boat since 1900 and Capt. Fred Dippold was her skipper just before she was turned over to Crucible in January 1917.

When new in 1882, built at West Brownsville, Pa., she had a model bow, and when Crucible got her in 1917 she still had it. Crucible renamed her ATHA for a steel plant of theirs in New Jersey and during a rebuilding in 1923 they changed her to scow bow and if that empty barge wasn't in the way in this picture you'd see it that way.

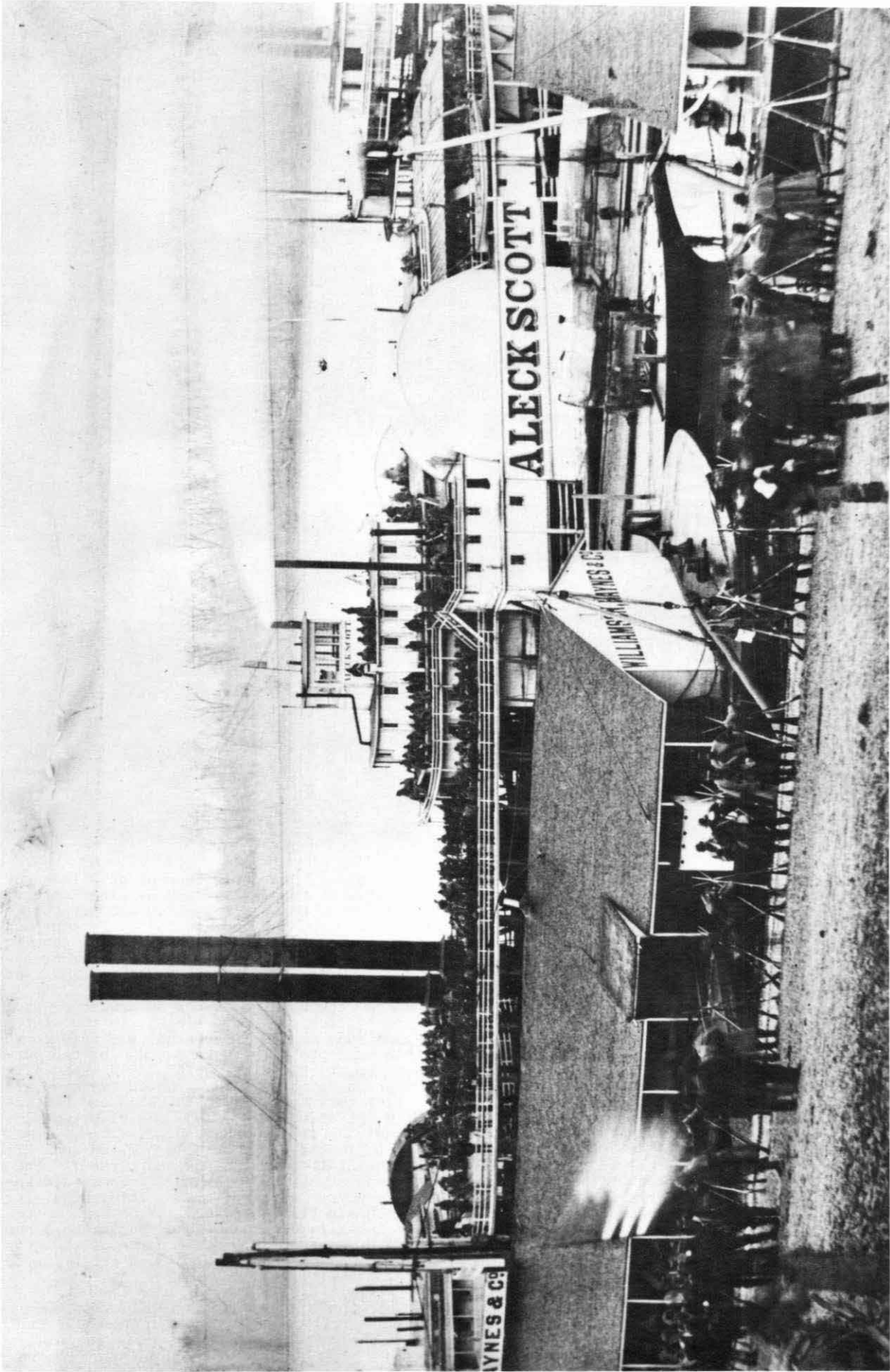
She carried the same machinery the whole time she ran, high pressure jobs 16" bore by 5 ft. stroke, and had three boilers. She was a lucky hog scalders all her years. Only time she staged a sinking was while the ATHA. She did it right at Haysville, Pa.

where W. P. Snyder, Jr. could conveniently look out of the window of the morning and evening commuter PRR trains he rode between Sewickley and Pittsburgh and get a good view. Convenient for Ye Ed too, and we rode a bicycle up-&-back several times getting postcard size pictures of the event with our trusty Brownie 3-A folding camera. That was in April of 1918. She was soon floated.

They put a new hull under her at Crucible, Pa., the work supervised by Ward Wiegel, in the winter of 1937-1938 and that's when she was changed to REZISTAL, a name probably dreamed up by the publicity department plugging a Crucible specialty steel. She ran up through 1947, which was even after Crucible got the W. H. CLINGERMAN and had renamed her W. P. SNYDER, JR., and the W. H. COLVIN, JR. which was the first HOMESTEAD.

Laid up at Crucible, Pa. at 6:30 p.m. on June 27, 1949, the REZISTAL caught fire and burned. Some said she was struck by lightning. Some said she wasn't. We never did hear the straight of it. The next we heard Bill Engle had taken her up the Monon to Ten Mile Creek and had built on a new cabin containing a restaurant and rumpus room for his pleasure boat harbor there. Good grief, maybe she's still there!

This rather dramatic photograph was handed to us lately by Bill Mallinson, to whom our thanks. Bill acquired it along with some other relics from what points to be the collection of John Tarn.



WHO SAYS IT COULDN'T HAPPEN! Here is the first actual photograph known to have been taken of the famous side-wheel ALECK SCOTT. Lloyd Ostendorf last summer was doing some pictorial research and picture identification for the librarian at Western Reserve Historical Society, Cleveland. Lloyd happened upon the original of this print in the

archives. It was in a scrapbook made in the 1870s by Col. Arnold Rand, a young Civil War U. S. colonel who apparently collected every photo he could get his hands on concerning the Civil War. The Western Reserve people very kindly allowed Lloyd to make this copy of the original albumin print. For more details see left column, next page.

AT THE S&D MEETING Lloyd Ostendorf asked us "Do you have a picture of the ALECK SCOTT?" "Well, yes, if you mean the litho or drawing of the early one," we replied automatically. "No," said Lloyd, "I mean a real photograph; looks like it was taken yesterday." He then handed us a brown envelope and we drew from it the scene on the opposite page, an 8 by 10 glossy. "Oh, wow," we softly said. "You mentioned the boat in the ECLIPSE story and I thought maybe--"

Those of you who read the ECLIPSE story in the Sept. '75 issue will recall Mark Twain's remarks of how he rode this monster in the St. Louis-New Orleans run, standing watches with Capt. Horace Bixby; of the uppity black at the New Orleans ball who puffed himself up to announce to all and sundry that he was a man of consequence--he fired the middle door on the ALECK SCOTT! Lloyd also sent along to us the portrait of Mark Twain shown in this column. It is made from an origi-



Mark Twain

nal taken in Twain's younger days by a New York photographer, Jeremiah Gurney, Jr.

The subject of the picture on the page at the left was built at Louisville, Ky. and completed at St. Louis in 1848, same year the famous daguerreotypes were made of the Cincinnati waterfront. The hull was 296 by 44 and she worked 25" bore by 10 ft. stroke engines and had six 38" by 28 ft. boilers. Capt. John C. Swon ran her in the St. Louis-New Orleans trade. Later in the "Railroad Line" she was commanded by Capt. Switzer and at the outbreak of the war by Capt. Robert A. Reilly.

When Maj. Gen. Henry W. Halleck, Western Dept., sent Brig. Gen. U. S. Grant with 17,000 troops on transports to Fort Henry in Feb. '62, the ALECK SCOTT was one of the fleet which ascended the Tennessee. We would judge that the picture Lloyd Ostendorf found was taken at this time or not more than a month later. Obviously all of the cabin and roof forward of the texas was stripped off, as well as most of the hurricane deck roof aft of the wheelhouses. Why? Perhaps too flimsy to hold the weight of the crowds of soldiers.

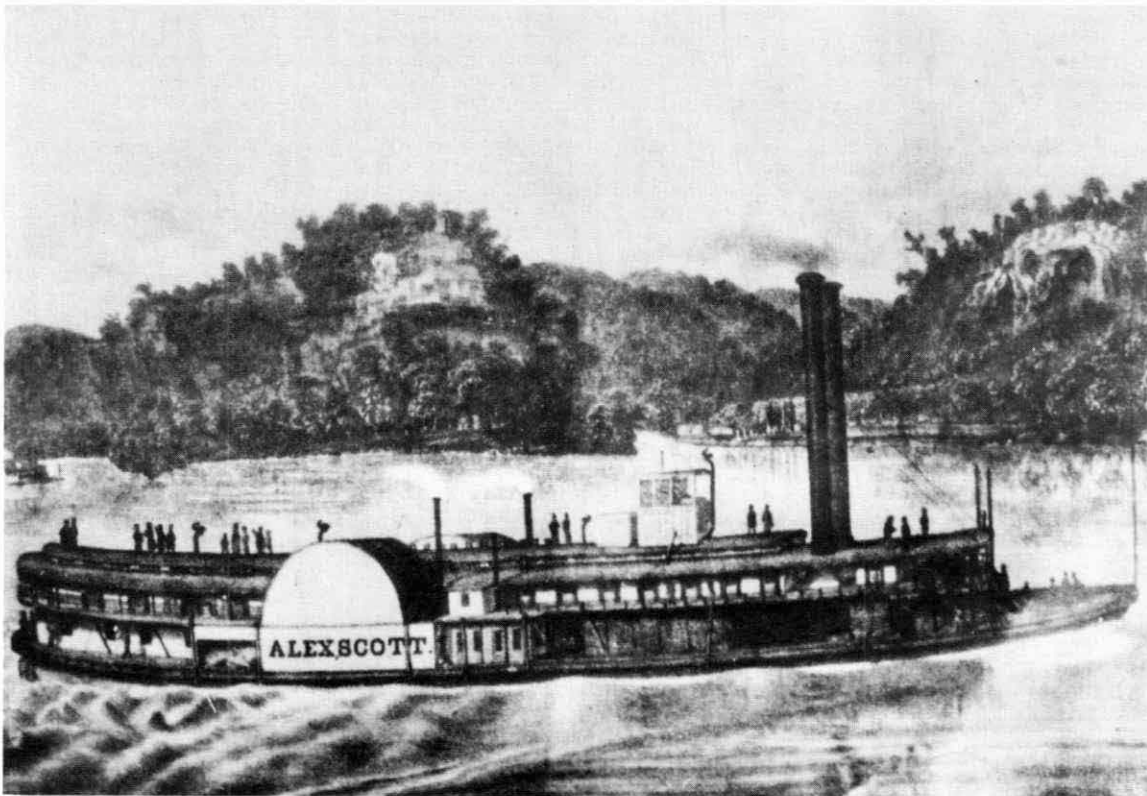
The photograph was made at Cairo and she's moored at the Williamson, Haynes & Co. wharfboat. U.S. troops with stacked arms dot the levee. A blurred U.S. flag flaps from its standard at the left. We assume the texas, pilothouse, name on wheelhouse, etc. are much as they were originally. The boat at

the right looks familiarly like the transport MARIA DENNING owned by the Hercules Carrel family from Cincinnati.

The U. S. Quartermaster's Corps formally took over the ALECK SCOTT on May 18, 1862 and changed her name to FORT HENRY. That summer she was taken to Carondelet, Mo. and converted into a gunboat with ten cannon. She was clad with 3" sheet iron to three feet below the water line. The U. S. Navy took her over on Oct. 1, 1862 and renamed her LAFAYETTE. The LAFAYETTE and CHOCTAW were giants of 1,000 tons each, and it is said an inch of India rubber was used as lining behind the outer steel casemates to absorb shock, and then backed by heavy timbers.

The LAFAYETTE survived the war and was sold at public sale in New Orleans for \$10,770 in 1865. She was dismantled at St. Louis and the iron sold for scrap.

BELOW: The original ALEX. SCOTT was built at Jeffersonville, Ind. in 1842 for Capt. J. C. Swon and others. In early years she ran in the Natchez-New Orleans trade. Her hull was 266 by 34 (69 over all). In 1847 Capt. Edward T. Sturgeon had her in the Louisville-N.O. run with Orlando L. Smith, clerk and this team continued her until they came out on the ECLIPSE in 1852 (see Sept. issue, page 40). Swon bought the J. M. WHITE built 1844 in 1846, then built and ran the ALECK SCOTT. Newspapers referred to the St. Louis ALECK SCOTT and the Louisville ALEX. SCOTT.



The ALEX. SCOTT of 1842.

NOTED MARINER DIES IN 96th YEAR

A Tribute to Capt. Fred F.
McCandless 1879-1975

by C. W. Stoll

Capt. Fred F. McCandless, noted lower Ohio and Mississippi River mariner died on August 16, 1975 at the Cedar Crest Senior Citizens' Home near Calvert City, Kentucky. Had he lived until September 28 he would have been 96.

The term "noted mariner" is used deliberately, as Capt. McCandless' scope of activities took in nearly the entire range of activities to be found in river operations during his lifetime. He started as an engineer then switched to piloting and then entered the packet business, built his own boats for the packet trade, later went master of one of the largest towboats of all time, had a successful career as a Coast Guard officer during World War II, returned to being master and pilot of passenger vessels during his later days of activity.

But more than that, Capt. Fred was a remarkable man. These other activities can be described in statistics, but he himself was something to cope with. Not particularly tall, Capt. Fred had a deep, booming voice, a hearty laugh and a most infectious smile. His great sense of humor and his love of people endowed him with a "million dollar personality" such as you find in very few human beings. In this respect he reminded me more of Capt. Tom Greene than anybody else I met: he had few acquaintances, but literally thousands of friends.

He was born in a small country community called Berry's Ferry, Ky., near Hampton which lies generally back from the river in a long, big bend which runs from Carrsville to Golconda. His father had an interest in the Golconda ferry and this boat, and in particular the engineroom, fascinated Capt. Fred as a boy. By the time he was 14 he was one of the hands on this ferry and so a distinguished career on the river was born.

About fifteen years or so ago when my business took me to Paducah regularly I sat down with Capt. Fred and detailed his career on paper; how I wish I could find those notes now--they have been misplaced for years. I asked him what was the first boat he stood a watch on, and he told me it was one of two little sternwheel towboats active in the Paducah harbor about 1900, but he couldn't remember for sure which one it was. Suffice it to say that he ran engineer for the Lee Line--he was second on the STACKER LEE when he had his license suspended for carrying a little bit too much steam, and also on the packets of the St. Louis & Tennessee River Packet Co.

It was during this time that he decided that he was in the wrong department. He told me that when



Capt. Fred M. McCandless and his wife Mary Lou enjoying a watermelon in the yard of their Paducah home, August 3, 1945. -Photo by C. W. Stoll.

the boat reached one of these Tennessee River towns or landings with a big freight pile, the pilots walked uptown and visited their friends, while the engineers went to work to correct something that was about to cause real trouble. So he began to steer and soon came out with a pilot's license, and ultimately a master's license. He liked to talk about his days on the packet SHILOH, carrying the mail between Danville, Savannah and Pittsburg Landing, when Capt. Sam Smith was purser and master of the boat.

But Fred had ambition and an aggressive mind--and he loved people--and he decided to go into the packet business in short trades out of Paducah. He and his brothers went to Marietta and had the packet OHIO built for the 32-mile trade to Golconda. They later sold her to the Turners at Madison. Then he got the RAPIDS which he ran in the Metropolis and Cairo trade. When she was lost in the 1918 ice he built the DOROTHY, undoubtedly one of the finest short trade packets ever built.

Capt. Fred was above all a family man. The DOROTHY was named for his daughter Mrs. Dorothy Thompson who survives him. Today she lives in the family home on Clark Street, just off the Paducah by-pass. It was my privilege to know his beloved wife Mary Lou whose death preceded his by several years. The death of an infant son left a burden of grief which neither Capt. Fred or Mrs. McCandless ever forgot. But Capt. Fred took great pride in his grand-daughter and her sons, and in the children of his friends. He knew and endured several sorts of tragedy but the experience always somehow seemed to make him stronger.

The DOROTHY lasted only four years, burning at Golconda in December 1921. Her speed was legendary. She had big power for her length--12" bore by 8 ft. stroke--but Capt. Fred always said the

real reason was her hull. One day we were walking in downtown Paducah and he introduced me to a man who was a total stranger to me. Later Capt. Fred told me the gentleman was the ship's carpenter who built the hull of the DOROTHY on the bank at the Paducah wharf. Together they took a cake of soap and carved a hull model from it, and this was the pattern from which this 140-foot packet's hull was constructed. With the DOROTHY and his other packets he was always ready for a special trip, and ran excursions up the Cumberland and down on the Mississippi when opportunity presented.

After the DOROTHY's loss Capt. Fred began a long association with the West Kentucky Coal Co. For an extended period he was master of the MARCIA RICHARDSON, towing usually out of Caseyville to Paducah where her barges were fletted for big tows down to Greenville and up to St. Louis in charge of the CHARLES F. RICHARDSON, second in size only to the SPRAGUE. He was master of the MARCIA on the ill-fated trip out of Kanawha River when her tow took her over the dam at #32 at Vanceburg. He told me how he warned the pilot that he was overestimating the backing power of the boat. But since Capt. McCandless' license went no farther up the Ohio than Evansville at that point, he yielded to the opinion of the Upper Ohio pilot, and lost several barges of coal.

He about that time went on the CHARLES F. RICHARDSON as pilot with Capt. Henry Nye, and ultimately succeeded Capt. Nye as master. Of course handling this behemoth required the ultimate in skill, and Capt. Fred stayed with her until her sale to the Valley Line. Her regular run for West Kentucky Coal was from Paducah to Greenville and St. Louis. But she was chartered for a while to ABL and ran above Louisville. If my memory is not playing tricks on me she also ran in the molasses trade

up the Illinois River. In these latter days, as long as she belonged to West Kentucky, they kept Capt. Fred aboard as owner's representative, as the RICHARDSON was no ordinary towboat. Somewhere along the line Capt. Fred's younger brother, Capt. Carl McCandless, a master-pilot with a flawless reputation, spent some time with Capt. Fred. I can still hear Capt. Fred declaring with gusto: "Carl is a dang sight better pilot than I am, but I taught him everything he knows." He took great pride in brother Carl and his accomplishments.

When World War II made its effect known upon our inland rivers and the LSTs were being built at various inland yards, a recruitment program was undertaken to get qualified pilots in uniform to deliver them to tidewater. Somebody (perhaps his COE friend Morey Brady) approached Capt. Fred and got an affirmative nod. So at the age of 63 Fred McCandless was sworn into the Coast Guard as a chief warrant boatswain. After a short period ranks were changed and he became a (two stripe) lieutenant. At the end of the war he was a lieutenant commander.

The first glimpse of Fred McCandless that I recall was at Cairo on Dec. 11, 1942 when he climbed aboard LST #1 on a jacob's ladder. Immediately thereafter I climbed down to a picket boat which took me to Cairo. I did not actually meet him until several months later. I was assigned to be his steersman on an LST departing Jeffersonville for Algiers Navy Yard and who knows from there. Capt. Fred and I were together to Memphis on that trip, the beginning of a rewarding friendship (for me) with a remarkable man who later taught me much. There was an age difference of 36 years between us.

Capt. Fred was proud of that Coast Guard service and later often expressed the wish that he be buried in his uniform, and this request was honored.

One night I got a phone call from Capt. Fred; somebody at Indiana University had asked him to pilot the showboat MAJESTIC from Louisville to Paducah, playing at towns enroute. Could I meet him at the bus and ride down to West Point? Naturally. Before I got off there he was training an attractive co-ed to steer! Thanks to this trip I had the opportunity to steer from the pilothouse of a showboat.

Capt. Fred's last official steamboating was as mate aboard the BELLE OF LOUISVILLE. This was in 1964 or 1965.

After that his steamboating was done on his livingroom sofa, and on occasional visits to the Paducah wharf. His devoted daughter Dorothy made a happy home for him, but in time he decided that he should relieve her of some of the responsibility she had undertaken on his behalf. He entered a retirement center near Possom Trot. But even here, the irrepressible

personality asserted itself. My friends from Paducah have forwarded me clippings of senior citizens' activities where the aging steamboat captain was keeping things lively--as usual--for his colleagues.

The late Capt. Howard M. (Doc) Carr worked on Capt. Fred's packets. These two had a long-standing feud over two details; their birthdays were three months apart, and they always argued who was the older. The second point was that they loved to stage a big discussion, usually ending in a pseudo-violent argument, as to which was the better looking. Both had many adherents, from both sexes.

And so the end came to yet another fabulous character of the rivers, one who contributed so much to so many. Three long blasts and a final short for Fred M. McCandless. May he sail on untroubled waters, and no onshore wind.

Sirs: Anybody out there want The Waterways Journal from 1953 to 1974? It's first come first served and the price is right. Just the packing and the postage.

Dick Bissell,
15 Roads End,
Boothbay Harbor, Maine 04538

Sirs: I was particularly interested in the article on the ECLIPSE (Sept. issue). Descriptions of her remind one of the J. M. WHITE although she was longer and probably faster. The article leaves me with the impression that the ECLIPSE was not a financial success. If this was the case she resembled the WHITE too. I wish I could have seen some of these boats.

John H. Leslie,
3600 West Lake Ave.,
Glenview, Ill. 60025



SWEET MYSTERY OF RIVER LIFE! This picture tells better than words the meaning of belonging to our close-knit clan. Shortly before we lit off for S&D a letter came from Bob Burnett. "Do hope the S&D meeting is a great success and I'm looking forward to reading about it," he wrote. "I am enclosing a picture which only we of the river gang can appreciate. Last Saturday Capt. Dennis Trone phoned my wife to alert us that the JULIA BELLE SWAIN would be up the river at our place about 9:45 next morning. So early Sunday Eleanor put me in a wheel chair and pushed me out on the front porch. You see a few days before Paul and Bob Anton had built a platform so that the chair could be rolled out there. Right on the nose at 9:45 the beautiful whistle of the JULIA BELLE sung out. Dennis stopped the boat in front of the house. Then his wife Libby I'll swear played every song she knew on the calliope. Everybody waved and waved, and we waved back, and the boat hovered at our place for about an hour before heading back to Peoria. I of course have not been able to ride the boat this summer and have missed it so much. So Dennis and Libby brought the boat to see me. Now can you or anybody imagine a finer thing than this? When you see Ross Rogers give him my best and so long, so long. Bob.

The Memphis Commercial Appeal, issue of January 18, 1915:-

Fully 1,000 persons lined the river bank here yesterday to welcome the new excursion boat IDLEWILD of the West Memphis Packet Company. When the handsome boat came into harbor along with the CHARLES H. ORGAN at 3:30 p.m. yesterday the whistling of boats in the harbor announced the approach.

The ORGAN left here upbound at 1:30 p.m. loaded with guests and met the new boat at Island 40.

The IDLEWILD was visited by many people after her arrival, and will be on open inspection all day today. Competent guides will conduct tours.

The makers of the craft declare she is the fastest river steamboat in the United States. The construction is all steel. She has 21 watertight compartments in the hull. More than 200,000 rivets were used in building her.

The lower deck is of steel, covered with a 2-inch coating of concrete and asphalt, and in this respect is an innovation in boat-building, being the first steamboat ever built with an asphalt floor.

The motive power is supplied from three steel boilers, each 44 inches in diameter and 24 feet in length, each containing five eight-inch and two ten-inch flues. The engines are 14 inches in diameter and 6½ ft. stroke.

She has a maple floor for dancing, 33 by 96 feet, covering the cabin floor, and specially constructed rest rooms for women and children. The boat has a steam-steering apparatus, controlled by the pilot. She is built with a view to comfort and safety and is as near fireproof, storm-proof, and as proof against sinking as it is possible to build a steamboat.

The IDLEWILD is owned exclusively by Memphis people. She came to this harbor under the command of Capt. James H. Rees of the steamer KATE ADAMS who is also a member of the boat building firm of James Rees & Sons Co., Pittsburgh, Pa. Howard Connor handled the wheel as pilot and C. F. Halstead was in charge of the engineer room.

The West Memphis Packet Co. also owns the ferryboats CHARLES H. ORGAN and the HUSTLER and will operate all three boats.

The officers of the West Memphis Packet Co. are Charles W. Hunter, president; Henry Hotter, vice president and secretary; John C. Wyckoff, treasurer and general manager, and William Randolph, general manager. These, with William B. Gates and John Lang, constitute the board of directors.

The new boat will enter actively into service about March 15 and in the meantime will be handsomely furnished for the excursion trade.

The crew of the IDLEWILD will be composed of Capt. John C. Wyckoff, master; Joseph Mogwin and H. B. Fry, pilots; C. F. Halstead and James Perry, engineers; Scott Brewer, F. Irwin Sills and James F. Brannen, clerks, and Thomas Nash, carpenter.

-Thanks to Jack Custer.

=Many of these names are not familiar to us. We suspect that the pilot who brought her to Memphis was not familiar to the Commercial Appeal reporter either--he was not Howard Connor---but Capt. H. Stewart Conner. His picture appears in our Sept. '65 issue, page 3. The HUSTLER mentioned above may be the steel hull 39.5 x 10 Grafton-built boat of the name, built 1910 and later operated at Pine Bluff. -Ed.

Dear Madam: I'm sorry not to remember your name, but I want to thank you again for the post card of the VALLEY GEM which you gave us yesterday.

Then there's a story I neglected to tell you. The toilets on the VALLEY GEM were over the stern wheel. I was sitting there when she came in for a landing. As long as she was going forward all was well. But when she reversed the paddlewheel threw cold river water up against my little behind, giving me quite a surprise. I think this happened about 1904 or 1905. The event lingers in my lame memory.

Allen B. McClelland,
Pataskala, Ohio 43062

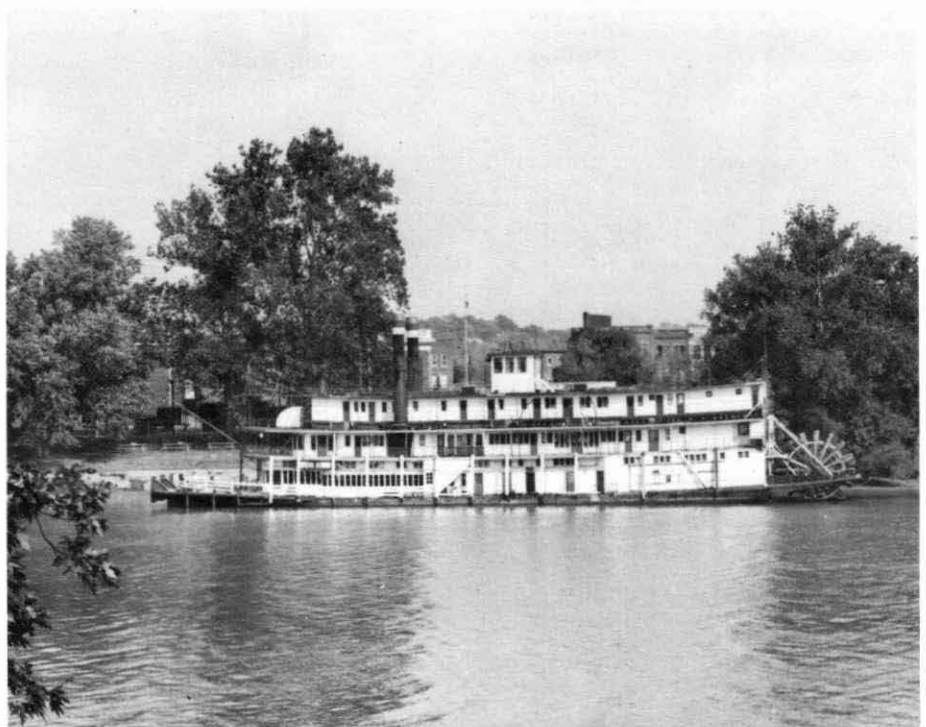
=Supplied kindness of Catherine Remley to whom it was addressed. -Ed.

Sirs: A river puzzle I've never been able to solve. North of Tiptonville and above Island 10 there is a place on the bank of the Mississippi River called Shotwell Field. One old river map I have marks this location as the point reached by the A. L. SHOTWELL in three days out of New Orleans in 1853. Do you have any idea when the spot was named and why?

Also, far as I know, there is but one place along the Mississippi or elsewhere honoring Capt. Horace Bixby, and that is Bixby Towhead here at Tiptonville.

Emmett Lewis,
Tiptonville, Tenn. 38079

=When the A. L. SHOTWELL made her speed trial in 1853 from New Orleans to Portland, Ky. as described in our last issue, her "24 hour mark," "48 hour mark," and "72 hour mark" were widely publicized. These marks were incorporated into a river map New Orleans to St. Louis published by J. T. Lloyd, 164 Broadway, New York, 1863, scaled 5 miles to the inch and marketed at \$1 the copy. Most of the Federal gunboats, etc. used these. Capts. Bart and Will Bowen helped prepare them---both friends of Mark Twain. We would suppose that "Shotwell Field" is a carry-over from the 72-hour or 3 day mark--which was slightly below Island 8 on the left bank. -Ed.



BECKY THATCHER ON THE MUSKINGUM

Above is snapped from the Harmar side of the Muskingum at Marietta, taken by S. Durward Hoag on Oct. 8th last. Many S&D members inspected the boat the morning of Sunday, Sept. 14 thanks to the hospitality of Harry Robinson, president of Ohio Showboat Drama, Inc. Federal, state and local funds are being sought to convert her into a showboat. Last reports we have received prior to press time indicate that no work has been started.

First time you see a TV shot of president Jerry Ford seated at his desk in the Oval Office, glance to his right. You undoubtedly will catch a glimpse of "The Broncho Buster," the popular bronze created by sculptor Frederic Remington (1861-1909). This was recently presented to the White House by the Hatfield family.

James T. Hatfield (Sr.) admired the work and on a trip to New York in 1925 bought it at Tiffany's. It has been in the family since. The original is in the Metropolitan Museum of Art.

J. T. Hatfield will be remembered as a prominent leader in the coal industry, gave distinguished service to the Great Kanawha River Improvement Association as its president and honorary board chairman, and was vitally interested in the Boy Scouts. The library of the new Kenton County (Ky.) Boy's Club was dedicated in his honor.

His widow, the late Mrs. Hatfield, requested that the bronze go to "the best place possible." The family is to be congratulated on living up to the letter of her wish. The Committee for the White House necessarily is a choosy one, and was glad to accept the offer. A grateful letter to the Hatfield family from the president followed.

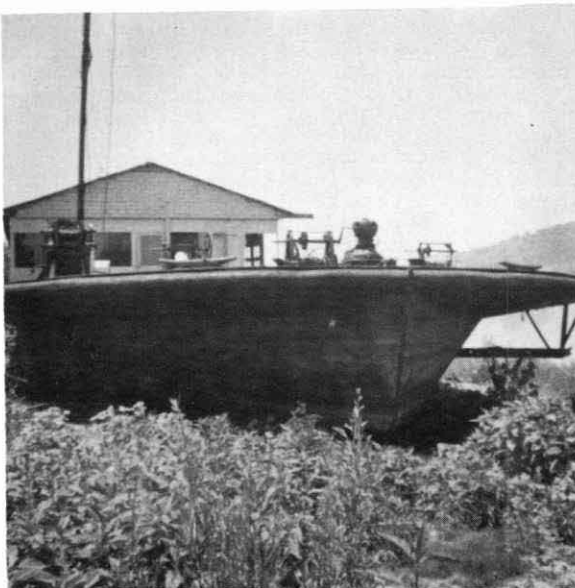
Speaking of the Hatfields, many of the family attended S&D's third "Whistle Blow" when staged at Long Reach, W. Va. on June 21, 1969. Two of them took turns blowing the famed wild-cat whistle from the old towboat J. T. HATFIELD, Mrs. Louise Hatfield Stickney and Miss Virginia Hatfield, daughters of Capt. and Mrs. J. T. Hatfield (Sr.).

Robert L. White, Box 16046, Winston-Salem, N.C. 27105 writes for information about a gunboat sunk during the Civil War named QUEEN CITY. She was a side-wheel ferry built at Cincinnati but did not see ferry service. When completed in early 1863 she was sold to the U.S. to become a tinclad, commissioned April 1 that year. The Rebs captured her on the White River in Arkansas, stripped her of her guns and other equipment of value, then burned the rest. The date is given as June 12, 1864 and location at Clarendon, Ark.

She probably was built to replace the older QUEEN CITY NO. 2 in the Cincinnati-Newport service.

Remember Capt. Joe Wells? Probably not for he died in 1935. Joe was a well regarded Kanawha River master-pilot. In his older days he was on the Pfaff & Smith sand towboats a good while and after Warren Burns quit the wharfage business at Charleston, Joe was the last packet agent.

What got us on to this tack is that Joe used to tell that his father, Capt. Lawson M. Wells, was skipper of a pint-sized sternwheel



On Oct. 22, 1950 the retired packet was towed away from the Cincinnati wharfboat, having been bought by the Dayton (Ky.) Boat Harbor operated by George Harrison. She was moored at that location and converted into a motorboat facility. She caught fire and the cabin and upper works were destroyed in July, 1968 (for two pictures of the destruction see Dec. '68 issue, page 37). A shed was built on the hull and service was continued until the hull was considered unsafe. So ended the last packet built on the inland rivers.

packet named JULIA MAFFETT coming up the Kanawha loaded with munitions and supplies for the Rebs in the early part of the war.

Phil Doddridge was the pilot and Bob Wilson was the mate. They got the boat almost to Charleston when the Yanks fired on them. Phil rounded to and high-tailed back down the river. U.S. Gen. Jacob D. Cox's troops were advancing up the Kanawha, so the JULIA MAFFETT was locked in a box, so to speak.

The crew landed their boat just below where old Lock 6 used to be, on the left bank at the head of Tyler Island. They set her afire and skeddaddled into the woods and made a successful escape. The boat and cargo burned.

Today some historians report that General Cox's troops burned the boat. But that ain't the way Joe Wells told it. The new Lytle List spells the boat's name JULIA MOFFETT. Joe said it was MAFFETT. Anyhow the Lytle List does report her demise "at Tyler, Va., August 1, 1861."

LAST OF THE CHRIS GREENE

Carl Hatley took these two views this past fall when the former Greene Line packet was beached on the Kentucky shore of the Ohio River near old Lock 35 and scrapped. The hull was built at the Ward plant, Charleston, W. Va. in 1925 and she ran until February, 1947, lastly in the run Louisville---Cincinnati. The steel hull at that time was in excellent condition, as she had been extensively repaired in Nov. 1946 at the Marietta Mfg. Co., Point Pleasant, West Va.



Ruth Ferris and a friend made a "NATCHEZ pilgrimage" this past fall to New Orleans and were entertained at Beauregard House for cocktails. Larry and Ethel Walker and Dorothy Frye also spent a week in New Orleans.

Welcome to S&D! Howard Peabody has joined up Mrs. Ruby Houston, 509 N. Union St., Natchez, Miss. 39120. Her father Capt. Willie Reed long was associated with the operations of the BETSY ANN, LITTLE RUFUS and LIZZIE B for R. F. and A. B. Learned.

We've heard from David E. (Dave) Dewey, well known river buff of Henry, Ill. Last winter he was on the MARY KIRK in the coal trade between Mobile and near Birmingham on the Black Warrior-Tombigbee. This past summer he was relief captain and pilot on the LESTA K operating on the Missouri.

Alan L. Bates, 1567 Bardstown Road, Louisville, Ky. 40205 has taken upon himself the rather awesome responsibility of drawing a set of detailed plans of the racer ROBT. E. LEE. It may come as some surprise that nobody really knows what the LEE looked like, except in a foggy way provided by the four or five photographs (none too hot) surviving.

A set of plans was marketed many years ago by the Boucher firm, an unhappy amalgam of the "racer" LEE and her Howard-built successor. Alan says "my heart goes out to the draftsman who made them, working as he did with almost no research materials."

Since then, model kits have been marketed based almost necessarily on the Boucher botch.

Alan for a starter has the Dowerman and Humphries daybook information including hull offsets for preparing lines drawings. "And, brother, that's all," he laments, realizing that much, much more is needed to assure accuracy.

"With the assistance of S&D I hope to improve this situation somewhat," he says. What he most needs is any source documentary information which still may be lurking in the woodwork. "I'll be glad to reimburse for postage and copying, but please write me first before copying anything," he asks.

Who better to tackle the problem than Alan!

Did fire really flame from old-time smokestacks, or is that just a Currier & Ives embellishment? The color litho of the NATCHEZ and ECLIPSE on the back cover of our last issue shows long streamers of fire and sparks. A fictitious touch to improve the drama?

Not exactly.

Albert W. Giles, 406 Giles Road, N.E., Olympia, Wash. 98506 informs us that he has a 26-footer steamboat on southern Puget Sound, and, says he, "I can put flame out the stack with the blower on, but it's a waste of fuel trying to heat up all outdoors."

Once in the dear dead days beyond recall (almost) we saw dull red flame lick from the stack tops of the JOE FOWLER as she strained to win a race with the RAPIDS on the lower Ohio. This was at night and plainly seen. I don't recall any other instance of it.

This steamboat owned by Albert Giles is a pretty neat trick. He bought a 22-man whaleboat in 1947 built five years before at the Puget Sound Naval Shipyard in Bremerton, Wash. For the first five years he ran her with a gasoline engine, then converted to steam.

His boiler came from England, used during WW II to energize portable steam fire pumps needed to combat blazes started by German bombs. His engine possibly is 65 years old from a steam troller on the north end of Vancouver Island. The steam whistle came from an old pitch-making plant at Oly Brew.

The CREST, as he dubbed her, can cruise at six knots and make seven

if need be. He has no hesitation in admitting that his steamboat costs about three times more to run than a diesel boat of similar size. She's oil fired, but he's thinking of going to solid fuel, probably coal. An oil-fired boiler tends to rumble, and it's that rumble that bothers him.

Yes, he can make fire come out the stack. Wood burner boats made a livid trail of sparks--looked like fire but really wasn't. Maybe that's what Currier & Ives were dramatizing.

Sirs: You were wondering about who Duncan Bruce was (Sept. '75 issue, page 25). I asked my uncle in Charleston about this and here is your answer: Duncan Bruce was the vice president of the W. C. Kelly operations.

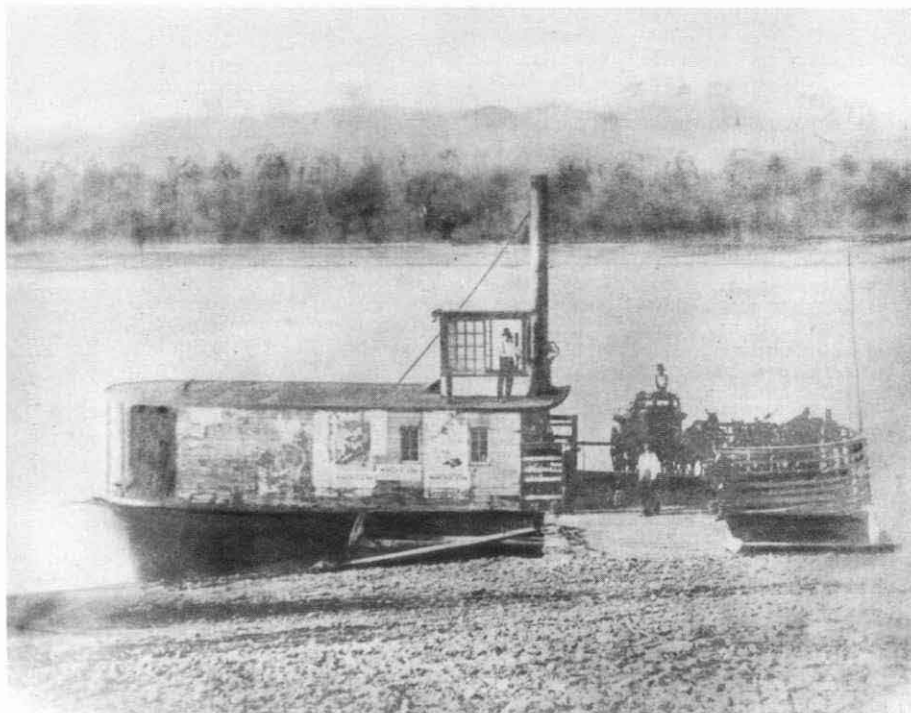
Jack E. Custer,
223 Carden Ave.,
Nashville, Tenn. 37205

Sirs: I learned about the S&D REFLECTOR from Mrs. Catherine Remley at Marietta and treasure each issue. Maybe you don't remember but we met on the DELTA QUEEN several years ago. I've had a dealer on the watch for a copy of your Way's Directory of Western Rivers Packets and now after several years he has found one. Guess how much? \$60. A little steep for a working man.

Alan G. George,
2820 Cornell Drive,
Visalia, Calif. 93277

Sirs: One class of man without which packets never would have operated were the old-time roustabouts and firemen, now nameless and faceless. Sometimes I wonder if the survivors of that era look back upon their experiences as "the good old days?"

Jack B. Hickman,
1527 Barrett Road,
Baltimore, Md. 21207



FRANCIS MULLEN handed us this surprise, a photo of an old-time Gallipolis ferry, the KITTY WOODS. She was built there at Gallipolis in 1871 and connected across the Ohio River to Gallipolis Ferry, W. Va. Most Hawkshaws can discover something wrong--if she's at Gallipolis she's docked head-down, most unlikely. If she's at the West Va. side then where's Gallipolis across the river? We figured maybe the picture was reversed, not uncommon if it's made from an old tintype, but fortunately she has circus posters pasted on the cabin bulkhead and with a magnifying glass some of the printing makes sense--not reversed. But ahah! She's not at Gallipolis or the Ferry either; she's at Ravenswood, W. Va. Henry Fleming ran her there for a while. Jesse P. Hughes remembered the recess wheel CHAMPION NO. 2 ferrying at Gallipolis in 1896 and until the fall of 1903 when she sank. Capt. Miles Brown then bought the LITTLE LAFIE at Huntington, changed her name to FRANCIS, and that was the first ferry Ye Ed recalls at Gallipolis.

Sirs: In the March '74 issue on page 3 is notice of a little boat at Wheeling in 1867 with the unlikely name of HERE'S YOUR MULE.

When my grandfather Capt. Thomas S. Calhoun took the SALLIE to Fort Benton in 1868 with more than a fair share of the usual difficulties attending those mountain trips, a large sign was prepared for her arrival and attached where all could read:- HERE'S YOUR MULE, 46 DAYS FROM ST. LOUIS TO FORT BENTON.

The SALLIE had achieved the record upbound trip for the season. This got me to wondering. In 1868 freight from Fort Benton to the gold diggings went by "rapid" mule train, much faster than employing the usual ox teams.

"Here's Your Mule" doubtlessly was a well understood expression of those times, although we moderns have become strangers to the point, pith or implied joke. That it was equally understood at Fort Benton and in Wheeling is sort of interesting.

John C. Ewing, M.D.,
410 Sulgrave Road,
Pittsburgh, Pa. 15211

=Which reminds us of a ditty:

Mary had a little mule
That follered her into
the skule,
Which was against the ruel.
But that mule weren't no fuel,
It kicked the teacher right
off her stule!
--And fer two weeks we ain't
had no skule. -Ed.

Sirs: I was trying to remember the other night what town it was in when you signalled for "full astern" and I unwittingly came ahead on the engines.

Carl S. Buchanan,
Jackson Public Trans-
portation Co.,
119 Glick Memorial Dr., W.,
Jackson, Mich. 49201

=Hey beanbag, that was no town. The excursion steamer WASHINGTON was downbound entering Emsworth Lock. We set the Cory indicator to REVERSE HALF to kill headway and some knuckle-headed engineer came ahead half. We signalled for STOP and got it. Then we bent the indicator clear over to REVERSE FULL, and back to HALF. Again the engines came ahead half. That big wooden crate with 1,300 people on her didn't have much space left to play games. So we signalled STOP, and then got the engineer on the telephone and explained to him the facts of life. By now we really needed REVERSE FULL, asked for it and got it. No harm was done. By inches. Streckfus manager D. Walter Wisherd called us on the carpet later and we related to him substantially the tale above. He inquired (tongue in cheek we hope) why had we not rung up AHEAD HALF with the idea the engineer would have given us REVERSE HALF. -Ed.

John F. Newlen, retired lock-
master at Lock 16, Ohio River,
died on Thursday, September 4,

1975. He was 80. He was born in Pleasants County, West Va. in 1895 and worked at Lock 16 for 43 years retiring in 1963. Burial was in the Parr Hill Cemetery near Beavertown (below Matamoras).

Sirs: The "little castle" shown in the last issue (pages 38,39) is built on property once owned by my grandfather and great grandfather Levi Bowyer who ran a ferry to Westport, Ky. before 1809.

I have been a passenger on many boats to Louisville in the early 1900s, the CORKER, KENTUCKY, CITY OF CINCINNATI, CITY OF LOUISVILLE, and others.

In the 1860's two of Levi Bowyer's grandsons licensed as pilot and engineer lost their lives in steamboat explosions. So you see I am truly a great granddaughter of a pioneer riverman.

Effie P. (Bowyer) Bower,
(Mrs. Buford E.)
Highway 62, Route 1,
Marysville, Ind. 47141

Sirs: Yes indeed the famous cartoonist H. T. Webster was born in Parkersburg, West Va. in 1885. He was known as the "Mark Twain of cartoonists." He's the boy who created "Caspar Milquetoast" of the series "The Timid Soul." And everyone remembers "Life's Darkest Moment," "The Thrill That Comes Once In A Lifetime," "How To Torture Your Wife," etc. Several collections were published in book form. I've got three which I picked up for the reasonable sum of 10¢ each at a sale in Hallowell, Maine on the banks of the Kennebec River not far from where Benedict Arnold started on his crazy expedition against Quebec in 1775.

Thanks for straightening out the history of the DUNCAN BRUCE. I've seen her on so many rivers and for so many years. Long may she flourish!

In regard to the replica of a modern pilothouse in the Smithsonian Institution's "Hall of American Maritime Enterprise," I've been signed on to write the sound-track narrative to go with this exhibit by Dr. Melvin Jackson, curator of Marine Transportation. Dr. Jackson is not an academician of a dusty frock coat, but has his papers on deep water and has put in his time.

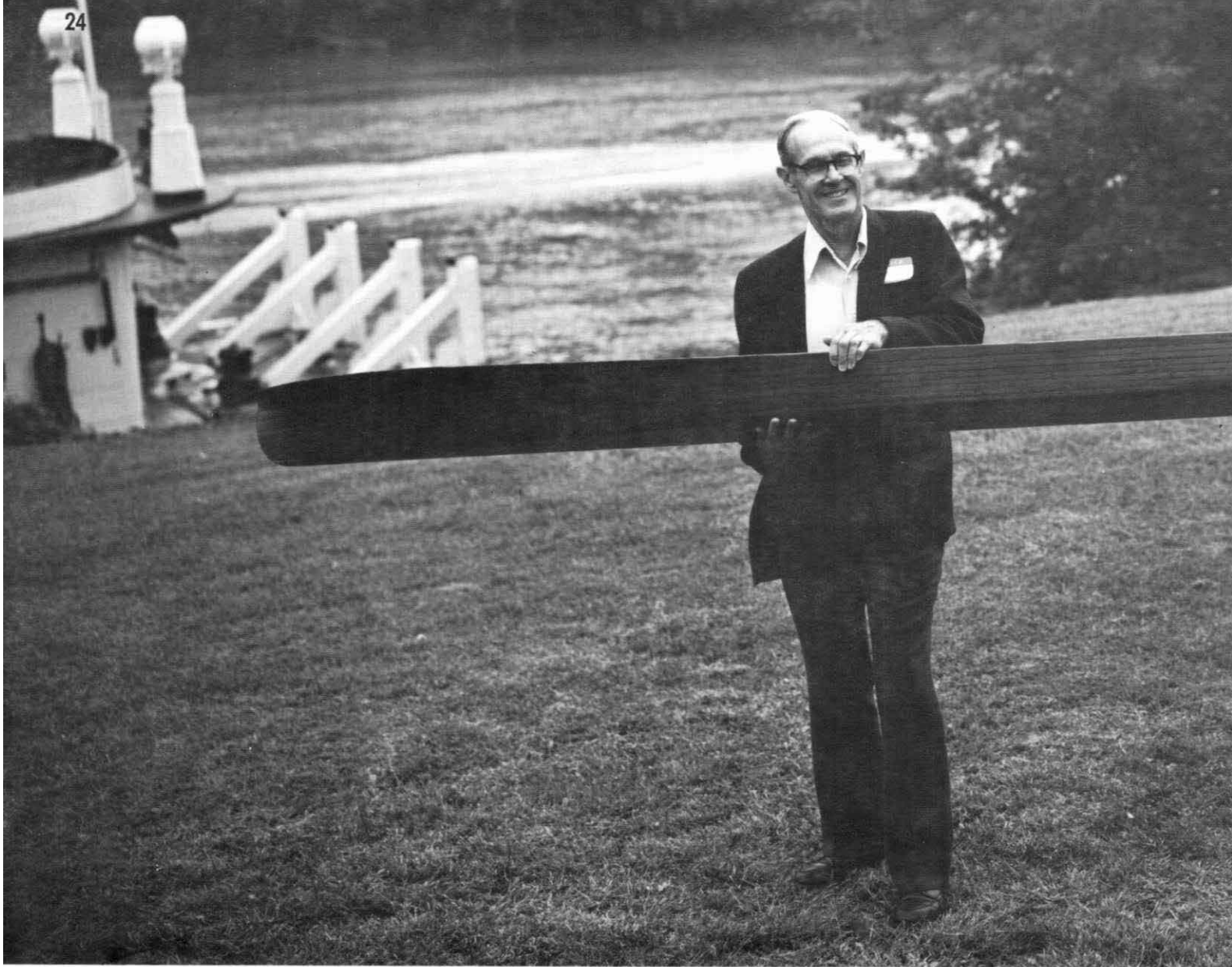
Marian is ringing the dinner bell and hollering for me to come and dive into "the fewness of the food." Best regards to all.

Dick Bissell,
Green Shudders,
15 Roads End,
Boothbay Harbor, Maine 04538

=We may be seeing more of Dick and Marian since he inherited his Aunt Bess Bissell's house in Dubuque, built by his grandpa in 1891, with a river view, a billiard room on the third floor and looks like the Howard manse in Jeffersonville, Aunt Bess died at 98. -Ed.



THESE RIVER RELICS were displayed in the Kanawha Valley Bank, Charleston, W. Va. during Regatta Week at that place which culminated Labor Day week-end with river activities. The life ring is from the W. C. WHITE. The roof bell's pedigree is not completely known, but was found in a storeroom of the Pfaff & Smith Builders Supply Co. The whistle is from the towboat ALLEGHENY. The pilothouse indicator came from the CHICKASAW, and the old megaphone is from the former Greene Line packet EVERGREEN. Tom Cook and others set up the display, and for the picture we are indebted to James P. Bupp, 800 Bauer Ave., Charleston 25302.



ABOVE is the 14'7½" length half section hull model of the side-wheel ECLIPSE whittled 1852 at New Albany, Ind. and never before photographed. What brought this on was the story about the model in our Sept. '75 issue coupled with the fact that Allen Hess appeared at the S&D meeting lugging a monster camera using sheet film 8 by 20 inches. No kidding, that's a desperate business using film THAT size. What he wanted was a long subject to practice on. So the only static object running lengthwise from here to next week badly in need of its portrait was

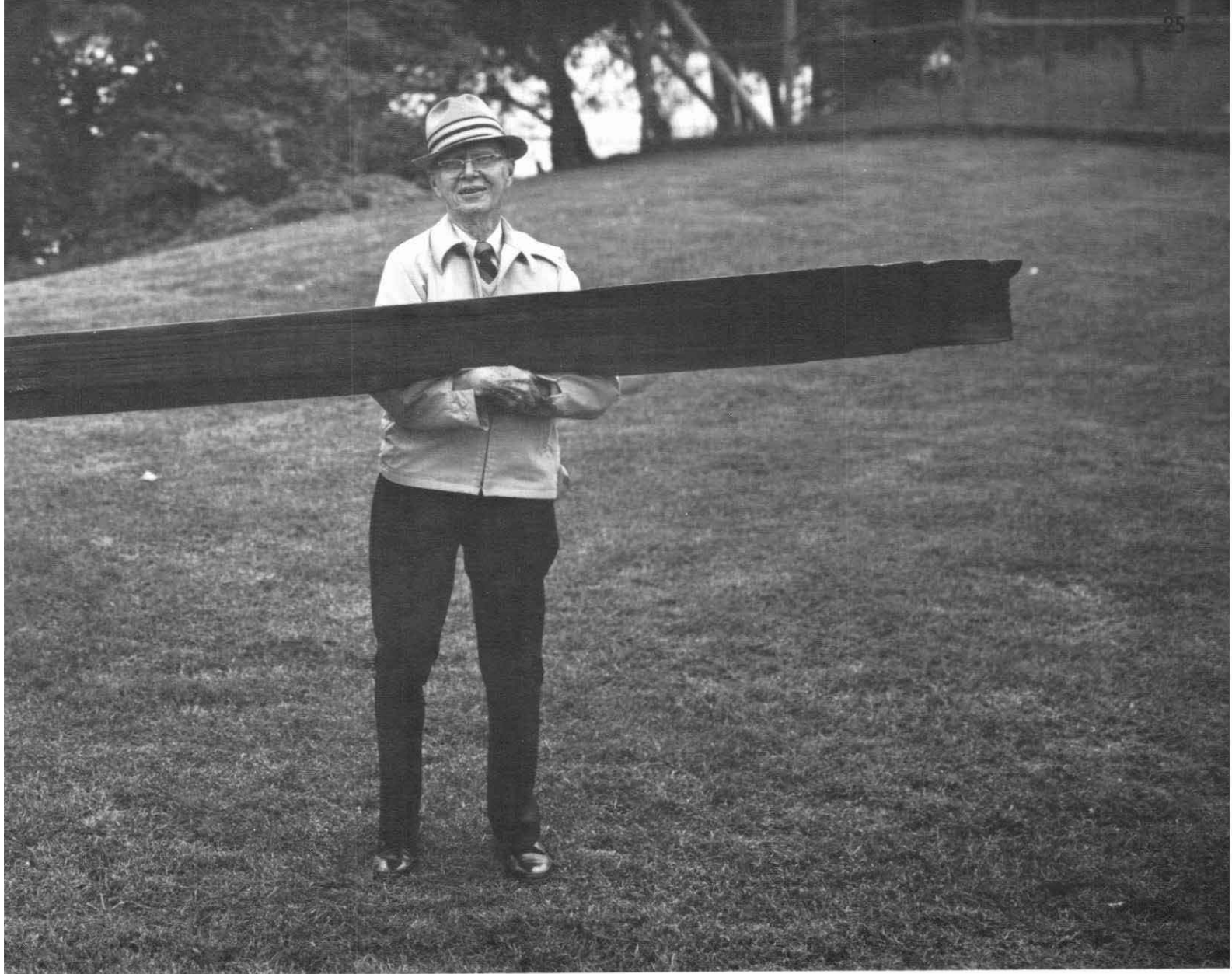
this ancient-of-days model.

We lifted it from its perch in the Ohio River Museum and strong-armed it out on the lawn. This old camera of Allens has a ground glass focus so he had to hood himself and the camera under a blanket and then the model had to be gee-hawed to right and left, and a bit closer, etc. Then the critical moment---all motion frozen---Allen slides in this great big long wooden film holder, pulls out the protecting slide, and click!

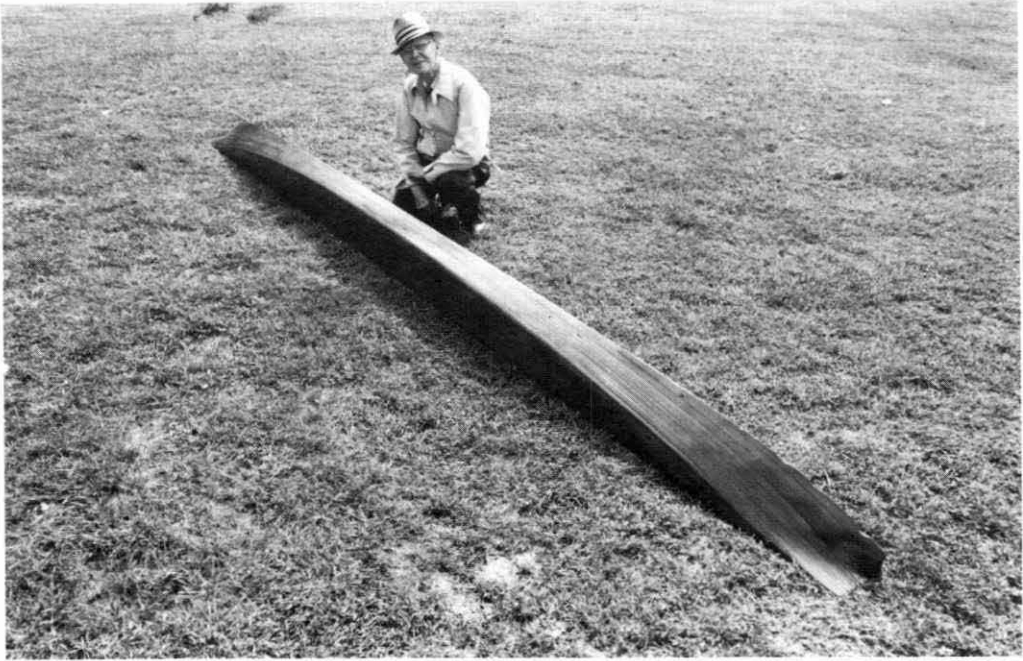
Of course Allen doesn't know whether he's got a picture, and won't know until he goes home to 826

West Rosco film in a the pictur heavy duty Morrison, voyages do the other

The exce that same Dayton, O. right fore model but



.., Chicago 60657 and develops this tub. Well, here's what he got----ove----mailed to us in a 3" i.d. ling tube. At the left is Fred D. anapolis, veteran of exploration he Allegheny and Cumberland, and on of the proposition is Ye Ed. t picture at the right was taken y by Chris Eaton, 239 Grafton Ave., 06. The hull's stern is in the nd. We had no way to weigh that ure has a lot of lumber in it.



TO THE PUBLIC

The steamer CONDOR, having commenced her regular trips between Pomeroy's Landing and Cincinnati, will perform said trip regularly every six days, when there is sufficient water to admit of her running at night.

The proprietors have had a new arrangement of the cabin, calculated for ladies especially, so that she is now prepared to accommodate both ladies and gentlemen, which accommodation shall be equal if not superior to any boat on the Ohio River. The number of her berths is calculated for eight ladies and two gentlemen.

The CONDOR will also stop whenever she is hailed, either for freight or passengers. She will take freight for the above and intermediate ports, and even to Louisville, reserving the privilege of reshipping by the evening line of packets which run from Cincinnati to that place.

The difference of time that she will take to effect her regular trip will be but very little, as she will make no stoppage for fuel.

As soon as the river will admit she will have an additional boiler, together with a new set of towboats for the purpose she is intended to run for. She will not be detained by either wind or stormy weather, having sufficient strength to resist either.

Finally the master of said boat insures the public in general that there shall be no pains on his part spared to render comfortable those who may favor his boat with their custom.

EDMUND GRAY, Master

POMEROY'S LANDING,
October 20, 1836.

=The above advertisement appeared in the Meigs, Gallia and Lawrence "Republic Advertiser" issue of October, 1836. This well may contain the first printed reference to "towboat." The term in context appears to mean lighters or flats, towed alongside. Capt. Ed J. Gray seems also to have been associated with the CONDOR NO. 2 and possibly the CONDOR NO. 3, three Pomeroy-based side-wheelers built respectively 1836, 1847 and 1853. Capt. W. H. Fry, Madison, Ind., where he had been in charge of the marine ways there in former times, said in 1880 (when he was 81) that he was manager of the Pomeroy Coal Works when CONDOR, a side-wheeler, (which one?) commanded by Capt. Ed J. Gray started towing coal to Cincinnati, the barges towed abreast of her, each having a steering oar to help manage them. After the Civil War, in 1867, the sternwheel towboat CONDOR was built at Cincinnati for the purpose of towing Pomeroy coal to that city, owned by the Pomeroy Coal Co. and her skipper was Capt. W. A. Barringer. Her machinery came from the Civil War gunboat CARONDELET. She eventually burned at Coalport (near Pomeroy) on Apr. 29, 1885. The Waterways Journal

in May 1906 reported the death of Capt. Elijah Barringer at his home in Middleport, O. and pointed out that he and his brother were the pilots on the CONDOR, side-wheel, which first towed Pomeroy coal to Cincinnati. Will R. Barringer, clerk and purser on the KEYSTONE STATE in later days, was a relative.

James Verdin Swift wrote up the Sept. 13 S&D meeting in the last Sept. 20 issue of The Waterways Journal, a masterly account. But we had expected him to mention the passing of Murphy's, the famous night spot on Marietta's Greene Street which was completely destroyed by fire just before S&D, in the early morning hours of Sunday, Sept. 6.

But Jimmy didn't fail us after all. He sent along to us some days later an account of the blaze with the note: "And just before S&D!"

Requiescat in pace.

Sirs: We have a large collection of steamboat pictures in our library called The Ellis Collection, and we are interested in expanding it.

Mrs. Paul (Pat) Hodges,
Manuscript Librarian,
Western Kentucky University,
Bowling Green, Ky.

=This collection, some 3,000, are from the late Courtney M. Ellis, steamboat engineer. What Joe Gould was to the Kanawha, Courtney was to the Green and Barren. -Ed.

Guy F. (Pop) Tooker, 83, was up-town from the DELTA QUEEN in Memphis. He slumped to the sidewalk, was taken to the John Gaston Hospital, and was pronounced dead on arrival. He had suffered a massive stroke. He was a trooper to the end, and the date of his passing was on Monday, September 15, 1975.

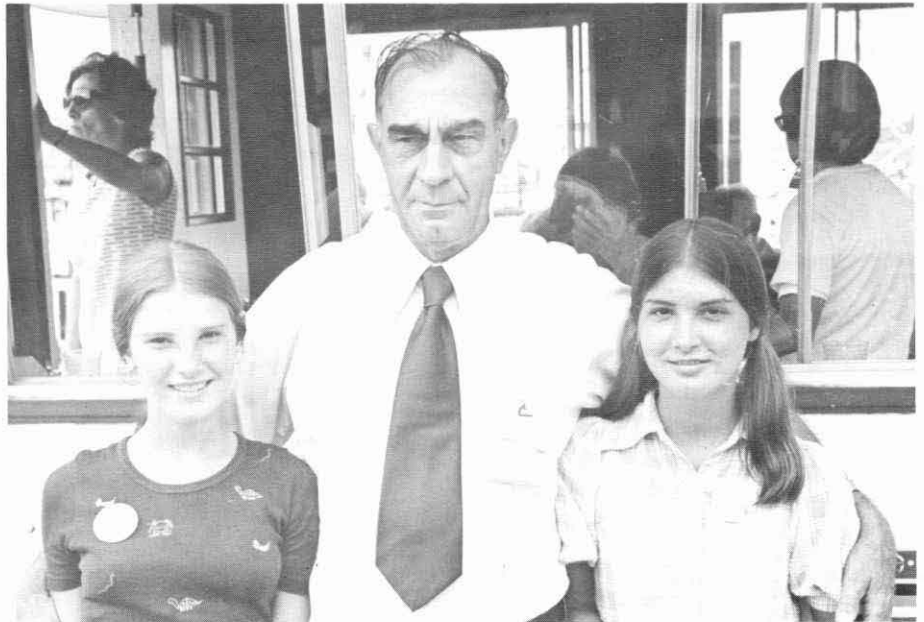
He and "Mom" (his wife Alice, 71) and son Vic, 45, all played music and provided entertainment aboard the DQ. They were a team for years. Pop was the popular trumpeter and doubled on drums. He also did comedy skits. The trio was known to hundreds of rivermen and countless thousands of passengers.

Pop began his river career in 1909 aboard the showboat FRENCH's NEW SENSATION. His show business career spanned 66 years including a WW I appearance in an Irving Berlin Troop Show. Early in his career he honed his skills on the Suitcase Vaudeville Circuit where he was known as Frederick the Great. Of late years he was well known in Cincinnati at the Terrace Hilton Hotel where the "Riverboat Ramblers," as the family trio was known, frequently played.

Pop and Mom were married in 1925 at Decatur, Ohio, when she was with the Moore Sisters, travelling musicians. They observed their 50th wedding anniversary last July 23rd.

Services were held on Wednesday, September 17 and burial was in the Sugar Grove Cemetery, Wilmington, Ohio.

Heartfelt sympathies from all of the S&D clan to Vic and Mom.



IF YOU LIVE ALONG THE KANAWHA an explanation of this portrait is needless, the dean of the river Capt. Harry F. White with his granddaughters Kelly White (left) and Tammy L. White. The picture was taken aboard the new P. A. DENNY by Jim Bupp this past Labor Day week-end.

CAPTAIN JOHN WILLIAM TOBIN was born April 21, 1827 in Clarke County, Alabama, where his father was a cotton planter of great wealth and distinction in those fertile flatlands bounded on the west by the Tombigbee and on the east by the Alabama rivers. He was sent north to Miami University at Oxford, O. where he excelled in literature and history.

His parents were John and Emily Elizabeth (Phelps) Tobin, both of whom had lived in Georgia prior to the marriage and the removal to Alabama. John Tobin Sr.'s grandfather came from Dublin and first settled near Barnwell, S.C. Emily Phelps Tobin's parents were from England.

The Phelps and the Tobins in those early times both were loyal to the Colonies and took prominent part in the young emerging nation.

The tragedy of the family was the early death of John Tobin Sr., following which, by misfortune and disaster, the immense fortune he had acquired was dissipated.

Young John, then 19, returned from Oxford and at Mobile enlisted in the Gaines Rifles for service in the Mexican War. While the regiment was enroute to the battlefields peace was declared.

He settled in New Orleans and invested in a river steamboat, so the story goes, and was not long in losing all the wealth he still possessed. Thereupon he joined a group bound for California by way of Panama and was not again seen in New Orleans until he returned there five years later, 1853, with some California gold still sticking to his jeans, enough to buy a share in another steamboat plying between New Orleans and Ouachita River.

On July 18, 1854 he married Miss Mary Frances Scott, the young and beautiful daughter of Judge C. C. Scott of the Supreme Court of Arkansas. Mary's mother Elizabeth (Smith) Scott came from an old-line family dating back to colonial times, so by this union there was unbroken ancestry of southern ambition and leadership, and added now to these qualities was the outstanding knowledge and skill of jurisprudence.

Capt. John W. Tobin's steamboats made money. In 1860 he went to the Howards at Jeffersonville, Ind. and ordered the J. F. PARGOUD, a 219-foot side-wheeler for the Ouachita River trade. Then came the Civil War and the new steamer was hidden up the Yazoo near Greenwood, Miss. One of the tales he told later was of how he was offered \$300,000 in cool Yankee dollars if he would spirit the boat northward and get her into Yankee hands, an act of treachery he considered unthinkable. As it turned out he personally gave the order to burn her so's the boat would not be taken by the enemy.

Those who knew Captain Tobin were lavish in praise of him. One writer said, "He was widely known, universally admired, and generally recognized as a leader of men, as bold and fearless as he was kind-



J. W. Tobin

hearted and generous."

During the course of the war he was with the Confederate Army in Virginia, and was present at the Battle of Manassas. Then his river experiences played good stead as he assisted with the Mississippi and Yazoo river operations. General Forrest later used him in secret service in the state of Mississippi.

The FRANK PARGOUD was built to replace the J. F. PARGOUD. The "Big name" boats after the war--KATIE, THOMPSON DEAN, ED RICHARDSON and finally the pinnacle of all, the J. M. WHITE of 1878, were all Tobin inspired. Ministers, priests and sisters of charity were passed aboard Tobin steamboats with no charge. Tobin's investments included cotton manufacture; he helped found the first cotton factory in New Orleans. He was the principal founder and the first president of the Planters oil mill, the pioneer cotton seed oil plant in Louisiana.

It rightly follows that the Tobin family was one of the FFV's of New Orleans. Captain Tobin was one of the founders of the Rex and Proteus carnival societies, a member of the Boston Club, of the Southern Yacht Club, and as five children grew up they found themselves members of the Metairie and Louisiana race course clubs. The New Orleans Fair Grounds, and the successful Cotton Centennial Exposition received his generous attentions.

There were seven children born to John W. and Mary Frances Tobin,

two of whom died in infancy. The five who matured, in the order of their ages, were Mary Gaillard who first married Charles P. McCan (and later remarried); Fanny John, who became Mrs. Capt. Thomas H. Underwood; Maude Emily Elizabeth, who married Leon G. Gibert; Ellen Virginia, who married Albert Sidney White; and John Francis Tobin, who married Miss Eliska Provosty.

Capt. John W. Tobin died, 61, on September 13, 1888. He lies in the Metairie Cemetery, New Orleans. His widow and the five children above mentioned survived him.

-For the above biographical data we are first of all grateful to Leonard V. Huber who also supplied the accompanying portrait. Many of the facts originated from the writings of Alcee Fortier, noted Louisiana historian.

Certain addenda in connection with the Tobin family may be of interest here. In our March '75 issue, page 18, is the description of an old-time side-wheel steamboat model shipped south aboard the J. M. WHITE in 1878, a gift to the son of Capt. John W. Tobin. This interesting model, now in the possession of Bert Fenn, Tell City, Ind., has the name JOHN F. TOBIN painted on her wheelhouses, obviously honoring its recipient. Captain Tobin's interest in the Rex pageants and reception balls at Mardi Gras time was continued in the family after his death. We note the selection of Miss Ellen Tobin as Maid of Honor during the ceremonies of 1892--high distinc-

tion indeed. The mercurial Tobin financial misfortunes dating back at least to the aftermath of John Sr.'s Alabama plantations again tail-spun the family into embarrassments when the J. M. WHITE became a white elephant (reported in March '74 issue, page 36), so much so that her loss by fire disclosed that minimal, if any, insurance was being carried, with consequent heavy loss to all stockholders. Captain Tobin accepted this crushing blow in 1886, two years before his death. Yet his biographer Alcee Fortier remembers him as a lover of his family, his home and his flowers. For all of his club affiliations he did not care for club life. Always a loyal Democrat he often was urged for Congress but never held public office. His charities were unbounded; he had a heart which always responded.

All we needed to do was look in The World Almanac to discover that cartoonist H. T. Webster (Sept. issue, page 4) is snugly ensconced along with H. Chandler Christy, James Montgomery Flagg, Fontaine Fox, Rube Goldberg, George McManus, Thomas Nast and other worthies as one of the 49 American illustrators and cartoonists worth remembering. He was born in 1885 and died in 1952.

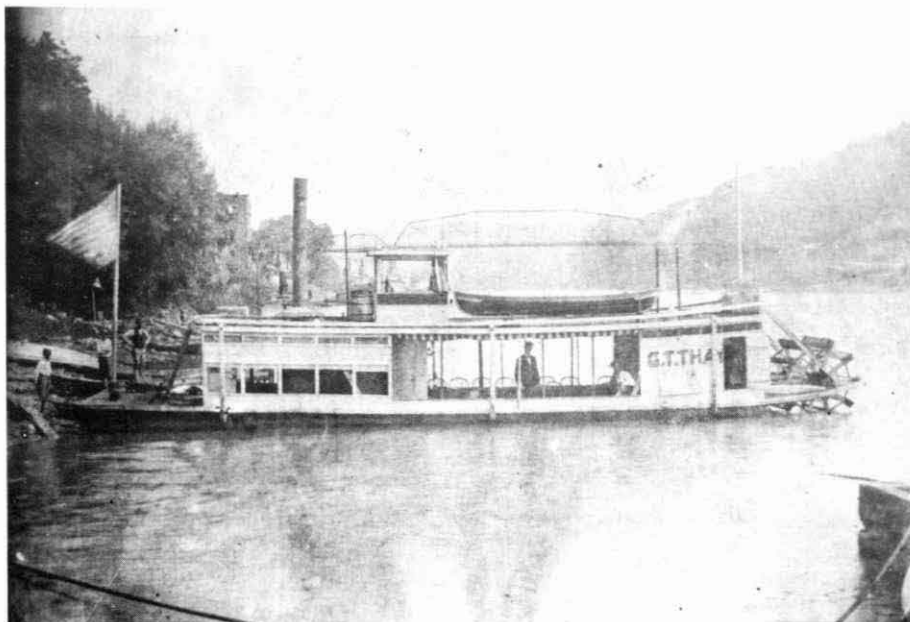
Yes, Parkersburg, West Va. was right--that's where he was born.

Bob and Ginny Beckett, Route 1, Hebron, O. 43025 looked at the Webster cartoon shown in our last issue, dug around in their library and rediscovered a book, "The Best of H. T. Webster, a Memorial Collection," published by Simon and Shuster, N.Y. in 1953 a year after Webster died.

He was christened Harold Tucker Webster, always hated it, signed his letters "Web" and his drawings "Webster." Before he had reached his teens the family moved for reasons undisclosed to a place named Tomahawk, Wis. which we note still exists and has a zip (54487) but young Webster never forgot the Ohio River and its steamboats. In 1908-1911 he was again briefly exposed while on the art staff of the Cincinnati Post.

Charles T. Campbell, founder of the Union Barge Line (now Union Mechling) died, 90, on Friday, August 22, 1975, at home, 5025 Fifth Avenue, Pittsburgh, Pa. His lengthy river career was the subject of a special article in this magazine's issue of June '73. He is survived by his wife, Mrs. Estelle Smith Campbell; a son, Thomas L.; two daughters, Mrs. Eloise C. Applegate of Philadelphia, Pa., and Mrs. Immojeanne C. Bradshaw of Winston-Salem, N.C.; seven grandchildren and 16 great-grandchildren.

Mrs. Peggy Gill Thomas, 2 Greenwell Court, Huntington, W. Va. 25707 is daughter of the late Ray and Mrs. Gill of that city. Peggy



G. T. THAYER

EUREKA! Here is the picture mentioned in the Sept. issue, page 26. The original is a blueprint photo and our problem was to rephotograph it so's it could be reproduced here. Some advisers said, and were probably right, that a yellow filter over the lens would do the trick. Not having one of these, we loaded our copy camera with a sheet of 5x7 Eastman Graphic Arts film (Kodalith Ortho, Type 3) and fired away. Not so bad, if we do say so ourself. This pleasure steamboat was built at Charleston, W. Va. in 1894 on a wood hull 46 by 9.3 by 2.2. Anybody ever heard of it?

gave us a call this past August inquiring how best to assist her son Thomas (Tim), who is 18, get his start on the river. Peggy's father Ray Gill was chief engineer on the BETSY ANN in 1928 during the celebrated race at Cincinnati with the CHRIS GREENE.

Lawson Hamilton, Hansford, West Va., bought the diesel sternwheel pleasure boat ROBIN D-TOO from the executors of the estate of the late P. A. (Pete) Denny this past August. The boat was rechristened P. A. DENNY in a ceremony at Charleston during the recent Labor Day week-end regatta. Lawson Hamilton also owns and operates the sternwheel pleasure boat MOMMA JEANNE.

Every now and again some S&D'r does a double-take when he sees a diesel towboat shuffling barges along the upper Ohio named MACK GAMBLE. She was built at Charleston, W. Va. in 1967, a twin prop 735 hp. job for Rosswell Ruble of Powhatan Point, O. who named her for J. Mack Gamble. She's now in the Bellaire Marine Service fleet, an offshoot of Delta Concrete, Bellaire, O. This past August BMS added the RUSS MOBLEY to its towing operations, a 900 hp. twin-prop named for the president of Marietta Coal Co. Mrs. Mobley did

the christening. Also in the BMS fleet is the STORMY II, named for the late H. L. Seabright, founder of Delta Concrete. Robert Heyl, president of the firm, commented: "The names on our boats are designed as living memorials to men who have played important parts in the making of river traffic."

Sirs: In the June '75 issue, page 2, Capt. William C. Dugan asks for the words of a poem he'd heard recited by Capt. Wilsie Miller. If he can lay hands on a copy of "River Steamboats and Steamboat Men" by Capt. Ellis C. Mace he will find the complete poem on pages 51,52.

And Ella Bell Hill came tripping aboard

All dressed in diamonds and silk
Whilst Granny Burns came limping
along

With a jug of buttermilk...etc.

C. E. Montague, Jr.,
Kitchen Building,
Ashland, Ky. 41101

=We would gladly reproduce the old doggerel save that it is completely unintelligible to anyone not briefed about the machinery of the side-wheel FASHION of 1872 where
The old bull wheel goes round
and round

And the belts flop to and fro.

-Ed.

THE MISSISSIPPI QUEEN
Progress Report

THE MISSISSIPPI QUEEN has been under active construction for more than two years. And the work still goes forward.

It was on November 11, 1973 when the first box-like hull section was dedicated with ceremonies at Jeffboat, Inc., Jeffersonville, Ind.

One year later, on November 4, 1974, we were escorted aboard for an inspection of the still unlaunched hull. On the last day of that month she "hit the drink" unnamed.

On April 30 this year she was christened with unprecedented fanfare at the Louisville levee.

This past October 6th, approximately two years after the first hull plates were joined, we were included in a group of three persons invited aboard by Jeffboat's Robert W. Greene III.

Our present aim is to provide for the reader some idea of what we saw, and a few impressions of that inspection. Our companions were C. W. Stoll, Louisville, who needs no introduction here, and Charles M. Stotz, the celebrated Pittsburgh architect--author--historian, who had come to Louisville to address the Filson Club.

The MQ was moored broadside at Jeffboat's outfitting dock, all of her superstructure in place and for the most part glassed in. The pilothouse and wing bridges were in place. No glass or equipment in the pilothouse. A bright red paddlewheel, completed, was hanging in place on the massive wheel beams aft. No exterior or interior painting had been commenced.

We were soon to learn that the boilers and main engines were installed. We visited briefly with chief engineer Kenny Howe who told us the engines had arrived at the shipyard quite like a "do it yourself" kit, hundreds of parts, no two joined. The pitmans were in the yard, not yet attached. The smokestacks with fancy tops just as shown in advance drawings and on the existing model were also in the yard.

Bob Greene brought us aboard via the forecabin plenty big for a tennis court, the scene dominated by the stageplank mast and boom. We never have seen, nor did we ever expect to see, a stageplank boom of such massive dimensions and weight hanging ahead of a river passenger boat. It serves as the initial shock to successive shocks as one progresses aboard, up and aft.

Centered on the forecabin just aft of the mast is a four-story octagonal monument to Babylon, the main stairways flanking it. The third and fourth levels of the octagon are diminutive passenger observation rooms. The roof is sort of a sacrificial altar upon which sun worshipers prone and supine burn brown. By looking aft about thirty feet and slightly upward, these blonde bronze maidens may,

and undoubtedly will, gaze into the eyes of the pilot on watch.

And vice versa the pilot has no choice but to stare at what confronts him directly ahead, for the pilothouse is contrived uniquely with no vision past two points abaft of beam. To observe rearward the pilot must hike out on the bridges for a cliff-hanger survey of the realm. Such system doubtlessly has wide acceptance at sea where the navigator has the whole Pacific to turn his boat around in. We think this is a first on rivers, and hence the mention of it complete with the bras and straps and suntan lotion.

Staterooms for the captain, pilots and mates are slightly aft of the pilothouse one deck below, and adjacent to their quarters is a crew's lounge on the port side convenient to rather large rooms labelled "Massage," "Sauna" and "Gym." Aft of these is a swimming pool, not enclosed, modest in size and ranking not unfavorably with Lake Titicaca for altitude. It must be 40 feet above river level, and insofar as our research goes, the first swimming pool on a Western steamboat, unless the old KANAWHA had one in 1911 when she took down the National Rivers and Harbors Congress. There is ample area around this pool to accommodate those sunbathers who can't be accommodated out forward on the roof of the Babylonian gazebo.

Automatic electric elevators will convey the pampered tourists from deck to deck. There will be seven push buttons for the various stops hull to roof. The lower level opens into a foyer of the theatre, down in the hull, complete with stage, projection booth and inclined seating.

The second level opens into a grand staircase not unlike that of the DELTA QUEEN save that it is turned around, the main stairs ascended aft to a platform, and thence port or starboard to the hallway above. If you are hunting the purser's office don't get off at #2; stay aboard to #3.

Stops #2, #3 and #4 lead to long hallways flanked by staterooms. The boat has no "passenger cabin" as we know the term. The deluxe staterooms are on #3 and #4, outboard, each a motel room opening on to a private patio. From deck chairs on these patios, and with complete isolation from fellow shipmates, the jaded jerks may contemplate the scenery, or their navels. They will not get to know anybody and nobody will get to know them. Why such circumstance should command premium fare, or why the boat's designers threw two decks out of joint to build these jails is a wonder to the jaybirds.

But back to the elevator. Exit at #5, provided you continue the direction you're headed, aft, leads eventually to the dining saloon. The galley is flanked port or starboard through hallways to get there. The equipment for the galley, still in crates and many boxes, had just arrived prior to our visit. Let us emphasize

again that nothing in this floating hotel was completed as of Oct. 6, 1975. What we viewed was the skeleton--no carpeting, no furnishings, no decorations, and no paint applied out or in. Very few of the hallways had ceilings--left open to provide access to the miles and miles of conduit and plumbing contained in overhead alleys.

Go forward on #5 and you arrive in the "grand saloon," a night club really, stage, dancefloor, etc. occupying the full cabin width, large windows at the sides, and access to the top level of the gazebo forward.

#6 takes you to the crew's quarters where the captain, pilots and mates are luxuriously harbored. By some contriving, or if you knew directions, you might get to the massage parlor, or to the gym, but it would be chancy without a map, or a blueprint. The pilothouse is hard forward on #7 and the swimming pool about two-thirds aft. The calliope will be up there in all probability, although we did not see it.

It hadn't arrived from Seattle. The 44-note \$35,000 calliope was built at that place by the Davis Calliope Works. It can be played from an electronic keyboard, or by operating a digital cassette tape from the pilothouse or the purser's office. So they say. They also say that Art Davis, who built this monster, never before tried his hand at building a calliope and has no strong background in music. Bill Muster found him someplace.

Jeffboat's Bob Greene squandered two hours chauffeuring the three of us on this tour last Oct. 6th, and even this somewhat lengthy discourse has not covered the half of what we saw. The business end of her, the stern paddlewheel, is in reality two wheels built on a common shaft, buckets staggered. She has balance buckets like a wheel should have, and 34-inch dip. We were strongly reminded of the paddlewheel set-up on the Goltra sternwheelers of the 1920s. They used a wheel about 40 feet bucket length, 22 ft. in diameter, with 42-inch dip, powered with tandem compound engines 24" and 50" bore by 8 ft. stroke.

The MQ's wheel is larger in diameter, maybe 26 ft. powered by tandem compound engines 16" and 32" by 10 ft. stroke. The Goltra towboats had 250 psi, and the MQ has two Foster Wheeler generators allowed 390 psi. These Goltra towboats could shove three 294 by 50 barges loaded to 8 ft. up the Mississippi at 2½ mph. The MQ's job is to shove a hull 345 by 67 loaded to 8 ft. plus up the same Mississippi.

The twin stacks on the MQ reach 77 ft. above the water line--or will--and hence must be lowered some 25 feet to clear bridges. To do this, they will be telescoped up and down by electric motors, the top section sliding down into the butts. This we believe is a novelty for river smokestacks. The first plan for lowering stacks

was called "telegraphing" them up and down, the name coined from the steamer TELEGRAPH. So it's telegraph to telescope.

A tentative schedule for the MQ announces her maiden voyage leaving Cincinnati May 11, 1976 for a round trip to New Orleans. This to us appears slightly optimistic, having seen the state of progress last Oct. 6th, at the two-year milepost, probably then 65% completed. Pay no heed to this remark coming as it does from a rank kibitzer.

Sirs: You ask "Who is James Gardner, by the way?" on page 3, Sept. issue. He was one of the team assembled to plan and design the new QUEEN ELIZABETH 2 for the Cunard Steamship Line (See "Great Ships of British Registry Since 1840"). James Gardner and Dennis Lennon were joint design coordinators for the QE2. Mr. Gardner's main responsibility was the exterior styling and trim of the ship. It is very easy for me to see the "Gardner touch" on the plans for the new MISSISSIPPI QUEEN.

Thanks to Larry Walker for "taking pen in hand" and setting the record straight.

R. Dale Flick,
1444 Burney Lane,
Cincinnati, Ohio 45230

=Had James Gardner and Alan Bates drifted down the Mississippi in a shared shantyboat for some uninterrupted rap sessions five years ago benefits may have accrued. -Ed.

Sirs: Relative to some of your questions in the Sept. issue about details of the NATCHEZ:

No, we don't have pilothouse control. The engine-order telegraph is the big flat gizmo (page 10, bottom picture) at far right peeping up over the stb'd steering lever. The black handle sticking up from the half-round housing is the bow thruster control. The two small black knobs are the searchlight controls. The square box under the front window is an ashtray. The big box at the left that looks like a computer or something is the main lighting panel for all of the outside lights, necessitated by the USCG's requirement for double circuitry to all controls. Even the searchlights operate from this panel.

You're right, I did put that acorn on the roof bell (page 13, top picture). Back in 1956 I wrote and asked you for a pattern for a wooden acorn. In due time I received from you a shoebox containing a real wooden acorn from the famous packet QUEEN CITY. This I loaned to Larry Walker who used it as a pattern in making four new ones for the corners of the AVALON's pilothouse. Then I put your original on the AVALON's jackstaff. When she folded in Oct. '61 I liberated it and put it on the DELTA QUEEN's jackstaff. When I left the DQ it went to the roof-

bell of the BELLE OF LOUISVILLE. Now it's here on the NATCHEZ. Very few acorns have been around as much as that one.

Clarke (Doc) Hawley,
New Orleans Steamboat Co.,
Box 2407,
New Orleans, La. 70176

=We got it direct from the QUEEN CITY when she was used as a wharfboat at Pittsburgh. -Ed.

Veteran newscaster Lowell Thomas showed up at Marietta, O. to deliver his CBS news from station WMOA last October 9th. The 83-year-old Greenville, O. native was in the area visiting his friend Bernard P. McDonough, Parkersburg. The large pilotwheel from the towboat MONONGAHELA displayed in the Ohio River Museum is a gift to S&D from Mr. McDonough.

Work yawls, earlier called "long boats," were standard equipment on steamboats almost since the start. The first real lifeboat, made of metal, was seen at St. Louis on the ALECK SCOTT in the winter of 1852. It had been procured in New York by Capt. J. C. Swon, made to his orders. It was swung over the forecandle. Commented a local river editor:- "Lifeboats will become more general with the operation of the new steamboat laws."

Cindy Bacon of the Delta Queen Steamboat Co. has favored us with an advance scheduling of the new MISSISSIPPI QUEEN now abuilding.

We note with not inconsiderable interest the inclusion of a trip up the Ohio from Cincinnati to Pittsburgh July 17-24, 1976. We reached for the smelling salts after reading the asking price for an outside suite \$1,050 per person ONE WAY. Surely this must be a typo error; ROUND TRIP is intended let us pray. Of course you can slum it for much less. A "BB" room commands \$455 per person, a double lower and single upper. The journey takes seven days round trip. The 'de luxe' staterooms on the BETSY ANN in 1928, same seven-day round trip, went for \$40 per person. But you've got to remember that the BETSY ANN didn't cost the Way family as much as the MQ's calliope's price tag. In fact the BETSY had no calliope.

John G. Hutchinson, mayor of Charleston, West Va. has expressed his regret that Ye Ed was not present at the Sternwheel Regatta and related events there last Labor Day week-end. He thoughtfully enclosed an attractive program of the goings on. Most novel of the attractions was the contest in which 22 Weaver skiffs, all alike, each 16 ft. long, every one of them built expressly for the race, were matched.



THE SUPER CALLIOPE

SINCE WRITING about the new calliope for the MISSISSIPPI QUEEN we have received the following from Dick Simonton: "Bill Muster and several of us flew from L.A. to Seattle for the world premiere performance of the MQ's steam calliope. A young friend of mine in Seattle had taken the contract for building the instrument and it is really the most fantastic I have seen or heard. Forty-four notes, one octave lower than any ever made. Contract price \$35,000, but with extras and goodies it has gone well over \$55,000. The premiere performance was at Seattle Center, Flag Plaza, operated however by compressed air. There wasn't a boiler in the vicinity big enough to do the job properly."

CHAUTAQUA BELLE
She's Taking Shape at Mayville

ON WEDNESDAY, October 8th last, with the double purpose in view of celebrating the 82nd birthday of S&D's board member H. C. Putnam---which fell on that date---and paying an initial visit to a new Chautauqua Lake steamboat we hied northward from Sewickley to Warren, Pa.

The birthday boy, unaware of the surprise, had wandered from home but was picked up at the Elks Club there in Warren where he has been a member since 1918. Then daughter Anne was a bit late arriving from Pittsburgh, and meanwhile Bud Morrison and Ye Ed had decided to take a walk downtown. But, and anyhow, the abovementioned plus the two good wives who dreamed up the excursion in the first place, Margaret Putnam and Lady Grace, got under way in plenty good time to arrive at Mayville, N.Y. shortly before 5 p.m.

Lake Chautauqua is a beautiful freshwater lake about 18 miles long, in places 3 miles wide, and shaped something like an hourglass with a center "narrows" at Bemus Point. Jamestown is at one end, and Mayville at the other. It has had a long history of steamboats but none in recent years. The lake is part of the Mississippi System draining via Conewango Creek into the Allegheny at Warren, Pa.

Jim Webster, who is no stranger at S&D meetings, and who lives at Penfield, N.Y., got his head together with Alan L. Bates. Between the two they whopped up plans for the sternwheel steamboat Jim is now assembling and building at Mayville. He plans to run public excursions on the lake with her.

All we had to do was say "steamboat" to Mayville natives and no trouble finding the location. The steel hull, virtually completed, was resting jauntily on cradles of a small but adequate marine ways built for the purpose. The construction site parallels a small lagoon scooped out a few years ago leading direct to the lake and about 15 feet deep.

Bud Morrison was anxious to take pictures as the hour was growing late so he set up his tripod and went to work. At this point a man emerged from a house-trailer on the lagoon's yon side. "No pictures; no pictures!" he thundered. "Who are you, anyway?"

Meekly, "Fred Way."

"Oh, you, Fred--there are so many characters around here--"

It was Jim Webster. "Come on over here and meet a carload of characters," we smiled. Bud went on taking pictures.

Attracted by this hub-bub a young man poked his head from the nearby metal warehouse-shed. Jim introduced him as his helper and called him "Sludge." Turns out Sludge's real name is Jeff Munson and he lives at nearby Dewittville.

The two of them had just placed

the steam boiler up on the steel deck of the CHAUTAUQUA BELLE, the first equipment to arrive aboard. It is a Johnston Scotch-Marine type allowed 200 psi built at Ferryburg, Mich., from the same firm which supplied the boiler for the APOLLO II. We climbed up the ladder to take a look at it. The decked hull we stood on is 64.5 by 18.

There is much to see. Jim has all sorts of goodies in the yard, like rudders, wheel beams, and so on, but the real jewelry is kept in the warehouse. There we were introduced to the most beautiful set of small steamboat engines--6" bore by 2 ft. stroke, slide valve, made by Harry McBride, Fulton, Ill. The sternwheel shaft, hex no less, is set up complete with its flanges wedged on, and with cranks and pins in place.

Jim has high hopes of getting his boat roofed before winter sets in. He'll keep her right there where she is until the job is completed next year.

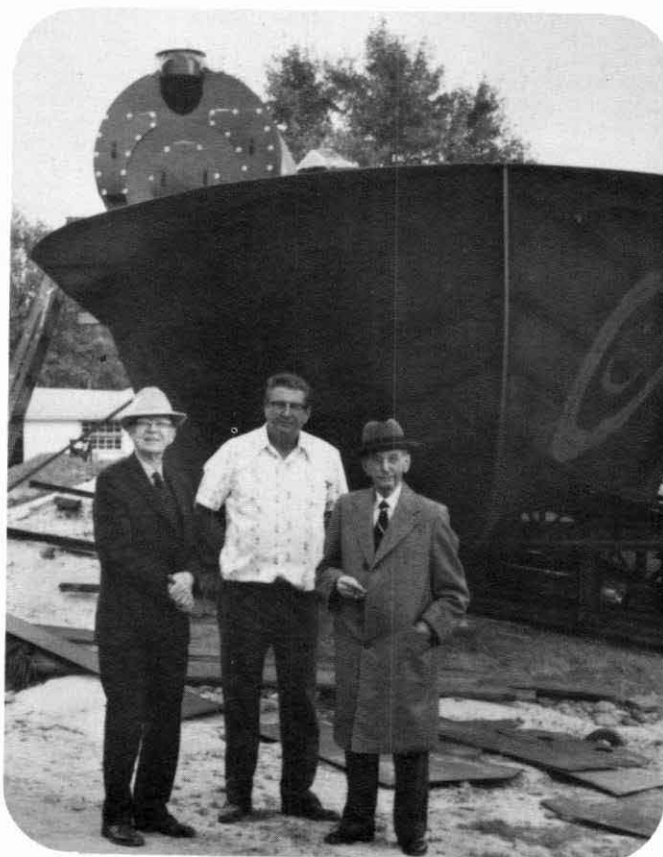
Capt. Verne Streckfus of the side-wheel PRESIDENT operating at New Orleans celebrated his 80th birthday this past August.



-Pictures by Fred D. Morrison.

ABOVE: Jim Webster cast a set of these ornaments for the forward cylinder-heads. From the hand in the picture you can get a good idea of how small those cylinders are. These round plates just fit the ends.

BELOW: Jim Webster (center) had spent the whole day getting the boiler shipped aboard--that's it on deck. Next job was to center it, which he and Sludge did, next day. A note from Jim as we go to press says he's got the cylinder beams up, and the shaft set on them. At right is the birthday boy, 82, Harold C. Putnam. Ye Ed on standby.





Capt. Joseph E. Goold
Taken at Beamsville Airdrome, Ontario, Canada,
in front of the last of the WW I hangars where Joe
trained for RFC service. -Photo by Delly Robert-
son, June, 1974.

Every now and again there appears on this planet a person who does anything he sets out to do, who enjoys teasing Fate, and in a mild-mannered sort of way seems impervious to destruction. Joe Goold piloted old-time steam tow-boats shoving coal from the headwaters of the Kanawha to Louisville with the best of the pros; he flew WW I Jennys with Vickers machine guns spewing lead out between the prop blades; he mastered the violin to concert perfection; and in his latter days he filled columns in The Waterways Journal with accounts of his river days and became the favorite author of most readers.

To Joe life was poetry, and he himself was a poet. He took off to Canada when about 20 and joined the Royal Flying Corps. From there he graduated into the successor Royal Air Force and in 1918 was attached to the 55th Squadron stationed at Lympne, England, on the Channel. Following WW I he barnstormed with Universal Air Services, flying principally over Michigan, Illinois and Ohio.

He crash-landed a Curtis bi-plane at Camp Borden, Canada, and later hung the prop in his home with a clock mounted in the center.

Joe was old enough to remember riding the side-wheel BONANZA; he witnessed the launching of the QUEEN CITY; and once he wrote a full-length article about his recollections of the E. R. ANDREWS.

What finally got Joseph E. Goold was a repetitive stroke and a bout with pneumonia. He was 80. His daughter Betty says he went peacefully in his sleep, Monday, September 15, 1975 at Albright Manor, Beamsville, Ontario, Canada.

Sirs: As my father, Capt. Joseph E. Goold, long had been associated with S&D, I wonder if, through the S&D REFLECTOR, I might express my thanks to the many people who wrote to him and made his last years more enjoyable and easier to bear?

He received such lovely letters from people either connected with the river, or interested in the river life of both past and present, and I am truly grateful to them all for bringing him such happiness. They cannot know how much their letters meant to my father, and indirectly to me, for his sake.

I am proud to be a member of S&D myself, and a direct descendant of one of the pioneer rivermen, and shall continue to take an active interest in this part of my heritage. Sincerely,

Elizabeth (Betty) Goold,
576 Charlotte St.,
Niagara-On-The-Lake, Ont.
LOS 1JO

Karen Ruch Zimmerman has our thanks for sending on an article clipped from the New York Times about the Panama Canal. The lock width is the same as established for the Ohio, Upper Miss and elsewhere, 110 feet. The widest beam ships to transit the canal have been container ships 106 feet over all width. To become a canal pilot a man must hold a USCG license with at least 3 years experience, then train 19 months. Only those who have been on the job 10 years or more are allowed to handle the largest ships. Except for two Panamanians all the pilots are U.S. citizens. Pilots have their troubles same as on our rivers;

in dry seasons there is wind, in rainy months nighttime fog. Since the 1950s ships transit 24 hours a day thanks to radar and the installation of shore lights.

The Waterways Journal tells us they have extra copies of the S&D REFLECTOR. The list follows:

Vol. 1 #3 (7 copies)
Vol. 1 #4
Vol. 3 #4
Vol. 6 #1, #2, #3
Vol. 7 #1
Vol. 9 #3

These are priced \$2.50 the copy. Write to The Waterways Journal attention James V. Swift, 701 Chemical Bldg., St. Louis, Mo. 63101.

Doc Hawley writes to report that he has received much inquiry from readers as to the "big eddy" at New Orleans which requires the NATCHEZ to land head downstream. We mentioned this in the Sept. issue, page 13.

Doc's version:

"During spring flooding the current of the Mississippi often reaches a channel velocity of 7 mph here at New Orleans. When it veers around these "S" bends here, and especially around the sharp Algiers Point, a counter-current or eddy is set up on the New Orleans side for the two miles from Governor Nicoll's Wharf to the Greater New Orleans bridge.

"Even at the present gauge reading of 3 ft. (above sea level) there is a slight, occasional upstream current. This reverse current increases as the stage rises, and from 12 to 17 feet we use a floating object tied to our wharf with a long line, and with it judge the approximate rate and direction of this reversed current.

"Hence the NATCHEZ heads in to our landing head-down and in so doing we use the current as a "brake" so to speak. All would be quite simple if the situation remained constant, which it does not do. The current can and does change direction at times.

"The excellent maneuverability of a side-wheeler, like the PRESIDENT, isn't always enough to cope. The Canal Street ferry can take as long as one-half hour to get landed. Capt. Roy Streckfus once told me that if the New Orleans eddy doesn't get you the boils must.

"These boils range up to 40 ft. in diameter. They pop up at stages over 12 ft., caused by under-currents and the 180-200 ft. depth at Algiers Point. When a large boil pops up under a boat she actually slides off the raised center and will veer one direction or the other. Large deep-draft ships rounding the Point really stir these babies up, so we are always on the alert at such times when we see a ship rounding the Point as we are about to approach our landing at Toulouse Street wharf."

-Parenthetically we may add that this situation is not a new one. Old photographs of steamboats at the New Orleans levee more frequently than not show them berthed head-down.

It was 15 years ago Dec. 10th that the GEORGE M. VERITY was tied off at old Lock 19, Upper Miss, to become a tourist attraction for Keokuk, Iowa. The SIOUX CITY of the Sioux City & New Orleans Barge Line brought her to port, having picked her up at Alton. The American Commercial Barge Line had moved her from Huntington, W. Va. to Alton. Among the celebrities who rode the last leg of the trip included William L. Talbot, R. J. Bickel and Robert L. Miller.

The SIOUX CITY other than the VERITY had in tow only one loaded molasses barge for Muscatine and made such speed that the paddle-wheel of the VERITY was turning and her engines were operating as though for real. Those engines are still in her, manufactured by Nordberg in 1927, compounds 15" and 30" by 6½ ft. stroke. The only other steamboat today with 6½ ft. stroke is the BELLE OF LOUISVILLE.

The VERITY originally was named S. S. THORPE, built at Dubuque for Federal Barge Line service on the Upper Miss. Her first skipper was Capt. Percy Swain. Her first pilot was Capt. Billy Mills, and Oscar W. Olson was her mate. The first chief engineer was Charlie Brandon. We knew Charlie Brandon in later years when he was chief on the excursion steamer WASHINGTON. Capt. Oscar Olson also was a well regarded Streckfus master, serving on the SAINT PAUL. After his untimely death his widow continued to work in the boat's office. The S. S. THORPE was built in 1927, up to date in every respect, with Foster Wheeler steam generators. In 1940 she was sold to the American Rolling Mill Co., now Armco, and towed on the Ohio River. They renamed her GEORGE M. VERITY in a double ceremony at Cincinnati at which Jeanne Hook and Jean Verity "bust the bubbly" on her capstan. S&D's 82-year-old engineer Charlie Dietz served on the VERITY.

Sirs: I particularly enjoyed the detailed article about the ECLIPSE (Sept. '75 issue). What were the dimensions of the famous ROBT. E. LEE which raced the NATCHEZ, and what was the date of the race?

Harry B. Dyer,
Honorary Board Chairman,
Nashville Bridge Co.,
Nashville, Tenn. 37202

=Hull size of ROBT. E. LEE built at New Albany, Ind. 1866 was 285½ by 46 by 9. She worked engines 40" bore by 10 ft. stroke powered by eight Western boilers each 28' long, 42" dia., allowed 110 psi. Her paddlewheels were 39' dia. and she worked buckets 17' face. Capt. John W. Cannon changed his mind while building the LEE and did not install the engines intended for her, 34" bore by 10 ft. stroke. He sold these to Capt. B. Rush Pegram and ordered and placed the 40" bore engines noted above. Pegram undoubtedly used his 34" bore engines on the JAMES HOWARD in 1870. The famous New Orleans to St.

Those wishing to visit the grave of Capt. John W. Cannon, the celebrated skipper of the racer ROBT. E. LEE will discover his tombstone in the cemetery at Frankfort, Ky. The above picture was taken at the site by C. W. Stoll in 1951 when Ye Ed (left) and Capt. Robert H. Thomas (right) joined with the Stolls in paying respects. The markings read:

CAPT. J. W. CANNON
BORN JUNE 17, 1820
DIED APRIL 18, 1882



Louis race was staged June 30 - July 4, 1870. -Ed.

Capt. John Rodgers contracted with the U.S. Engineers in 1868 to remove snags from the Ohio River in the vicinity of Hurricane Island below Cave In Rock, Ill. He arrived at the job with the packet PETROLIA during the summer low water season, did some of the work and then wrote this report:

"We arrived at this place in good season. There were one hundred snags in the water here, all with their ends in sight above water, they are deeply imbedded in the sand and mud; unfortunately the river is raising again...and we may not be able to reach all. We will take out fifty of the worst snags here, and cut them up on the river bank, if the water permits. The snags are all very heavy and have to be cut up in short pieces and taken to the bank...The average size of the snags is from 2½ to 5 feet through at the butt, and from 60 to 120 feet in length, and are mostly tough wood...One that we took out, a monster pecan, was 5 feet in diameter and 120 feet in length. We worked on this snag four days, it being solid as mahogany, breaking chains and wearing out saws, but we succeeded in getting entirely rid of it."

Today's rivermen can have but a faint idea of the forest of snags which pestered pilots of yore. The above quote is merely a sample of information Evansville-Paducah stargazers had to pack into their craniums--precise knowledge of the habitation of such "monster pecan" villains. An encounter with such a booby trap often ripped the bottom out of a wooden steamboat.

Four days getting rid of one snag was too big a drain on even

U.S. Engineer's funds. In 1875 the iron hull snagboat E. A. WOODRUFF was built at Covington, Ky. and completed at Pittsburgh. For a half-century this ingenious, odd-looking snag-jerker prowled the Ohio subsisting on a plentiful diet of surplus pulpwood and, for dessert, lumber from wrecked boats and barges.

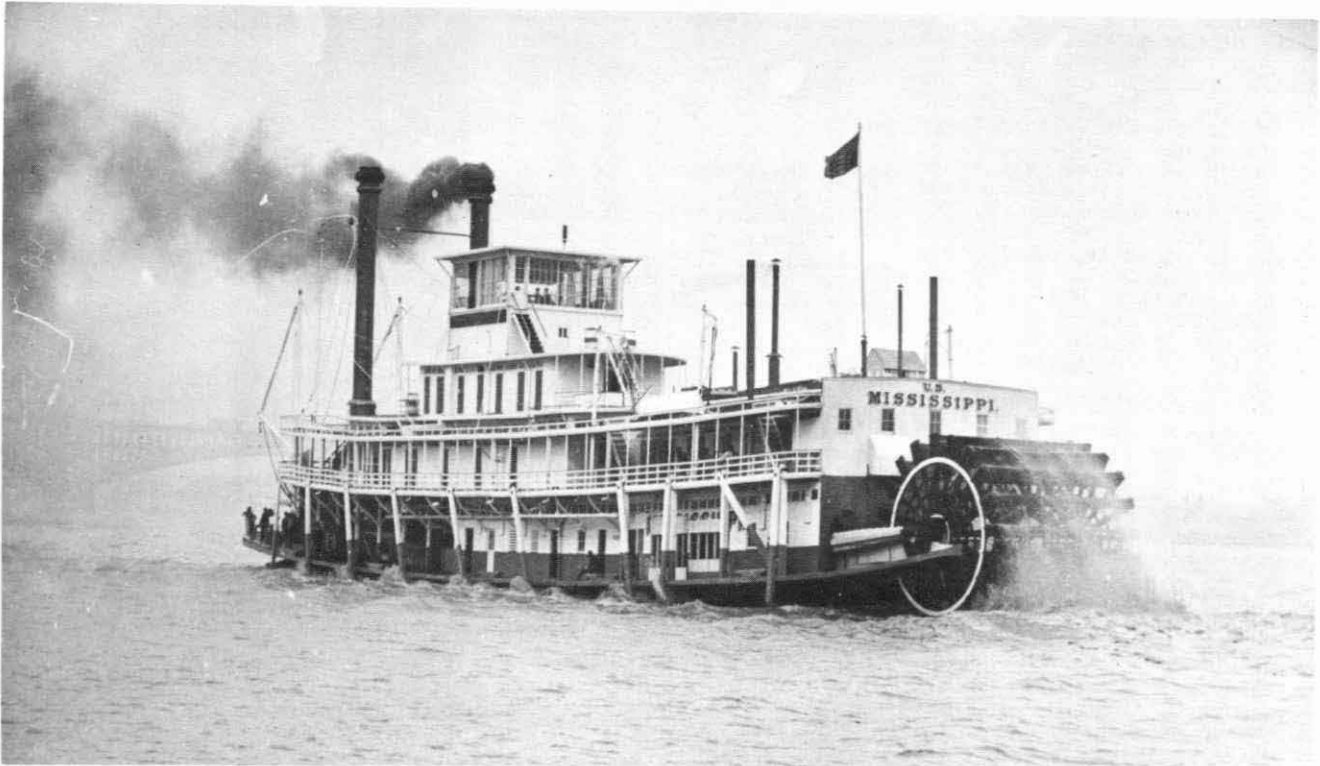
What brings all of this to mind is a new book just released titled "The Falls City Engineers" by Dr. Leland E. Johnson. Sitting here at our desk we flipped it open and happened upon page 156 to become absorbed with the PETROLIA story and the E. A. WOODRUFF paragraphs.

Another flip and we have landed at page 282, a welter of fine-print footnotes, where a lot of cabbage usually gets chewed over twice, but hey! Charles Morse Stotz is noticed as author of the source book "Point of Empire; Conflict at the Forks of the Ohio," This is the same Charlie Stotz noticed elsewhere in this issue roving aboard the new MISSISSIPPI QUEEN for a look-see. We didn't know his middle name is Morse, but Leland Johnson does.

Charlie Stotz on our recent trip to Louisville told C. W. Stoll the one thing he'd like best to see was the Louisville Falls, which we did. Now all of a sudden here is Leland Johnson's new book just loaded with Falls Facts and a peck of interesting jive about the original locks, etc.

"The Falls City Engineers" is so important a source book that nobody here on out can tackle the lower Ohio historically without first checking with Leland Johnson. Our thanks to all concerned for producing it.

FLICK THE BICK, FLOP THE MOP, BUT
JOIN S&D.



Mississippi River Commission's MISSISSIPPI (first)

THE PRESENCE of the ex-MISSISSIPPI (3rd) now BECKY THATCHER IN THE Muskingum River at Marietta persuaded Erman D. Southwick to present quite an able story exploring that careers of all three of the Mississippi River Commission steamboats bearing that name. This appeared in the Oct. 9th last issue of "The Marietta Times" along with some pictures furnished by, and with assist from, S&D's Keith E. Norrington, New Albany, Ind. who is something of a buff on these boats with accent perhaps on the last one, now BECKY THATCHER.

The first of the series has always seemed to us the most worthy of investigation. She was built with a metal hull--probably of wrought iron--in 1882 at St. Louis when metal hulls decidedly were the exception, not the rule, and if you will be so kind as to look again at the accompanying pictures you will notice she has no hog-chains. Also please notice the absence of truss work of any sort to support the paddlewheel beams.

All very well for the BETSY ANN in 1899, but remember now--the MISSISSIPPI (1st) was vulnerable and exposed to a highly vocal and critical audience, the river clan, inasmuch as she was built with taxpayer's money. Her task was to transport professional engineers, military brass, politicians and business leaders whose names were familiar throughout the Mississippi valley. She was a government showpiece. No embarrassments in construction or performance could be allowed.

The Mississippi River Commission was formed June 30, 1879. The first president was Gen. Q. A. Gillmore, USA, and the original

board was composed of Col. Charles R. Suter, James B. Eads, Benjamin Harrison, Gen. C. B. Comstock, USA, B. M. Harrod and Henry Mitchell. Other commissioners served during the 1882-1919 career of the MISSISSIPPI (first) and had tow-boats or dredges named for them; such as Henry Flad, John A. Ockerson, Col. George L. Gillespie, Charles H. West and W. H. Bixby. Col. Lansing H. Beach, who joined the Commissioners in 1913, had a packet named for him a few years later. John A. Ockerson, assistant engineer 1880-1898, had a dredge named for him. All of these persons rode the original MISSISSIPPI on her periodic survey and inspection trips.

The size of this first MISSISSIPPI is deceptive in her pictures. Her hull was 174 by 32 by 6, about like the Greene Line's old TACOMA. If you have the last issue of S&D REFLECTOR handy, turn to page 29--the DICK FOWLER shown there is about the same in dimensions. Or the SENATOR CORDILL before lengthening. Or, for that matter, another equivalent was the LUCILLE NOWLAND shown in our June '75 issue, page 26. The MISSISSIPPI looks somewhat larger than any of these; yet she wasn't.

The pictures we display here were all taken subsequent to a fire at Paducah in January 1893 which is said to have destroyed much of the original upper cabins, etc. Strange as it may seem we have no knowledge of any photograph of the MISSISSIPPI showing her original appearance. Does anybody know of one?

There is an old saying among rivermen that you can tell a "government boat" a mile off. Too

wide between decks, absence of proper sheer, pilothouse in the wrong place, or/and a peculiar paint job. All the more remarkable then that the first MISSISSIPPI is guiltless in her design of any government meddling. Which seems to suggest that architects from the Howard Ship Yard, or other competents equally well versed, were allowed free rein.

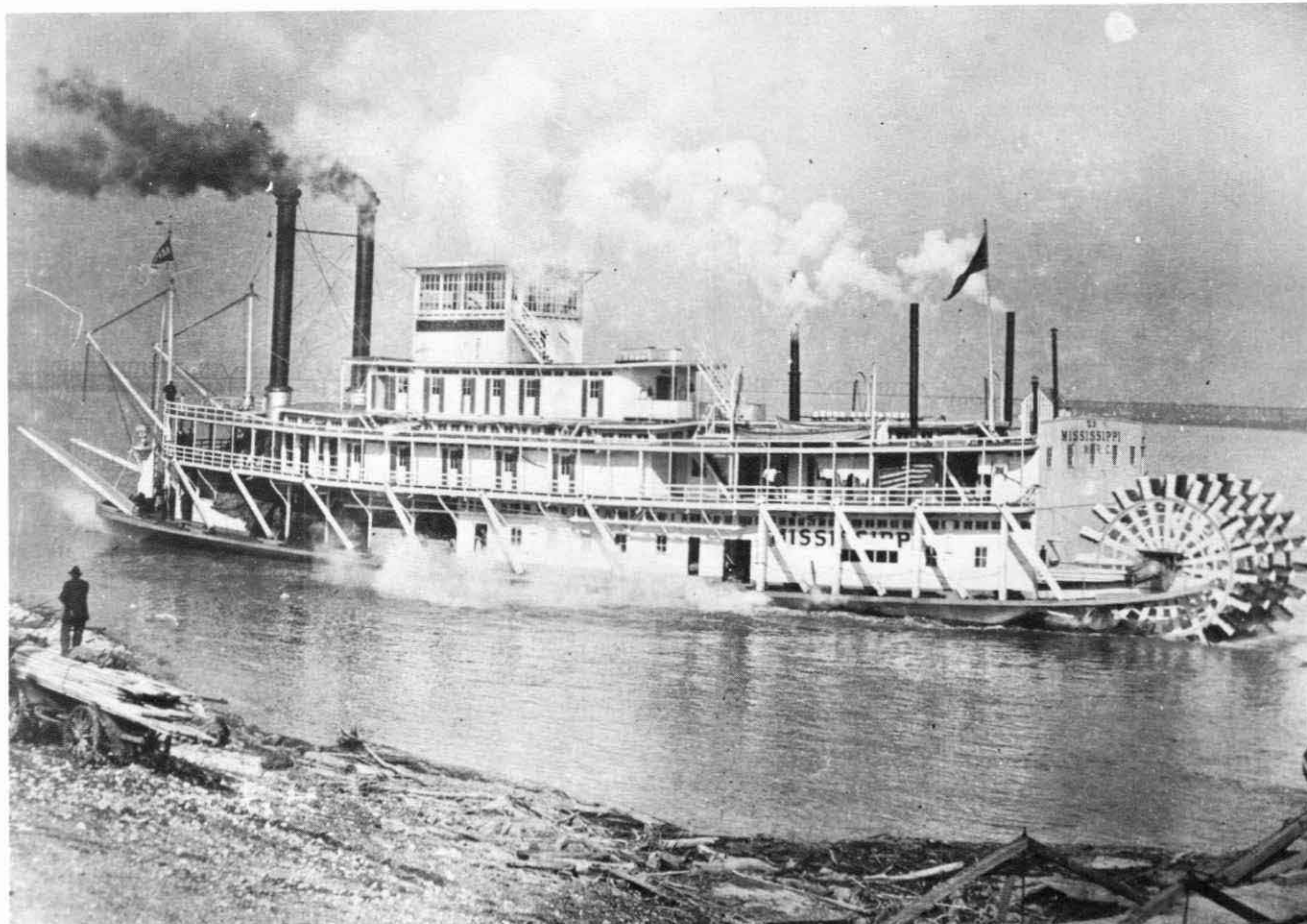
Here then is a challenge for some highly interesting research. Who planned this boat? Who had the audacity to eliminate hog-chaining? Who hung that big paddlewheel on unbraced wheel beams? Do the original plans exist? What are the particulars of her engines and boilers?

Now here is something else--when the Mississippi River Commission retired the first MISSISSIPPI they didn't tear her up. They sold her to the U. S. Engineers, West Memphis District (about 1919). Her name was changed to PIOMINGO. Now who has seen a photograph of the PIOMINGO? Not us. She still was in their fleet 1925, maybe later.

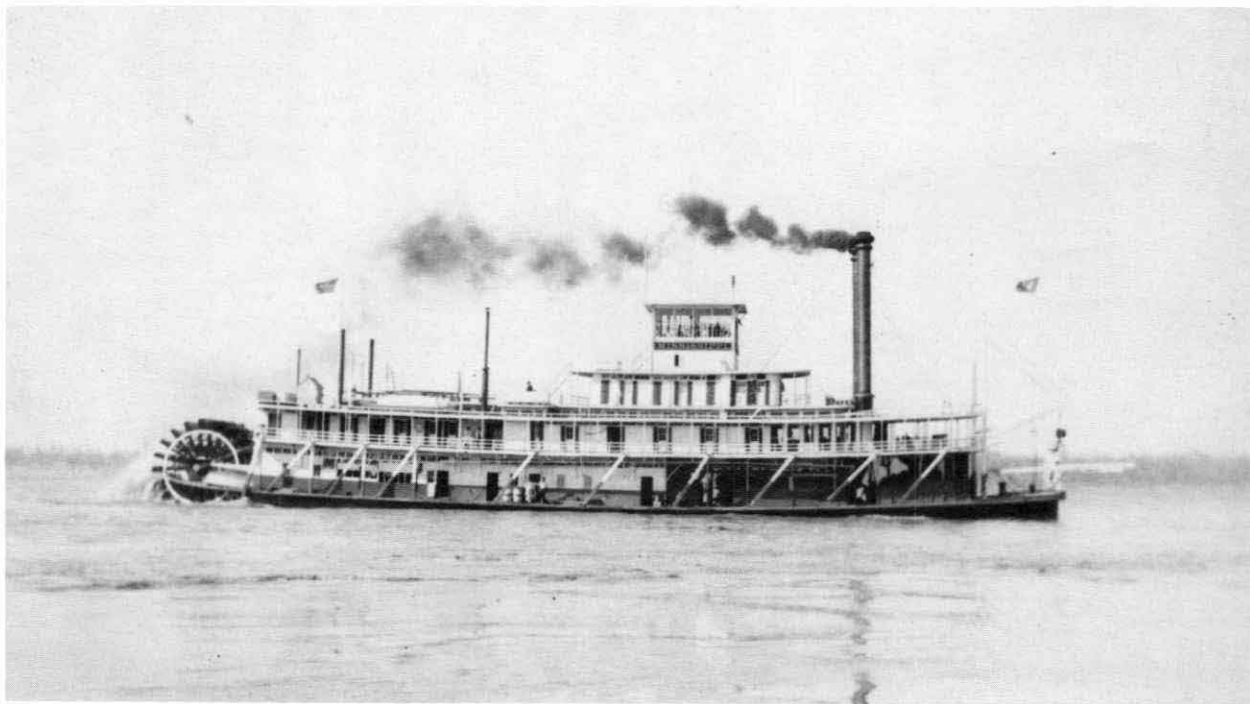
Warner & Tamble at Memphis had this iron hull in their fleet in 1944, and Keith Norrington says it still was there in 1961.

Amplification is invited.

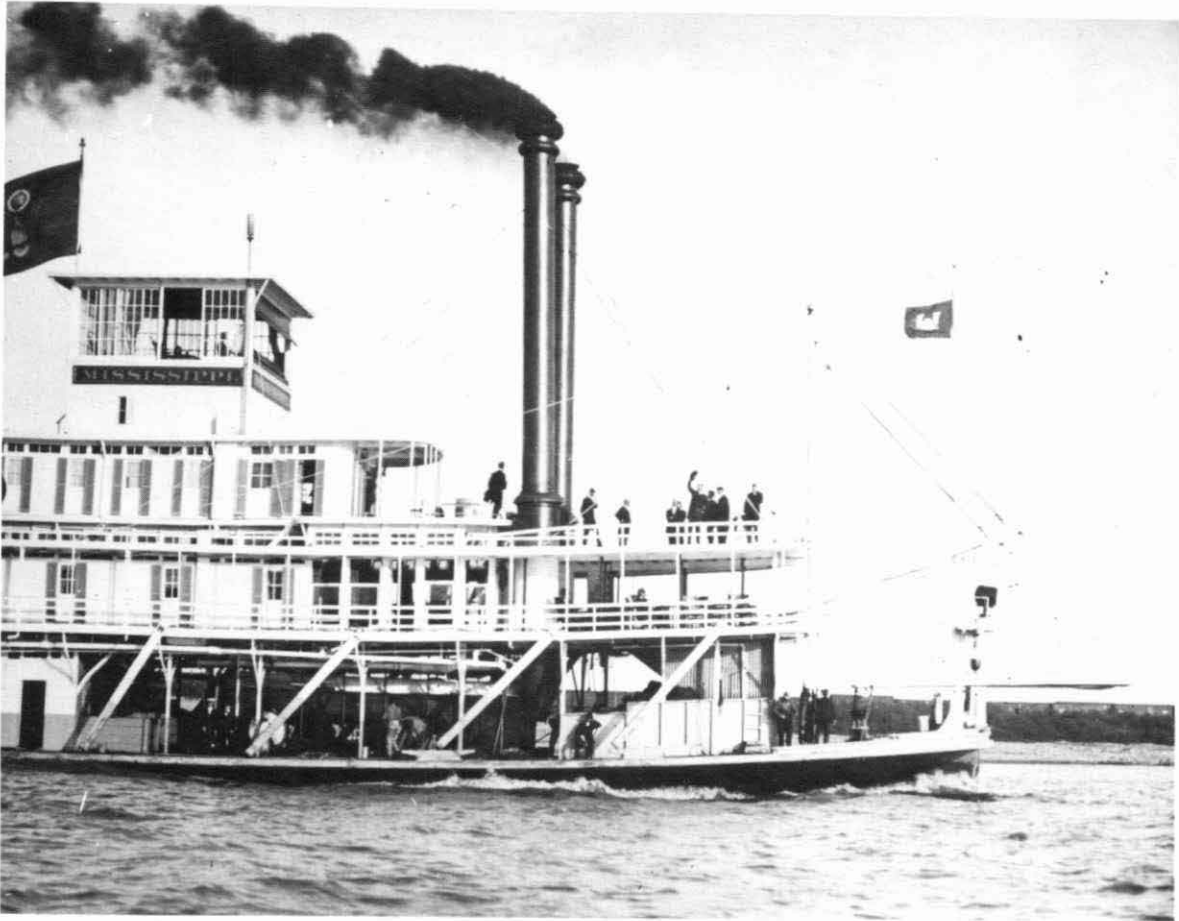
We get many calls, particularly during the pre-holiday season, as to how to order the Steamboat Whistle recordings sponsored some years back by S&D. There are two of these, equally good, marketed by Mode-Art Pictures, Inc., 3075 W. Liberty Ave., Pittsburgh, Pa. 15216. Their phone is 416-343-8700. This firm also supplies framing-size steamboat pictures.



The Mississippi River Commission's MISSISSIPPI (first) had an overgrown pilothouse to accommodate dignitaries inspecting the river.



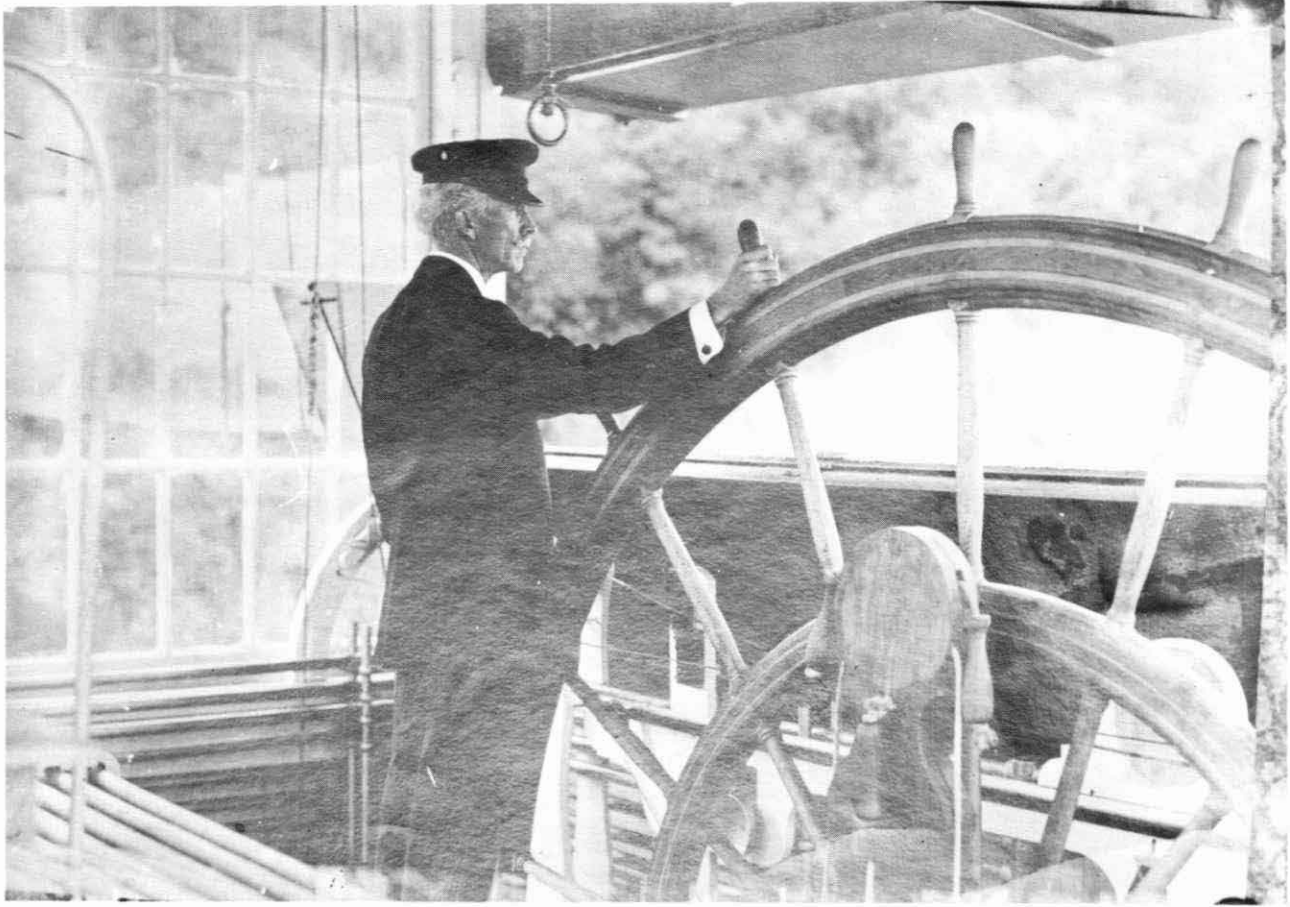
The smokestacks on MISSISSIPPI (first) seem almost as high as those on the new NATCHEZ with no apparatus for lowering them.



The gentleman with right hand raised on the roof is U.S. president Theodore Roosevelt who rode the MISSISSIPPI in 1907.



The readable caption at the bottom of the picture appeared on the original print. The LILY in the background was a U.S. Lighthouse tender.



Interior of pilothouse, MISSISSIPPI (first). Capt. L. H. Sanders on watch, taken during the trip down the Mississippi in 1907 with U.S. president Theodore Roosevelt on board.

Sirs: I'm a confirmed sternwheel nut, having lived aboard the CLAIRE-E when the Fitches left her at Chattanooga in the winter of 1972. Enclosed is my check and an application to join S&D.

Tom Snow,
Box 21247,
Chattanooga, Tenn. 37421

=Tom Snow is a free lance writer and photographer. We've enjoyed a feature he did about the CLAIRE-E. Welcome. -Ed.

Betsy Ann Bertram, daughter of Karl and Penny Bertram, 2602 Kingston Road, Cleveland Heights, O. 44118, was married this past May at Lake Arrowhead, Calif. and now is Mrs. Jerry Havener. The bride the groom both are attending the San Bernardino branch of UCLA. Betsy (named for a certain steamboat of yore) had been serving in the U.S. Air Force for the past four years. She terminated her enlistment last January and enrolled at UCLA.

William V. Torner, Waterloo, Ia. who attended S&D last September stresses a crying need to tape and record the engineroom bell signals used on old-time steamboats. His idea is to actually ring the bells on the W. P. SNYDER, JR. and run

a commentary. All well and good, but seems to us a more dramatic approach would be to employ the same system aboard the BELLE OF LOUISVILLE. The tape could then pick up the actual engine sounds as the engineer answers his bells. Maybe some bright person already has done this---if so will he step forward and be recognized? Mr. Torner was employed years ago on the UBL steam towboat RELIANCE when Capt. Walter Booth was her master-pilot and also served on Streckfus excursion boats. He now designs houseboats. He may be addressed at 425 Allen St., Apt. 309, Waterloo, Iowa 50701.

Edward Carl Nunhurst, 77, long associated with the Cincinnati Regalia Company, Cincinnati, died on Sunday, October 5, 1975 at the residence of his sister Mrs. O. J. Jewett, Richmond, Ind. He had been a resident of Cincinnati for 57 years. Ed was well known to rivermen inasmuch as most of his leisure hours were spent at the waterfront. Interment was in the Green Lawn Cemetery, Columbus, O. in which city two of his sisters reside.

Capt. Harry Loudon has the sympathies of countless rivermen in the loss of his wife who passed on this past September 29, 1975. Loretta Lowden, 65, died at St.

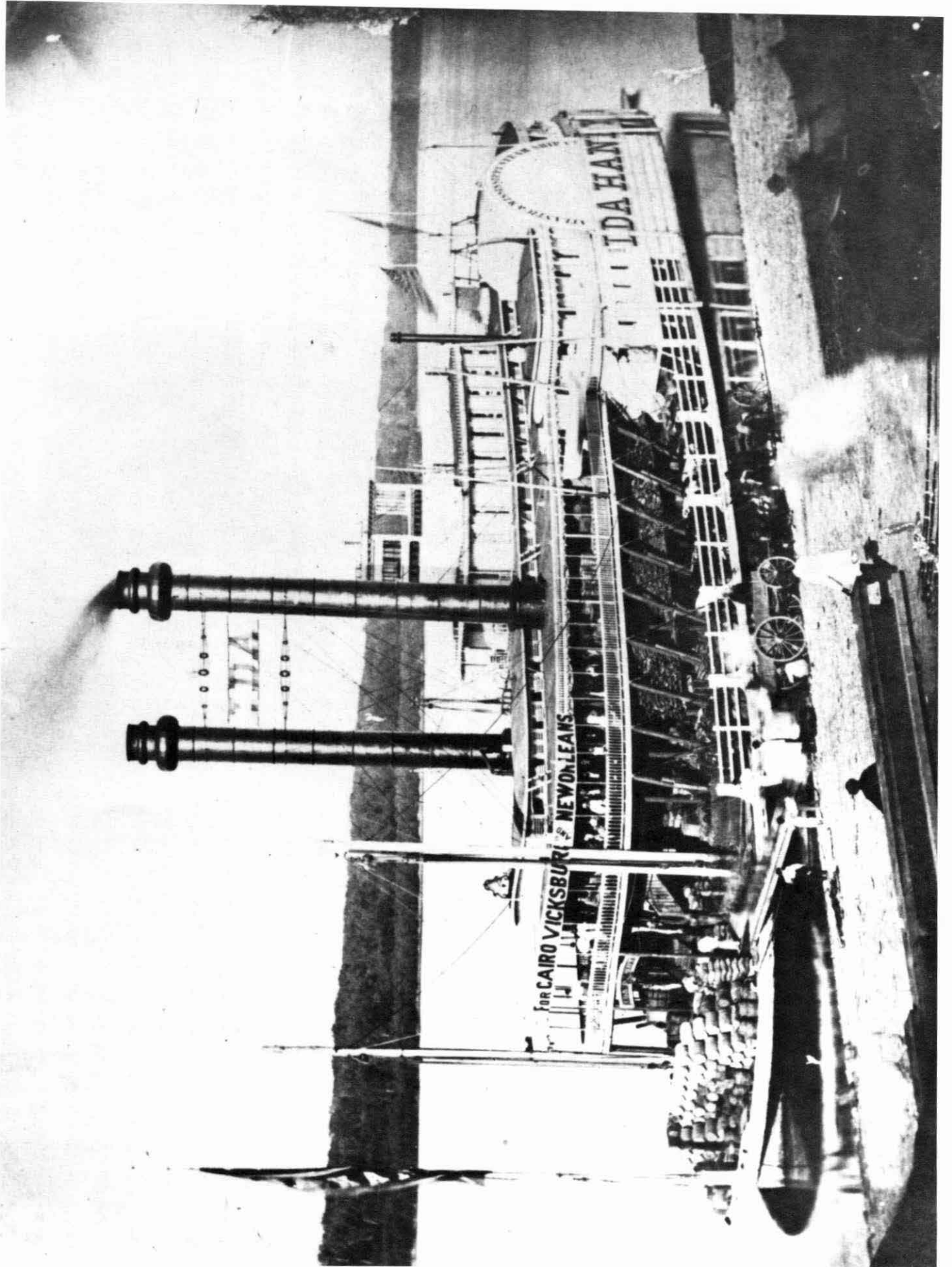
Francis Hospital, Cincinnati. She had been ailing for some time, but made the 1975 Pittsburgh trip with her husband aboard the DELTA QUEEN which he piloted.

Sirs: Enclosed please find payment for my dues in S&D. I received my information about membership at the dedication ceremonies of the Hannibal (Ohio) locks and dam. I feel Mr. Thomas and Mr. McCabe and all of the other contributors should be complimented for their fine displays there.

My family has been involved in life on the mid-Ohio for many years. I am related to the Anshutz and Muhleman families of Buckhill Bottom. More recently my grandfather Frank Lloyd ran the ferry between Hannibal and New Martinsville. My father has spent most of his life on the river, working for Ohio Valley Sand from 1928 until his retirement in 1970.

Mike Lloyd,
Box 116,
Hannibal, Ohio 43931

-The Hannibal Locks and Dam dedication took place Sept. 27th last, situated on the Ohio River between New Martinsville, W. Va. and Hannibal, O. Bob Thomas and Fred McCabe displayed old-time shipyard tools, pictures and other artifacts. -Ed.



THE WATERWAYS JOURNAL in its "Forty Years Ago" column once made note that Capt. John T. Moore, once commander of the IDA HANDY, died at Waubun Plantation, La. in May, 1909. Also we note in that remarkable reference book "Advertisements of Lower Mississippi River Steamboats 1812-1920," by Leonard V. Huber, the IDA HANDY advertised to leave New Orleans for St. Louis on Tuesday, June 20, 1865 commanded by Capt. Tom Moore, with C. V. Moore, clerk. She was then in the fleet of the Atlantic & Mississippi Steam Ship Company. Look closely and you will read the name of this firm half-circled on the wheelhouse.

We've speculated as to where this picture was taken, probably at Cairo, maybe at Helena. She's very new, perhaps on her maiden trip in May, 1864. Notice the huge flag furled or curled around her forward jackstaff, white lettering on a dark background, IDA HANDY. She was built at the Howard Yard, Jeffersonville, Ind. and was completed at the foot of Fifth St., Louisville. The Howard records size her wood hull at 258 by 45 by 8. Newspaper dispatches originating at Louisville noted that Capt. D. C. Sheble was looking after her construction and that Capt. B. Rush Pegram was a principal owner. Orlando L. Smith, formerly of the DIANA, was in charge of her office (see Sept. '75 issue, page 46). A dispatch of May 22, 1864 noted that downbound on her maiden voyage, near Rockport, Ind. on the Ohio River, "a fire was found raging in the hold, and was put out only after severe damage both to freight and the boat." The accompanying photograph does not show evidence of fire damage.

Almost inevitably she got emmeshed into Civil War transport work, and in February, 1865 she was noted in the public press as the flagship for Gen. Andrew Jackson Smith's big troops movement from Eastport, Tenn. to New Orleans.

Philip Graham in his authoritative book "Showboats" agrees that the first steam calliope used for showboats was in connection with Spaulding and Rogers' Floating Circus Palace, the calliope mounted on the Texas of the JAMES RAYMOND, the towboat. Now maybe we can offer a clue as to what happened to that historic instrument. In the spring of 1866, before the showboat season got going, the JAMES RAYMOND undertook to tow an old side-wheeler, the BOSTONA, from St. Louis to Memphis. At Island 40, on April 24, the RAYMOND exploded boilers doing great damage to herself and killing at least one of her crew. Steam was raised on the BOSTONA, and she towed the JAMES RAYMOND back to St. Louis for repairs. So it was, that on Saturday, June 2, 1866, the BOSTONA, JAMES RAYMOND and the IDA HANDY were huddled together there at St. Louis when a fire started, destroying all three.

And so ended the brief career of the IDA HANDY, less than two years afloat. The first showboat calliope probably went up in the same blaze.

Our thanks to C. W. Stoll for loan of the picture which came to his hands courtesy of Ralph R. DuPae, Murphy Library, La Crosse, Wis.

W. Parlin Lillard tells us he owns an original Currier & Ives litho "A Midnight Race On the Mississippi" reproduced on the back cover of our September '75 issue. His is the large folio size with full margins showing the ECLIPSE and NATCHEZ. Mr. Lillard recently had his original appraised by Harry Shaw Newman of the Old Print Shop, N.Y. who set its value at \$2,000.

Mr. Lillard, a native of Kentucky River, joined the Snow King Baking Powder Co. at Cincinnati as a salesman in 1921 and was vice-president of the firm when it was acquired by General Foods in 1937. He then joined General Foods and was a vice president when he retired in 1963. Now he is partner in Francis-Lillard Associates Inc. headquartered at 230 Park Ave., New York.

Some years ago Mr. Lillard presented S&D with an original litho of the LEE-NATCHEZ race, by Donaldson Litho, Newport, Ky. which is displayed in the Ohio River Museum. Also he presented a series of framed pictures, each containing a steamboat, a freight bill from that boat, and a thumb-nail account of the boat's career.

Although 77 (his partner Clarence Francis is 88) Mr. Lillard is still quite active. He and Mrs. Lillard summer at La Jolla, go to Bermuda in May and November, and visit with their four children and 18 grandchildren scattered over the country.

He's currently planning to make the initial Cincinnati-New Orleans voyage on the MISSISSIPPI QUEEN if Don Deming can fit him in for a reservation.

John Knox and Claude Davis have suggested in behalf of the Marietta Bicentennial Commission that the proposed theater aboard the BECKY THATCHER be named "Eisenbarth Theater--Temple of Amusement."

The thought is to honor Capt. Ellsworth Eugene Eisenbarth who ran several showboats bearing that title and who resided in Marietta from 1909 until his death in 1925. "Temple of Amusement" was a title coined to attract trade, although what Eisenbarth customers usually got (and really appreciated) was a smattering of culture. His band, highest paid on the rivers, in 1904 was giving hour-long recitals

prior to show time featuring such selections as the William Tell Overture (Rossini) or Selections from Il Trovatore (Verdi). One season he played Goethe's Faust. Also he staged The Merchant of Venice and Hamlet.

On dressingroom doors aboard his showboats was a printed sign: "May the Supreme Being bless you all; but this show CAN get along without you."

Your editor clearly remembers Capt. E. E. Eisenbarth who in his retirement often visited with J. Henry Best at the Marietta wharf-boat while we were clerking on the GENERAL PERSHING and GENERAL CROWDER. In the second issue of this magazine there appears an article about the good skipper, showing his White Steamer auto in which he installed a steam calliope. The back page of our June '65 issue shows the stage of the last Eisenbarth showboat with actors and musicians.

His old home at 423 Front Street (southeast corner of Front and Wooster) still stands in Marietta, a white frame still occupied.

Hang on to your copy of "The Steamboat BERTRAND" if you have one. We have it from several members that their checks have been returned from the U.S. Government Printing Office--"out of print."

The Brownsville (Pa.) Telegraph in its issue of Oct. 12th last took occasion to point out that the Sam Thompson distillery was located in West Brownsville "and not in South Brownsville as stated in the September issue of the S&D REFLECTOR." The correction was in a column written by John J. Bogoraf. "Several readers pointed out the error," he concluded.

Many years ago we were escorted to the main office of the Sam Thompson works there in West Brownsville by Capt. J. Orville Noll whose steam packet VALLEY GEM was moored at the distillery loading cargo. Captain Noll had the audacity to suggest to the firm's manager that the gift of a quart of Sam Thompson to us on the occasion of this visit would not be amiss. Any other 16-year-old American boy would say: "Please do not bother, I don't use the stuff" but polite-talk never came handy to us. So as though to further circumvent the possibility of any such speech from us, Captain Noll added: "Frederick will take it to his father who is quite influential in Sewickley," which was not so at all. The GM, whose name these 58 years later we cannot recall, did as bid, and did it with unfeigned pleasure. He was momentarily perplexed whether to hand the wrapped parcel to Captain Noll or to us. "I'd better carry it to the boat," said Captain Noll and so terminated the transaction on a most pleasant note. So we returned to the VALLEY GEM and went aboard to conclude the trip from Fairmont to Pittsburgh. And to conclude this amazing story, we never again saw that bottle of Sam Thompson.

HOWARD PEABODY EXPLORES ALASKA

Sirs: I'm writing this Sept. 8, 1975, just back from a tour to Alaska and Whitehorse, Yukon.

While in Fairbanks we were taken for a ride aboard DISCOVERY II owned by Capt. Jim Binkley's Alaska Riverways, Inc. Naturally I made a point to introduce myself, and seems Jim had been to see you in Sewickley and sends his good wishes. His excursion boat is powered with a GM 6-71 geared and chained to a sternwheel, a very fine little boat. He runs her on the Tanana River, shallow, winding, constantly changing course--called a "braided stream" here--and completely saturated with silt (rock powder). Surely does require delicate navigation and boats of shallow draft.

At Whitehorse, Yukon, the old steamboat KLONDIKE sits on blocks near the river currently being completely and apparently carefully repaired and rebuilt. I went out at 6:30 a.m. to see her but couldn't get aboard. Near the hotel and also on the shore are the remains, scrap iron, etc. of the WHITEHORSE and CASCA, both of which burned, as you know, last year. The blaze was caused by tramps or school children--what a pity!

If anyone needs two complete steamboat shafts complete with cranks, flanges and bearings, here they are. The fire did not get to them. The engines were badly mauled in the fire's heat.

Yes, at Fairbanks we also saw the old sternwheeler NENANA. She seems generally in good condition, sitting flat on her bottom in the mud, and visitors are invited aboard for meals at a nice restaurant and also she has a bar.

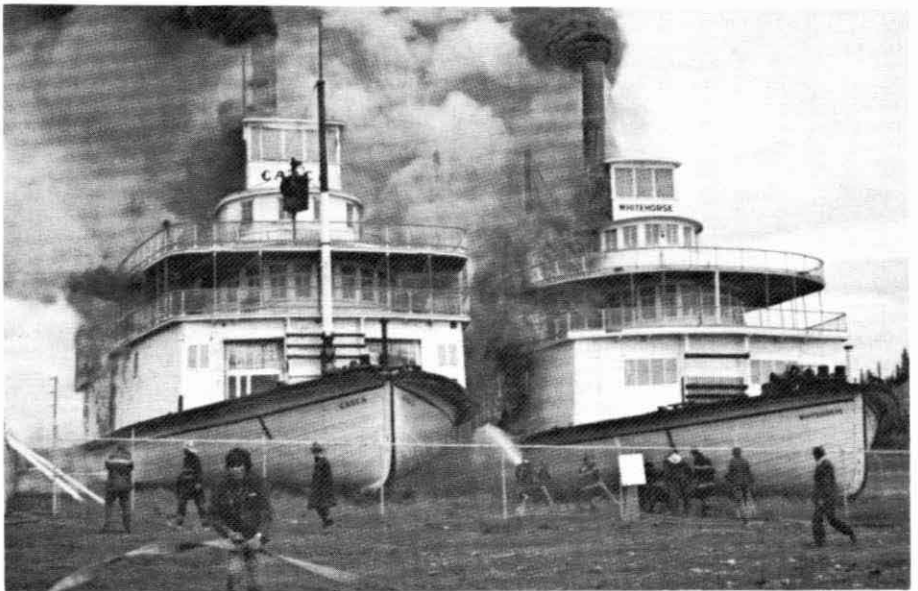
There is a wonderful and most complete museum of the '98 Gold Rush Days at Whitehorse, called the MacBride Museum. I could have spent a couple of days there--but the tour did not permit delays. Got to Whitehorse late p.m. and left early next morning by train for Skagway.

That railroad! Narrow gauge, 4% grades, breathtaking views. It sported steam engines before going diesel in the late fifties. There are many wonderful mallet type steam locomotives rusting away at Skagway. We didn't have time to see Skagway as the tour was running late and P&O (Posh) Line's ISLAND PRINCESS was awaiting us for a 4-day trip to Vancouver; some luxury after Alaska!

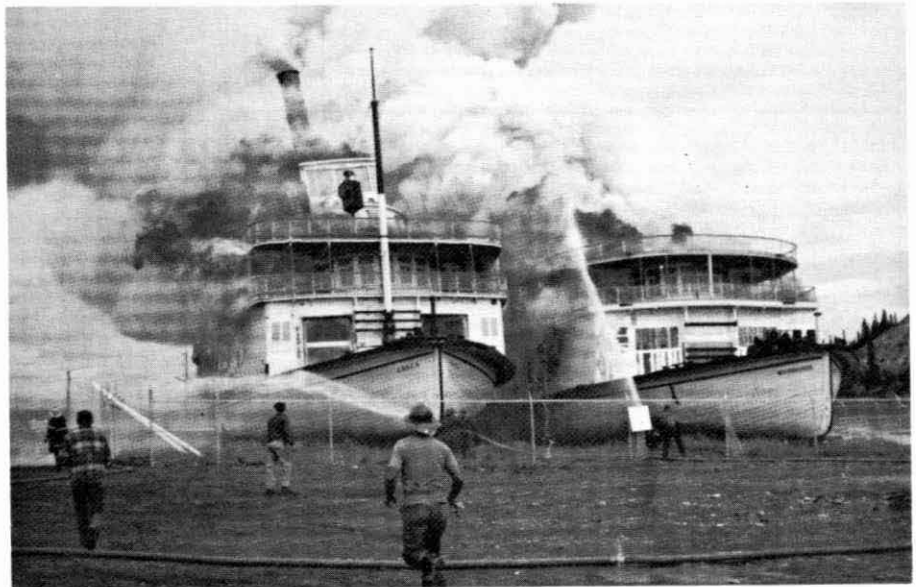
Howard B. Peabody, Jr.,
Box 700,
Natchez, Miss. 39120

Sirs: My grandfather James Sutherland was a steamboat engineer and I have his license dated 1888 issued by the U.S. Inspectors and signed by Lansing Applegate and C. D. Nelson. I will appreciate hearing from you how I may join S&D.

Lewis F. Sutherland, Jr.,
Box 1507,
Charleston, West Va. 25325



THE CASCA (left) and WHITEHORSE burned on the shore of the Yukon River at Whitehorse, June 20, 1974. These dramatic scenes were taken by George Tumpach, 2-2291 West First Ave., Vancouver, B.C. A series of nine full color post cards may be procured from him for \$1.50 (add 25¢ for mailing). Note the black smoke rolling from the stacks of both, although they had been laid up for years. The CASCA was built at Whitehorse in 1937 and got her engines from a prior CASCA built 1911. She usually ran Whitehorse-Dawson, considered the "most plush" for tourists. She made one trip at least to Eagle. In 1952 she was withdrawn from service and beached at Whitehorse.



ANOTHER VIEW of the fire. The WHITEHORSE was the oldest and most historic of Yukon steam sternwheelers. Built 1901 at Whitehorse she was known to Yukon boatmen as the "Old Gray Mare." In 1930 she was rebuilt at Whitehorse. We are indebted to Howard Peabody for sending us these two scenes. Howard and his wife once were involved in a fire almost as dramatic; they had occupied the old family mansion "Magnolia Vale" at Natchez. In the Christmas season of 1946, while staging a party for orphans, they lighted up fireplaces unused for years. Afterwards, in the night, the mansion went up in flames along with the furniture, paintings and rare books.



THIS WELL COMPOSED PHOTOGRAPH taken in the 1881-1885 period at New Orleans accents the Howard-built cotton side-wheeler ED RICHARDSON. She looks like a carbon copy of the J. M. WHITE. She almost was, but you don't read much about her. In her youth she was a wallflower neglected and forgotten in the overpowering family of the J. M. WHITE, the ROBT. E. LEE (second), the JOHN W. CANNON and the EDWARD J. GAY. These favorites broke down occasionally and the RICHARDSON was put in to pinch hit, with sort of an implied apology. Or the cotton crop demanded an additional boat to move the bales, so the RICHARDSON did her part efficiently, but always inconspicuously--never a "banner" trip, or a "record" trip. River editors did not lavish printer's ink on the fine tone of her whistle nor the musical peal of her roof bell. As sort of a summation of such neglect, Leonard V. Huber's "Advertisements" book does not mention the RICHARDSON at all.

Well, here she is in this haunting view, for once predominant. She "emerged" only after Capt. John W. Cannon died and the second LEE burned in 1882. Three years later she was selected to convey the Rex of Mardi Gras, his charming queen, and entourage from the foot of Canal Street to the Cotton Centennial Exposition at present Audubon Park. Leonard Huber describes the scene in his "If Ever I Cease To Love:"

"Eighteen steamers were in the line. With colors flying, whistles blowing, the steamers moved upstream while salutes from naval vessels and cheers from the throng on the levee added to the din. At Music Hall on the Exposition Grounds, a young band leader, John Philip Sousa, conducted a concert for the Carnival King and his entourage."

The real-life Ed Richardson had vast holdings below Greenville, Miss. extending along the left shore of the Mississippi from Warfield Point down past old Island 84 to the

head of old American Bend, most of which was the Refuge Plantation. He had a large cotton oil plant there, later moved below Vicksburg. One writer describes him as the largest cotton planter in the world "exceeding even the Khedive of Egypt or Burnsidess." A lifesize oil portrait of the gentleman graced the forward cabin of his namesake.

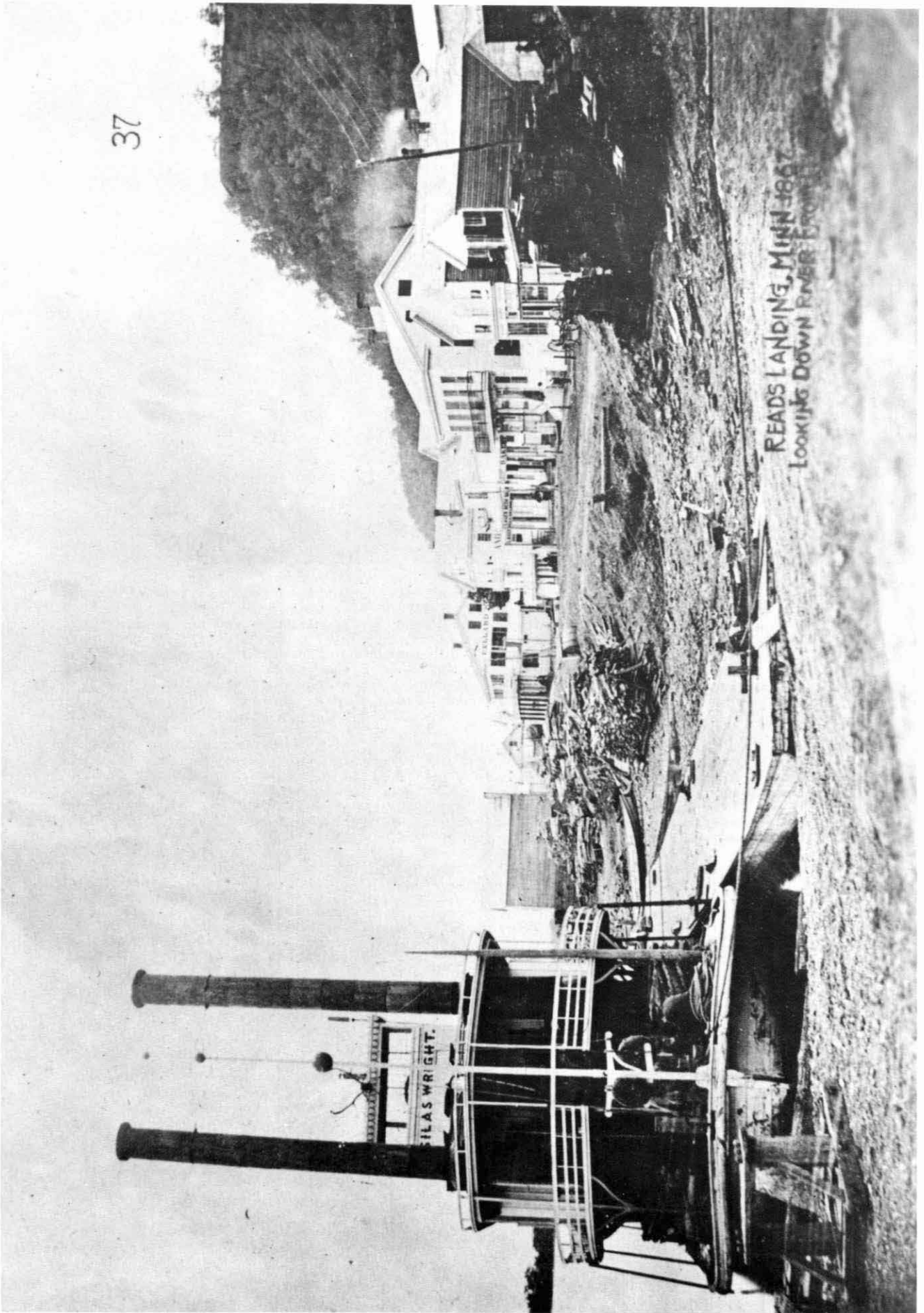
When the 309-foot ED RICHARDSON was launched at the Howard yard on Oct. 31, 1878 a niece of Capt. John W. Cannon, Miss Roberts, did the christening. When the new boat was advertised to leave Portland, Ky. for the southland Captain Cannon was on the roof, and among the guests were Capt. Ed J. Howard and his wife, grandmother Howard, and 4-year-old James E. Howard. Capt. Jim in later years liked to relate that it was on this first steamboat ride that he got his first drink at a real bar. She was a nine-boiler steamboat, and had the 38" bore by 10 ft. stroke engines from the former KATIE which was brought to Jeff and dismantled at the time.

When the magnificent second LEE burned at the Yucatan Plantation in 1882 the RICHARDSON took her place. It may be of interest that any one today would be hard-put to locate the Yucatan Plantation. It was contained in a neck of Claiborne County, Miss. which looped west, and which was cut off in 1929 leaving present-day Yucatan Lake on the Louisiana side above St. Joseph, La.

The RICHARDSON was retired in 1888 and with her stacks removed, and woodwork tattered, she was the sole survivor of the noble fleet mentioned herein. Wreckers tore her apart that fall, and her hull was burned to recover the iron.

The other side-wheeler at the right in this picture is the HELENA, originally built 1878 at Pittsburgh as the J. B. M. (Alphabet) KEHLOR. In 1886 she became the GRAND REPUBLIC (second). The boat making smoke is the MABEL COMEAUX.

37



READS LANDING, MINN., 1867
LOOKING DOWN RIVER FROM BOAT

READS LANDING, MINN., 1867
See boxed article left column next page.

READS LANDING, MINN. 1867 is clearly marked in the lower right of this picture opposite. The second line reads "Looking Down River From ****". The figure 37 over the hilltop was added by an early photographer for reasons best known to him, and now forgotten. Maybe you've not heard of Reads Landing---one thing sure, this is the first photograph we've seen showing the town. It's still in business (zip 55968) and last we heard it was limping along with less than 200 inhabitants. During rafting days on the Upper Mississippi Reads Landing was some pumpkins located as it was at the foot of Lake Pepin and across from the mouth of the Chippewa River. The steamboat at the left is the SILAS WRIGHT built in 1866 and best way to describe her origin is this: go up the Chippewa until you come to a fair-sized tributary entering on the left, which is the Red Cedar River, keep going until you come to a fairly prosperous town named Menomonie, and that's it; she was built there at Menomonie, Wis. Reads Landing was a great headquarters for assembling rafts and a striking photograph exists, said to be taken in 1871, showing rafts galore and nine raftboats, one of which is this same SILAS WRIGHT. So Reads Landing wasn't always quite so sleepy as this photograph on the opposite page depicts--it had its rousing times in those white frame buildings, most of them inns or taverns, and along that front street. By the way, note the telegraph wires stretched from the pole at the right. Our thanks to the University of Wisconsin's Murphy Library for digging this picture to light, and to C. W. Stoll and Ralph R. DuPae for making it available here.

PLAQUE REPLACED
(see picture below)

An Ohio River navigational aid--flashing white--officially listed on charts since placed at Marietta in 1952 by S&D now has a new plaque. The original one was removed by vandals over a year ago. The original and the replacement both were made by Sewah Studios, Marietta, identical in size and wording, using a dark brown background and gold lettering. Details of having the replacement plaque made and installed were handled by our good friend S. Durward Hoag. When the task was completed Steve took this picture, dated August 21, 1975. The steel frame upon which plaque and light are mounted was built by the Sistersville Tank & Boiler Works, a gift of Walter McCoy. The Lafayette Hotel supplies the electricity, and the U. S. Coast Guard services the light.

Sirs: I have been working in the Yorkville, O. plant of the Wheeling-Pittsburgh Steel Co. for 42 years under its various ownerships. There are three attractive relics on the premises of unusual interest:

1) A Uniflow horizontal steam engine of German design 36" bore by 48" stroke, poppet admission valves on the cylinder ends, with exhaust at the center of the cylinder. They brought her here from New York about 1913 to run this plant's first compressed air supply. Her job over East was to run a compound compressor during the building of the Holland tunnels. She has escaped three war scrap drives and I've never seen her run since I came here.

2) A large steam whistle last blown in 1946--still here but disconnected. On quiet nights long ago you could hear it 15 miles.

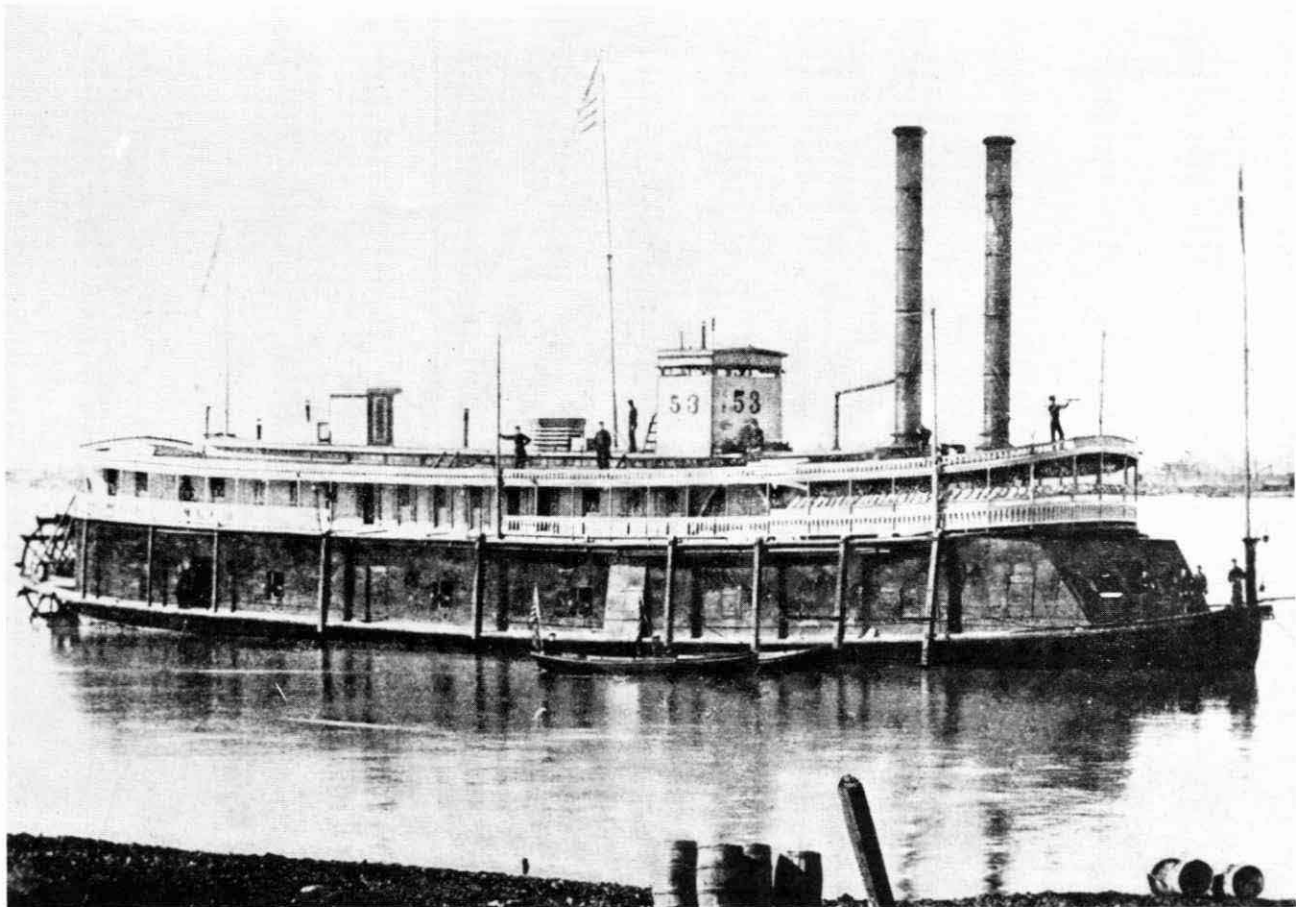
3) A Pond 72" lathe bought in Norfolk, Va. in 1953 second-hand said to have turned the guns for the steam battleships of WW I; and some say it turned guns for Dewey's White Fleet. I am her operator.

My home overlooks Light 82.7 on the Ohio River at Tiltonsville, O.

Joseph Bukac, Sr.,
208 Arn Ave.,
Tiltonsville, O. 43963

The Tredgold drawings of the side-wheeler BUCKEYE STATE, holder of the speed record Cincinnati to Pittsburgh, have been reproduced and are available. Modelers interested in building a radio controlled version of the Ward-built WILD GOOSE (1926) with twin sternwheels are advised that plans are on tap. In the last issue of this magazine mention was made of the fast sternwheel steamboat ROYAL. A drawing over five feet long with her hull lines scaled 3/8" is on sale. For details of the above and also other boat drawings address John L. Fryant, 6508 Dorset Drive, Alexandria, Va. 22310.





HERE WE HAVE a U.S. tinclad of Civil War vintage with the number 53 on the pilothouse. A search of the key discloses that her official U.S. Navy name was NAIAD.

So here we were slobbering along thinking that a "naiad" was some sort of a mythical fresh water nymph. Which is partly so.

But now we read in the Carnegie Magazine, issue Sept. '75 that a naiad, such as you see in the picture below, also is a *quadrula cylindrica*, or to wash off the formaldehyde, a fresh water mussel so common in inland streams.

Maybe you knew this all the time but we didn't.

Well hello NAIAD pronounced to rhyme with pay-ad. So you're only a mussel shell.

#53 obviously is a converted packet. She was built at Freedom, Pa. in 1863 and originally was named PRINCESS. Her owners Capts. George W. Cullen and Frank Maratta sold her to the Navy on March 3, 1864 whereupon she became #53, the NAIAD, effective March 3, 1864. Then on Oct. 21, 1865 she was sold at public sale and got back her original name PRINCESS.

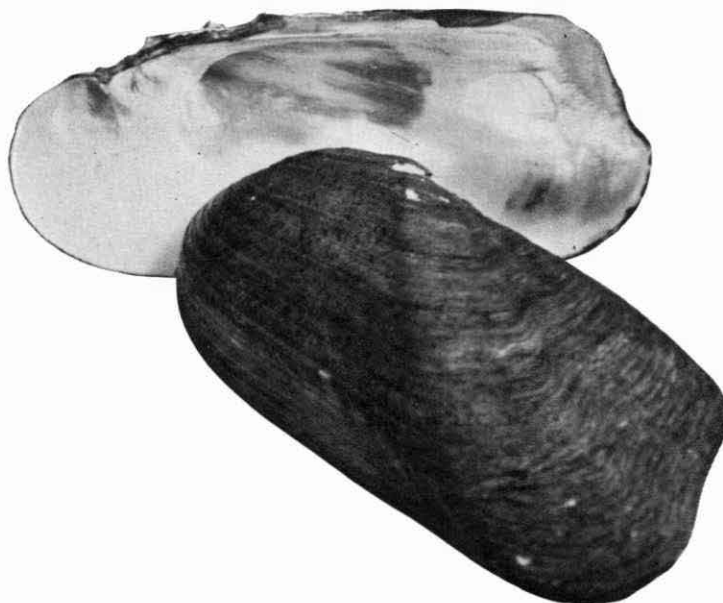
The Missouri Historical Review in its July 1927 issue reports the PRINCESS was snagged fatally one mile above Fire Creek on the Missouri River, above Napoleon, Mo., on June 1, 1868, upbound for Fort Benton.

The account also throws in some other interesting details. She

was owned at time of loss by F. F. Voochies and others. Her engines were 15" bore by 4½ ft. stroke, and she had two boilers allowed 132 psi.

Webster Abridged defines a naiad as a nymph who lives in and gives life to rivers. Or to fountains. Or to springs. Or lakes. Navy's name for #53 may be so interpreted don't you think?

Seldom do you see a picture such as this--a steamboat riding at anchor. Officers and crew obviously are posing for the photographer. Note the stance of that gentleman holding the telescope. He's not looking for fresh water mussels; if not a nymph, probably a real-life Baton Rouge belle or Natchez naiad has him engaged.



Two Naiads from Western Pennsylvania

CIVIL WAR BUFFS will have no trouble recalling Gen. Jubal Early's raid down the Shenandoah valley in '64, when he ordered Gen. John McCausland to burn Chambersburg, Pa. Profane and devoted Old Jube (named for Jubal in Genesis 4: 19-21) by his father Joab (Bible, commander of David's Army)-- Old Jube once was nearly blown to kingdom-come in an Ohio River steamboat explosion.

Nobody remembered what boat it was, nor the circumstances. His biographer Prof. Millard K. Bushong of Shepherd College (W. Va.) in his book "Old Jube," recounts that his subject was proceeding down the Ohio River on a steamboat when the boilers let go. Half of his stateroom was carried off and fragments of boiler-iron "protruded through the floor cutting and burning his feet."

A letter recently has turned up thanks to Mrs. John Rutherford, Charleston, W. Va., dated at Guyandotte, Va., Jan. 10th, 1848 and written by W. B. Koontz, her great uncle.

Mr. Koontz penned the letter to his mother to tell her pronto that he had been aboard the steamboat BLUE RIDGE which exploded shortly after leaving Gallipolis, O. down-bound for Cincinnati; that he is all right, and for her not to worry. Following the blast, the cabin drifted some four miles when a yawl came to the rescue (about one o'clock in the morning) and took off James Ruffner of Kanawha, Major Early of the army of Mexico, W. B. Koontz and others.

At that time, in 1848, Old Jube was on leave from his duties in the Mexican War. He had gone to the vicinity of present-day Winfield, W. Va. to visit on a farm with his parents. The BLUE RIDGE was a regular Kanawha River and Cincinnati side-wheeler, and Jubal had hopped aboard. He had contracted rheumatism in Mexico and was recuperating--although actually the affliction changed him from an erect Major into a stooped and crippled General.

So the point now is settled; he was aboard the BLUE RIDGE and the date was about 1 a.m., Sunday, January 9, 1848. The boat was in the vicinity of Raccoon Island. One of the crew was Capt. Wm. Penn Wright. He was blown overboard, swam ashore, and walked through a fresh-fallen 1" snow the 40 miles to Red House, W. Va. where he lived.

Major Jubal Early suffered no ill consequences of the accident, although from 11 to 15 lives were lost. It was said that the boilers were nine years old, in which case they must have come from an earlier steamer. The BLUE RIDGE was built at Cincinnati in 1844.

Briefly, the Putnam County farm owned by Old Jube's father was confiscated during the Civil War, whereupon the family removed to Lexington, Mo. where Papa Joab lived with his son Robert until his death in 1870.

As a sequel to this tale, Putnam

County, Va. was formed in 1848, the same year the BLUE RIDGE exploded. The roof bell was brought to the new county seat, Winfield, and placed in the belfry of the new court house. Somehow it got cracked.

C. C. Bowyer, the Pt. Pleasant, W. Va. banker (see Dec. '69 issue, page 13) said this: "My father was president of the Putnam County Court when the present court house was built, and I asked him what he was going to do with the old bell which had hung in the old court house. He said, 'Scrap it. It's cracked and no good.' But I prevailed on him to hang it on the porch of the building, and it's there today."

Captain Bowyer wrote the above in 1933. But he may have as well written it last week. The bell, still cracked, is still over the front doorway of the Putnam County court house.

The late Sid Morgan told Herschel Burford some years ago that he had once enlarged the crack in the bell with a hacksaw to prevent further cracking. It is marked 1845, cast by G. W. Coffin, Buckeye Bell Foundry.

=For the above we first of all are indebted to R. Jerome Collins, of Nitro, W. Va. who brought the story to our attention, and who kindly furnished the July '75 issue of "The Vandalia Journal," a quarterly published by the Upper Vandalia Historical Society of which publication William D. Wintz is editor and author of the lead article, "General Jubal Early's Connections in the Kanawha Valley." Mr. Collins also furnished us with a clipping from the Charleston (W. Va.) Daily Mail, issue of June 5, 1975 containing a story by staff member Adrian Gwinn on the subject "Cracked Bell Presents

Mystery." Also in the same newspaper, June 10, 1975, an article by staff member Bob Adams headed "1848 Letter Unravels Putnam Bell Mystery." Mrs. John Rutherford kindly consented to permit S&D REFLECTOR's quote from her 1848 letter.

One of our new members is Mrs. Percy A. (Nancy) Tabacchi, Route 12, Box 70, Frederick, Md. 21701. She is granddaughter of the late Capt. Homer Litten, Clarington, O.

Bellevue, Iowa was in the news lately when an ancient cast-iron casket was exposed along the shore of a nearby island. It was lugged to the back room of Gallagher's Furniture Store. Ray Gallagher also serves as the town's (pop. 2300) mortician.

A face plate, said to be standard practice on cast-iron coffins well over a century ago, was removed by a crew donned in surgical masks and disposable clothes. The task meant grinding off bolts from the casket's lid. Sure enough Ray determined, but dimly, that there was a tenant inside.

The news got about town. Gallagher's Furniture Store was the most popular place between there and Dubuque. More bolts fell to the back room floor, and finally the lid was raised. Ray seemed more fascinated with the cast-iron coffin than with the occupant.


"This casket was moulded--it's a work of art--fine workmanship--in pretty darn good shape," he enthused. He judged its age around 1850.

Within the next few days over 800 local natives had filed by to view the remains of an elderly woman. How she got to the island will probably remain one of the mysteries of Ol' Man River.



SHOWBOAT II loading at Marietta for Blennerhassett Island with the S&D excursion last Sept. 13. In the distance are the visiting pleasure boats pictured elsewhere in this issue. Thanks to Jim Swift for the picture.

REGULAR LEXINGTON PACKET.

THE SPLENDID  PASSENGER STEAMER

EL PASO!

H. THORNERUGH, MASTER,

FOR WASHINGTON, HERMANN, PORTLAND, JEFFERSON CITY,
Providence, Rocheport, Boonville, Arrow Rock, Glasgow, Cambridge, Brunswick,
Windsor City, Miami, Hill's Landing, Dover, New Berlin & Lexington,

On the inst., at o'clock, A.

For Freight or Passage apply on board, or to **WALL & WIDEN, or** Agents.
WM. DWYER,

Keenle & Hager, P.O. **1850**

MORE ON THAT TRIP UP THE PLATTE TO WYOMING

COULD YOU CONCEIVE of a steamboat navigating the Platte River from the Missouri to the site of the Guernsey Dam? Knowing the Platte as it is today with low bridges, and with dams obstructing and prohibiting navigation, you may hesitate believing so weird a tale. Nevertheless records relate that a steamboat did navigate the Platte to the canyon above Guernsey, Wyoming. This happened in 1852 long before the building of Pathfinder, Seminole and Alvoca dams. In early June 1852 people at Fort Mitchel heard the whistle of a steamboat. Spring in 1852 had turned off warm and the Platte was bankful. The boat was the EL PASO, which plodded westward to the entrance to Platte Canyon. The current was too swift to proceed further. The advance up the Platte had been 35 miles per day up to the junction of South Platte. On up North Platte she made 25 miles a day. G. L. Shumway mentions the historic trip in his history of Nebraska. Everett Hale, the historian, mentions the voyage in his 1854 volume. The return to the Missouri River was accomplished at the rate of 75 to 90 miles a day. One of the passengers on the trip was the trapper Reulean, mentioned by Francis Parkman as being at Fort Laramie, this printed in the Wyoming Pioneer, v. 1, No. 6, p. 214. --For the above picture of an 1850 "card" for EL PASO, and for the information above penned by Dr. E. B. Trail, we are indebted to Ralph R. DuPae, University of Wisconsin's Murphy Library, La Crosse, Wis. Adds Ralph DuPae: "Dr. Trail apparently was convinced that EL PASO made the trip." The question was raised in our Sept. '75 issue, page 3.

STERNWHEELERS CHANGE HANDS

The sternwheel diesel towboat WINIFRED has been sold to H. H. Nichols who operates the Huntington Asphalt Corp., Huntington, W. Va. Since 1960 the boat has been owned by Capt. Harvey M. Todd and since his death by his widow Mrs. Charlotte I. Todd, Hookstown, Pa. The WINIFRED was built on a steel hull at Dravo at Neville Island, Pa. in 1930 and was in their fleet prior to the sale to the Todds. She is 97 by 17 and has a GM 6-110 diesel placed 1966, 210 hp. The new owner reportedly will convert her into a combined pleasure and service craft. Mr. Nichols some while back bought the sternwheeler WILD GOOSE which now is beached ashore at his Huntington plant.

The WINNIE MAE was sold this fall to Clyde Bryant, Zanesville, O., a pilot with Allegheny Airlines. This famous towboat was twice winner of the Annual Sternwheel Race at Charleston, W. Va. and burned at Crown City, O. on June 12, 1974. Capt. Harry White had the wreck towed to Belle, W. Va. on the Kanawha and did not rebuild it. We are informed that Clyde Bryant intends rebuilding the superstructure into a handsome pleasure and service craft. The WINNIE MAE was Dravo-built, 1936, with a steel hull 108 by 22 for the Monongahela and Ohio Dredging Co., Pittsburgh. She was Cat powered in 1964, 365 hp. Harry White owned her since 1971.

MOUNTAIN TRAFFIC on the Missouri River gets signal attention in "The Rivermen," a new, lavish volume just released by Time-Life Books, Inc. The author is one Paul O'Neil, an ex-Seattle newsman who since 1944 has been on the writing staff of TIME, LIFE and Sports Illustrated. He retired in 1973 and has devoted much effort doing this book.

We have been aware for some time past that such a book was in the works at Time-Life. Phone calls tinging on the frantic sought good Missouri River steamboat photographs which, as every collector knows, don't grow on every apple tree. Then John L. Fryant told us he was commissioned to draw scale plans of the FAR WEST (June '75 issue, page 9). Andy Anderson received calls for assistance at the Inland Rivers Library. Obviously the vast research machinery available to Time-Life had been thrown into this project hook, line and sinker.

It paid off. Paul O'Neil's text would have made for a readable book, pictures or not. But add to his superb story many detailed photographs, many blown up double-page size; full color paintings we've so often admired--in particular this "Watching the Cargo" by George Caleb Bingham, wherein the three flatboatmen at twilight sit by rescued cargo of a snag-speared packet silhouetted slightly askew in the reach below them--also very nice portraits of Capt. Joseph LaBarge, Capt. Grant Marsh, Capt. Dan Maratta and other famed heroes of the mountain trade; lithographs and scenes.....why they've even turned up a big picture taken at South Brownsville, Pa. on the Monongahela (Bill Kisinger found it for them) showing the towboat LARK and others.

No, they didn't turn up any new or startling Missouri River "mountain boat" photographs; but here's what they did do--they ferreted into archives and dug out original prints of oldies. Supreme case in point is a double-page spread of side-wheel SILVER BOW, every detail so perfect looks like it was taken yesterday. We've been so used to looking at the old standard fuzzy print all these years it was like the shock of getting new spectacles. Not only that; they knew where it was taken; at Fort Leavenworth in 1869.

John Fryant's "anatomy of a Missouri River stern-wheeler" takes up two double-pages, the FAR WEST buttoned down and double secured for posterity. I'll tell you boys and girls this is SOME book. The publishers must have felt sort of like it is a winner--they bound it in brown leather or what sure does look like brown leather, embossed, too, with a fanciful design.

A new highway bridge is being built across Markland Dam, Ohio River. When completed it will knock out the existing ferry operations at Vevay-Ghent, and Warsaw-Florence, both nearby.

ANOTHER STEAMBOAT IN PROSPECT?

The swank 85-ft. hull BORDER STAR with her reciprocating engines now is in the fleet of Capt. Dennis Trone. She was built in 1969 for the Kansas City Missouri River Navigation Co. based at Kansas City, and hence her name. The engines were designed by Dennis Trone, and are activated by oil at an extremely high pressure, driving a sternwheel. She once licked the DELTA QUEEN during a staged race at Little Rock, Ark. while operating there under the management of John F. Trotter. Lately she has been in the Upper Tennessee, inactive, due to a busted engine. According to advance reports she will operate 1976 up the Tennessee.

Dennis Trone is wintering the JULIA BELLE SWAIN at Chattanooga, and is converting the former light tender WAKEROBIN into a wharfboat and landing facility.

Bob Burtnett announced in his column in the Chillicothe (Ill.) Bulletin, issue of Oct. 23rd last, that Dennis Trone is about to commence construction of a new stern-wheel excursion boat for use at Evansville, Ind. Whether it will be steam or diesel he does not say, but likely steam. The place of build may be at Tell City, Ind. says Bob. Projected completion date is May 1977.

Sirs: The Brownsville (Pa.) Historical Society organized in 1965 has been doing well. Fayette County has taken over old Nema-colin Castle built 1789 as a trading post by Jacob Bowman, and a \$105,000 renovation program is under way. S&D officers and members are cordially invited to come here to see the castle, and to participate in the Gateway Clipper river excursions on the Monongahela we have planned for '76.

J. W. (Bill) Kisinger,
515 Front St.,
Brownsville, Pa. 15417

=SHOWBOAT II has been making runs to Fairmont, W. Va., located at the headwaters of the Mon. Soon as we get her '76 scheduling we'll let our readers know the details. Bill Kisinger and wife Betty have been quite active in these events. Bill, Dr. Henry D. Wilkins and the late Earl Storey chartered and organized Brownsville Historical Society, and Bill is a past president of the group. -Ed.

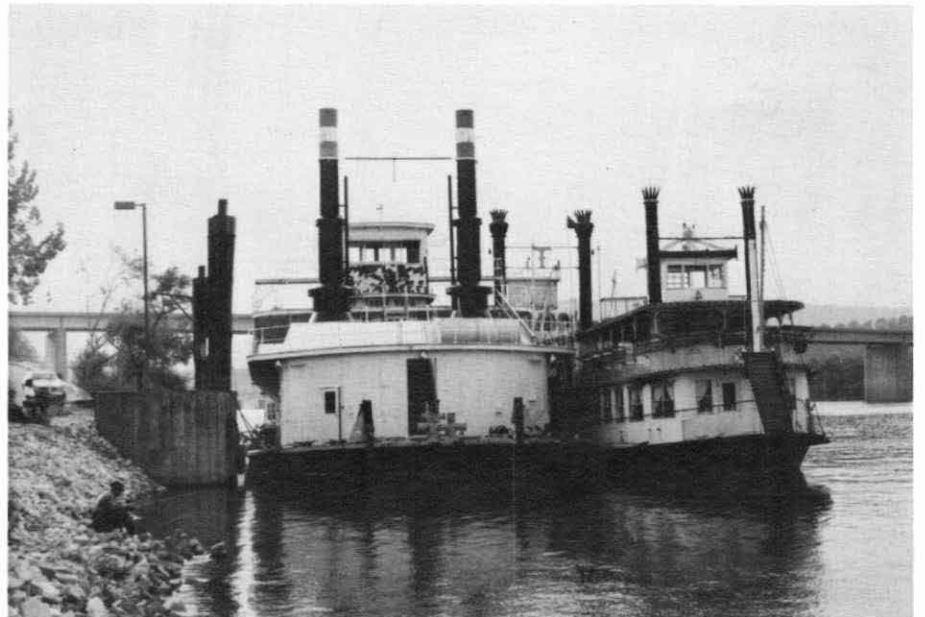
Mrs. Donald T. (Pearl) Wright entertained guests at a dinner party held in the Pontchartrain Hotel on St. Charles, New Orleans, one evening this past October. Among those present were Mr. and Mrs. Leonard Huber, Mr. and Mrs. Ray Samuel, Capt. and Mrs. Robert Streckfus, Capt. Jack Trotter, Mr. Sam Wilson and Capt. Clarke Hawley. Also lending their presences were the immediate past president and the recently installed president of Tulane University. Capt. Verne Streckfus sent regrets.



Bob Latta's detail-perfect model of the towboat DUQUESNE was a surprise feature displayed at the Ohio River Museum, Marietta, during S&D's September meeting. Ye Ed apologizes for getting his mug in so many shots in this issue--in this case somebody was needed in the background while Fred D. (Bud) Morrison took the picture.

James Ebson Lose, retired executive vice president for the U.S. Steel Corp., died in Naples, Fla., where he resided, on August 8, 1975. He was 84. The steam stern-wheel towboat JAMES E. LOSE of Carnegie-Illinois Steel carried his name 1937-1948. This towboat originally was the WM. G. CLYDE built in 1922 which distinguished

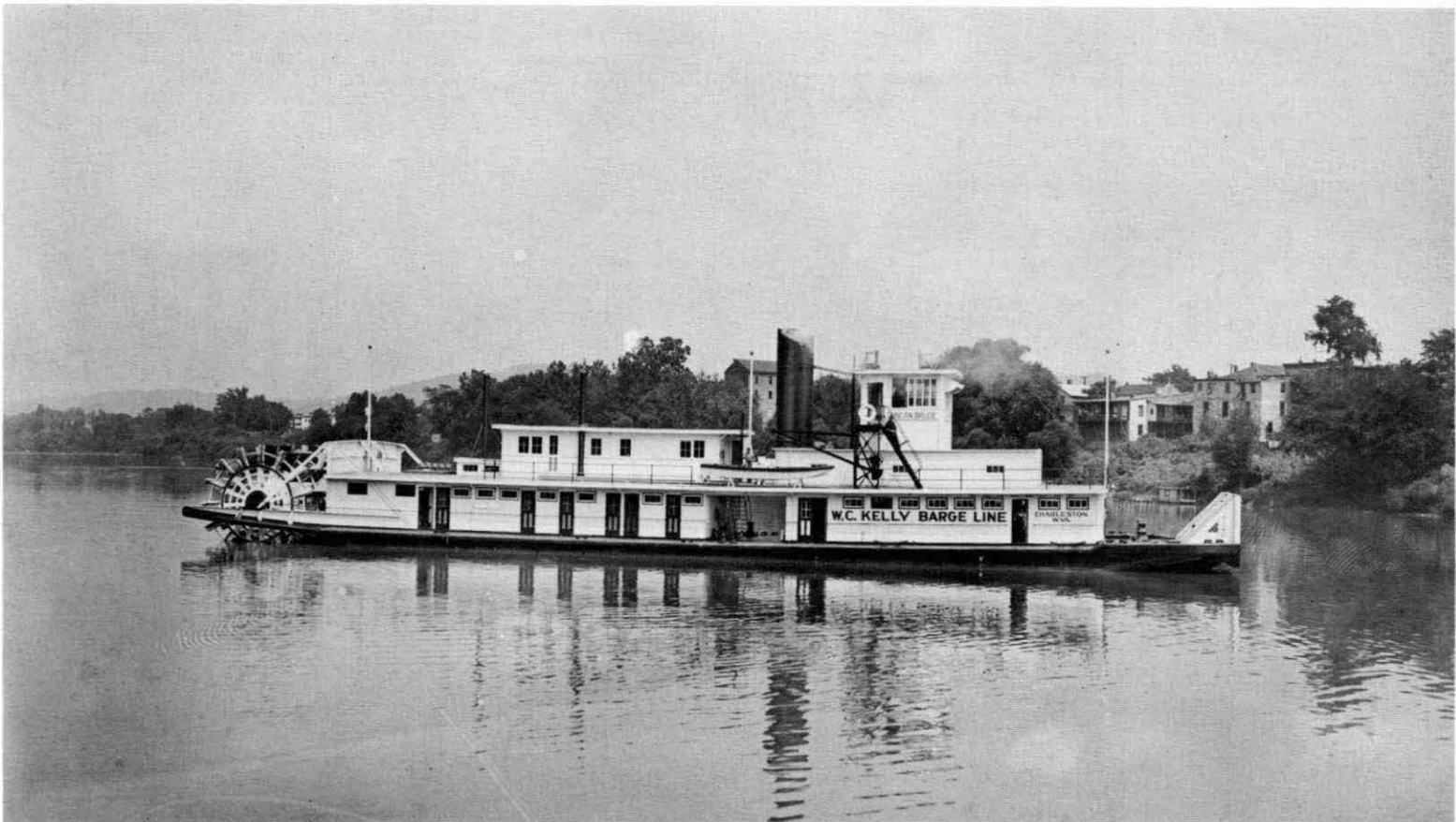
herself by exploding boilers on March 4, 1936 upbound with seven loads on the Mississippi between Grand Tower and Wittenburg. She was towed back to the Coal Valley marine ways, rebuilt, and came out again as the JAMES E. LOSE. In the summer of 1948 she was again renamed, becoming the CHARLES R. COX.



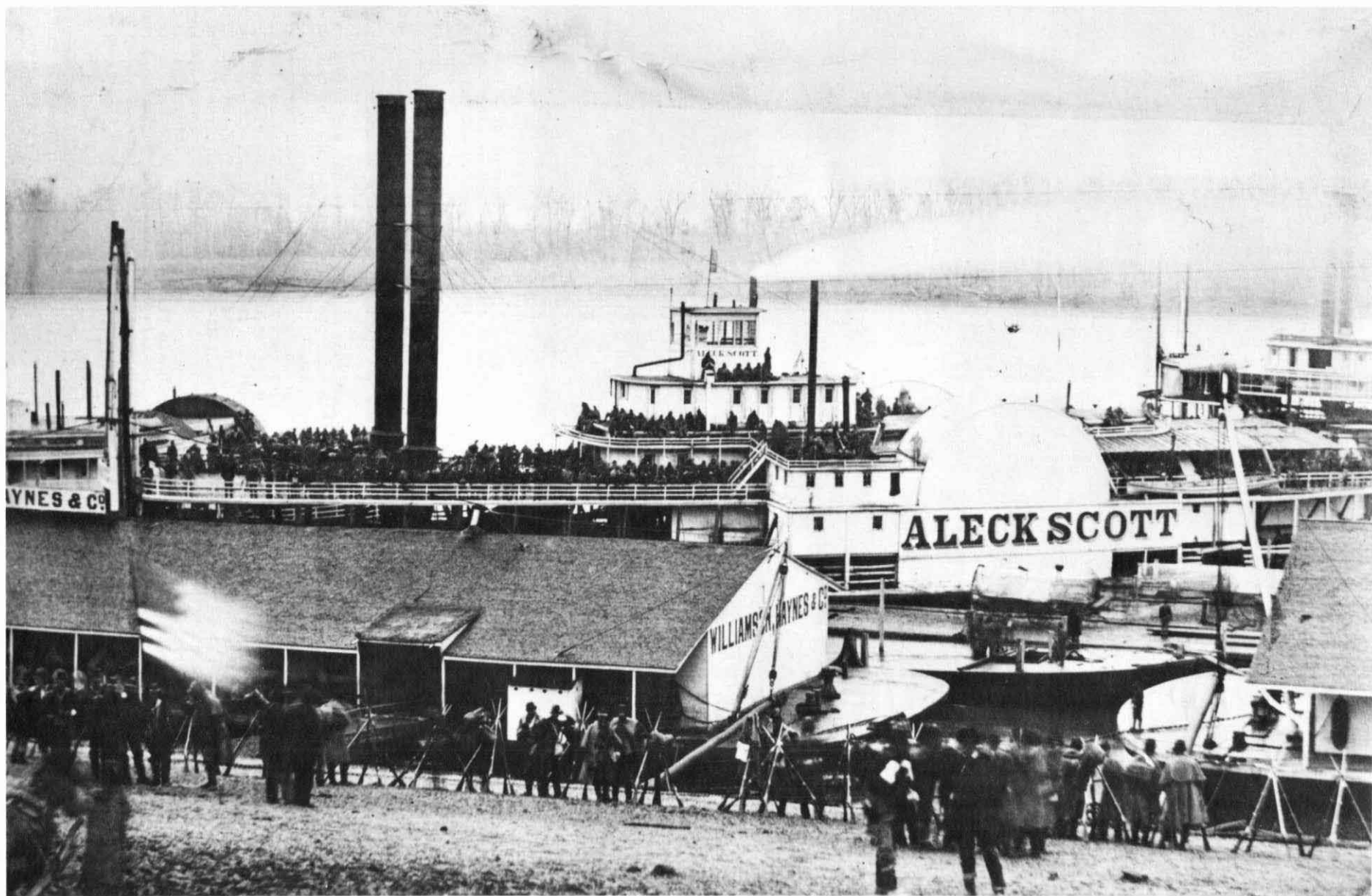
From the left: WAKEROBIN, JULIA BELLE SWAIN and BORDER STAR moored at the old wharf, now called Ross Landing, Chattanooga. See article in upper left, this page. Our thank you sir to Jack E. Custer for the photograph. He took it while on a visit there last October 16th.



The afternoon was dreary enough at New Orleans, but photographer R. Michael Ricouard on October 4th last caught an interesting scene; PRESIDENT (left), NATCHEZ upbound, and the DELTA QUEEN. Our thanks to Capt. Doc Hawley, who has stood watches on all three, for the print.

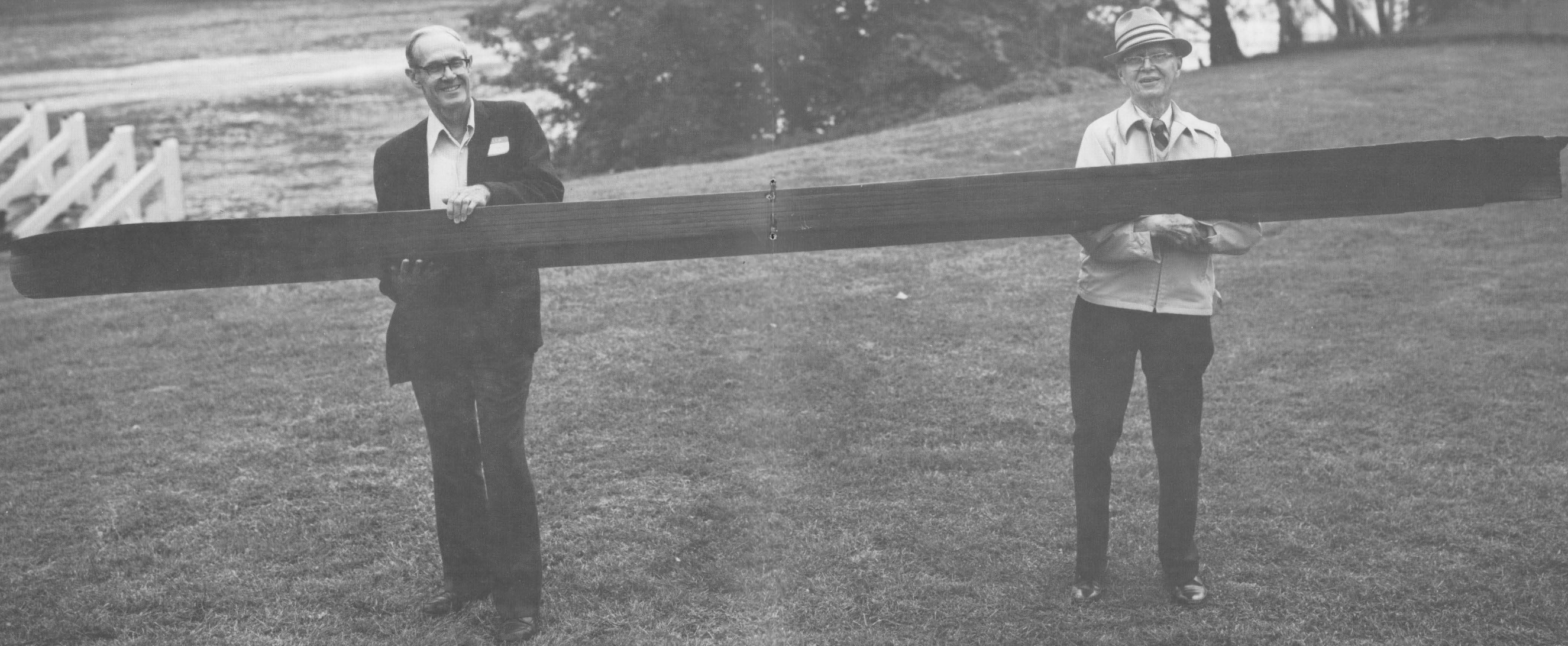


Since rambling on in the last issue about the DUNCAN BRUCE being a sternwheeler we have located this picture taken at Charleston, W. Va. in front of the Charles Ward Engineering Works, her builder, dated August 6, 1927. She was brand new at the time. -Photo by Bollinger's, Charleston.



WHO SAYS IT COULDN'T HAPPEN! Here is the first actual photograph known to have been taken of the famous side-wheel ALECK SCOTT. Lloyd Ostendorf last summer was doing some pictorial research and picture identification for the librarian at Western Reserve Historical Society, Cleveland. Lloyd happened upon the original of this print in the

archives. It was in a scrapbook made in the 1870s by Col. Arnold Rand, a young Civil War U. S. colonel who apparently collected every photo he could get his hands on concerning the Civil War. The Western Reserve people very kindly allowed Lloyd to make this copy of the original albumin print. For more details see left column, next page.



ABOVE is the 14'7½" length half section hull model of the side-wheel ECLIPSE whittled 1852 at New Albany, Ind. and never before photographed. What brought this on was the story about the model in our Sept. '75 issue coupled with the fact that Allen Hess appeared at the S&D meeting lugging a monster camera using sheet film 8 by 20 inches. No kidding, that's a desperate business using film THAT size. What he wanted was a long subject to practice on. So the only static object running lengthwise from here to next week badly in need of its portrait was

this ancient-of-days model. We lifted it from its perch in the Ohio River Museum and strong-armed it out on the lawn. This old camera of Allens has a ground glass focus so he had to hood himself and the camera under a blanket and then the model had to be gee-hawed to right and left, and a bit closer, etc. Then the critical moment---all motion frozen---Allen slides in this great big long wooden film holder, pulls out the protecting slide, and click! Of course Allen doesn't know whether he's got a picture, and won't know until he goes home to 826

West Roscoe St., Chicago 60657 and develops this film in a bathtub. Well, here's what he got---the picture above---mailed to us in a 3" i.d. heavy duty mailing tube. At the left is Fred D. Morrison, Indianapolis, veteran of exploration voyages down the Allegheny and Cumberland, and on the other end of the proposition is Ye Ed. The excellent picture at the right was taken that same day by Chris Eaton, 239 Grafton Ave., Dayton, O. 45406. The hull's stern is in the right foreground. We had no way to weigh that model but it sure has a lot of lumber in it.



