

# S&D

# REFLECTOR

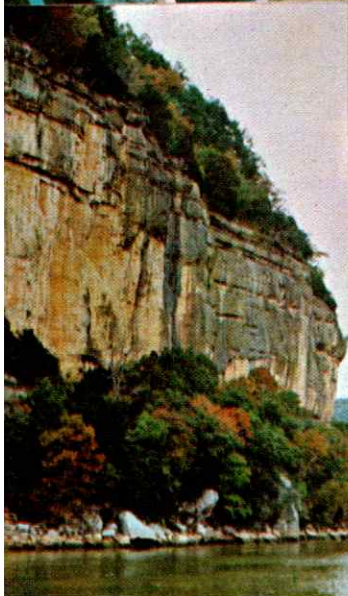
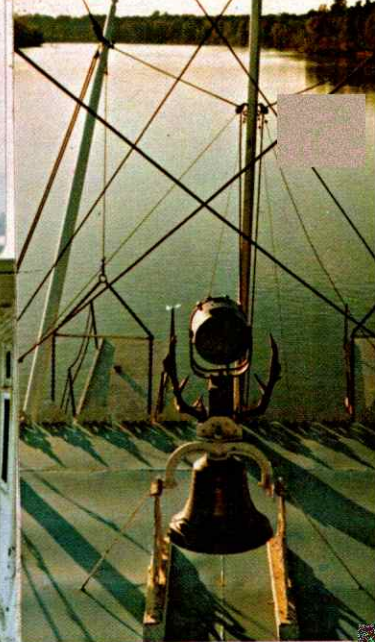
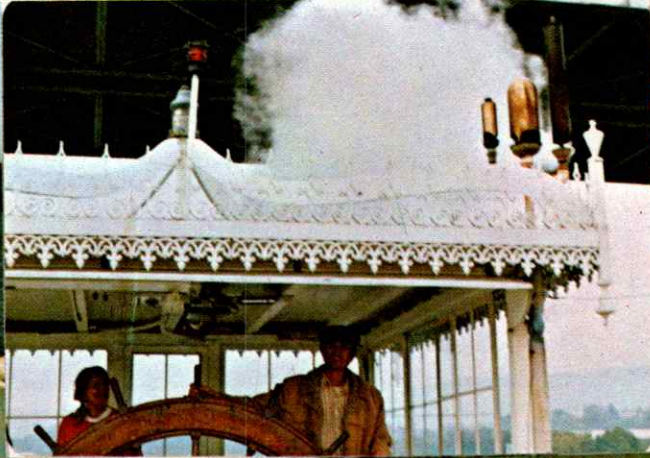
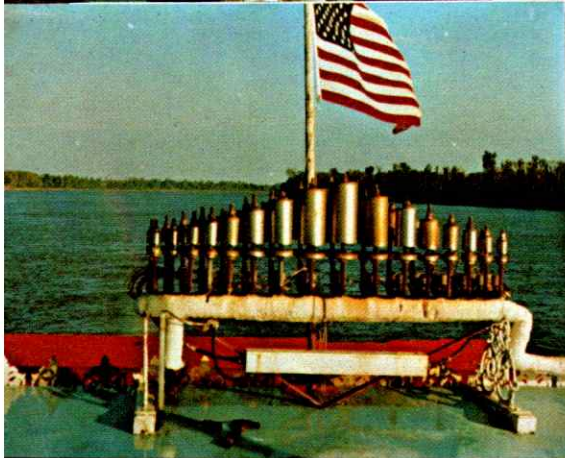
Published by Sons and Daughters  
of Pioneer Rivermen

Vol. 13, No. 1

Marietta, Ohio



March, 1976

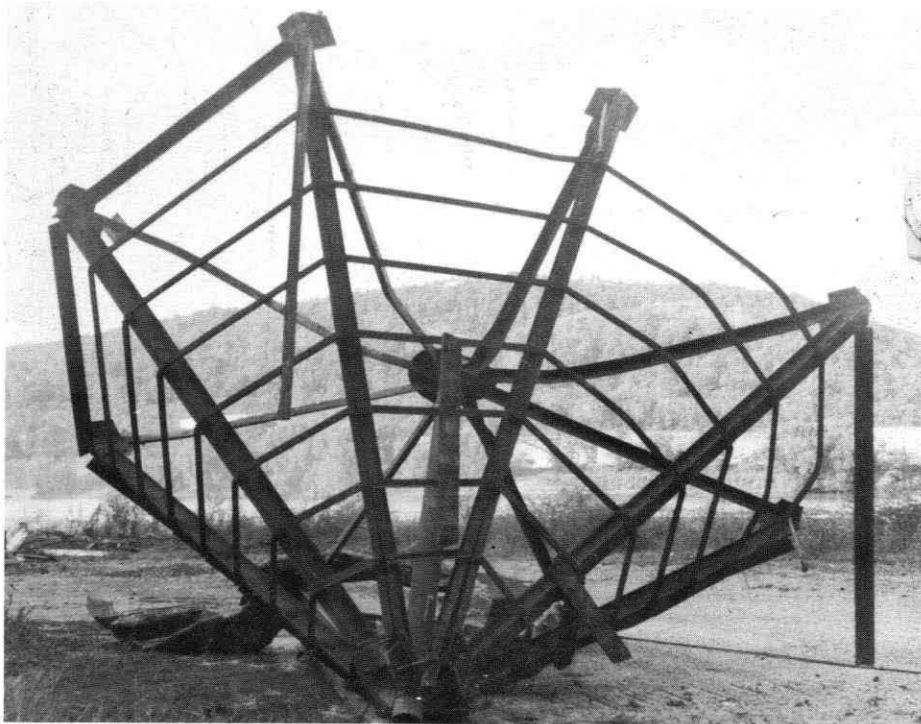






#### S&D'S BICENTENNIAL MEETING

Plans are afoot to celebrate the occasion at Marietta, O. on the week-end of Saturday, September 11th, 1976. S&D is dickering with Captains Jack Gessling and Jim Swartzwelder to have SHOWBOAT II again at the wharf. Two optional cruises are being considered, up the Muskingum to Beverly, or up the Ohio through the new Willow Island Locks to Newport, O. Manager Bob Moseley of the Lafayette Hotel has practical ideas of how to double the serving lines aboard ship for noon luncheon. Plans also are being studied to hold the Saturday evening meeting in an auditorium close-by the Lafayette, assuring adequate seating for all. The Lafayette has arranged to provide the usual Saturday evening dinner in three attractive dining-rooms. Specifics of the program, and instructions about advance reservations for the boat ride and the dinner will be detailed in the June issue. Meanwhile mark the week-end of Sept. 11 in your engagement book. Hire a hack if you must, but be there.



Sirs: Golly gee, the December issue of S&D REFLECTOR was just like getting a new photo album for Christmas. We had lots of fun picking out our river friends and I suspect everyone attending our meeting did the same. As you can guess I've had letters and phone calls from people I hadn't seen in years as a result of the photo John Fryant took of the THREE clowns.

Delly Robertson,  
Route 1, Box 696,  
New Richmond, O. 45157

From what we gather there will be excursion service on the Kentucky River this summer. Jim Cross has organized Kentucky River Excursions, Inc., Fort Boonesborough State Park, Route 5, Richmond, Ky. 40475. This advice comes to us from Capt. Robert M. Lumpp who is assisting. Bob Lumpp operates the MARK TWAIN (formerly LADY M) at Hannibal, Mo. under the name of Great River Packet Company, 303 North State Street, Monticello, Ill. 61856. He has lately joined S&D. Our thanks to Bob for a permanent Captain's Boarding Pass for the MARK TWAIN. So far we have not learned what boat will serve on the Kentucky.

Chautauqua Lake, twice mentioned in this issue (pages 8 and 10), in addition to the steam excursion boat CHAUTAUQUA BELLE, also may have two side-wheel ferries in the near future. Marine architect Alan L. Bates is preparing plans for these diesel ferries. They will operate across the narrows between Bemus Point and Stow. The lake has two sternwheelers at the present time utilized to clear away water weeds and grass.

**A**ND THE WALLS COME TUMBLIN' DOWN. These two pictures were taken during the demolition of the lock house at Ohio River Lock and Dam No.10, Steubenville, O. last September. The lower view shows the metal framework of the hexagonal pointed roof which surmounted the tower at the left in the upper view. At this rate soon there will be little or no trace of the original wicket dams and structures built 1885-1929. Many boatmen still percolating can boast having gone through the locks or over the passes of all of the original ones including Davis Island Dam, the first one completed and the first to go. Our thanks to William E. Brandt, 635 North Sixth St., Steubenville, O. 43952 for the scenes above.

AN EYE WITNESS ACCOUNT OF THE  
SINKING OF THE BERTRAND

JAMES D. LUCAS of St. Louis, son of Capt. James H. Lucas, wrote the following account of the loss of the BERTRAND in a letter addressed to George Byron Merrick, published in the "Saturday Evening Post," Burlington, Iowa, in its issue of March 2, 1918. Mr. Lucas was 81 when he penned this letter, relying on memory of an event which had happened 53 years previous, hence a bit foggy about dates and mileage figures, but otherwise a sharp reporter.

St. Louis, Mo.,  
Feb. 23, 1918

Capt. G. B. Merrick,  
Madison, Wis.

I was a passenger on the stern-



Capt. Horace E. Bixby  
On watch when BERTRAND sank?

wheeler BERTRAND when she sank about 50 miles above Omaha in the early spring of 1864 (actually on April 1, 1865 -Ed.). We left St. Louis wharf with a full crew, Capt. John Jacobs, master; Horace E. Bixby, pilot; and a cub pilot with him. John Owens was first clerk, William Pim, second clerk. Capt. J. E. Yore came along with us as far as Omaha to help pilot us up to that place, where he left the boat and returned to St. Louis.

The following evening the boat struck a snag just forward of the paddlewheel and sank in about ten minutes to within two feet of the boiler deck. The stageplank just reached the bank and everyone was soon ashore. The boat and cargo were a total loss.

Both the BERTRAND and cargo were insured. All of the shippers duplicated their orders and shipped on a boat that took the place of the BERTRAND---I think on the ROANOKE but I am not certain of this.

The BERTRAND belonged to a company in which Capt. James E. Yore was one of the owners. My father,

Capt. James H. Lucas, was another. Mr. John T. Murphy and myself were taking a stock to goods to Helena, Mont. to go into business. Where the BERTRAND struck the snag was about 40 or 50 miles above Omaha, left bank.

I don't know of anyone living who made that trip with me. I am 81 years old and am writing a little history for the amusement of my grandchildren. I knew all of the Yores well. There was Capt. J. E. Yore, Capt. Patrick Yore, Capt. Will Yore, and Vincent Yore. John E. Yore was my father's clerk in his office here in St. Louis. All are dead now, many years go.

You certainly must have known my father, Capt. James H. Lucas, of St. Louis. I don't think we are any relation of Capt. M. F. Lucas of the old Minnesota Packet Co.

I also sank on the side-wheel steamer CITY OF BATON ROUGE at Hermitage, La. on Dec. 12, 1890. The same pilot, Capt. Horace E. Bixby, was at the wheel. I was in the pilothouse with him. It was about 2:30 p.m. Lately I went to the Steamboat Inspectors' office to learn the whereabouts of Captain Bixby but could get no information.

Many thanks for your kindnesses and the interest you have taken in answering my inquiries. Should you come to St. Louis look me up and I shall take the greatest pleasure in showing you around.

Yours truly,  
James D. Lucas

Capt. Horace E. Bixby had died on Aug. 1, 1912 and a rather odd thing, seems to us, that neither Mr. Lucas nor the Steamboat Inspectors at St. Louis were aware of his passing.

A notable book, "The Steamboat BERTRAND," published by the National Park Service, 1974, notes (pages 7,8) that Capt. James A. Yore was the agent in charge of booking passengers and freight for the BERTRAND's ill-starred trip, and was the boat's master on the voyage. Doubtlessly he is the Capt. J. E. Yore recalled in the above letter. Yet Mr. Lucas is clear in stating that Captain Yore assisted with the piloting and got off at Omaha to return to St. Louis. On page 10 of the book is notice that Capt. Yore registered at the Herndon House, Omaha, on the evening of March 31, 1865, the day before the sinking. --Which would seem to justify the recollection of Mr. Lucas who says the boat's master was Capt. John Jacobs.

This same book, page 11, notes dutifully that "H. E. Bixby and lady and servant" were among the BERTRAND passengers registered at the Herndon House on Sunday, April 2, 1865, the day after the wreck. No mention is made that this is the famous Capt. Horace E. Bixby later glorified by Mark Twain. Captain Bixby had married Susan Weibling of New Orleans in 1860. He was a licensed pilot on the Missouri River.

So there you are. James D. Lucas says Bixby was the pilot on watch when the BERTRAND sank, an assertion with some weight inasmuch as he was well acquainted with Bixby and was with him in the pilothouse of the CITY OF BATON ROUGE when that famous Anchor Line side-wheeler was lost at Hermitage, La.

For the foregoing we are indebted to R. Allen Coleman, 6780 Franklin, Omaha, Neb. 68104, the respected historian of the Missouri River. Mr. Coleman says that the article from the Burlington "Post" was dug up several years ago through the efforts of James V. Swift of The Waterways Journal, and the two of them have been "sitting on it" since inasmuch as Mr. Coleman had plans to publish a book on the BERTRAND. "I have been watching for some eagle-eyed members of S&D to bring this to your attention," says he. "None have, so here it is."

John L. Fryant, whose detailed drawings of the FAR WEST grace two big pages in TIME-LIFE's new book, "The Rivermen" (Dec. '75 issue, page 46) has been commissioned to do a model of the famous mountain packet for Smithsonian. John is depicting her as she looked when Capt. Grant Marsh brought to the world the news of the Custer massacre, a pell-mell epic down the Yellowstone and Missouri. The model will be 1/8" scale, hopefully to be ready in time for the centennial of FAR WEST's famous run of July '76.

Sirs: Eine correction. Manfred's home town is not Bad Brueckenau. Here it is:

Herrn Manfred H. Mueller,  
Postfach 1223,  
D-8788 Bad Brueckenau 1,  
Western Germany.

You've been including a zip code number in the town's name.

Alan L. Bates,  
1567 Bardstown Road,  
Louisville, Ky. 40205

=Danke schön. -Ed.

Sirs: You wonder in the last issue (page 15) if the REZISTAL is still in Bill Engle's fleet at Ten Mile on the Monon. She's there, and she's in good shape. Some time ago Hillman Barge & Construction built a new box ended steel hull for her. The SENECA BRAVE towed her down to the marine ways and back. So the REZISTAL today is better than new. Bill Engle has a nice restaurant and galley on the main deck. There are sleeping quarters on the boiler deck, and the pilothouse is his office. I was on her this last summer.

Steve Mackinack,  
Bayard Street,  
Elizabeth, Pa. 15037

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



VOL. 13, NO. 1

MARIETTA, OHIO

MARCH, 1976

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 \$10 member to one copy per issue. Application to join should be accompanied with a check for \$10 (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 \$10; if you and wife join send \$11; for you and wife and one child send \$12, etc. Remit to: Mrs. J. W. Rutter, secretary, 964 Worthington, Birmingham, Mich. 48009

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

Correspondence is invited by the editor. Please do not send unsolicited photographs on loan. Additional copies of back issues or of the current issue (save 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.

WE HAVE BECOME a creature of habit these past six years all because of a dog. His name is Rex, spelled Wrecks, who knows come 2 p.m. daily including Sundays and holidays he will be invited to get in the Chevy for a mile and a half ride to Walker Park. His enthusiasm and anticipation during the drive cause him to leap continually front seat to back, back seat to front, pausing only to bark viciously at a passing dog, a shameless display of non-discipline. Then the driver's door opens and Wrecks now delirious leaps to freedom---no fetter, no leash, pure heavenly freedom. Ears back, front and back legs scissoring as he arches and straightens, tail flagging in the wind, in another moment he's a black bobbing dot on the horizon. Then he's lost to sight.

Meanwhile we get out of the car to stretch and stomp around a bit. It's a game and we both know how things work. Some days I walk UP-field; other times DOWN-field. His initial disappearance may be in either direction, but when my selection is the opposite, I pay him no mind, and go about my business. Presently I hear the clink of the metal license tag on his collar buckle. A blur of panting black fur grazes my legs at lightning speed and disappears into the shrubbery--now he knows he's ahead of me.

Seldom in six years have that dog and I been within proximity in field or wood. He attends to his gopher holes, wades in Little Sewickley Creek, sniffs under roots along both shores for muskrats, leaps from puddle to puddle with an insane idea he may catch a trout, and attends to such enterprises important to him. Then comes the incredible part.

After an hour of unalloyed sweet dalliance that blamed dog, that very wet black dog, will leap back into the car, shake vigorously, and look at me as though to say "Boss, let's go home." Wrecks has had hundreds of chances during six years to escape into the wild yonder and never has. Would you hazard a guess why not? Is there a built-in

canine instinct, a fear of loneliness? Does a dog know that one hour of freedom in 24 is about the maximum tolerance for dogs and men? Is Wrecks conscious of the fact that creature comfort and survival is better than independence?

Wrecks has written this editorial while Lady Grace dries him with a sad old bath towel. He tells you that freedom is a tonic to be taken in small doses at regular intervals; that the S&D REFLECTOR, frayed rag that it is, is the touch of finger-tips, the assurance of belonging.

## WHEN THE BEAUTIFUL STEAMERS COME IN

by Bessie H. Woolford

I stood on the shore in the moonlight  
No longer than last Sunday night,  
When just as the FLEETWOOD had whistled  
The MADISON rounded in sight.

Oh, the river was smooth as a mirror,  
And over the hills wooded crest  
The moon, newly risen in splendor  
Threw a broad bridge of light o'er its breast.

From the band of the graceful FLEETWOOD came  
The strains of "The Sailor Boy at Sea."  
While softly and sweetly the MADISON played  
A song.... "Then You'll Remember Me."

Slowly the boats moved into the shore  
Where the glancing moonbeams quiver,  
Of "Annie Laurie," the MADISON sang.  
And the FLEETWOOD, "Suwanee River."

Side by side, Oh you beautiful rivals,  
You lay on the river's broad breast  
(Don't ask me, I beg if you love me  
Which one of the two I love best.)

I stood on the deck of the FLEETWOOD,  
As she proudly drew out in the stream,  
And the music came over the water,  
Like the melody heard in a dream.

From the MADISON, "How Can I Leave Thee".  
Rose tender and clear in its tone,  
While the harp of the FLEETWOOD played softly  
For me, I thought, "Call Me Thine Own."

Further and further apart they drift--  
Then one song arises grand and free,  
And the strains that both are playing now,  
Is "Nearer My God to Thee."

There are many sweet things in this life friends  
Apart from its sorrow and pain.--  
There are times when we turn from the world friends  
And forget all our greed for its gain.

For in the soft hours of the evening  
We dream the old dreams as of yore,  
And long for the friends who have left us,  
Alone on the moonlighted shore.

And we think of a world far beyond us,  
A world free from sorrow and sin,  
Where we know that the loved ones are waiting  
To welcome us when we come in.

when Ye Ed first started riding steamboats this poem, printed and framed, hung in the cabins of all of the Louisville & Cincinnati Packet Company boats; on the GREENLAND and maybe others of the Greene Line, and when first we rode the TELL CITY in 1917 she carried one on the forward cabin bulkhead, a hangover from her Louisville-Evansville days. The scene in the poem is set at Madison, Ind. and the "rivals" are the FLEETWOOD and the CITY OF MADISON of the old White Collar Line. The harp on the FLEETWOOD is no poetic invention; some of the gold braid steamers carried the instrument as standard equipment. For this copy of the poem we are indebted to Freda Hutchison (Mrs. Louis) Patch who has a framed copy handed down from her grandfather Capt. Charles E. Hutchison. Marked on it is "Democrat Co. Printing, Madison, Indiana."



Thanks to Keith E. Norrington, 135 Adams St., New Albany, Ind. 47150 the following statistics regarding the Mississippi River Commission's MISSISSIPPI (first) are available. She was the subject of a story and pictures in our last issue.

She was built at Carondelet, Mo. in 1882 by Allen & Blaisdell on a contract price of \$45,000. Her iron hull was 174 by 32 by 6. Her overall including stern paddlewheel was 200'2" by 40'8". Normal draft forward was 5'9" and at the stern 3'5". Displacement in long tons, 540.

She had high pressure engines made by James Rees & Sons Co., Pittsburgh, 20" bore by 6 ft. stroke. Paddlewheel was 22 ft. in diameter, working 20 buckets. She normally turned 22 rpm.

There were three Western boilers each 44" dia. by 28'6" long. This set placed in 1898 was still on her in 1915. Allowed 180 psi.

Her upper works burned at Paducah on January 16, 1893, following which she was taken to St. Louis and rebuilt.

According to the Annual Report of the Chief of Engineers in the fiscal year 1914-1915 she was under steam only 53 days, making two MRC St. Louis-New Orleans rounds; Nov. 4-29, 1914 and April 3-29, 1915.

Keith Norrington will be grateful to hear from persons having detail pictures of engineroom, boilers, pilothouse, crew, et al. of the MISSISSIPPI (3rd). Also of the river museum as it appeared on the BECKY THATCHER. His address is given above.

Sirs: Nothing to do with steamboating, but here's a puzzler. A wooden schooner LOCUST TREE is listed in the Port of New Orleans records as built 1851 at Sharon, Pa. She was enrolled Oct. 13,

1851 at Pittsburgh; then enrolled Oct. 27, 1851 at New Orleans. She measured 56 by 19'2" by 4'3" and was rated 36 80/95 tons; one deck and two masts. The owners were from Louisiana and she was still running out of N.O. in 1863.

The only Sharon, Pa. I know is on the Shenango River. Was there another Sharon?

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

=Sharon, Pa. on the Shenango was connected with the Ohio River at Rochester, Pa. 1844-1872 by the Beaver & Erie Canal. The schooner LOCUST TREE was plenty modest in size and depth to pass through the locks. -Ed.

Sirs: Was F. L. Wooldridge from Memphis and do you know anything about him aside from the famous boat list?

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

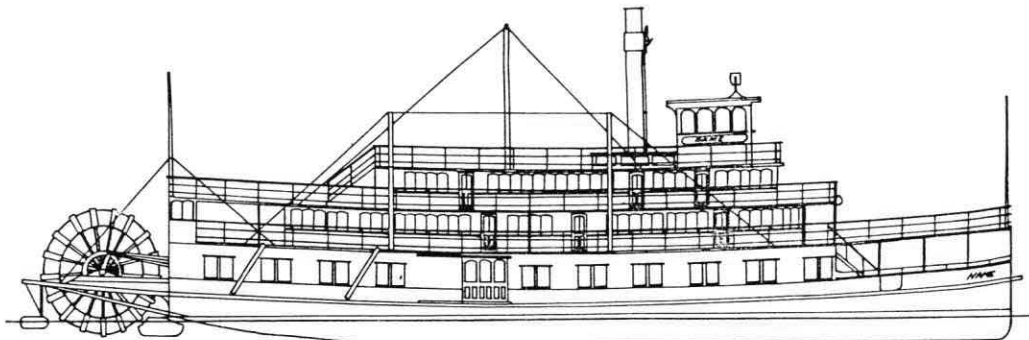
=When Ye Ed first corresponded with Fielding L. Wooldridge he was at Parsons, Kansas in an office capacity with the SP&SF railroad. The date was 1915 and Wooldridge was about 36. For at least a decade he had been systematically compiling vital statistics of river steamboats. We wrote and asked him for particulars of the side-wheelers in the early Pittsburgh & Cincinnati Packet Line. He sent back a 5-page account written in longhand detailing about 15 of them dating 1845-1855. F. L. Wooldridge was the oracle of that time, the pioneer compiler of boat statistics. We met and visited with him in Memphis later on where he then resided. He died, 62, on Nov. 22, 1941. His wife transferred her late husband's records,

a series of notebooks all in long-hand, to Donald T. Wright, then publisher of The Waterways Journal. Donald prized these records, kept them in the office safe, and never failed to credit Mr. Wooldridge when referring to them in print. Hence "according to F. L. Wooldridge" became the most frequently used phrase in the WJ's lexicon. -Ed.

Alan L. Bates goes us one better. We were discussing Currier & Ives fire from old-time steamboat smokestacks in the last issue. Now Alan says he knows of a case where delicate blue flames of illuminating gas jetted from the stacks of the towboat LORETTA HOWARD on her trials in 1929. Hot stuff, too--the upper two feet of the stacks were glowing red.

Seems they were firing her with cannel coal and somebody had neglected to core air holes in the furnace fire doors. What they had was the recipe for an illuminating gas retort, and that's exactly what they were getting in the stacks. If you have never cored an air hole, or never have cared about a furnace door, skip it.

"Steamboat Bill" Petersen and wife Bessie, 329 Ellis Ave., Iowa City, Iowa 52240, continue their river ramblings as Bill shapes up the final chapters of "Towboating On the Mississippi and Its Tributaries," a 30-chapter, 200 picture book in the works at A. S. Barnes, Inc., publishers. During 1975 they were on the SERGEANT FLOYD Clinton to Hannibal, rode the ADMIRAL to New Orleans, back to St. Louis in the UNITED STATES and the AMERICA, finally St. Louis to Mile 104 on the Cumberland aboard the EMMA BORDNER.



INITIALLY the new Columbia River steamboat would operate a two-hour loop tour between Cascade Locks, Bonneville Dam and Stevenson, Wash. amid spectacular mountain scenery. Naval architect Donald R. Hudson of Portland, Ore. prepared the profile shown above, plus other preliminary plans, for a sternwheeler 150 by 32 drawing 4'6" designed to handle 500 tourists. The contour and lines incorporate salient features of several of the noteworthy Columbia steamboats of yore. Pushing this project are the Port of Cascade Locks and the Port of Skamania County, both eager to attract new revenue into the area. Our thanks to Thomas G. Rhodes, 290 Lake Ave., Saratoga Springs, N. Y. 12866 for sending to us the Nov. '75 issue of "Steam Gage" published by the Northwest Steam Society, Inc., Box 9727, Seattle, Wash. 98109 in which the above drawing, and a story reprinted from the "Sunday Oregonian," issue of June 1, '75 are featured.



# Cumberland & Tennessee

## TRANSPORTATION COMPANY.

(INCORPORATED.)

C. M. PATE, President, . . . . . Louisville, Ky.  
 L. H. WYMOND, Vice-President, . . . . . Louisville, Ky. CAPT. SAMUEL B. WALKER, General Manager, Carthage, Tenn.  
 W. A. WATTS, Secretary and Treasurer, . . . . . G. F. STAPLES, General Freight and Passenger Agent, "

Operates between all points on the Cumberland River, connecting at Carthage and Nashville with the

### Southern Railway Company,

giving through bills of lading to all points in the United States for domestic and export business.

### Steamers C. M. PATE, DICK CLYDE

ELECTRIC LIGHTS AND COMFORTABLE STATEROOMS.

THE COMPANY ALSO OPERATES A LARGE FLEET OF BARGES.

For freight and passenger rates and general information, address Cumberland & Tennessee Transportation Company, Carthage, Tenn., or Southern Railway Company, Nashville, Tenn.

December, 1905.



The C. M. PATE new at Marietta, photo by H. P. Fischer.



CUMBERLAND & TENNESSEE TRANSPORTATION COMPANY ran the advertisement shown on the opposite page in the Official Guide of the Railways, issue of February 1906, and we are indebted to S. Durward Hoag for the photo copy. The odd part is contained in the line saying "Electric Lights and Comfortable Staterooms." Makes it sound as though they carried passengers. On down toward the bottom in bold type you see "For freight and passenger rates ..." so by golly they did solicit passengers. --And they boast a "General Freight and Passenger Agent" at Carthage, Tenn., one G. F. Staples. Their brag boat was the C. M. PATE, a quite handsome but ordinary wood hull towboat built by Capt. J. M. Hammitt at Marietta, O. in 1904. The hull measured 111.6 by 22 by 4. She had new engines built by Marietta Mfg. Co., 15" bore by 5 ft. stroke, powered by three Western boilers each 38" dia. by 26 ft. long. She was turned over, new, to the Cumberland & Tennessee Transportation Co. on Nov. 25, 1904, priced \$22,000, and on December 28 that year she departed Marietta for Pittsburgh, probably to pick up empty barges. The DICK CLYDE was a next-to-nothing little towboat, hull 95.8 by 17.4, built at Wabasha, Minn. 1880 for A. J. Whitney & Son, Rock Island. In 1883 she daylighted in the Davenport-Clinton trade, Capt. H. B. Whitney, master, then disappeared from that area and shows up in 1896 owned by John Carnes, Golconda, Ill. We've never seen a picture of her either as the NELLIE (as known on the Upper Miss) or as DICK CLYDE which she became. Later on Capt. William Ruprecht had her at St. Louis at least until the spring of 1918 when she sank at or near there. The Cumberland & Tennessee Transportation Co., for all its long name and Southern Railway connections, died at a tender age. But the C. M. PATE was sold "down the river" to the Standard Oil Company of Louisiana and became the first river towboat they owned and consequently the first ever owned by today's Exxon Company, U.S.A. with its vast towboat and barge fleet headquartered at Houston. Capt. W. D. Bishop was her skipper for Standard, which then was headquartered at Baton Rouge. He later became Parish Assessor for the state of Louisiana. In August 1912 an empty oil barge exploded opposite Grammercy, La. (about 25 miles further up the Mississippi than the new NATCHEZ has been) and took three other barges and the C. M. PATE with it, all destroyed.

The second edition of the book "Trans-Allegheny Pioneers," contains in the preface a sketch of the life of Dr. John P. Hale. Included is this information:-

"..In 1863 and the following years he (Dr. Hale) was president and largest stockholder in a steam packet line running between Charleston and Cincinnati. In 1864 he built at Buffalo, N.Y., and introduced the first steam packet boat in the Upper Kanawha River above Charleston, called HERE'S YOUR MULE. About 1868 he built in New York and brought out the first steam yacht ever in the Kanawha River, called THE PET. She was screw propeller and very fast. In 1878 he constructed at Charleston the steamers WILD GOOSE and LAME DUCK to run in the Upper Kanawha, one from Charleston to Cannelton, and the other from Charleston to Brownstown. In 1871-72 Dr. Hale built the first steam ferry boat, and started the first steam ferry at Charleston, and owned all the ferries in the city."

Those who have copies of the initial issue of S&D REFLECTOR, Vol. 1, No. 1, dated March '64, will find mention of the ex-canal-boat HERE'S YOUR MULE built at Buffalo, N.Y. 1866. In our last issue is further comment about the boat from Dr. John Ewing. Since the original mention we have picked up a few other items:

The Pittsburgh "Commercial," in its issue of June 23, 1871 runs this note:- "Capt. J. T. Daddow has purchased the MULE, a Kanawha River steamboat, and is now running her in connection with the

MOCKING BIRD in the Brownstown trade."

Then we note from an old Customs record that as of Dec. 18, 1874 the HERE'S YOUR MULE was owned by Hugh Snodgrass, Peytona, W. Va. Her dimensions are stated as 51.1 by 9.8 x 2.8. This would seem to place her on Coal River in 1874.

We are indebted to Herschel Burford of St. Albans, W. Va. for the quotes from Dr. Hale's biography. Now maybe we can find out some news of a side-wheel ferry built at Wellsville, O. in 1856 named the HERE I AM. She seems to have been rebuilt at Wheeling in 1863 and was plying between Bellaire, O. and Benwood, W. Va. The Lytle List removes her from documentation in 1868.

Ray Spencer drove us last Nov. 18 to Portage des Sioux, Mo. above St. Louis in the Alton pool. At the Venetian Harbor there we "discovered" the former posh stern-wheel pleasure boat ADMIRAL JONES, built by the Marietta Mfg. Co. at Pt. Pleasant, West Va. in 1962 on a steel hull for Edwin Jones of Jackson, O. Mr. Jones once had her at Marietta, O. where she was inspected by officials of the Ohio Historical Society with the idea of 'adopting' her as an exhibit to moor alongside the W. P. SNYDER, JR. Then in 1970 she was taken to St. Louis for use by the city's Board of Public Service. Within the past year or so a private family moved aboard and occasionally takes her out on excursions. The original appearance has not been altered. No name appears on her.

The roof bell of the old towboat BOAZ is in storage at the marine ways of the Consolidation Coal Co. at Elizabeth, Pa. It served on the steam sternwheel towboat MONGAH last of all. The MONGAH had the whistle from the VOYAGER, said to have originated on the DEXTER.

Along last November the old IOWA built for the Goltra Line at Stillwater, Minn. in 1926, originally sternwheel and converted to twin props in 1937, last operated by the Federal Barge Line about 1954, was sold to Louis Guarino, 736 Brockenbraugh Court, Metairie, La. 70005. She was moored at Baton Rouge.

Ralph Brill, director of the Hudson River Valley Primer, Box 126, Garrison, N.Y. 10524 informs us that Harper & Row have completed and have released a new book titled "The Hudson River Catalogue," a source book relating not alone to the Hudson, but also to river life and activities around the country. Books and publications relating to river affairs, and available, are identified. More anon when we've had a look at "this large, profusely illustrated volume."

The Arkansas Historical Society will hold its annual meeting this coming April 22-24 at Helena, Ark. as guests of the Phillips County (Ark.) Historical Society. Highlight of the program will be an illustrated talk on steamboats by Thomas E. Tappan.

Capt. Charles H. Brasher, master and general manager of the BELLE OF LOUISVILLE, died suddenly at the Clark County Memorial Hospital, Jeffersonville, Ind. at 8:30 a.m., Thursday, December 18, 1975. He had been admitted the day before complaining of exhaustion. He was 66.

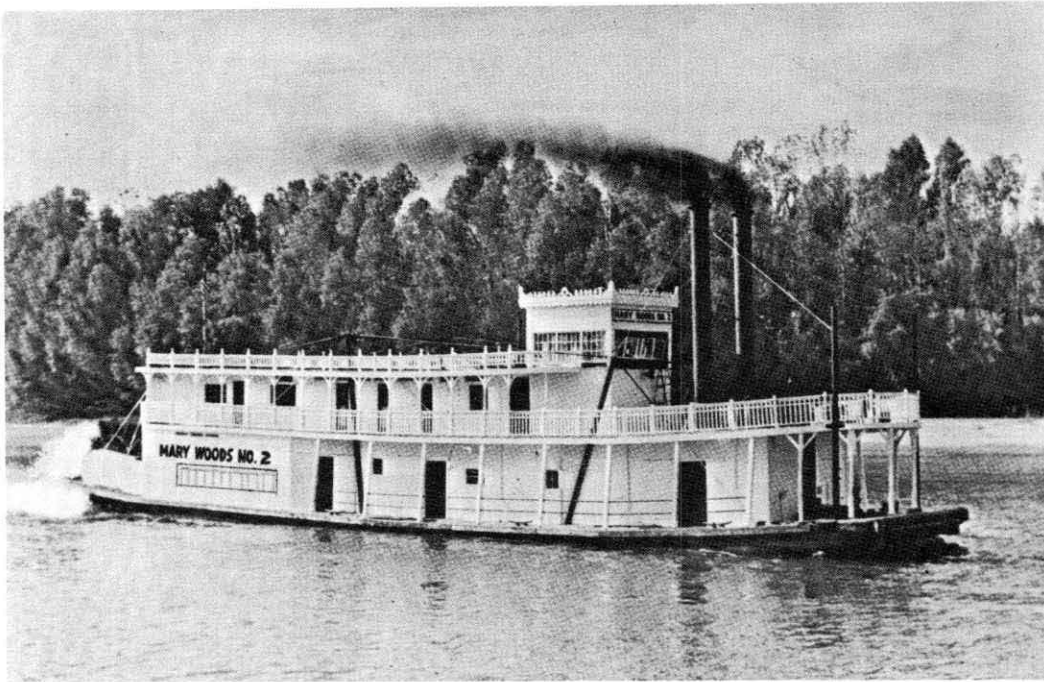
Charlie rose to prominence on the river when the late Capt. Tom Greene shipped him out to Antioch, Calif. in 1946 to help crew the DELTA QUEEN on her fabled ocean voyage from 'Frisco to New Orleans. Although his participation and that of his associates was aborted due to Harry Bridges' she-nanigans Charlie later became skipper of the DQ and his wife Mary Lou hostess.

There came changes in management and Charlie and Mary Lou disappeared to Texas for nine years, but came back in 1967 and they've been on the B/L since, making their home in the upper end of Jeffersonville, Ind. at 36½ Arctic Springs Drive in an attractive riverfront home.

Besides his wife Mary Lou, he is survived by a daughter, Mary Louise Brasher, San Antonio, Tex. Services were held at the Seabrook Funeral Home, New Albany, Ind. and burial was in Riverview Cemetery, Aurora, Ind.







This retouched picture shows MARY WOODS NO. 2 all gussied up as she looks today. Note the chain guard hiding the paddle-wheel, hangover of her latter day diesel career. The smoke is faked.

Sirs: How come you never told me they have a genuine old stern-wheeler at Jacksonport State Park, Ark.?! In the Confederate Court House saw photos and histories of steamboats such as HARD CASH, REX, QUAPAW, POCAHONTAS, CHICKASAW, LEGAL TENDER, etc.

Charlie Gerard,  
4519 N. Harding Ave.,  
Chicago, Ill. 60625

=The above comes to us on a post card dated Aug. 10, 1975 depicting the MARY WOODS NO. 2 (picture above) and some printed information which says: "This boat is docked at the old steamboat landing at Jacksonport State Park, 4 miles west of Newport, Ark. on Highway 69. The boat recalls the romantic era of the 19th century river traffic. Steamboats crowded the wharves of old Jacksonport, head of deep water navigation on White River."

We had forgotten she was there.

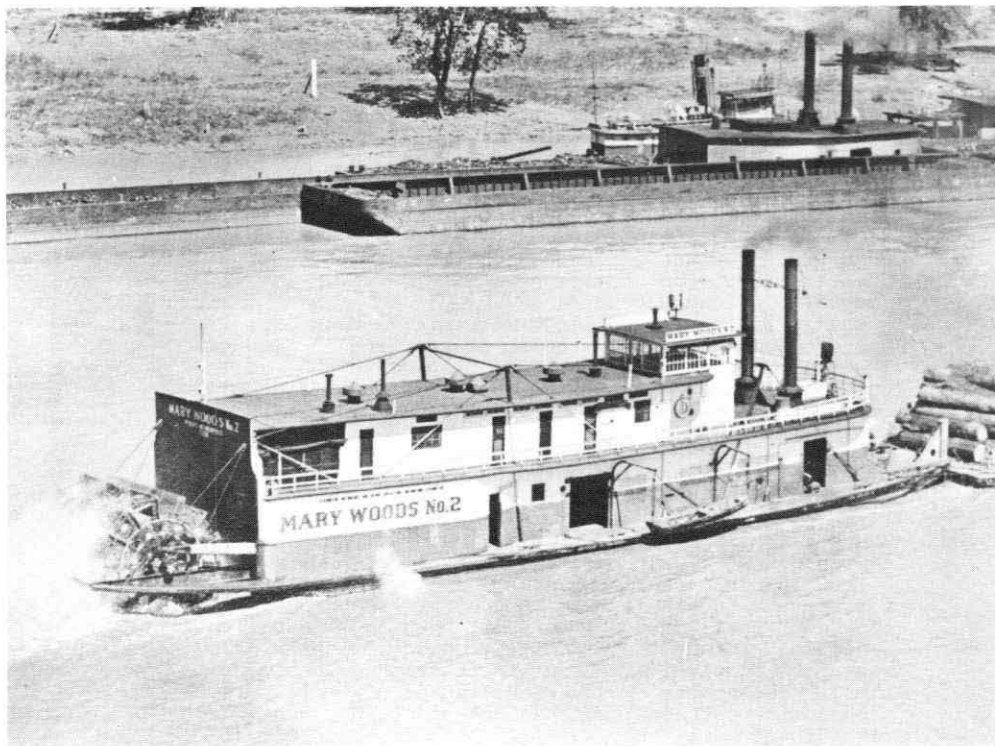
The MARY WOODS NO. 2 was built on a steel hull at Nashville Bridge in 1931 (111 by 26) and got new Gillet & Eaton engines 12 3/8" bore by 6 ft. stroke. Her boilers, doctor, pumps, etc. came from the former FRANK E. WOODS, a wood hull job built 1904 at Decatur, Ala. originally named CHASTANG (for further news of Decatur see center spread this issue) owned by Bridgeford Wood Working Co. The CHASTANG was rebuilt 1911, her cabin burned off, was rebuilt, and then renamed TENNESSEE. The Woods Lumber Co., Memphis, bought her and renamed her FRANK E. WOODS.

Anyhow MARY WOODS NO. 2 operated principally on White River with Capt. Charles Warner on her, and for a time Capt. Edw. B. Warner who was over 80. Her first skipper was Capt. Clarence Moxley. In 1949 her steam machinery was taken out and she "went diesel" with Cat

power, 400 horse. She was transferred in Feb. 1960 to Potlash Forests, Inc., Clarendon, Ark. and served until this firm bought the VICKIE ANN, renamed W. R. WARNER, in 1968. -Ed.

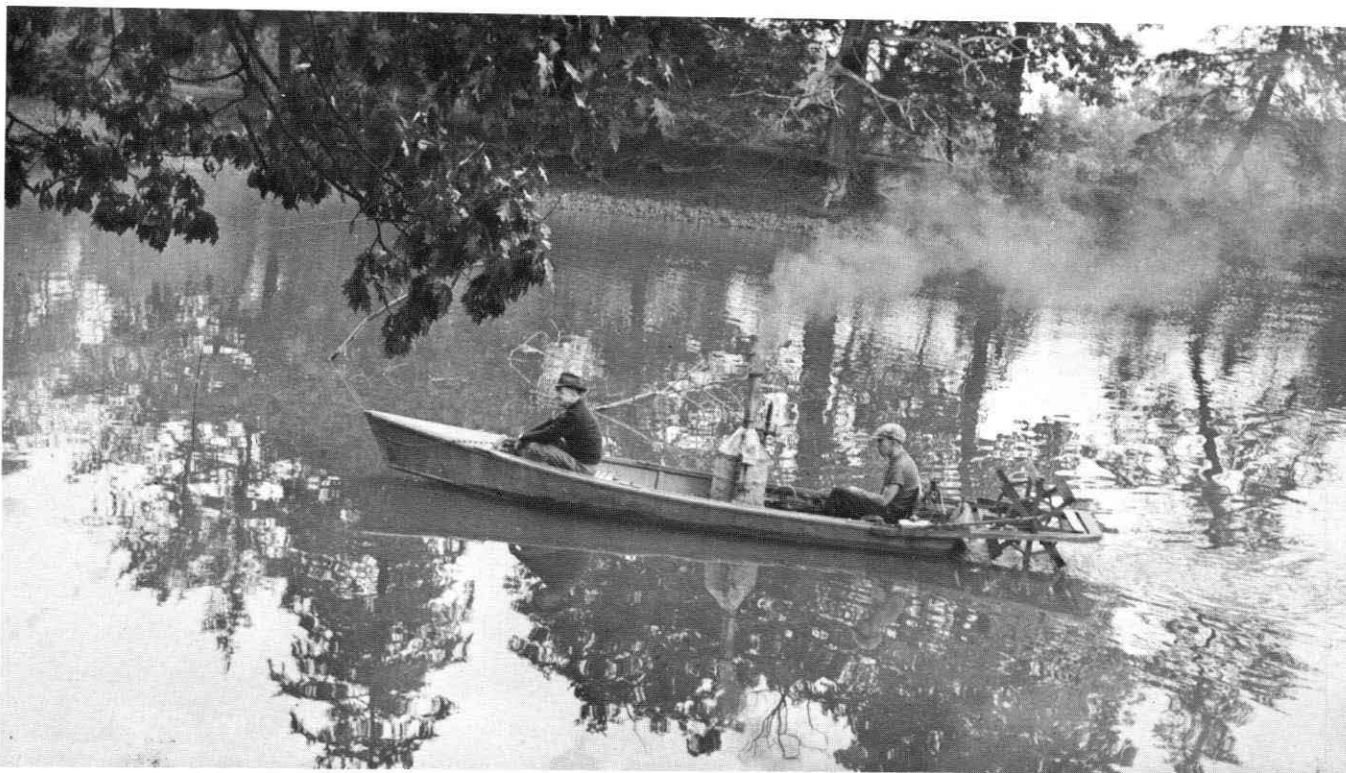
MAIL A COPY TO YOUR FRIENDS

Send us a list of names and addresses (zip, please) and check at \$2.50 the copy. We will mail this issue with a note saying you are the giver.



This shows the MARY WOODS NO. 2 in her steam towing days presumably taken somewhere on White River. The "NO. 2" on her name is due to an earlier MARY WOODS built Paducah 1926 on a wood hull 96 by 22, owned by Eugene Woods, Memphis.





**H**OW SMALL can a practical steamboat get and still be a steamboat? Jerry Sutphin asked this question after seeing the pictures and reading about the CHAUTAUQUA BELLE in our last issue.

The smallest steamboat we ever heard of--one which really could get up and go--was the TEAKETTLE pictured on these two pages.

The engines on the CHAUTAUQUA BELLE are 6" bore by 2 ft. stroke. Those on the TEAKETTLE were 1½" bore by 7" stroke.

The reason you've never heard of the TEAKETTLE is probably because, first of all, she ran up-&-down Conewango Creek. The Conewango is more than a creek, really, most of it in northwestern Pennsylvania, its job being to drain Lake Chautauqua, N.Y. into the Allegheny River at Warren, Pa.

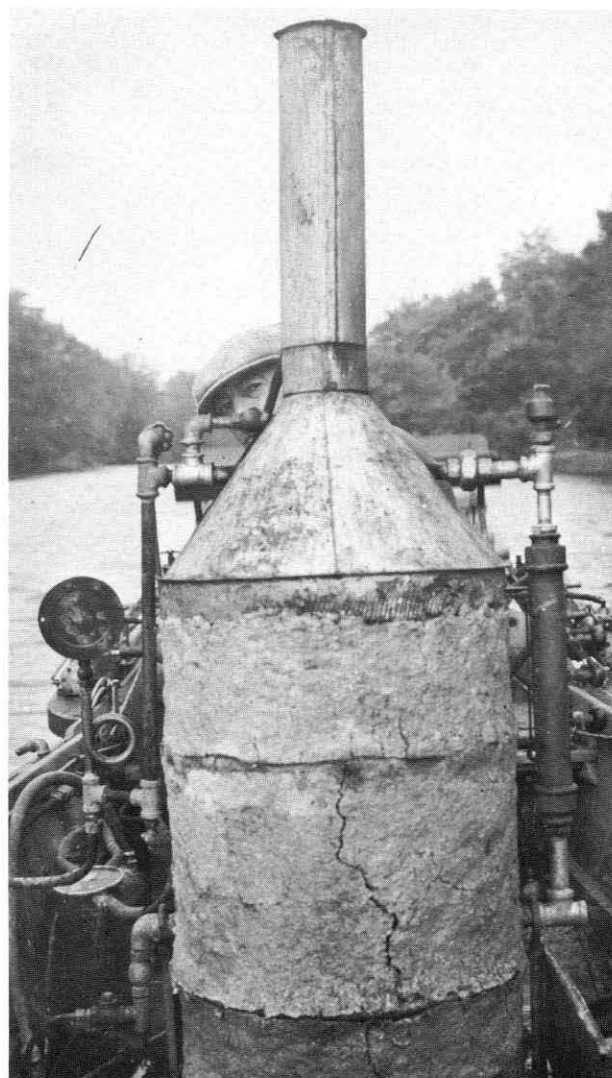
In the winter of 1937-38 George H. Putnam, then living at 488 South Main, Jamestown, N.Y., and Wally Gray, 22 Olive Ave., Lakewood, N.Y., got into sort of a partnership and built a skiff, or yawl, 15½ ft. long by 37½ inches beam.

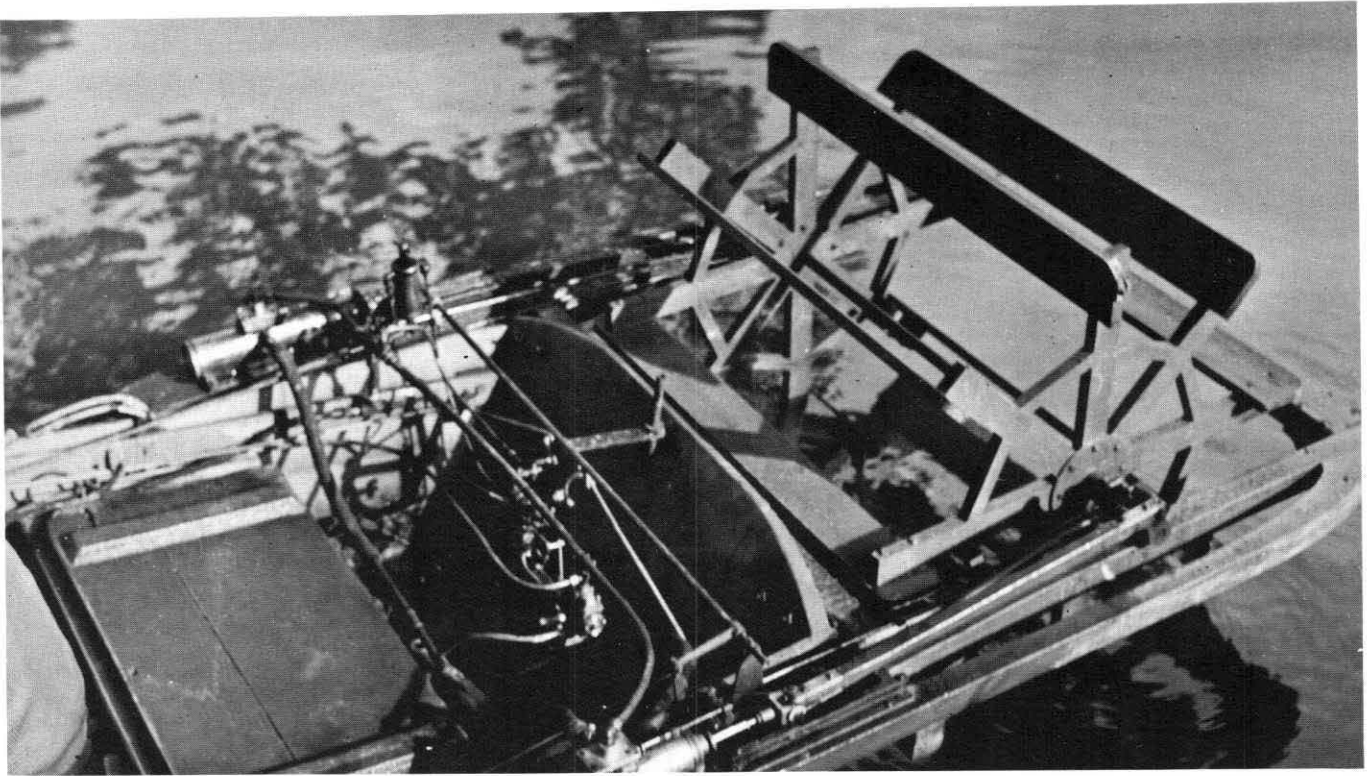
Wally, being an excellent mechanic, and an experienced steam engineer to boot, planned the machinery. The boiler posed something of a problem so they coiled up 53 feet of tubing and cased it in an oil drum; coated the outside with asbestos muck, added a stack on top and fired her with coal.

First we heard of all of this was when Wally appeared one day at 121 River and wanted us to see the "doctor" pump he'd built for this TEAKETTLE. He carried it in to our cellar in one hand, placed it in a laundry tub, and gave a manual demonstration of how it would squirt water all over the place.

They had a steam whistle on this TEAKETTLE of course; and so big it was that one toot and pressure was "oot" until they'd floated along a few minutes.

Needless to say the TEAKETTLE caused something of a sensation paddling along on the Conewango in summertime. The shores were then lined, and still are, with summer cottages and boat docks dotted along the right shore all the way from Russell, Pa. into New York State. The Conewango has seen many sights in its time from the canoes of Celeron downbound in 1749 loaded with lead plates; then the trading boats of Nathan Brown and others (see Sept. '69 issue) bound for Cincinnati, Louisville and the south; Guy Irvine's rafts likewise; but inasfar as we know, the doughty TEAKETTLE provided the only steam navigation the stream ever boasted. She wasn't much--in fact probably the least.





This detailed picture shows the machinery, wheel and rudder set-up on the gill sized TEAKETTLE. Please note that the engines were connected to the 8-bucket paddlewheel via crosshead, pitman and crank. One center rudder sufficed.



Here is the TEAKETTLE moored along the Conewango. George Putnam is the whole crew--engineer, pilot and fireman. The splash from the paddlewheel apparently did not cause enough problem to necessitate a stern splashboard.



## CITY OF LOUISVILLE MADE WAVES

--From the Cincinnati "Gazette," issue of Friday, April 20, 1894:--

The coal corner on 'Change was in a ferment of excitement and indignation yesterday and the air was full of expressions of a more or less heated character. The cause of it all was the elegant new steamer CITY OF LOUISVILLE recently completed by the Louisville and Cincinnati Mail Line company at a cost of close to \$100,000.

Since the boat was first put into service some two weeks ago, it has been the ambition of all connected with her to test her speed, they firmly believing that she was fast enough to break all past records between here and Louisville. Commodore Laidley, the manager of the line, and the real father of the new boat, was especially anxious to give her a record. She accordingly left here Tuesday evening for Louisville on a test trip and returned during Wednesday night. She fulfilled the highest ambition of her builders, and succeeded in beating all former records by nine minutes. But according to the statements of proprietors of elevators and coal harbors, she tore up the river behind her, and has probably started a train of litigation that will spin out for some time.

There has at all times been more or less fault found with the packets by the coal men, the latter claiming that the former were not sufficiently careful in running slowly past their coal fleets. The barges loaded deep in the water with coal are very susceptible to the swells of passing steamers and are occasionally started to leaking and sometimes sunk. The principal damage done by the CITY OF LOUISVILLE, so far as could be learned, was the breaking of lines, tripping of spars, and the tearing out of timbers and blocks at the head of barges. The coal landings are at present well stocked with coal, much of which belongs to Pittsburgh parties, and is here awaiting sale. Mr. George Halm, of the North Bend Coal & Coke Co., who had some words with the owners of the CITY OF LOUISVILLE after her first trip on account of damages done, suffered the breaking of an inch-and-a-half wire cable Wednesday night. Others had ropes parted and spars broken, and it was stated yesterday that the Cincinnati Gas Company, which has a fleet of twenty-eight barges anchored at the West End works, came near losing the entire fleet.

The discussion finally resulted in the call of a meeting of all interested in the committee-room on 'Change at 2 o'clock. Captain P. R. Budd of the Collier-Budd Coal Company, was elected chairman, and M. M. Durrett, of the Cincinnati Coal and Coke Company, secretary. Among the others present were Captain Alex. Montgomery, of the A. Montgomery Coal Company; Donald Macdonald of the Kanawha Coal and Coke Company; Wm. Marmet

and Captain Henry Immerhort of the Marmet Coal Company; M. E. Lynn, of the Queen City Coal Company; E. A. Stewart, of the Winifrede Coal Company; Messrs. Fleming and Robert Ballard, of the Fleming and Ballard Harbor; Geo. M. Halm, of North Bend; John Stewart, of Stewart's Landing, and R. C. Crowthers of the Lysle Coal Company. A resolution was introduced and unanimously adopted providing for the employment of legal services to investigate the rights of the coal men in the matter, and to take such steps as would result in careful navigation by the packets, and the protection of the large coal interests harbored along the shore. A fund of \$500 was pledged as a starter to get the case into the Courts. Messrs. M. M. Durrett, D. Macdonald, A. Montgomery, George Halm and Robert Ballard were appointed a committee to enlist the interests of all coal men in the matter, and to secure legal assistance. The coal men propose to have established once and for all what constitutes the rights of both the packet companies and the coal men. The firm of Paxton & Warrington have been employed by the coal men, and they will today secure a temporary restraining order against the Mail Line Company to compel them to slow up their boats in passing the landings.

General Manager Laidley mingled freely with the coal men on 'Change, and maintained throughout all the rather heated interviews his firm intention of running his boats just as he pleased till he had been instructed by the proper authorities as to what were really his rights in the case. He and Mr. Richard Folsom, of the Consolidated Coal and Mining Company, had quite a long talk, in which Mr. Folsom tried to persuade the Commodore that he was standing on untenable grounds. Mr. Laidley said: "I am getting tired of opening my mails every morning and finding little bills for broken ropes and spars from coal men. This thing of every time one of my boats passes a landing the owner sending me a bill for some damage done gets monotonous. I am anxious to have the thing settled. Bring your suit. That's just what I want. It's just what I'm praying for. If the Court says I have to run my boats slowly, I'll do it. I'll tow them down through the harbor if that is the law. But I'm not going to have you fellows block up the river with your coal boats on both sides, leaving hardly room enough for a boat to get through, and then always talking about damages." Mr. Laidley has secured the services of the firm of Lincoln, Stephens & Smith, who are recognized admiralty lawyers, and who have heretofore represented most of the coal men in their various suits.

The coal men claim to be able to raise any fund needed in carrying the case to the highest courts, having had the assurance of most of the Pittsburgh operators that they would join in putting the

case through. The C. H. & D. and Big Four Railroads both have large fleets of coal lying anchored at the banks below the city, and it is believed they will join with the coal men in the move to protect their property. A committee was appointed to wait upon both parties. One coal man claimed the new CITY OF LOUISVILLE had done damage already to the amount of \$20,000, but this seemed rather a large figure, unless later reports are received. It was also stated that in addition to the suit for an injunction, individual suits for damages sustained would be filed against the Mail Line Company by the various owners of coal elevators and coal harbors below the city to the North Bend.

Priit J. Vesilind, for the past two years on the editorial staff of National Geographic Magazine, honored us with a visit at 121 River on November 29th last. He was brought up at Beaver, Pa. where his parents still reside, a native of Estonia. Currently he is preparing an extensive article on the Ohio River with prospects it may appear in an issue late this summer. To get the "feel" of the river Priit had been riding the Union Mechling towboat NORTH-ERN, had worked on a tobacco farm in Indiana, and briefly pushed peanuts at the Cincinnati Stadium. He has joined S&D. He left 121 River in high hopes of visiting at Beaver, Pa. with Capt. "Sammy" Springer and Capt. William S. Pollock before returning to Washington, D.C.

Our thanks to Capt. William C. Dugan, Vanceburg, Ky., for a booklet of poetry composed and published about 1896 by Capt. James Rowley, Jr. We were rather startled to learn that Capt. Jim was not only a poet, but a good one. He was a Vanceburg native 1860-1954.

Sirs: Interesting trip of last week (mid-November '75) was going up Wolf River at Memphis in Jake Meanley's steamer RUTH to find the hull of the old U.S. snagboat HORATIO G. WRIGHT. Jake was firing the boiler and Bill Tippett was steering. Dr. Gus May and his wife also were along. It was a cold, insane odyssey. She's barely afloat and Jake and I explored in the hull and found unused buckets and circles for the former side-wheels. She's not in bad shape for a hull 95 years of age.

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

=The Western Iron Boat Building Co., Carondelet, Mo., required a full year to construct the iron hull for the snagboat HORATIO G. WRIGHT, launched in June 1880. She was decommissioned in 1938 and sold at public sale to the Patton-Tully Transportation Co., Memphis, Tenn. -Ed.

## P R O F I L E

DC

DEAN CORNWELL  
33 WEST 67th STREET,  
NEW YORK (23)

Johnny Jones, feature writer with the Columbus (Ohio) Dispatch, wrote the following interview with Dean Cornwell in 1955 aboard the W. P. SNYDER, JR. enroute from the Monongahela River to Marietta.

ANY BOAT'S PASSENGER LIST always includes interesting people. This is the great asset of traveling by water. Such is the case aboard the old sternwheeler W. P. SNYDER, Jr.

A man in tweeds always catches my interest. They mark the man. Usually there is a professional angle or a sporting angle.

This time the man in tweeds turned out to be one of the world's greatest mural painters.

The old adage, the bigger they are the better they are, held true in this case. He is Dean Cornwell. This name at the bottom of murals, calendars and paintings is found all over the world. As a conversationalist he is one of the best. You don't have to pick and pick and pick to get out of him this or that about art and what he has been doing.

You may have seen his remarkable painting of the race of the ROBT. E. LEE and NATCHEZ. And of the BETSY ANN under full steam leaping toward the viewer--or another of the BETSY ANN depicted on the Kentucky River. Presently he is employed by Bethlehem Steel to paint pictures of boats and of other subjects pertaining to the industry.

"I am 63 years old, a native of Louisville, Ky.," he told me. "My father, Charles Cornwell, was born in Chillicothe. I enjoy calendar work. The great mural in Rockefeller Center depicting the story of transportation is my work. When I get in the dumps I go there and watch the people enjoying that mural, particularly the children. This mural is in three panels, 55 feet by 22 feet."

I asked whether he did the magnificent murals in the library of the city of Los Angeles.

"Yes, this is a gigantic work depicting the history of California. Even my daughter Patricia likes it. She was for 10 years the fashion editor of Harper's Bazaar until she married. These panels are very large and contain 320 figures.

"Right now I am most interested in what I am doing. I was commissioned by the New York Life Insurance Co. to create a series of



DEAN CORNWELL personally presented the original oil (which he himself framed) of the BETSY ANN to S&D as highlight of the Marietta Chamber of Commerce dinner, February 1953. He painted it for True Magazine and it appeared as their color cover on the Feb. 1953 issue. Coincidentally in that same issue of True there appeared a full page ad for Early Times whiskey featuring another Dean Cornwell full color painting of the BETSY ANN. The dinner presentation at Marietta was attended by Postmaster General Arthur E. Summerfield, Ohio governor Frank J. Lausche, Ohio's attorney general C. William O'Neill and other notables. The above portrait was made by S. Durward Hoag in the River-view Room at the Lafayette. Later in 1953 the above painting was displayed at the J. B. Speed Art Museum, Louisville, Ky. during a five-week exhibit of Dean Cornwell's paintings. Currently it is displayed at the Ohio River Museum, Marietta.

calendars for next year. I have finished one of Perry's trip to the North Pole. I visited museums to study his clothing and other articles. You had to make this one very, very cold.

"Then, I am doing one of the incidents of history showing John Smith leaving the docks of London on his expedition.

"The interesting one, however, is for the anniversary of Benjamin Franklin. I had to study a great deal about Franklin. You can tell your pressmen back home they still wear the same kind of paper hat that Benjamin Franklin did. I don't know whether he invented the

pattern but he wore one of those hats. A pressman taught me how to make the folds, and gave me his, smudged from the day's work."

In New York Dean Cornwell lived next door to Howard Chandler Christy.

"I would walk my dog at night and Christy occasionally accompanied us. He was a terrific man physically. I have never been in Columbus, O. where Christy's mural of the Greene Ville Treaty is, but he talked about it with me. I hope to come to Columbus one of these days. I have done work for the Goodyear Company in Akron and have made many talks there but,



strangely enough, I never was in Columbus."

Cornwell is a realist as is Norman Rockwell. "The camera is our best friend now," he told me. "You may be surprised at the reason. You pay a model from \$15 to \$35 a day. This adds up to big money. You take your camera and pose away ahead of what you are painting. You get the shadows you want. When you are working from pictures it is not so serious a matter if you decide to, or must, wipe everything out and start over. But with models an artist is reluctant to make restarts while paying \$35 a day. So I take my camera, study the angles and get what I want and then I can blow the photographs up and get the right thing for my canvas. And, in research it helps much."

He has cameras of all descriptions and I can understand now why he was taking so many pictures of hills and waves for his files. As that Old Man of the River, Dud Chamberlain, says: "He is the best painter of steamboats in the world." Several of his originals are in the River Museum at Marietta.

"These abstractionists are dwindling now," Mr. Cornwell said. "A child can do what they do. When you can paint like an old master, you are ready for serious work. The only illustrator today who is sure of making a living is a good realist with strong composition. The camera can be a great tool. But the painter can bring things out to provide good composition and still retain the realistic side."

"Why, High School boys and girls can do this abstractionist stuff. After all, the realist in a museum time and again has proved himself by popular vote."

"I think things are settling down with more people painting for relaxation. When you try and do something for yourself then you can appreciate the one who has the gift or talent, or the know how."

The distinguished man in tweeds is a rugged man with a well-shaped

head and a good head of hair and eyes that twinkle and hands that are dainty looking but could make a fist that would bring results if placed on the button of a chin.

ED. NOTE: S&D indeed is fortunate to possess the original LEE-NATCHEZ painting by Dean Cornwell. It hangs in the Ohio River Museum, and has been faithfully reproduced by Richardson Printing. Full color prints 12" by 25" suitable for framing may be obtained at the Ohio River Museum, Marietta, or by writing the editor, \$2.50 post-paid. The Boatmen's Bank, St. Louis, commissioned Dean Cornwell to create for them a duplicate, and in a personal letter dated Nov. 7, 1952 Dean says this of it: "The LEE-NATCHEZ painting in St. Louis was developed from the same key drawing of the boats used in the one at Marietta, but is much larger and has a different sky."

DEAN CORNWELL by DEAN CORNWELL

I was born in an old brick house now demolished at the corner of 25th and High Streets in the Portland section of Louisville, overlooking "Mile Pond" beyond which was the K&I railroad trestle and, beyond this, the Louisville & Portland Canal. During high water upper structure of the steamboats were visible. High Street today is Western Parkway.

My father was a civil engineer. He built a lot of bridges and surveyed railroads throughout the country. Nearby our home he had a storehouse loaded with construction machinery, steam boilers, and the like. It was a thrill for me to play inside the firebox of a steam boiler when I was a kid. I was allowed to work as water boy on some of his construction projects. All of this, plus the fact that he had drawing boards, paper, pens and india ink about must have influenced me.

My mother was a Dean from Glen Dean, Brackinridge County, Ky. I turned out to be the only Dean who is not a lawyer. Mother attended

Bethel College, Hopkinsville, Ky., and learned to paint wild roses on black velvet. I learned from her the identity of many trees and plants, the knowledge of which is most helpful.

When I was a kid I had severe headaches due to improperly fitted glasses. I ran around a good bit along the river bank and became well acquainted with the TELL CITY and the TARASCON which regularly passed through the Canal, and hence was insanely interested in these steamboats. One of my early drawings was of the TELL CITY, although I drew locomotives also and in grade school Will Greenaway and I carried on a rivalry to see which could draw a train the faster. His had more spirit, I think.

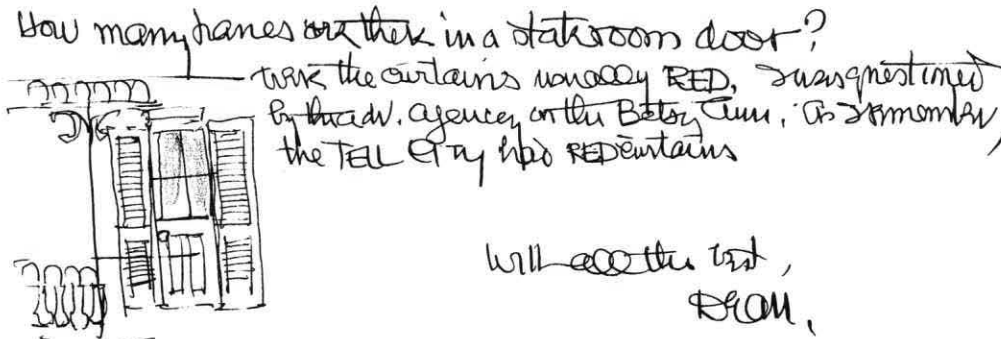
Those drawing lessons in grade school contained all of the needed ingredients anyone needs. In High School I took manual training and drew pictures in the margins of all of my text books, an avocation which used up so much energy I did not find time to read them. They kept me in High School probably because I drew for the "Crimson" and played fair cornet in the orchestra.

Truthfully my eyes were so bad I did not consider seriously going in for an art career and decided instead to join a union and be a professional musician----which I did. Then by some miracle a new eye specialist came to town, a young man, who corrected my glasses and started me off again on the art track.

Paul Plaschke was giving art lessons in the Y at 4th and Broadway at night. He required me to draw an ear using as a model an oversized cast. Then a nose, and then a crouching lion.

Charles Sneed Williams started a class over the John C. Lewis department store with live models! There's where I really got down to work. One of the students while I was there was Dorothy Shaver, who later became president of Lord & Taylor's--all of their stores.

The first drawing I did for pay appeared on the children's page of



TRANSLATION: How many panes are there in a stateroom door? Were the curtains usually red. I was questioned by the adv. agency on the Betsy Ann; As I remember, the TELL CITY had red curtains. With all the best, Dean. This and kindred questions resulted in a rapid fire correspondence between Dean and your editor while he produced paintings of the LEE-NATCHEZ, BETSY ANN, et al.

the Courier-Journal--\$1 cash. The famed Henry Watterson was very much in evidence at that newspaper and I used to watch him sip his 11 a.m. coke perched on a stool at Buschmeyer's drug store opposite the Courier-Journal office.

Then I did cartoons of visiting musical shows for Ben Washer who was editor of the Herald--pay two tickets. Summers I played in orchestras at resorts and worked on lessons from a correspondence school.

One of my idols was Fontaine Fox who had captured Chicago, so I went there to work in all of those metropolitan newspapers, and took courses at the Art Institute--but was too restless to learn much. Then off to London and won the competition to do a huge mural for the Los Angeles Public Library--some idea of "huge" is that it was then the largest mural in the world except Sistine Chapel. Later I did six other such commissions; the court house and State buildings in Nashville, the Raleigh Room at the Warwick Hotel, N.Y., the General Motors building at the N.Y. World's Fair, the post office at Morgantown, N.C., and another post office at Chapel Hill, N.C.

Later came the 55 by 20 murals for the Eastern Airlines Building, N.Y. in Rockefeller Center; a big one in the entrance lobby of Bethlehem Steel, and finally the 180 by 13 story of the telephone in New England Tel & Tel's Boston headquarters. Took me three years on that one. Since then I've done others and more in prospect, and this is my history up to the time of writing this--April 1953.

-----  
An oddity of Dean's career was the uncanny similarity of names:- Dean Cornwell, Rockwell Kent and Norman Rockwell. He died, 68, at New York on Monday, December 5, 1960. With him died an uncompleted project of heroic proportion, a picture book depicting the artistic details of Western steamboats, to be titled **TIMBERHEAD TO FAN-TAIL**.

#### HOIST THE STAGE!

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Don't miss the boat.

#### FLOODS WERE ROUGH ON MARIETTA BANDSTANDS



This old-timey bandstand (left) graced Muskingum Park at Marietta until the rising waters of the Muskingum's great 1913 Flood carried it away. Orchestras provided summertime music in the shell (right) which also fell victim to the same flood. The elms stood fast.



Undaunted, this bandstand appeared in Muskingum Park after the 1913 Flood, seen here in a summertime setting of lawn and elms. Then came the 1937 inundation which destroyed it. The elms flourished. Today Marietta has no bandstand, no elms. Yet its New England heritage provides pleasing replentishment. -Photographs thanks to S. Durward Hoag.



ASPREY SPOONS, WEDGWOOD MUGS AND THE LOT---THE MISSISSIPPI QUEEN IS A MASTERPIECE CONCEIVED IN YE MERRY ENGLAND EH WHAT!

The following story appeared in the "Daily Telegraph Magazine," London, authored by Diana Winsor, issue of December 5, 1975. It is a come-on for a MISSISSIPPI QUEEN exhibition staged last Dec. 10-27 in the Design Centre, Haymarket, London SW1. Our thanks to Conrad H. Milster, Jr., 178 Emerson Place, Brooklyn, N. Y. 11205 for sending it in.

IF ANYONE IS WAITING down on the levee for the ROBT. E. LEE, it will probably turn out to be a tug pushing a string of cement barges. Like Scarlett O'Hara, mint juleps and diamond-handled Derringers, Mississippi steamboats are already part of the rich and haunted past of America's Deep South. For the last of the great wooden-tiered confections to churn at 12 miles an hour down a thousand miles of the Mississippi from Cincinnati to New Orleans was condemned by new fire regulations in 1966. But now they have decided to build a new one, the first in 50 years. It is as if British Rail had decided to build a new Flying Scotsman, bigger and better, but still puffing steam.

By next spring, the paddlewheel of the MISSISSIPPI QUEEN will be churning up the mud, steam hissing, calliope playing. It will be a fitting symbol of the bicentennial celebrations of America's Independence; ironically, much of it will have been designed in Britain.

When the Safety At Sea law was passed by Congress in 1966, vessels with wooden superstructure were banned from United States ports. It looked like the end of the old DELTA QUEEN steamboat, which had been run as a cruise ship for years. Conservationists gained her a reprieve until 1978, but the Delta Queen Steamboat Company decided to go ahead with a replacement. And if they were going to build a new Mississippi steamboat, then it would be the biggest and best of them all, using fire-retardant materials throughout.

The venture so intrigued Steedman Hinckley, chairman of the American airline Overseas National Airways, which owned the Delta Queen Company, that he appointed his own energetic assistant, James Demetron, Project Director, and roped in his brother Albert Hinckley as Project Architect. They decided to build a steamboat almost 400 feet long and 70 feet wide, with five decks and cabins for 400 passengers and 125 crew, several public rooms, a theatre, a swimming pool and sauna. It was impractical to build the new Queen anywhere except on the Mississippi, and a boatyard in Indiana was given the main contract. But much

of the specialist design work was allocated to British designers, including the hull and engines, the exterior styling, and the decoration of some of the key areas inside.

This was not, in fact, as strange as it sounds. For the hull of the old DELTA QUEEN was built on the Clyde at Denny's and shipped to America for final assembly in 1926. During research for the design of the new vessel the plans of the old DELTA QUEEN were found. "They were in the Greenwich Maritime Museum," says Andy Carey, burly Scots director of Three Quays Marine Services Ltd, the P&O subsidiary which, early in 1971, got the contract for designing the new hull and engines.

"We had already got to know Overseas National Airways through our consultancy work on two ships they were building in Rotterdam. P&O had the experience of building paddleboats. I myself used to be with the General Steam Navigation Company which is now part of P&O. They built old ships like the MEDWAY QUEEN and the CRESTED EAGLE-- down to Margate for fish and chips or over to France for Dunkirk."

In his office in the City, he recalls the start of the project. "The MISSISSIPPI QUEEN had to conform to the most restrictive fire regulations, so there is no wood in her at all, apart from a small amount of trim. Basically, she is built of steel and an asbestos board called Marinite. Her gross tonnage is about 4,500 -- the paddlewheel assembly alone weighs 80 tons -- and our chief difficulty was with the structural strength of the hull. Her draught is only eight feet, because in places the Mississippi is only nine foot six deep. So there are no lifeboats -- if she sinks, you just go up and stand on the top deck."

John Overs is the Three Quays naval architect most concerned with the hull. He spent hours in the Maritime Museum: "We had no recorded information on steam paddle wheels at all, but then at Greenwich we found an old book with all the empirical principles laid down."

They added their own data to those principles: after his first night spent on the old DELTA QUEEN, when Three Quays first got the contract, Andy Carey noticed the uneven movement of the boat. "I lay there in my bunk and I could feel the surge of the paddlewheel -- about every four seconds the blades hit the water and the boat surged forward. So to counteract that we split the paddle into two halves, set so that the blades touched the water alternately."

At this point, the engines seemed to present an insurmountable problem for Martin Wakely, Three Quays' dogged engineer, who has spent two years travelling every other week back and forth from the City office to the Indiana boatyard.

"Because Overseas National Airways had a lot of technology," he explains, "they wanted to use gas turbines. But it just wasn't economic or efficient. Diesel was too noisy. So we needed conventional steam engines -- and where were we going to get two 1,000-horsepower steam engines? We tried to trace a couple which someone had heard of in the States, but they'd been lost; only the working drawings had survived. Not many people can build steam engines now, but a firm called Pine Tree Engineering in the States took the job on. And those old engines slotted right into line; they've got some modern features, but basically they're exactly according to those old drawings from the beginning of the century."

At the end of 1973 a 20-foot scale model of the hull and paddlewheel was tested in a special tank in Holland to simulate all hazards. Then it was time to think about the exterior, and Project Architect Hinckley turned to James Gardner, the designer responsible for the look of the QE2.

James Gardner, now in his sixties, has designed most things in his life. Two of his current tasks at his studio in Belsize Park, London, are to create a complete science museum for Baltimore and the Heritage Centre in York. "And I did design a paddleboat once; in 1951, for the Festival of Britain. It was up on stilts just across the river from the Chelsea Embankment until a couple of years ago."

He tackled this new version with relish. "The story of the riverboats is a fascinating one. There were hundreds of them once, carrying more river traffic than the whole British Empire, so we were designing the MISSISSIPPI QUEEN to fit and follow a very great tradition. To people in the Southern States, the Queen boat of the Mississippi is like the QE2 is to us. They have a language of their own, these boats, whistles and hooting noises which people say is the steam engines talking to each other."

The old steamboats were fretworks of oak, walnut, teak and mahogany, but wood was out for the new Queen. "It had to be a modern boat, and yet it had to have character -- only not sleazy romantic like the showboat thing. People had to love it."

So the steamboat fantasy is revived not in plush and polished mahogany, but in cool, airy detail: curved staircases, brass railed and knobbed; an octagonal gazebo above the foredeck, round windows, louvred balcony divisions around the decks, a two-story angled glass deck at the stern with a view over the paddlewheel, tall slender chimneys. "The chimneys are telescopic, because otherwise they're too high to go under the bridges."

The same quality of restrained romanticism was required for the interior. "Americans can't get

away from all white and chrome for boats of any kind," says James Gardner.

Albert Hinckley suggested another British talent when something special was needed for the public rooms and staircases. He remembered Joyce Conwy Evans, whom he had met when she was working closely with Sir Hugh Casson, and she was asked to design the walls and ceilings.

Joyce Conwy Evans is a designer with a special interest in embroidery, whose work includes the altar font for King's College Chapel, Cambridge. "The Americans wanted a kind of decoration which they couldn't get in America -- and they seemed to like what we produced."

A touch of English art nouveau, a decorously muted scheme, is the result. Colours are neutral, cream, buff and brown. The scroll-like motif has a stencilled effect on the huge panels, acid-etched on mirrors in the gazebo; it had to be drawn life-size to fit the exact dimensions of each panel as they were received from the Indiana boatyard at the Chelsea studio of Conwy Evans, Sevant & Freeman. Embroidered seat covers were designed by Joyce, painted by the Royal School of Needlework, and then sent to America to be worked on by individual needle-women.

Even the two 15-foot Fibreglass mermaids who clamp a giant ship's wheel over the calliope at the stern were designed and made in England by British sculptor Patricia Turner. "They have silver bodies and gold tails," she points out at her studio in Carshalton. "I burnished them with steel wool, and painted them with resin." Patricia Turner has specialised in making such figures for ten years and is currently working on 38 for a tableau at Williamsburg in the United States; with her husband she has also cast a replica of the prehistoric village of Orkney for a Scottish museum. Working on this uniquely American venture has been a fascinating exercise for Joyce Conwy Evans and her fellow designers. "It was really this project that enabled Desmond Freeman, Mark Sevant and me to get up our own company last year. It does make it much easier to work when there is a bit on money available."

"I like the idea of working for foreign folks," says Patricia Turner. "I'm patriotic enough to enjoy earning a few dollars, and I think every little helps."

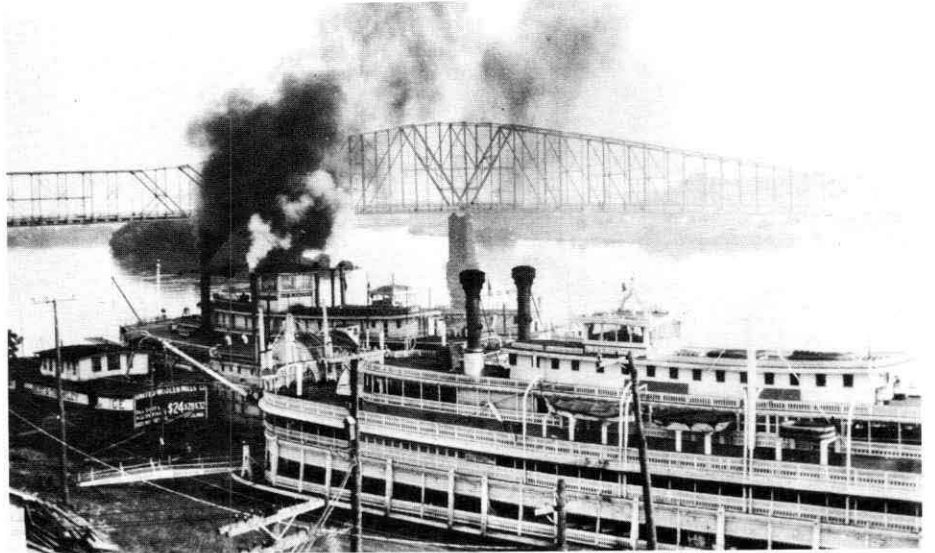
The appreciation is reciprocated at the American end. "It's a substantial British contribution," says Project Director Demetron. "And we're highly satisfied with it. For we have an ongoing relationship that's proved a very good one for us."

And British involvement does not end there. It is costing Overseas National Airways, with a generous grant from the United States Government, around \$8,000,000 to build the MISSISSIPPI QUEEN. They hope to recoup with two-week

cruises from Cincinnati to New Orleans and back, at fares of about \$60 a day; and the final money-spinner will be the MISSISSIPPI QUEEN gift shop. But it won't be selling plastic showboats or calliope music boxes. Instead, there will be Asprey spoons, Liberty scarves, Wedgwood mugs, and perhaps a tea towel printed with a design just like the ceilings.

#### BOOK INDEX AVAILABLE

An index has been prepared and is available for J. Mack Gamble's book STEAMBOATS ON THE MUSKINGUM. Those persons owning a copy, and interested in adding this index, may get one free by writing The Steamship Historical Society, 414 Pelton Ave., Staten Island, N.Y. 10310.



**T**AKEN FROM AN UPPER FLOOR of the Dime Savings Bank, Marietta, summer of 1925 showing the excursion steamer WASHINGTON (right foreground) and the side-wheel KATE ADAMS, her stacks lowered, and the GENERAL WOOD, outside, doing business at the Best & Thorniley wharfboat. Our thanks to S. Durward Hoag for the print. Read the letter below from Newton D. Hess.

**W**HEN WE WERE STEAMBOATIN' in and out of Marietta the wharfboat was marked in big letters BEST & THORNILEY. J. Henry Best was the manager, nattily attired, with the same superb penmanship he had used in the books and ledgers on the KEYSTONE STATE and VIRGINIA as clerk and purser. What we never did find out was who this man Thorniley was. Now it looks like we have an answer.

An interesting letter has come to us from Newton T. Hess, a management consultant with 1500 West Third Ave., Suite 329, Columbus, O. 43212 as his address.

"My uncle Dick Thorniley was interested in the wharfboat at Marietta in the middle twenties," he says, "and I used to go there and fish off her when packets weren't loading or unloading."

"My mother's name was Oma Thorniley Hess, and it seemed like we had kissin' cousins all the way up from Reno to Greenwood Farm at Newport. There still are mail boxes along there marked Thorniley, West, Racer, etc."

"I figured there must be an easier way to earn a living other than suckering tomatoes for my grandfather (\$1 a day pay, 12 hours a day) so I bought a saxophone and organized a Dixieland Band. We played for the opening

of the Lafayette Hotel at Gallipolis, O. and then went aboard the CHRIS GREENE at \$10 a week per man, and quit when they wouldn't give us \$15.

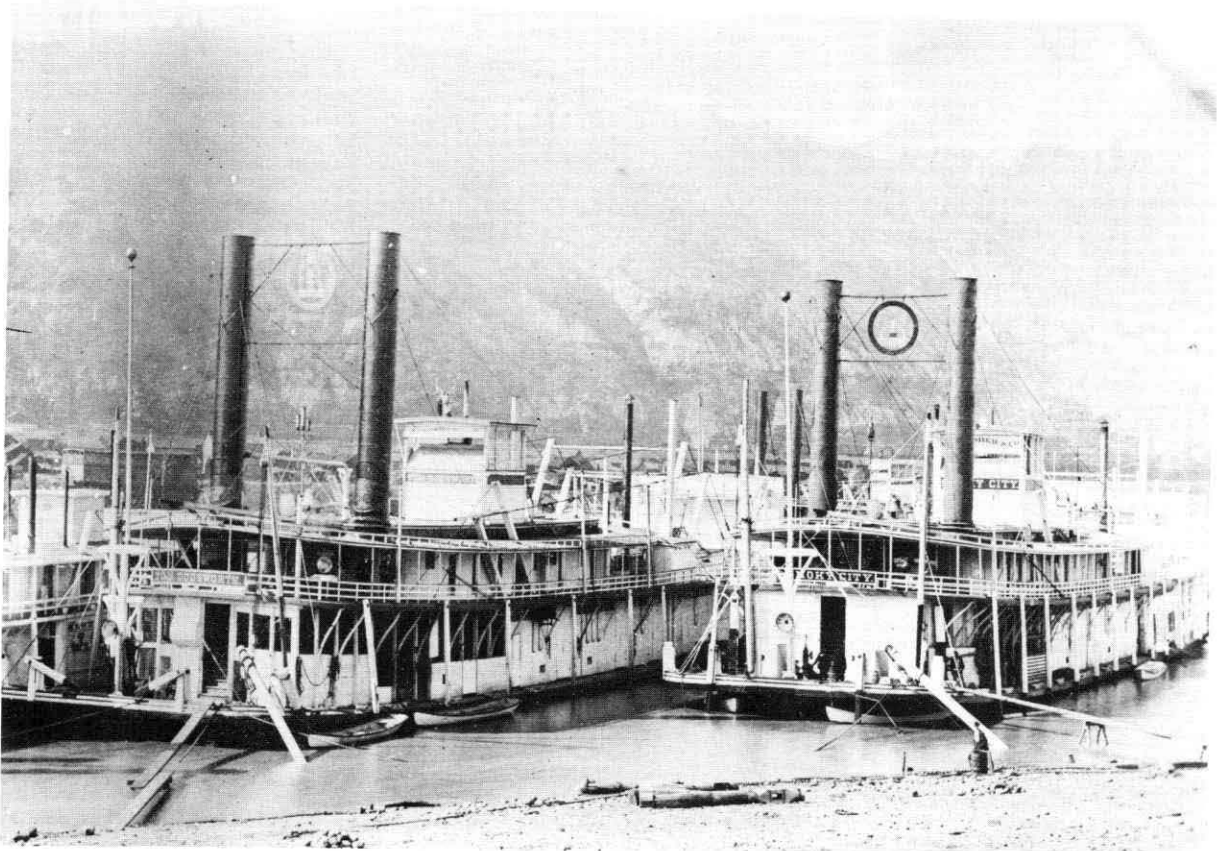
"The whole orchestra went to Columbus and entered Ohio State. Not one of those players ever again followed professional music, and instead wound up in other endeavors. But I'll tell you one thing; that short time on the CHRIS GREENE was the most fun."

"Later on I had a 33' cruiser at Belpre, and then a 44' houseboat at Franklin Furnace. But that's past and nowadays when we visit relatives in Marietta we get one of those big corner rooms at the Lafayette watching towboats out on the Ohio and wishing we had a cruiser or houseboat once more."

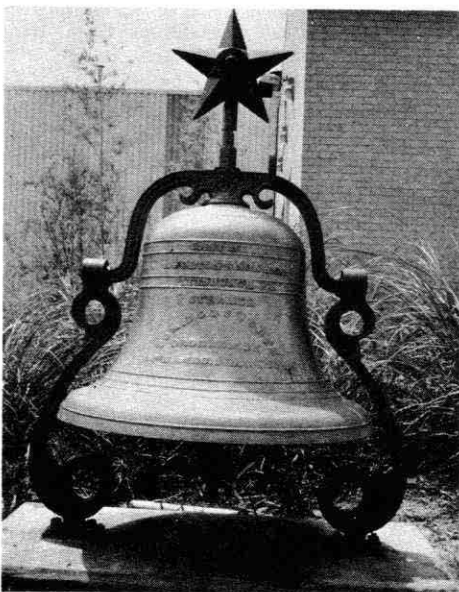
"The grandfather I mention was Newt Thorniley who had a 96-acre truck farm at Reno, O. First he specialized in sweet potatoes and loaded them on packets or barges at the mouth of the Little Muskingum. He often went along to market them at Cincinnati, Louisville and elsewhere. Later he switched to early tomatoes, eggplant, peppers and the like."

"We enjoy so much reading the S&D REFLECTOR. Where you get all the copy and pictures boggles the imagination."





The TOM DODSWORTH (left) and SMOKY CITY in this picture are moored in the Monongahela River at Pittsburgh about the foot of Market Street. Both were six-boiler coal pushers built by Capt. James A. Blackmore and associates. We'd judge this photograph to have been taken almost a century ago---not quite---possibly 1878. Both passed through various ownerships. The DODSWORTH led the marine parade celebrating the freeing of Monongahela locks from tolls at the time of the U.S. takeover from the Monongahela Navigation Co. in July, 1897. (Moderns are apt to forget that for years tolls were collected on the Monon, Little Kanawha, Kentucky, Green and--for that matter--on the Ohio at the Louisville-Portland Canal). The Muskingum is the oldest toll-free canalized river, thanks to the Ordinance of 1787.



TOM DODSWORTH BELL

The wording reads: Cast by A. Fulton's Son & Company, Pittsburgh, Pa. Steamer TOM DODSWORTH, Commanded by Capt. James A. Black-

more. (At least that's what we make out aided with a magnifying glass--subject to correction).

**T**HE KNIGHT TEMPLAR magazine, in its December 1975 issue, runs a story titled "Masonic Bell Now In Memphis." Seems the old roof bell from the towboat TOM DODSWORTH now is mounted in Memphis at the Schlitz entertainment Center (see picture below).

Mention is made in the article that Capt. Robert Brauff Robison, who long commanded the DODSWORTH, was a devoted Mason. His towboat carried between the stacks a symbol of the Royal Arch Masons, and had Knights Templar emblems on the engines.

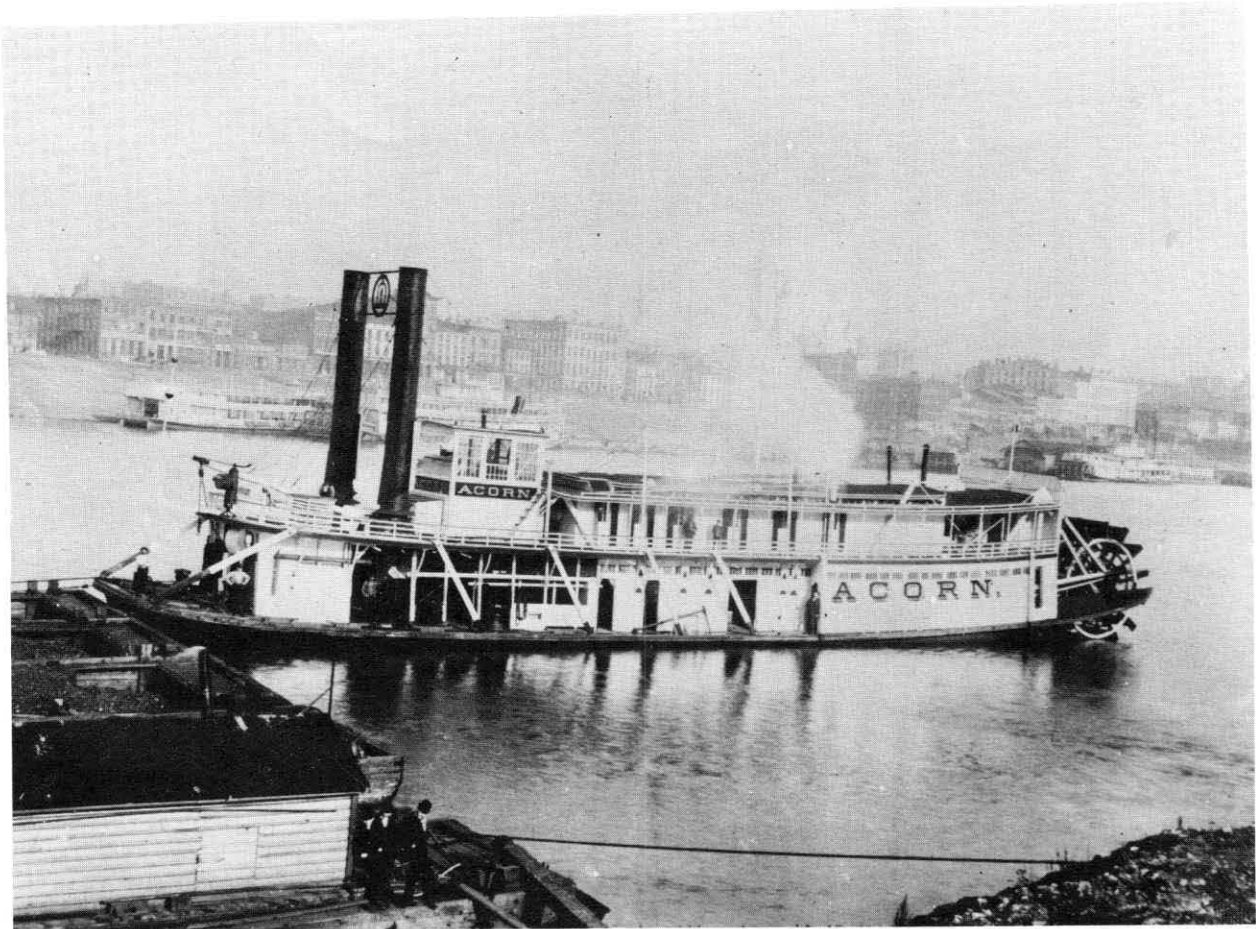
True enough. In the accompanying picture showing the TOM DODSWORTH and SMOKY CITY, the symbol of the Royal Arch Masons hangs between the stacks of both. On the original photograph a person can make out printed words on the front top of both pilothouses, J. C. Risher & Co. On the next page you'll see a picture of the towboat ACORN embellished with this same symbol between her stacks.

Also in this same period (1880-1900) the big towboat COAL CITY carried between her stacks a handsome symbol, in the form of a cross patee, of the Knights Templar.

The TOM DODSWORTH carried her emblem between the stacks as long as she ran (1871-1919) and Ye Ed remembers it well. After she was dismantled Bill Campbell had it stowed in the engineroom of the JOHN F. KLEIN (about 1928) and that's the last we heard of it.

A side-wheel packet of some consequence was named ROYAL ARCH when built at West Elizabeth, Pa. on the Monongahela River in 1852. The Lytle List reports still another ROYAL ARCH, possibly a converted canalboat, built at Maumee, O. 1864 and documented at Evansville, Ind.

While reviewing Masonry, the small packet MASONIC GEM, a stern-wheeler, was new in 1859, hull built at Mound City, Ill. and completed at Evansville. She was the pioneer U. S. Mail boat in the Green River trade, Evansville-Bowling Green. During the unpleasantness she did valuable work in transporting U. S. troops.



This picture of the ACORN was taken at Pittsburgh in the Monongahela River about 1890. She then was owned by the S. S. Crump Coal Co. Note the Royal Arch Mason symbol between her stacks, same as on the TOM DODSWORTH and SMOKY CITY. She was built the same year as the SMOKY CITY--1872. Across the river (forward of the stacks) is the excursion barge J. M. GUSKY, named for the owner of a large Pittsburgh store. Partly hidden by the pilothouse is the sternwheel excursion steamer MAYFLOWER, and over at the extreme right is the C. W. BATCHELOR moored at the P&C wharfboat. The ACORN on April 9, 1902 was working at the wreck of the towboat BELLE MCGOWAN which had overturned below the Point at Pittsburgh. Capt. J. D. Hayes steered her out of an eddy into the rapid current of a flooded river and the ACORN flipped bottom-side-up, drowning a fireman and Capt. Samuel Sylvis who was superintending the salvage operations.

#### ARKANSAS RIVER CRUISE

Members of S&D have been invited to join with the Steamship Historical Society of America on an upper Arkansas River cruise aboard the sleek ocean-style ARKANSAS EXPLORER. She departs from Little Rock at 9 p.m. on Saturday, June 19 and ascends to Catoosa (the port for Tulsa, Okla.), returning to Little Rock Friday, June 25, a six-day cruise.

The ARKANSAS EXPLORER has overnight accommodations for 36 passengers in 18 double staterooms. That she will be oversold is almost a foregone conclusion. Rates run about \$500 per person including meals and berth. Inquiries should be directed to ARKANSAS EXPLORER Cruise Ship, 111 E. Third St., Little Rock, Ark. 72201. You would be wise to pick up the phone and call them: 501-375-8197.

The trip is possible due to the lately completed system of locks

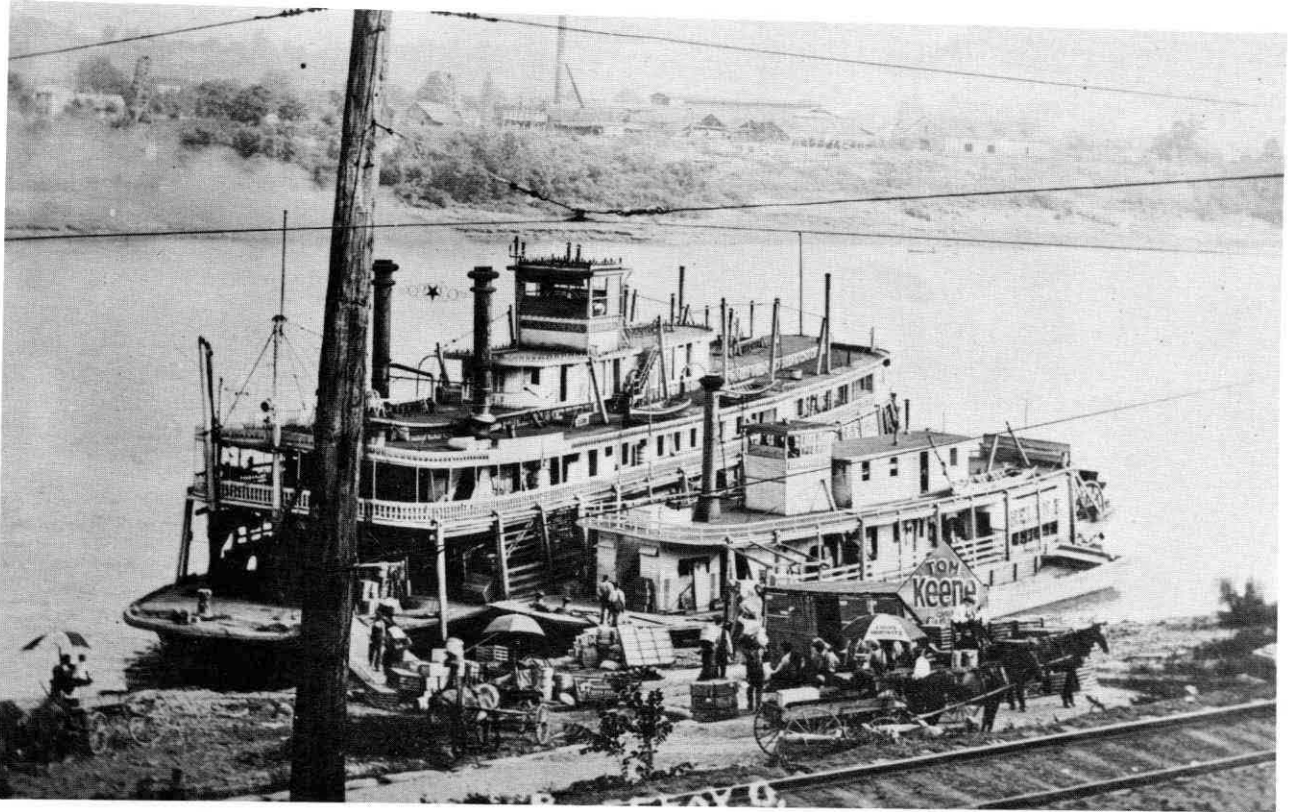
and dams which have converted the Arkansas into a modern river. The scenic section is above Little Rock, much of it mountainous. In former times steamboats frequently plied to Fort Smith, Ark., the largest town the ARKANSAS EXPLORER will visit, and within this century a packet was built at Jeffersonville, Ind. to ply between Fort Smith and Muskogee, Okla.

While prowling around with Ray Spencer in his Jaguar XJ-6L last November we happened on an old U. S. towboat in use as a harbor facility at Harbor Point, Mo. in the Alton pool, Mississippi River. Her signboards read PIASA, which had us stopped cold. Dan Owen got in touch with Merrill Marine Service, St. Louis, and after a bit of rummaging around the boat was identified as the former U.S. towboat PENNIMAN, originally the MAMIE S. BARRETT, steam, built at

the Howards at Jeff in 1921. She was decommissioned in 1947. Still looks well put together, smokestacks, paddlewheel and all.

According to latest advices the proposed new steam sternwheel excursion boat ELIZABETH ANN for the Sacramento and San Joaquin rivers will be built "knock down" in sections on the bank of the American River near Sacramento. These fabricated sections will then be moved by truck to Sacramento for assembly. She is to have the engines, wheel shaft and pitmans from the DETROITER. Architect David J. Seymour headquartered in San Francisco is revising the plans to make her 20 feet longer than originally designed, the additional length to be in the fore-castle. Harold Wilmunder, her builder, has a machine shop located across the American from his home.





The KANAWHA and HELEN E at Pomeroy, O. and across the Ohio is Mason City, W. Va. and a good look at the old salt works there. Photo by Feiger Studio, 1913.

THIS PICTURE is easy to date; taken at Pomeroy, O. in 1913. Has to be--the HELEN E did not exist before 1913 and the KANAWHA wasn't running around with her stacks half lopped off after your scribe started taking interest in 1914.

What we aim to do is talk about the HELEN E which in this picture had just been built at the Gardner Docks, Point Pleasant, West Va. for the 28 mile up and 28 mile back daily trade between Gallipolis and Racine, the same Racine where Boone Weaver builds skiffs today. Her original owners in 1/3 shares were Capt. Gordon C. Greene and George P. Gardner (who ran the docks where she was built) and Capt. W. E. McDade who then lived at Portland, O. She was named for Helen Elizabeth McDade, the latter's daughter.

She left Racine every morning at 6 o'clock (barring fog) and made the return leaving Gallipolis at 12:30 p.m. Captain McDade was her master and the veteran Will R. Barringer, who had seen better days as purser on the VIRGINIA in the Pittsburgh-Cincinnati trade, was her clerk.

Her wood hull was 105 by 19.7 by 2.8. She had tomato can engines 9" bore by 3½ ft. stroke powered by a single boiler 40" dia. by 18 ft. long, and hence but one stack. There wasn't big disturbance in the national or local news when the HELEN E made her debut, nor was there undue wake when she ran.

Business was tolerable at the start but a short one year later she was playing hookey to take a

crowd of Crown City folks down to Huntington to attend a Billy Sunday revival and that worked so well she took people from Huntington and Crown City up to the reopening of the Millersport Methodist Church a week later.

Virgil E. Bennett once told us that he remembered when Captain McDade kept the HELEN E tied up at Portland when business was slack, and he often saw her there.

First time we saw the HELEN E was in the summer of 1916 while at Gallipolis aboard the TELL CITY. She was sound asleep moored behind the ice piers.

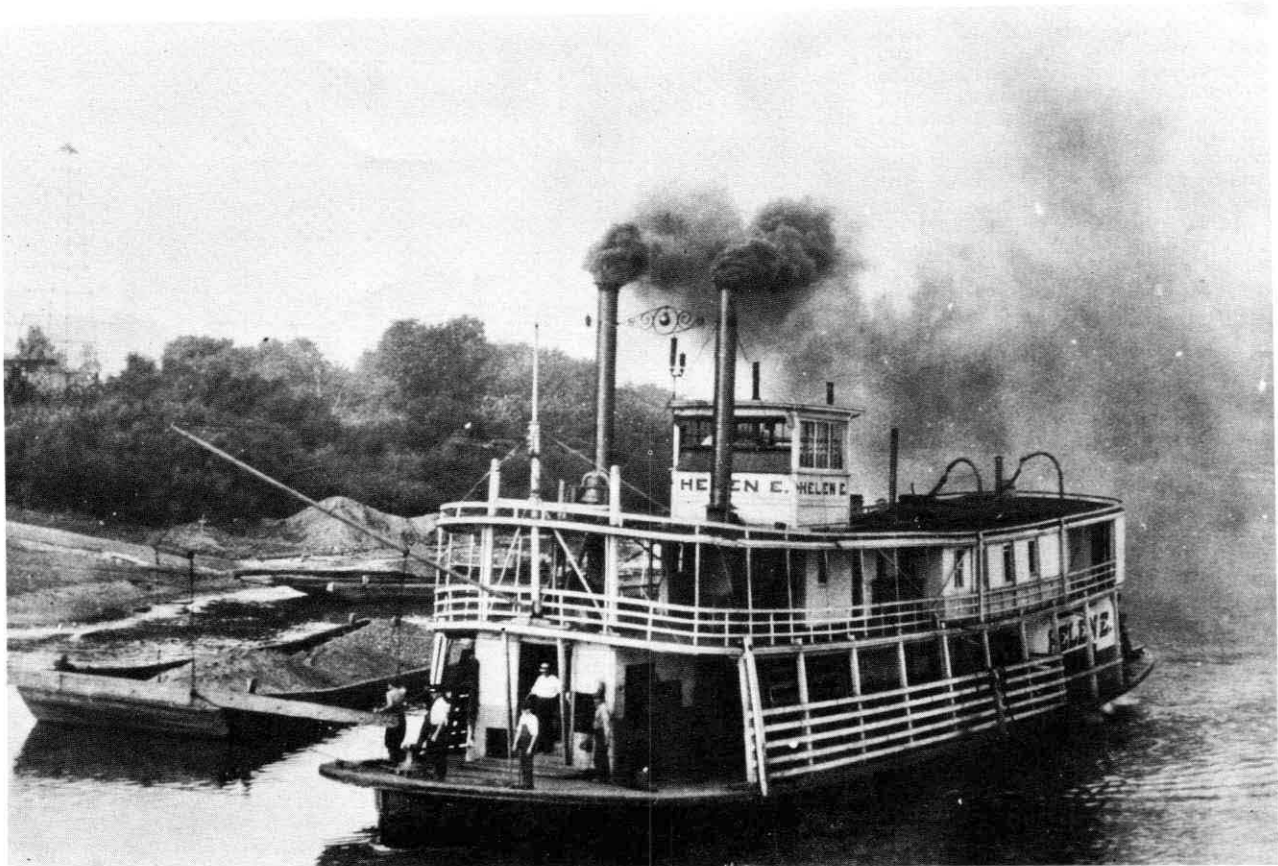
All of which indicates that the pickings were too slim for a regular boat in the Gallipolis-Racine trade, a fact which had been demonstrated some years prior when Capt. M. M. Brown and N. Stone built the KLONDIKE for the Gallipolis-Pomeroy Bend trade, which included Hartford City and Syracuse---and probably on occasion to Racine. This was back in 1897 but the outcome was similar. You can hardly say that the KLONDIKE was too big and expensive either, for she was almost a pattern for the HELEN E, one boiler and all, with 9½" bore by 3 ft. stroke engines.

But the HELEN E was destined to make national news. In January 1918 she was torn loose by ice from her moorings at Pt. Pleasant and drifted free-astray, nobody aboard, the 291 miles down the Ohio River to Madison, Ind. She ran all the bridges, missed hitting lock walls, bear traps, ice piers, and kindred obstacles; had no trouble at all. --Not until she

drifted ashore and was vandalized of brass fittings and the like. To make this solo excursion all the more remarkable, the same ice which bore her along so protectively was death and destruction to many worthy steamboats, wooden barges and other equipment over those same miles of river. There never has been anything quite like this event, neither before nor since. Later she was the subject of a Ripley "Believe It or Not" cartoon and sketch.

We would surmise, in absence of firm documents, that the Gardners owned the HELEN E when this happened. Capt. W. E. McDade, as we remember him, was running the side-wheel ferry ANN BAILEY between Pt. Pleasant and Kanauga in 1918, and Capt. Gordon C. Greene had long since sold his share in the HELEN E. The ANN BAILEY was built 1909 at Pt. Pleasant for T. S. and U. G. Hanes, both of Gallipolis; McDade bought her later, but how much later we're not sure.

The LIBERTY had been built at Clarington in 1912 for the Wheeling-Clarington local trade where she prospered until spiraling cost of operation triggered by the first World War caused her owners to lengthen her route to Matamoras and then to Parkersburg in an attempt to increase revenues. This switch induced Capts. Jim and Sam Williamson, extensive farmland owners in the area, and practical rivermen both, to buy the HELEN E and enter her in the Wheeling-New Matamoras tri-weekly trade, 52 miles each way. How they fared is told on the next page.



Harold C. Putnam took this snap of the HELEN E at Sistersville, W. Va. in the heyday of her Williamson operated Wheeling-New Matamoras career.

OUR DEAR DEPARTED FRIEND J. Mack Gamble wrote weekly river news for The Waterways Journal a total of 52 years. His very first contribution, dated July 1, 1918 contained this paragraph:

"Capt. Sam and Jim Williamson's new boat, the HELEN E, made her initial appearance in local waters this morning, when she passed up for Wheeling on her first trip in the Wheeling---New Martinsville trade. She is a fine looking little boat and was much admired by everyone. She will no doubt make a success of her new trade. The HELEN E will make a round trip daily, going up in the morning and down in the evening."

The Williamsons had added a complete boiler deck, perched the pilothouse on the roof, and made a two-stacker of her. Many rivermen figured she was top-heavy now, and that the first broadside windstorm would capsize her. Admittedly she was a tippy-dick but, thanks to Lady Luck and good pilots, she "stayed upside right" to quote one stargazer.

Admittedly we had forgotten she initially ran Wheeling-New Martinsville until rereading J. Mack. An oil-burner sternwheeler, the MILTON, was in the Matamoras trade in 1918, operated by John Ueltschy and Capt. Brady Litman, but she was soon gone---sold to the Little Kanawha River. The HELEN E took over, slackwater all the way (Dam 16 lately completed), with such punctuality that farmers set their

watches by her whistle.

Capt. Jim Williamson and his wife India moved to Wheeling, a red brick on the river side of N. Main Street a couple of blocks above the suspension bridge. Capt. Sam Williamson located on a big farm opposite Clarington and raised Hereford cattle. It was Capt. Jim who in partnership with Clyde Paden in 1926 built and operated the steel hull sternwheel towboat DIESEL. The hull came from Dravo, and they completed her at Sardis, same boat now the Fitch's CLAIRE-E so well regarded.

Those who rode the HELEN E were rather startled while reading the framed licenses to note that Capt. Sam's included a big chunk of the upper Missouri River in North and South Dakota, an extension he added in 1890 when the ABNER O'NEAL (Steubenville-Wheeling local) was sold to the Missouri River Transportation Co. He went out along and stayed long enough to get certified.

About the time your scribe took the rash step of managing the BETSY ANN, late in 1925, the ownership of the HELEN E was divided between James C. Williamson (3/4) and Jay P. Ollom (1/4). Jay Ollom was the head clerk. The veteran Charles W. (Granny) Page was the engineer, a survivor of the SCIOTO-JOHN LOMAS disaster of 1882, wiry-built, square-jawed, blue eyed, and a walking definition of the word extrovert. He lived in Williamstown, West Va.

Capt. Sam Williamson retired to run his farm (his Hereford cattle went to market exclusively on the HELEN E) and Capt. Bud (I never heard anything but Bud) Williamson continued to pilot the boat. Homer Dunn was clerk on her---he ran the Clarington wharfboat about this time. This went on nine years with the HELEN E looking like she had just stepped out of a band-box always neat, fresh-painted and well kept. She looked prosperous. She was prosperous. Captain Jim in recollecting later said, "I saw gravel roads getting built on both sides of the river, and seemed to me it was time to quit."

In July 1927 the HELEN E was sold to Harry Donnally who then was running the wharfboat at Wheeling, the same Harry Donnally mentioned on the last page in connection with the KLONDIKE. Earlier that year she'd spent a week stranded at Possum Bar below Clarington, high and dry for a time, and maybe had sprung some hull timbers. Anyhow in December 1927 she was hauled on the docks at Parkersburg, the work took more doing than expected (a usual thing for wood hulls) and when she was ready to return to business a flood came along and she was trapped at the docks in the Little Kanawha by the low B&O bridge.

These details, trivial it's true --were harbingers of change. Jim Williamson was right and the gravel roads won. See next page for the strange metempsychosis.



**T**HE HELEN E, subject of some ramblings on the last two pages, ultimately turned into the towboat pictured at the right. In 1934 Capt. Ben Raike bobtailed the cabin fore and aft, set the pilothouse down, and exchanged the original engines for a set of old Sweeney 8" bore by 4 ft. stroke jobs from the ferry PROCTOR K. SMILEY which had wound up her days stranded on the grade at Kenova, W. Va. during high water early in 1932. He probably used the cranks as well.

The CLAIRMONT, as he called her, bore but faint resemblance to the former packet as you can see. Not long thereafter Billy Bryant adopted her to shove his showboat, and gave Ben Raike the old VALLEY BELLE as part of the swap. If you look sharp at this picture you can see the calliope on the roof aft of the pilothouse. By the way the little shack mounted hard aft of the cabin isn't a chicken coop; it's what you think it is.

The mention of engineer "Granny" Page in a prior paragraph of this opus unclogged the rust in our brain to remember an incident concerning him---completely irrelevant---but let's unload it here and be done with it. Once while Granny and y.t. were together on the GENERAL PERSHING an excited pilot landing her at Racine rang for "back slow," then "back full" and finally "back double-gong." The cadence of her 'scape in the stacks through all of this remained a calm "back slow." Soon as the lines were fast the enraged pilot lit out from the pilothouse on the double to find Granny--and went to the right place, the cook house. "Why didn't you open her up---why didn't you answer my signal?" the pilot sputtered. Granny took his lips away from the coffee crock long enough to explain: "Oh, I was standin' out on the guard and seen you didn't need it." In analyzing the affair afterward we judged that the pilot had least expected an honest answer--maybe never had heard one--else what explains why he stood there opening and shutting his mouth with no words coming out? The PERSHING did her most effective backing on a slow bell; to double-gong her meant she'd likely leap forward like a goaded frog. That was Granny Page---he piloted the boat from the engineroom throttle.

In 1939 Billy Bryant bought a pint-sized towboat named NEW LOTUS to shove the showboat and sold the CLAIRMONT to Paul F. Thomas who was running the 26th Street ferry at Huntington. Paul used the engines and maybe other stuff in a new steel hull ferry he called the ROSEMARY. So the HELEN E sort of disintegrated all over the place and still we haven't elaborated many of the details, but enough for now.

READ ON PAGE 15 HOW TO GET 576  
PAGES OF BOAT PICTURES AND  
GOOD READING FOR FORTY BUCKS.



The CLAIRMONT (ex-HELEN E) hitched to Billy Bryant's showboat moored at South Charleston, W. Va. -R. K. Wells, photo.

Bob Anton was reading the famous Will S. Hays poem, "Mate get ready down on deck..." Over the altar of the Saint Edward's Catholic Church hung a drawing of the JULIA BELLE SWAIN. During the recessional the organ was stilled; soft strains of recorded calliope music filled and flooded the edifice instead.

It was a memorial mass for Bob Burtnett staged in Chillicothe, Ill. on the evening of Tuesday, December 2nd last. Bob was not there; he had donated his body to medical research.

Two days later the Chillicothe "Bulletin" hit the streets loaded to the guards with tributes to the soft-spoken hear-no-evil-speak-no-evil dean of the Illinois River, Robert D. Burtnett, who had died Friday, November 28, 1975, in his 64th year. The editors black-ruled page 9 to say goodbye to this journalist who since 1952 had contributed 1,200 columns headed "Along the Riverfront." They ran the Memorial Mass front page, and carried two by-line Bob Burtnett yarns just like nothing had happened. No print shop ever has said "30" to one of its clan with more meaningful acclaim.

Bob Burtnett was born in Mercer, Pa. where his architect father was busy working on a court house. He grew up in Middletown, O., then went to Notre Dame. He came to Peoria during the Depression and got a job with Caterpillar Tractor. They shipped him all over the map installing heat-treatment plants-----Brazil, France, Great Britain, Belgium--until he finally retired Feb. 1, 1974.

His avocation was the river. He enjoyed river people, sought them out and wrote about them, deckhands to owners. He knew all about boats, and he knew all about print shops.

Bob's sons, their wives, and his daughter and husband gathered at his riverside home below Chillicothe to celebrate the Thanksgiving holiday with Bob and his wife.

It was a happy time for Bob, then desperately ill.

Surviving are his wife Eleanor; two sons, Dale C. of Gage, Okla., and Stevan E. of Mt. Vernon, Ill., and a daughter, Susan Tappeiner, of Berkeley, Calif. His mother, Mrs. R. D. Burtnett lives in Middletown, O. There are a number of cousins surviving.

Sidney C. McMullen, well known and regarded lockman at old Lock 30, Ohio River, died this past September 14, 1975. He retired from the U.S. Engineers service in 1961. One of his chief joys in his latter days was his membership in S&D. His widow Mrs. S. C. McMullen will carry on as an S&D member as also will his daughter Sydney McMullen Louderback at 200 West Main St., Greenup, Ky. 41144.

Furman South, Jr., 5515 Dunmore St., Pittsburgh, Pa., is related to former Capt. John G. Britton and he recalls riding aboard the side-wheel Monongahela River packets GERMANIA and COLUMBIA, and on others in between. He saw the fire which destroyed the COLUMBIA at Pittsburgh, looking from the windows of his father's office on Water Street. He's just renewed his membership in S&D for the next three years. Just 85, that's all.

Sirs: Ever since I was small all my grandfather talked about was the river. So I fell in love with steamboats when I was 9. Then in 1970 the JULIA BELLE SWAIN came to Peoria and I became more in love with the river. Am now 17 and to this day I hunt old pictures of steamboats.

Mark J. McCracken,  
7241 Whippoorwill Lane,  
Peoria, Ill. 61600

=Special thanks to Mark for some fine color shots of JBS. -Ed.

Tentative schedule of the SERGEANT FLOYD as she carries an impressive Bicentennial exhibit this year follows:

March 1 to May 31: Gulf Intra-coastal Waterways.

June 1 to June 15: Mississippi River up to the Illinois.

July 15 to Aug. 31: On the Illinois River.

Sept. 1 to Oct. 31: Ohio, Cumberland and Tennessee rivers.

Nov. 1 to Nov. 14: Mississippi River below St. Louis.

Nov. 17 to Dec. 31: Black River (La.), Ouachita, lower Grand, and Lower Mississippi.

The SERGEANT FLOYD, named for an engineer soldier of the Lewis and Clark expedition up the Missouri in 1804, was built at the Howard Ship Yard, Jeffersonville, Ind. in 1932. She has twin props, and was last in the Kansas City U. S. Engineers fleet. She was on the verge of being decommissioned when Congress authorized her special mission.

Sirs: If you look at the view of New Orleans on the back cover of the last issue you'll see the New Orleans Hilton appearing behind the Poydras Street wharf. This is part of the complex I'm involved with.

Ray Samuel,  
International Rivercenter,  
Suite 805,  
321 St. Charles Ave.,  
New Orleans, La. 70130

=Hilton Hotels Corp., Louisville & Nashville Investment Corp., Southern Pacific Development Co. and others are involved in this vast riverfront project. -Ed.

Dr. Henry D. Wilkins, 77, died at 1 p.m., Tuesday, December 23, 1975 in the Brownsville (Pa.) General Hospital.

"Doc" Wilkins was a graduate of the California (Pa.) Normal School (now California State College) and the School of Dentistry at the University of Pittsburgh. He had practiced in Brownsville, California and Clarksville for more than 50 years.

He and the late Arley W. Kisinger of Brownsville buddied around together and were river fans of the first order. "Doc" made a study of Monongahela River packets and his definitive history of them is the best one extant. He also was a relentless sleuth for photographs of old-timer steamboats and made many interesting finds. He was a long-time member of S&D until his health failed.

"Doc" came by his penchant for steamboats rather naturally inasmuch as his grandfather was Capt. Henry D. Wilkins (for whom he was named). Captain Wilkins assisted Capt. Gordon C. Greene get his start on the rivers as a pilot. Later on Capt. and Mrs. Greene named their first-born Wilkins Greene. Wilkins died at an early age and is buried in the family plot at Newport, Ohio.

"Doc" was born July 18, 1898, son of Fred T. and Eva Sinclair Wilkins, at California, Pa. He was a charter member and treasurer for several years of the Brownsville Historical Society. Surviving are his wife Mrs. Ruth Hess Wilkins; a sister, Mrs. Mildred P. Wilkins of Coraopolis, Pa., and a brother, Charles S. Wilkins, of Caledonia, N.Y.

Services were held in Brownsville at the J. W. Kisinger Funeral Home and burial was in the Redstone Cemetery.

River buffs of the central and lower Ohio River area, including tributaries, plan to meet in Louisville Saturday and Sunday, March 27-28. Tentative arrangements include a visit to the Howard Steamboat Museum and a Saturday dinner meeting. An auto tour of the Falls Cities area including a peep at the MISSISSIPPI QUEEN will feature the Sunday activities.

In prospect is the formation of a group similar to the Ohio-Kanawha chapter of S&D, or to revitalize the now dormant Cincinnati Chapter of the Steamship Historical Society of America.

The welcome mat is extended. Information on specifics may be obtained from R. Dale Flick, 1444 Burney Lane, Cincinnati, O. 45230 (513-231-0064) or Miss Sandie Miller, 4223 Cutliff Drive, Louisville, Ky. 40218 (502-491-0009).

## ANSWERS ALL YOUR QUESTIONS

WHISTLE RECORDS, two of them from real McCoy steamboats. Write or phone Mode-Art Pictures, Inc., 3075 W. Liberty Ave., Pittsburgh, Pa. 15216. Phone 416-343-8700.

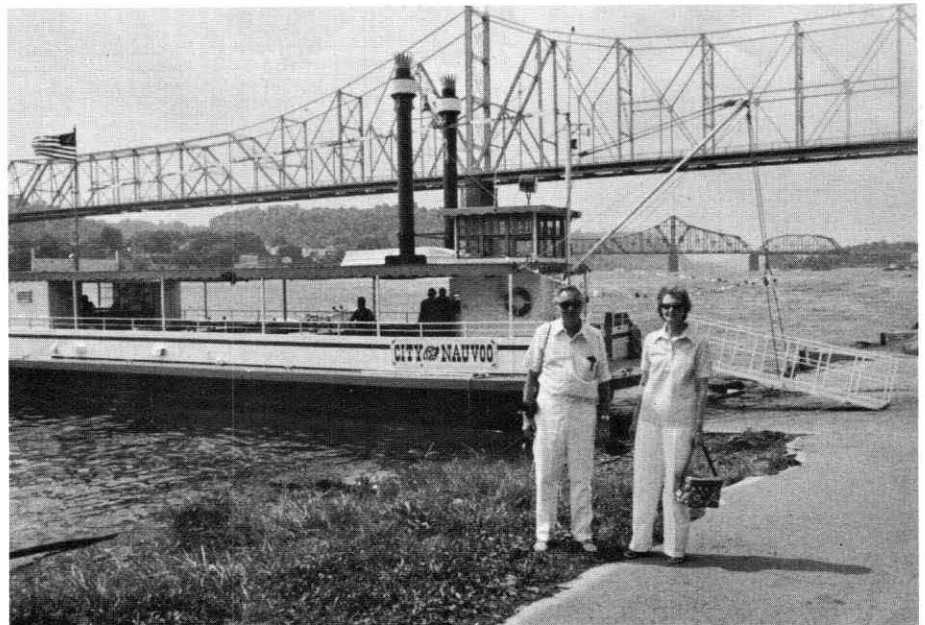
STEAMBOAT PHOTOGRAPHS large and small. Write Capt. C. W. Stoll, Rock Hill, Mockingbird Valley Road, Louisville, Ky. 40207.

DETAILED PLANS for steamboat and diesel models. Write Alan L. Bates, 1567 Bardstown Road, Louisville, Ky. 40205. Also write to John L. Fryant, 6508 Dorset Drive, Alexandria, Va. 22310.

JAMES REES & SONS CO.'s catalogue, \$3 postpaid. Write Ye Ed or to G. W. Sutphin, 204 Chestnut St., Huntington, West Va. 25705.

In addition to the above, let us say that photographs of modern diesel towboats are also available from Dan C. Owen, P.O. Box 0, Maryville, Ill. 62062. You name it and he has it.

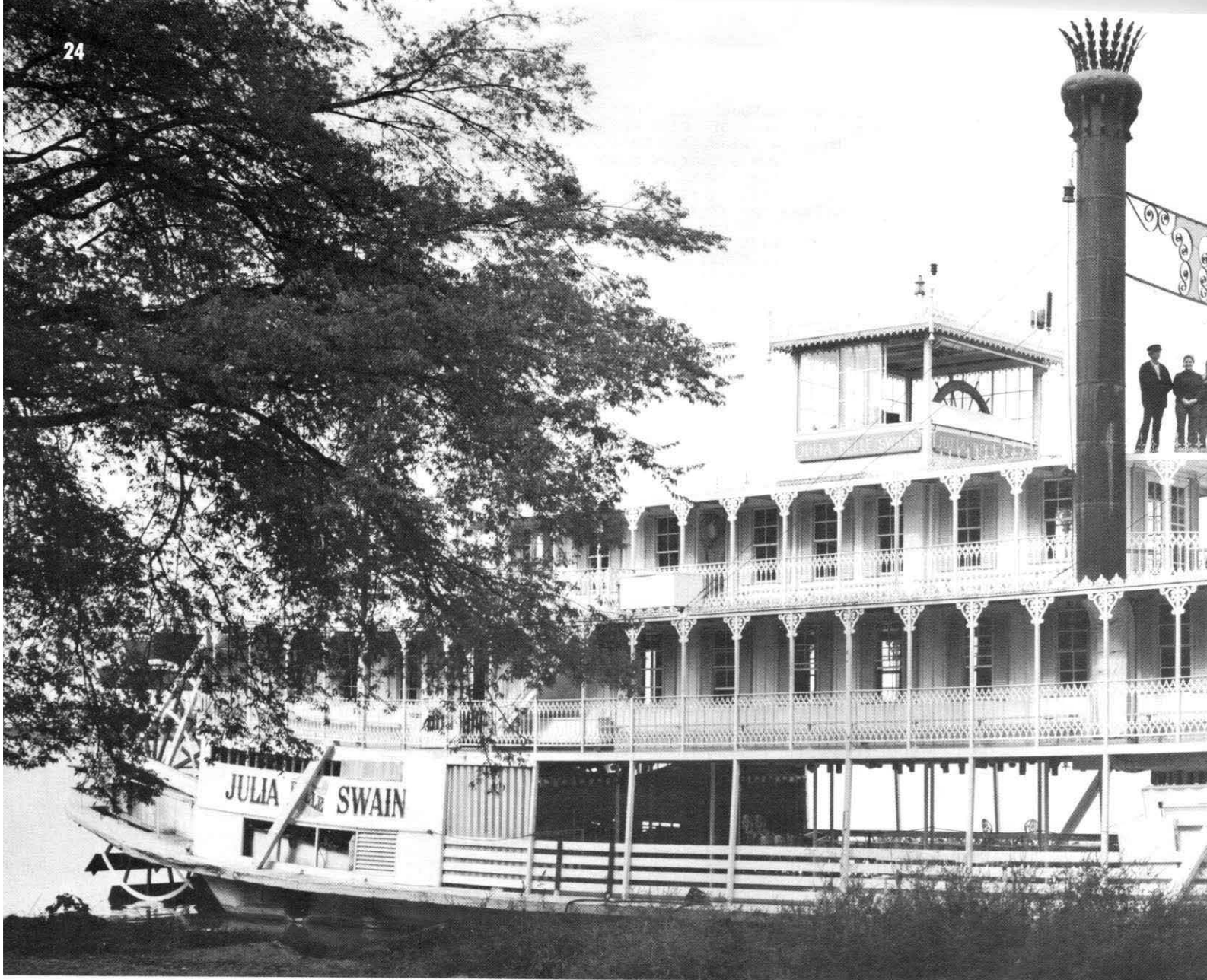
None of the above listings are paid advertisements. We present the information as a service to S&D members.



CITY OF NAUVOO

SOMETHING NEW has been added to the excursion fleet of the Monongahela and Upper Ohio. Last fall William Engle bought the CITY OF NAUVOO from the Great River Packet Co., Monticello, Ill. and brought her to his yacht harbor at Ten Mile Creek on the Monon. She was built at Dubuque in 1962, packs 250 hp. from twin props, and carries 150 passengers. Originally she was the LUELLA BELLE, then owned by Cal Harbor Excursions, Chicago. In this picture taken at Rochester, Pa. on the Ohio last fall, Bill Engle poses with Virginia Smith, wife of the photographer, Bob Smith.





ALLEN HESS took this picture last October 4, 1975 at Decatur, Ala. on the Tennessee River.

The JULIA BELLE SWAIN had shipped her crew at Beardstown, Ill. on Sept. 28 and departed next day for winter quarters at Chattanooga. At Paducah they coincided with the RUFUS B II on her way back to the Upper Mississippi in charge of Dr. Bettler after an Ohio River tour to Marietta. There was a delay at Decatur waiting for fuel and--due to the delay--this picture resulted.

On the texas roof, from the left: Capt. Dennis Trone, Laurie Judd, Cindy Sinclair and Michele Kingsley.

On the texas deck, forward of the stacks: Terrie Frederick, Marilyn Judd, Melanie Judd, Dorothy and Paul Anton and John Rekowski.

Grouped at the rail on the boiler deck: Pete Bellings, Marj Inman, Betty and David Hirt.

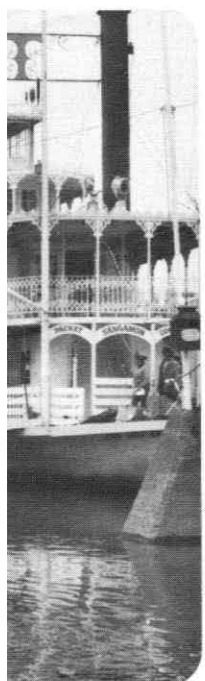
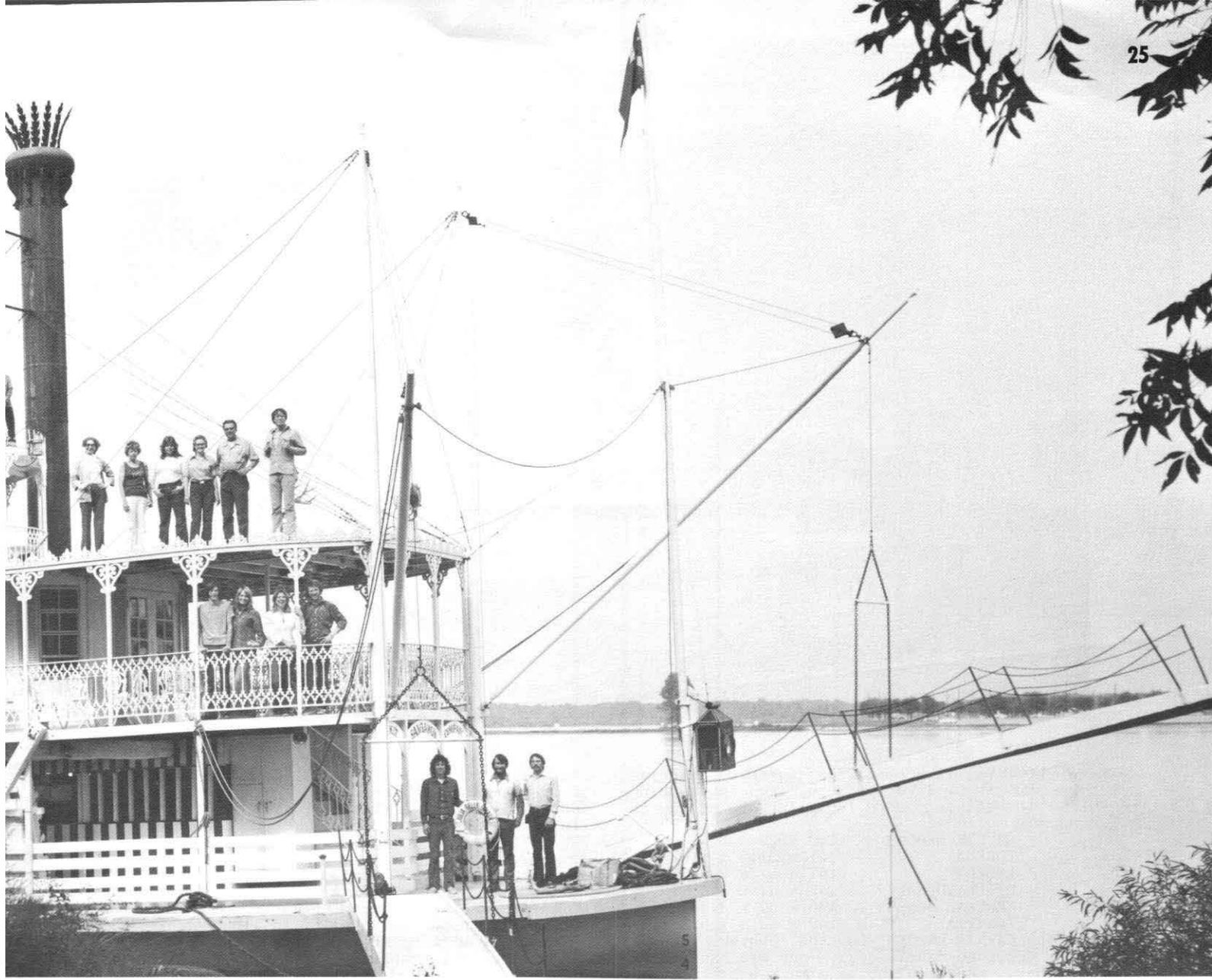
On the forecastle: John Hartford, Tom McMillan and Allen Hess.

Others aboard not in the picture included Robert Trone (brother of Dennis) and wife Carol and their daughter Julie.

Departing Decatur on October 5th, arrival was made at Chattanooga next day about noon.

Allen Hess says: "Thanks to John Hartford I was included on the invitation list--the greatest time I've ever had." Allen recently completed his courses at the Art Institute of Chicago with a master's degree in Fine Arts.

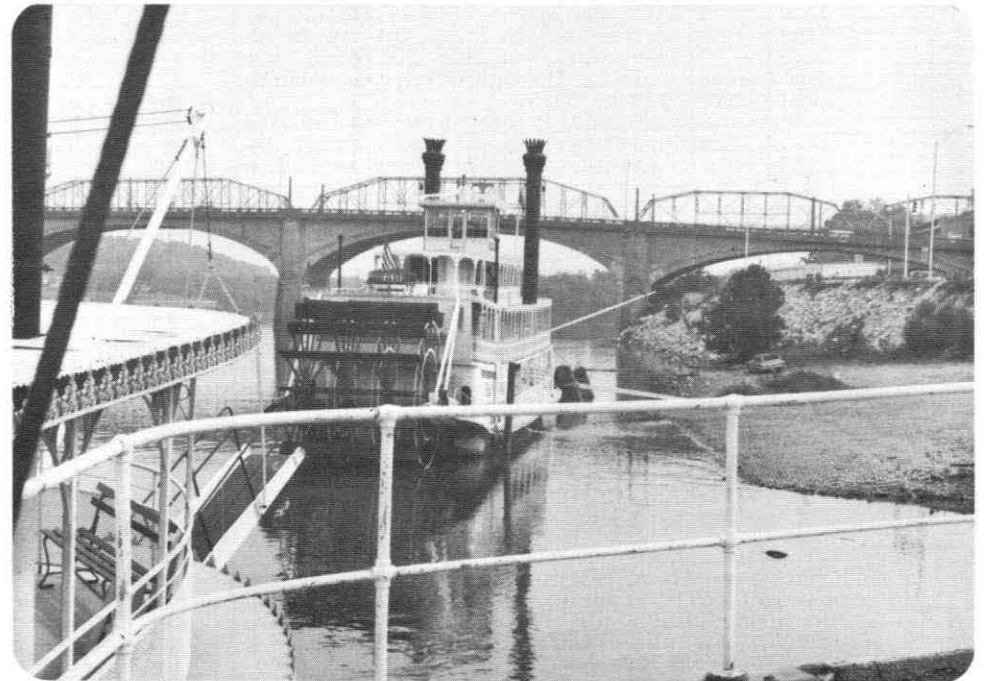




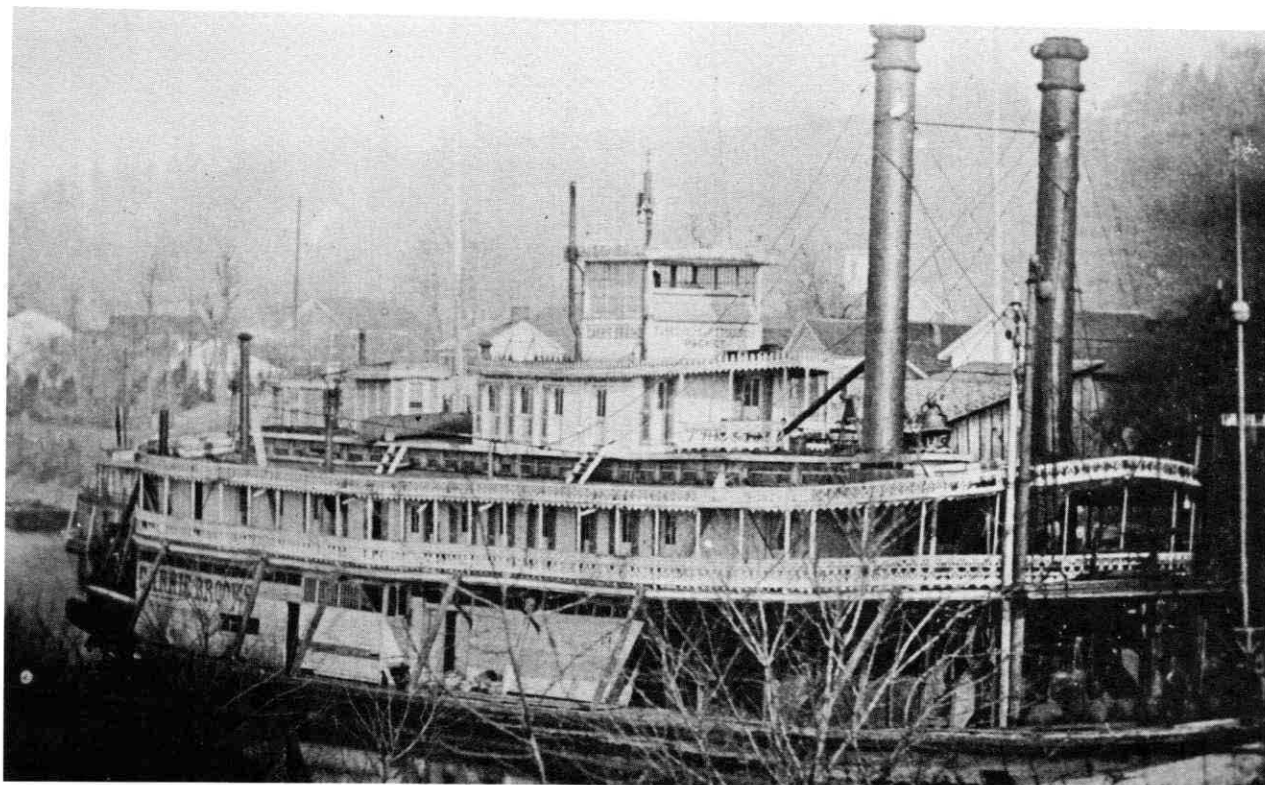
These views (left and right) were taken at the Chattanooga wharf after the JULIA BELLE arrived. The three sternwheelers at left are the WAKEROBIN with BORDER STAR moored alongside with the JBS in the right foreground.

View at right was taken from the WAKEROBIN looking upstream.

Our special thanks to Michele Kingsley for this look at the Chattanooga landing in 1975---a sight which would have brought expressions of disbelief from the late Capt. Paul Underwood and other Tennessee River packet persons.







COMPARATIVE HULL SIZES of representative Muskingum River packets are interesting to notice. Here is a list of a few of them:-

CARRIE BROOKS	140 x 29 x 5
LORENA	141 x 31.5 x 5.6
LIBERTY	141.8 x 28.7 x 5
HIGHLAND MARY	142 x 31 x 5.5
GENERAL BEACH	130 x 30 x 3.7
ZANETTA	149 x 23.8 x 5.6

The CARRIE BROOKS, in the above picture, has deceived nearly every one who has looked at her. She seems to be a much bigger steamboat than the LIBERTY or LORENA, yet she was shorter of hull than either. The ZANETTA was the only side-wheeler in the lot and hence had the longest hull and also the narrowest. The Muskingum locks through which these boats passed were 159 by 35.5.

When J. Mack Gamble wrote his "Steamboats on the Muskingum" various of the factual details of the CARRIE BROOKS were not available to him. We now know from a contemporary account that she had high pressure engines of a very odd size, 14 $\frac{1}{2}$ " dia. by 4'7" stroke, and had three Western boilers each 38" dia. by 20 ft. long.

Mack Gamble did not know where her hull was built and neither do we. The U.S. Customs had a maddening habit of recording Pittsburgh as the place of birth in 1866 when the CARRIE arrived on the scene, failing to note that the hull may have originated at Wellsville, O., Freedom, Pa., Brownsville, Pa. or elsewhere. Anyhow she was built in the Pittsburgh area in 1866.

Capt. Harvey Darlington had been a Muskingum boatman fifteen years when he built the CARRIE BROOKS and was known along the canals of that stream as "Old Grey Darlington" for reasons unexplained. Some of the surviving freight bills for his boat spell his name without the "g"--Darlinton--which could be a fumble in the print shops if isolated to a single batch but wasn't. Mack Gamble cites such bills printed in 1869 using Darlinton

and again in 1874, same spelling, and a batch of in-betweens with the "g." These Darlington were Zanesville-based. Capt. James Darlington commanded the sternwheel packet JONAS POWELL 1860-1866 principally Zanesville-Parkersburg with but at least one dramatic interruption when conscripted for transport duty on the Cumberland manned by her regular Muskingum crew including pilots. It seems the CARRIE BROOKS was built in 1866 to replace the POWELL. The POWELL was sold to a Captain Lee and others of Portsmouth, O. some months before the CARRIE was completed, providing a gap in the Parkersburg-Zanesville trade for some enterprising interloper to seize upon, which is exactly what happened. A sternwheeler named D. M. SECHLER, Capt. Joseph McVey, exercised squatter's rights in this 88-mile trade.

The new CARRIE BROOKS as you may rightfully assume from her sole surviving photograph, was something of a sensation at Luke Chute and elsewhere, the most ostentatious pile of lumber rounding the sharp bend at Coal Run. She was the GREAT REPUBLIC of the Muskingum, and certainly the paragon of the Zanesville-Parkersburg trade of all time. When she arrived on the scene there were some spirited skirmishes, after which the SECHLER's owners retired to milder climate, adopting the daily Beverly-Marietta run.

Mack Gamble reports in his book that the CARRIE was built to run Zanesville-Pittsburgh which makes good sense. But the JULIA NO. 2 was firmly entrenched in that run, Capt. William Coulson. Early in the spring of 1870 Capt. Harvey Darlington yielded to a built-in lure for adventure and advertised the CARRIE for a voyage from Zanesville to the upper Missouri River. He signed up at least 140 persons, chiefly from Muskingum County, loaded aboard horses and freight, and took off for Kansas. On April 2nd the boat was at St. Louis where the underwriters refused insurance for the Missouri voyage due to the fact that the CARRIE's hull was "open style" with

no bulkheads. The tanners, tailors, bankers and butchers were reshipped and, says J. Mack in his book, many of them did indeed go to Kansas. And the CARRIE came back home.

Meanwhile the JULIA NO. 2 had changed ownership, now skippered by Capt. Calvin Roe Stull, still running Zanesville-Pittsburgh. That fall, come October, the CARRIE hung out her shingle for the Zanesville-Pittsburgh run where she ran more or less regularly into the spring of 1877, seven years or so, punctuated here and there by the vicissitudes reserved for steamboats. Nothing disastrous---broke her shaft at Buckhill Bottom, sank at Wheeling when an ice gorge broke--such as that. Maybe her more noteworthy contribution to river lore was in April 1871 when her pilot Henry Haney couldn't find a partner at Marietta and brought her solo to Pittsburgh, a 171.4 upstream endurance test, maybe 44 hours or 46 or 48, fortified with 361 cups of coffee; so they got him a room in the Monongahela House to sleep it off. He was back to the boat three hours later grumbling that he hadn't slept a wink amid all of that "damned elegance," went back to the pantry and got himself a mug of good ol' steamboat coffee, and fell into his texas bed.

The National Archives looked up the records and reported that the CARRIE BROOKS was sold March 28, 1877 by Robert D. Schultz of Zanesville to John A. and James H. Trimble, both of Beaver County, Pa. Capt. John A. was the husband of Mollie Ebert Trimble, the same Mollie Ebert the boat was named for, MOLLIE EBERT. Capt. George W. Ebert, Georgetown, Pa., was his father-in-law. These Trimbles continued the CARRIE in her Muskingum trade but briefly--just why so briefly is not recorded but doubtlessly a combination of an old steamboat and a clannishness of the natives up that realm of canals and locks which short shrifted foreign intrusion. Barely a year later a U.S. Marshal at Pittsburgh sold the boat, her tackle and apparel, to Commodore Wm. J. Kountz for \$1,525. He took out the machinery, plus other equipment, and used this in building somewhat of a monstrosity named the JOHN D. SCULLY. The hull was towed to Sistersville in Dec. 1878 for use as a wharfboat. The JULIA NO. 2 had been sold away meanwhile, and so ended, save for a few feeble attempts, the Zanesville-Pittsburgh packet trade until the LORENA was built in 1895.

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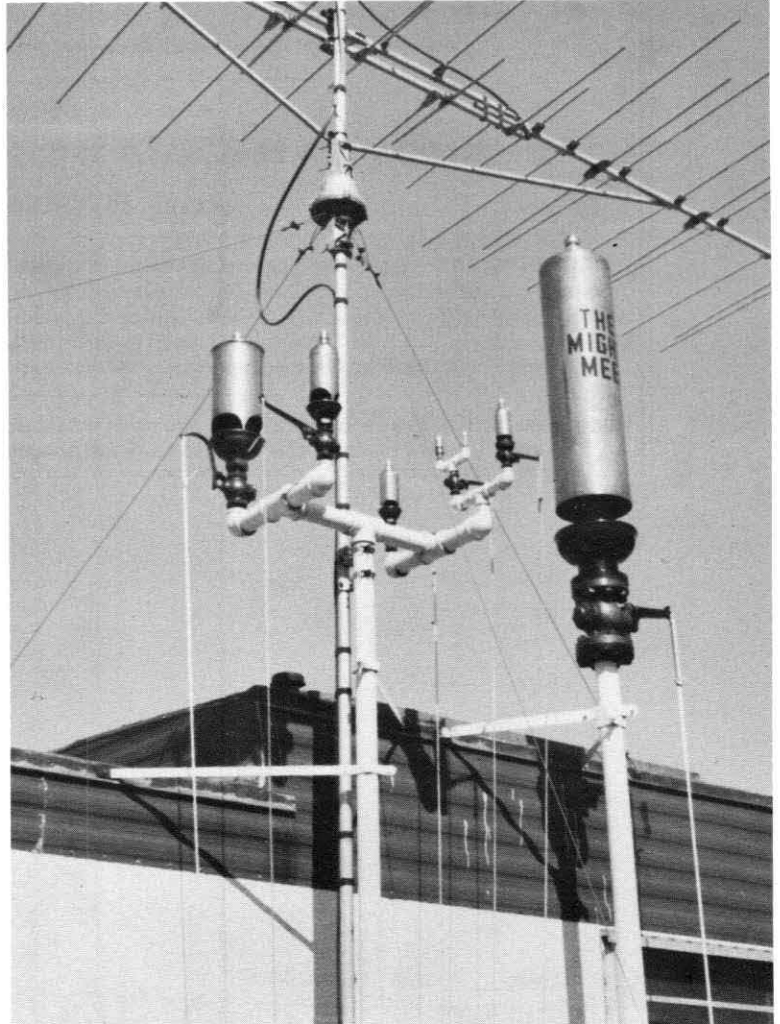
Special excursion rates during the Summer season.  
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<b>GORDON C. GREENE, Gen. Mgr.</b>	<b>W. E. ROE, Secretary.</b>

*November, 1905.*



**S**IRS: I have a hobby of collecting steam whistles. What I like best about my hobby is the way the whistles sound. I live about 100 feet from the shore of Lake Erie and my whistles echo nicely. The largest one in the photo is 36 inches in length and weighs 215 pounds with the valve. It was procured by the American Shipbuilding, Lorain, O. to put on a 600-foot freighter for the Great Lakes. Never was used inasmuch as today's freighters do not use these old-style whistles. I got a fantastic deal on it. It has a 2½-inch ID pipe and really drains my tank in a big hurry. I operate with 140 psi compressed air from an 80-gallon tank. I missed out on the steam era, born in 1947 in Pittsburgh and graduated from South Hills High in 1965. I love those Whistle Echo records.

Harry D. Barry,  
West Lake Road,  
Ripley, N.Y. 14775



-Marietta Times



# Nashville Transportation Company

967

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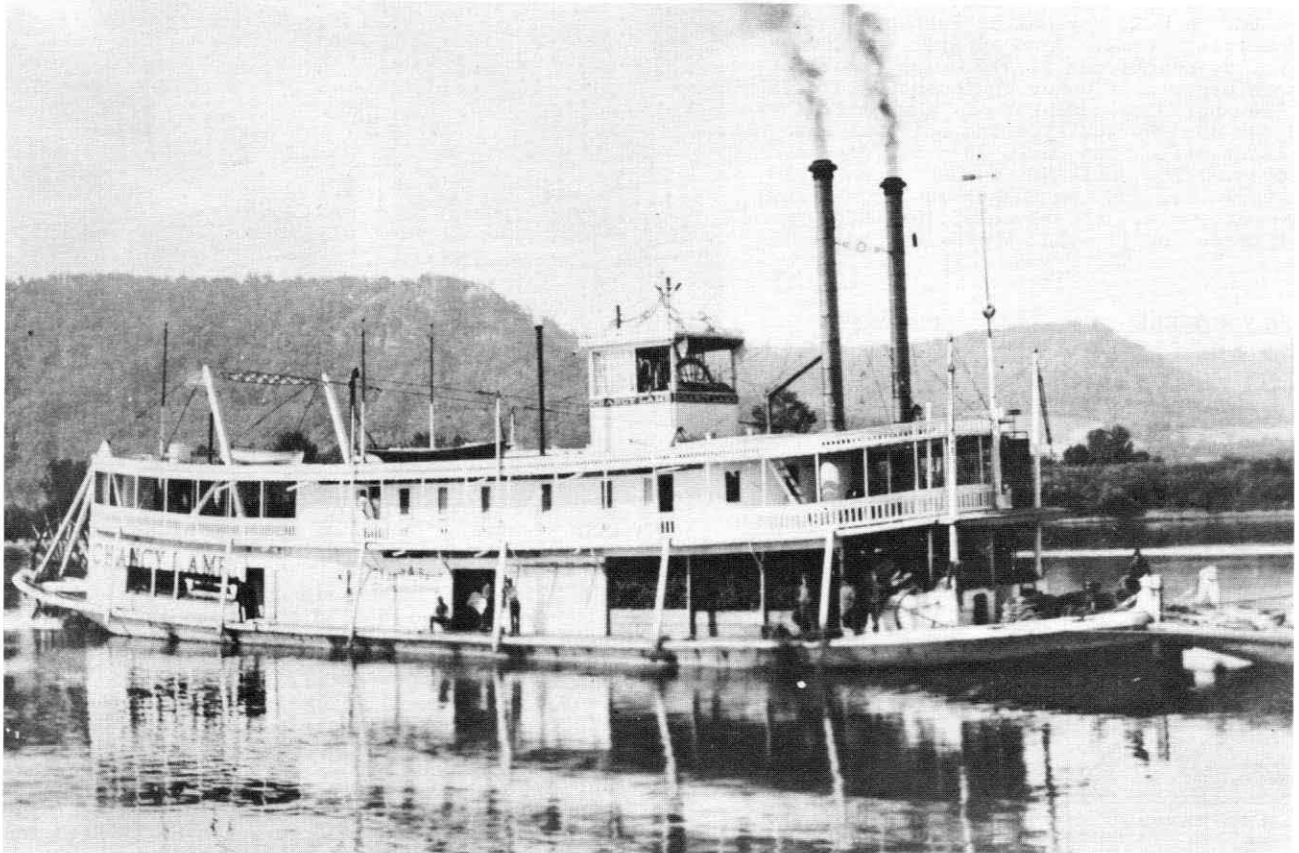
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**Steamers and Barges of this Line are well equipped and prepared to handle any amount of tonnage up to ten thousand tons, guaranteeing prompt and first-class service.**



**T**HIS ADVERTISEMENT appeared in the Feb. 1906 issue of the Official Guide of the Railways. The CHANCY LAMB, built at Dubuque in 1892, was the pride-&-joy of C. Lamb & Sons, lumber firm of Clinton, Iowa, founded by Chancy Lamb and assisted by his two sons Lafayette and Artemus, both of whom had raftboats named for them. The CHANCY LAMB had a wood hull 136 by 28.8 by 4.5. Her engines were 12" bore by 8 ft. stroke, later used by Capt. Fred McCandless in his DOROTHY built in 1917. She had two return flue boilers 38" dia. by 24 ft. long. When rafting played out the CHANCY was brought to the Cumberland River by the Ryman Line and then turned over to John B. Ransom's Nashville Transportation Co. She struck a pier of the railroad bridge at Clarksville, Tenn. on February 18, 1911, went down in 25 feet of water, and drowned both firemen and a woman cook. The GEORGE H. COWLING was built at Metropolis, Ill. by her namesake in 1896 for the Paducah-Metropolis packet trade, wood hull, 120 by 20 by 4. A new and larger packet, also built at Metropolis, named GEORGE COWLING, replaced the original one in 1904. Thereupon the GEORGE H. was sold to Nashville Transportation Co. but soon transferred to the John W. Love Lumber Co., Nashville, and renamed JOHN W. LOVE. To go on with the story, briefly, at least, Capt. Jesse P. Hughes once told this scribe that the LOVE in 1907 was on the Upper Ohio operated by Capt. Mitchell O. (Art) Shriver, much of the time laid up at Ripley. Significant is a notation in the private records of the insurance firm Neare, Gibbs & Co. at that time: "Not a success as a money maker." She then went to the I. N. Flesher fleet, Mt. Vernon, Ind. In 1910 the LOVE was rebuilt at Paducah, registered as a new boat, and reappeared as the BELLE VERNON, some larger and wider. The Fleshers sold her apparently to Capt. W. L. Berry, Paducah, and she towed lumber and ties out of the Tennessee. Steamboat broker John F. Klein owned her when she sank in heavy ice below New Madrid on the Mississippi in January 1926. We have not seen pictures of this boat under any of her three names, GEORGE H. COWLING, JOHN W. LOVE or BELLE VERNON.

We were guests of J. Benton Wilkins and Dan Owen for luncheon on board the swank LIEUT. ROBT. E. LEE at the St. Louis wharf on Nov. 17th last. The hull is that of the former U.S. Engineers towboat CHARLES H. WEST last operated by the Vicksburg District in 1958. She was sold at public sale that fall to the Eagle Boat Store Co., St. Louis. In 1960 Eagle vacated their long-time location at 805 North Wharf and moved their office to the WEST moored at the foot of Carr Street. About six years ago Fred H. Leyhe and others tore off the superstructure and built on the hull a completely new restaurant styled like that of an old-time packet. That the service, food and drinks are beyond reproach was amply attested by the fact that we found a waiting line on the main deck that Monday in November. The CHARLES H. WEST was originally a steam, sternwheel snagboat built 1934 by Nashville Bridge.

Ted Pearsall, born at Clarksville, Tenn. and reared at Henderson, Ky., brightened our doorsteps at 121 River Ave. this past November 23rd. He was in the Pittsburgh area in connection with Niwo-Di-Hi Galleries, Box 746, Austin, Tex. 78767 with which he is associated. Ted was bitten by the river bug at an early age but went to school in Texas instead and now lives there. He stands 6'3½", a credit to the Lone Star State.

James E. Reising, Louisville, Ky., former purser on the DELTA QUEEN and now director of Ohio

River dispatching for ACBL in the Jeffersonville offices, phoned to say he owns a duplicate of the "What's It?" hook pictured in our June '75 issue, page 18. Jim says it was used in connection with a blacksmith's bellows. The one we were conjecturing about probably was so used on the BERTRAND. Jim is building a sternwheeler 18 ft. long built on a Weaver skiff now being finished at Racine, O.

That Tennessee River steamboter and author Frank L. Teuton will be 85 this coming July 31. He and his good wife will celebrate their 58th wedding anniversary July 27.

James J. Hill, the great railroad builder of yore, once addressed the National Rivers and Harbors Congress (in 1907) and said plain out that the marvelous increase in national products had exceeded the capacity of the railroads to carry them, and that no adequate increase in railroad capacity was within the range of possibility, and finally that the only source of relief must come through an improved waterway system of transportation.

John P. Bickel, prime mover in putting McGregor, Iowa back on the map (Ford Times Magazine, issue Sept. '74) had open heart surgery this past June and is wintering at Fort Myers, Fla. His Christmas gift to Hon. John C. Culver, the U.S. senator who was so instrumental in rescuing the DELTA QUEEN in her hours of need, was a mem-

bership in S&D. Senator Culver, who resides in Chevy Chase, Md., has been a McGregor fan since the late '60s when he purchased an old resort hotel there and converted it into a home. Since then he acquired a mid-1800s Main Street building in McGregor and has restored it.

Robert W. Greene III of Jeffboat calls steamboat artifacts "steamboat afficianados" in reply to a recent inquiry about old whistles.

#### ST. ALBANS PICKED FOR O-K MEET

Herschel W. Burford announces that the Ohio-Kanawha branch of S&D will convene for its spring meeting at the library, St. Albans, W. Va., Sunday, March 14, 1976 at 2 p.m.

The quarterly December meeting was held in the Highlawn Methodist Church, Huntington on the 7th last and the following account comes from Jim Wallen:

Attracting particular attention was the good, clear view of the 60-barge coal tow made up for the SPRAGUE below the falls at Louisville. The extensive rigging used and the vast extent of the fleet were most impressive. A "duck pond," visible in the lower foreground, indicated the photographer may have taken the picture from the SPRAGUE itself. There were interesting views of boats of the Lee Line, St. Louis & Tennessee River Packet Co., West Kentucky Coal Co., and others. The pictures were from the collections of Capt. Ben Gilbert and engineer James A. Harmon. The slides were made by Jerry Sutphin of the U.S. Engineers, who also gave the commentary as the slides were shown.

Jerome Collins, presiding, read a letter of appreciation from S&D president Way for his appointment as commodore of the O-K branch, and a note of greetings from Bill Leport, who was unable to be present.

Jack C. Burdette of Point Pleasant, retired as attorney for the Corps of Engineers, was appointed to the museum project committee replacing Capt. Ralph Raike, whose recent death occurred since the previous meeting.

Capt. Charles H. Stone of Point Pleasant discussed considerations involved in plans for the Point Pleasant river museum, and Dick Hopkins, of Ironton, O., volunteered information on some possibilities for funds.

At the opening of the meeting, the invocation was given by the Rev. Robert J. Chenoweth, Jr., pastor of the church in which the meeting was held, and there was a minute of silence in memory of four recently deceased members, Capt. Ralph Raike, Capt. Loyal Wright, Capt. Joe E. Gould, and George Ray Bryan, all of whom had many friends in the area of the O-K Branch.

There were 30 present for the meeting.





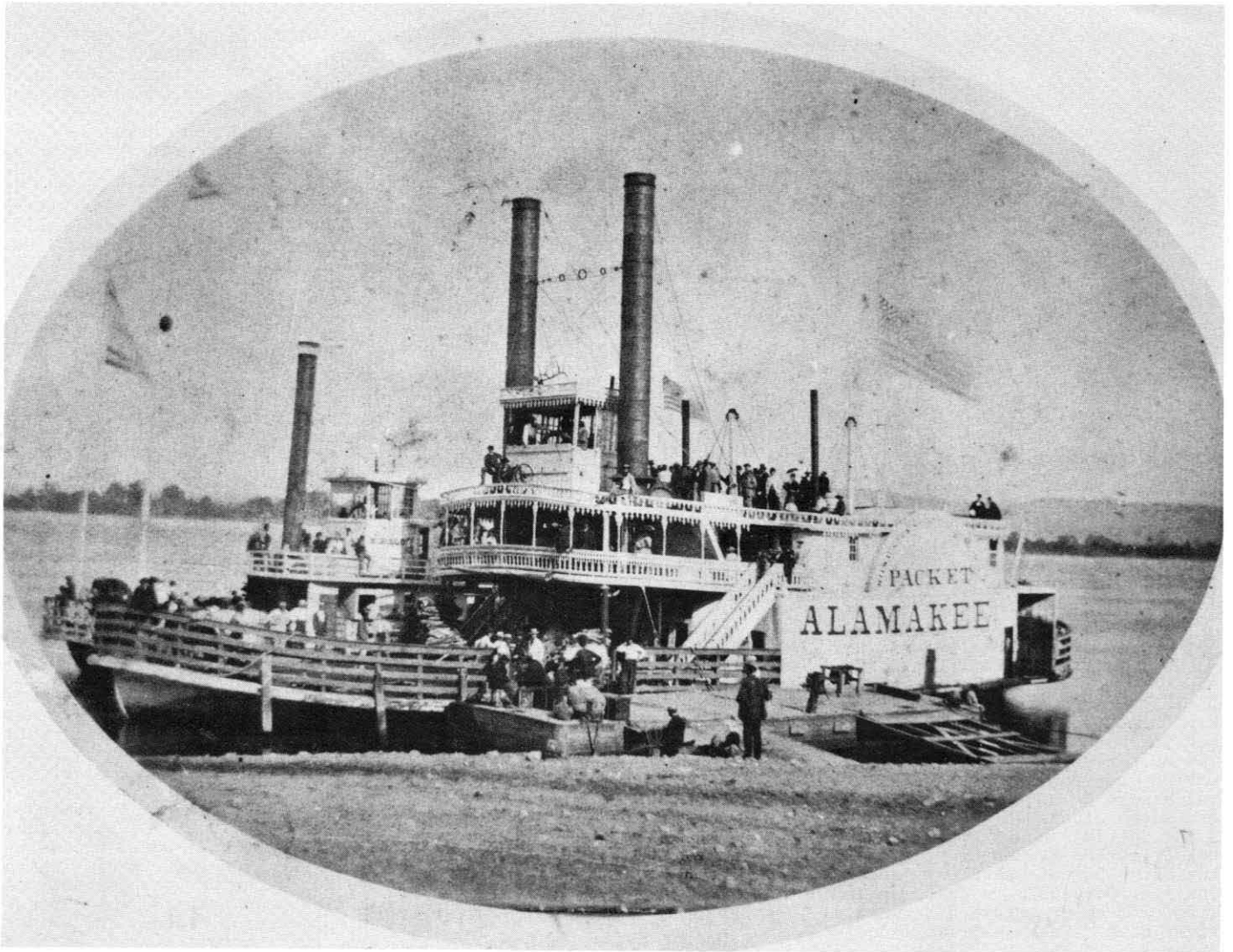
ON DECEMBER 6th last we had a phone call from Robert A. (Bob) Sederholm who said he was in San Francisco and introduced himself as connected with public relations for the Southern Pacific RR. "The president of our railroad, Mr. B. F. Biaggini, has asked me to turn over heaven and earth to find a photograph of an old river steamboat named the AMY HEWES," explained Bob Sederholm. "Can you help?"

High echelon railroad persons are an odd-lot crew and we shouldn't have been surprised. But we were. Why would the president of the SP suddenly want a photo of an old wood-burner bayou log boat? Bob Sederholm wasn't sure, but he did know, and we detected from the urgency in his voice, that the heat was on. "Sure," we replied, "we can help." "Wunnerful!" exclaimed Bob. "Send six, and I'll send you a check and a picture of SP 4449 which is about the last thing a riverboat person would want --but she's nice."

SP 4449 is a classic GS-4 (Golden State) built

1941 principally to haul SP's Streamliner Coast Daylight (reserved seats only) between Los Angeles and San Francisco. After racking up a million-mile career she was retired 1957 when SP went diesel. Railroad buffs in Portland, Ore. enshrined her in Oaks Park. The American Freedom Train Foundation resurrected her on loan, spent five months getting the rust out of her flues and stuff like that, and last year coupled her to the Bicentennial museum train touring western U.S.

Too bad she's not in color. Railroad historians call her the most beautiful engine in the world. The skyline casing and skirting along the sides is painted red, white and blue, with a silver front cone. (Originally she was red, orange and black.) She'll continue her tour during this Bicentennial year hauling the museum train in the west. Then she's to be returned to the folks in Portland, and you can bet your bottom dollar that SP will restore her original colors.



McGREGOR FERRIES GAVE AID WHEN  
TWO RAFTBOATS EXPLODED 1872

SOME SORT OF A SPECIAL EVENT is going on, the picture taken at McGregor, Iowa, in 1870. The Milwaukee & St. Paul Railroad ferry ALAMAKEE, flags flying, is loaded with people. The ferryboat MCGREGOR on the outside also flies a flag and has a population aboard --probably both are bound across the Mississippi to Prairie du Chien. The original print says 300 newspaper editors were on this jaunt.

McGregor in 1868 had a through rail connection to St. Paul and Minneapolis, two daily passenger trains each way. Connections were made at North McGregor via ferry for trains to Milwaukee (two each way daily) originating at Prairie du Chien. Two of the railroad officials had packets named for them, the ALEX MITCHELL and S. S. MERRILL.

The ALAMAKEE was built at Cincinnati in 1858. She was in the news in June 1872 when the rafter D. A. McDONALD exploded boilers, upbound, shortly after 4 p.m. on the 14th of the month while passing North McGregor. Capt. James

Lawler had the ALAMAKEE in the vicinity and rendered valuable aid. There were 28 aboard, of whom 14 died. The "North Iowa Times," published at McGregor, ran quite a story of the catastrophe in its Wednesday, June 19, 1872 edition.

On Tuesday, July 23, 1872, the McGregor area was rocked with a second raftboat explosion. The JAMES MALBON, also upbound, had landed at McGregor to put ashore 12 crewmen. Shortly after she got under way, at North McGregor, she exploded killing 15. Capt. James Malbon, the owner, had a pilot-wheel spoke driven through his neck. The ALAMAKEE again came to the rescue, Capt. James Lawler in command. Also the MCGREGOR gave aid, commanded by Capt. Ira Bisbee.

The MCGREGOR (properly CITY OF MCGREGOR) was built at Pittsburgh, Pa. in 1867, a side-wheeler 100 by 36. There are reports that she suffered a bad fire at La Crosse in 1871, but she is carried right down through the years in the Lists of Merchant Vessels until she burned at Cairo, Ill. in January 1911. The ALAMAKEE was dismantled in 1872.

Our thanks to the State Historical Society of Wisconsin, through

the good offices of Ralph R. Du Pae, research consultant, for furnishing the photograph. It was in the George B. Merrick collection.

Capt. Charles C. Stone, that grand person who has watched more water than most (some of it solid) flow by Point Pleasant, West Va. where the Ohio and Kanawha twine, celebrated his 84th birthday this past February. He uses a walker to get around, and he's sharp as a tack. His good wife, also 84, is equally spry. Charles Henry Stone their son is associated with the G & C Towing, Inc., headquartered at the Point.

In our March '75 issue, page 21, was an article about St. Louis & Tennessee River Packet Company's SHILOH, noting that Capt. Leon Krell was skipper in 1902. Now we learn, thanks to Frank L. Teuton, that Captain Krell's widow, Mrs. Sally Krell, celebrated her 100th birthday at the home of her daughter Ladessa Wilson, in Jackson, Tenn., this past December 12th. Big surprise was a birthday card from U.S. president Jerry Ford and Mrs. Ford, personally signed. And daughter Mrs. Wilson is 74.





ON SUNDAY, Sept. 28, 1975 Nelson Jones, Ross Rogers, Jr. and y.t. hied to Vanport, Pa. and visited aboard the sternwheel DIXIE. On board were Capt. Sidney E. Johnson and Harvey C. Johnson getting ready to fire up the F-M 210 hp. diesel, vintage 1948, preparing to take two prospective purchasers on a joy ride that warm and sunny afternoon.

The special guests turned out to be Primo and E. Jan DiCarlo, 4600 Lexington Drive, Oak Crest, Steubenville, O. 43952. This man-and wife team never before had owned a river boat. Fact is Primo is celebrated as the "pizza king of Steubenville."

Messrs. Fairbanks and Morse would have smirked with pride the way that ol' F-M rolled over and took hold. Ka-chock-ka-chonk, ka-chonk. The DIXIE sold herself.

Next we knew the papers were signed and sealed, and DIXIE was delivered to Steubenville. There was a generous 4-col. picture of her in the News-Register with William E. (Slim) Brandt, wouldn't you know! and Primo standing on the roof.

Primo says he's going to doll her up red, white and blue and she's going to be Steubenville's Bicentennial boat.

The DIXIE was Nashville Bridge built 1937, steel hull 76.5 by 18.8. Frank W. Paden, Sardis, O. was original owner, then sold her to Standard Sand & Gravel, Wheeling. Since 1966 she's been in the Johnson fleet based at Vanport.

Ross Rogers took the accompanying picture at Vanport in 1971.

Sirs: Outside of Paris, at Conflans-Ste. Honorine, there is a Musee de la Batellerie. The conservateur, Mr. Beaudouin, is a charming, energetic young man who has made river life, boats, canals and their history his life work

and his passion. His museum, and it is essentially his creation, is fascinating, for river life in France has a long and complex history.

Could I ask you to send me any information concerning S&D which could possibly interest Mr. Beaudouin?

I find that one of the satisfactions of being an American living permanently in France is being able to encourage exchanges of information, opinions, visits etc. between the U.S. and France.

Olive G. Lorsignol,  
(Madame Eric)  
8 rue de Louvois,  
Paris 75002 France

=Madame Lorsignol writes on the letterhead of "Association of American Wives of Europeans." -Ed.

A recent letter from Bill Smith, Jr., past president of the Oil City (Pa.) Sand Co., recalls that his father, Capt. Charles A. Smith, started dredging sand and gravel from the Allegheny River at Oil City in 1928. He bought the dummy digger and equipment owned by the Allegheny River Sand & Gravel Co., West Hickory, Pa.

This digger with a wood hull was built by the Forest Barge Co. at West Hickory in 1925, and was the only floating digger upriver of Kittanning, Pa. Capt. C. A. Smith floated it the 25 circuitous miles from West Hickory to Oil City.

Bill says that he remembers the stern capstan on that old digger had wooden whelps. "I recall helping to chop out new ones made of hickory we got from the barrel works, and setting them in," he recalls.

That word "whelps" sent us to the dictionary. Webster says of it: "any of the ribs or ridges along the barrel of a capstan or the drum of a windlass."

Sirs: I would like to know about the side-wheel ZANETTA. What ever became of it? My father, who died when I was a year and a half old, named me for the boat. I was born June 5, 1898, and have an old clipping from the Zanesville News, which says:

"Miss Zanetta Mast, aged six weeks was, with her parents, a passenger on the steamer ZANETTA yesterday. The young lady was named after the boat and was given a cordial reception by the crew."

Mrs. Zanetta Roberson,  
217 Lovers Lane,  
Steubenville, Ohio 43952

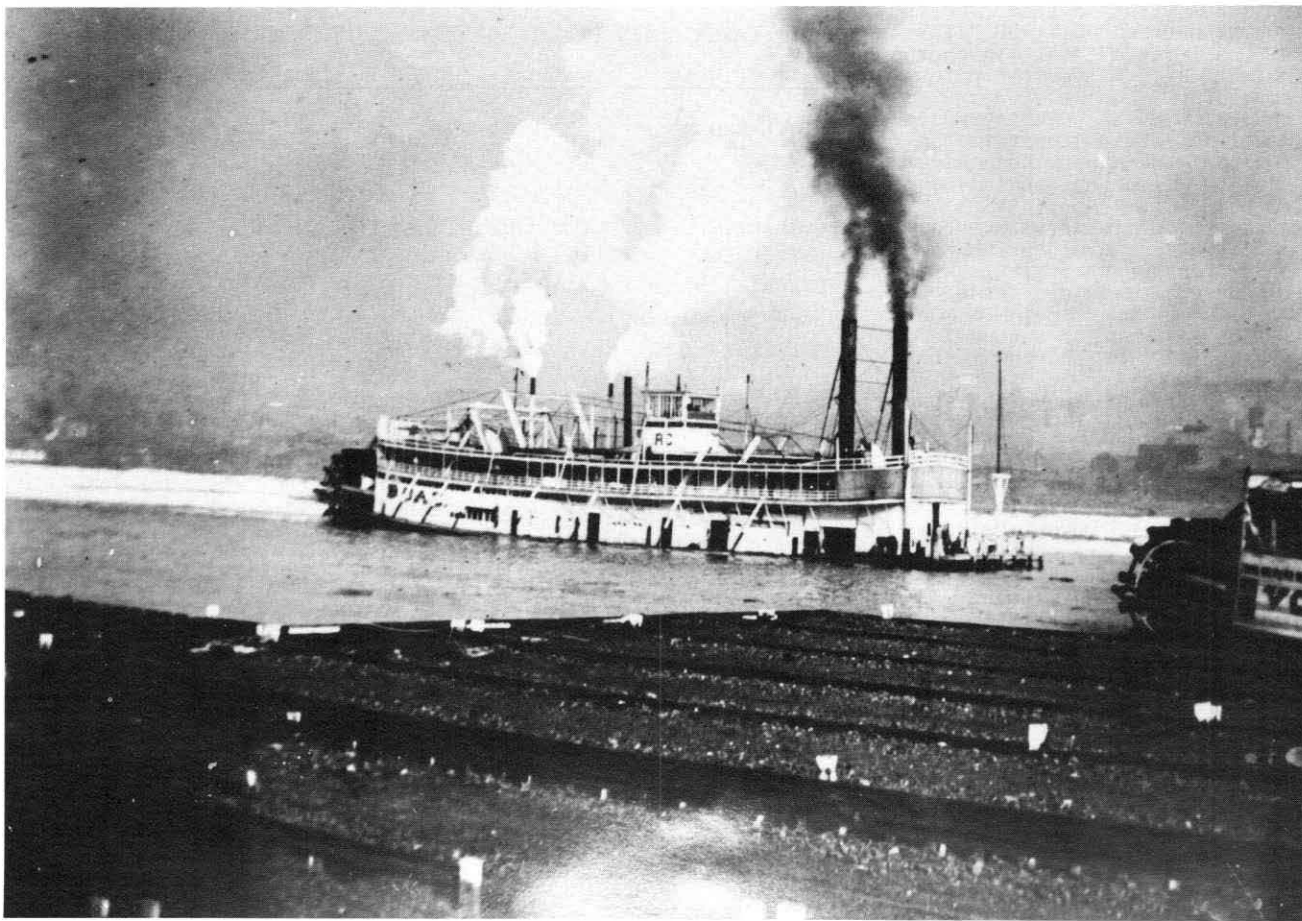
=William E. Reed kindly made and sent Mrs. Roberson several photographs of the ZANETTA. To answer her question, the boilers and engines went to the side-wheel GREENLAND and the hull was used to build the J. Q. DICKINSON. -Ed.

Capt. Charles H. Brasher, whose sad death is reported on another page in this issue, was son of Capt. and Mrs. Charles W. Brasher. The Brashers long resided in Boone County, Kentucky, near Bellevue, in the vicinity of Laughrey Island. The senior Captain Brasher spent most of his river career with the Louisville & Cincinnati Packet Co. He died March 29, 1930 and is buried in the Riverview Cemetery, Aurora, Ind.

Capt. Roddy Hammett is reminded that the elder Capt. C. W. Brasher was on the side-wheel excursion steamer AMERICA when radio was a novelty. One of the attractions on afternoon matinees was to seat the passengers around the bandstand auditorium style so they could hear the "wonders of the wireless" wafting from the morning glory horn of the primitive instrument.

One of the lately deceased Capt. Charlie Brasher's favorite stories was about an eccentric dog named "Jerry" which his father owned and kept aboard the AMERICA. Jerry specialized in attacking high button shoes, mistaking the buttons for flies. One afternoon during a "wonders of the wireless" demonstration Jerry raised his ears, cocked his head, and decided that the squeaks and squawks from the horn needed going after. Before anyone could lay a hand on the dog he slipped and skidded down the slippery dancefloor aisle, sprang to the bandstand, and made a headlong dive into the morning-glory horn. For a brief moment there was a sickening blur of dog, radio, horn and table enmeshed in wires and scattered willy-nilly over the premises. Jerry is remembered as the first radio critic in the Louisville area.

Capt. James E. Brasher who piloted the ADMIRAL at St. Louis was an uncle to the late skipper of the BELLE OF LOUISVILLE. Captain Jim also spent most of his active years with the Louisville & Cincinnati Packet Co. Another uncle was Capt. G. Wymond Brasher.



The BOAZ - "How nice, how appropriate, just like in the Bible."

**T**HE BIBLICAL BOAZ was a mighty man of wealth (Ruth 2:1) who was attracted to and married a gleaner of his barley and wheat, the do-no-wrong Ruth who was good to her mother-in-law Naomi. In Hebrew "Boaz" connotes swiftness, so right at the start we're in a muddle. In 1867 when Capt. Tom Fawcett built his first towboat BOAZ he seems to have been out for speed. In 1908 his second BOAZ was lashed in company with the towboat GLEANER during a Pittsburgh river parade and everybody said "How nice, how appropriate, just like in the Bible," and more photographs were snapped of this happy union than of all the other participants combined.

Regardless of motivations more people knew the BOAZ better than all the other big Pittsburgh coal-pushers when I was a kid. That four-letter name had a lot to do with the boat's fame. You could read BOAZ on her engineroom bulkheads and on the stern splashboard without your specs two miles off. You take a name like RAYMOND HORNER and you've got to cramp and fit the letters so's not to run out of space and lose the "NER" overboard. But BOAZ was the sign-painter's dream come true; he went to congress with that one, and did it with a 4-inch brush. Almost as much fun as lettering the ARK.

What really started us on the BOAZ is the picture on this page. We received it lately from George Swetnam, author and long-time historical feature writer with the Pittsburgh "Press." George got it from one of his fans with the very hazy information that the photographer, who used 4x5 glass plates and took pictures for fun, was a former Pittsburgh city fire-fighter in the days of steam fire engines. With that much to go on, easy to depict the rest--he took this picture at Pittsburgh, in the West End, with the Allegheny running ice down the right shore of the Ohio one cold winter day, a rather dramatic scene. It dates about 1907-1908.

This colossus, for all her formidable looks, and steam, and the smoke, was rated 1,443 horsepower on the records kept by her owners, the Monongahela River Consolidated Coal & Coke Co. whose pilothouse designation R.C. is visible. She has on board a crew of 30, at least 30, ranging from Capt. Frank A. Gould to the lowly lamptrimmer, only two of whom are on a year-around payroll (the captain and chief engineer) and the rest are on the portage book "for days worked," except the pilot who's signed on at the "trip rate" set by the Masters, Mates and Pilots Association of America, Harbor 25, Pittsburgh. The chief engineer and his second belong to the Ma-

rine Engineers Beneficial Association. The prime benefit accorded licensed officers and rivermen in those days was free admittance and care at any U.S. Marine Hospital--the boat's captain could fix you up with a "hospital ticket" and if you were elderly and ailing you could spend months, or a year or so there, and welcome.

**W**E SHOW on the next page a list of the larger class R.C. (Combine) towboats we have seen, most of them in active operation. All in this list had their pilot-houses elevated, like the BOAZ, on the roof to allow the pilot unrestricted vision ahead and behind. Such architecture was considered essential when handling enormous coal tows below the Falls of the Ohio and on the Mississippi. The penalty (every virtue has a fault) was extreme clumsiness when making up tow or close-work handling around a landing; the pilot perforce could not see the towing knees. The captain or the mate or somebody knowledgeable had to stand well forward on the hurricane roof and give directions. This drawback was incidental to the virtue; most large tows were made up in advance by smaller "pool-style" towboats with pilot-houses set well forward.

Incidentally we remember hearing Capt. A. O. Ackard complain bit-



terly when Carnegie Steel built the MONONGAHELA and CITY OF PITTSBURGH "pool-style" for southern towing. Ackard wanted the pilot-houses aloft. He was overruled by a v.p. because such increased fixed height would jeopardize operation up the Monongahela River to Carnegie mills and landings due to low bridges.

Various of our readers who still can see lightning and hear thunder and chonk on peanut brittle with their God-given molars have no trouble remembering the MONONGAHELA. She was sort of a showpiece of sternwheel size and power, but when you stack her up alongside the BOAZ she starts to shrink--she had a hull 169.8 x 38.9 and her "enormous" sternwheel was 26½ ft. dia. by 24 ft. bucket; that of the BOAZ was 28 ft. "square;" a term denoting identical diameter and bucket. Also the MONONGAHELA was a five-boiler boat, which places her in the minority in our accompanying list, most of which are six-boiler including the BOAZ, and one is a seven-boiler job.

Interesting to notice, perhaps, is the conformity of boiler diameters, many of them 40" or a trifle less or more. These were Western style, return flue, in a battery, and each boiler had two enormous flues (13" to 15" dia.) and hence were profligates and wastrels of bituminous coal, and each required a battalion of firemen and coal-passers to keep a head of steam. None had bunker capacity to operate more than a watch. "Fuel flats" were attached alongside or ahead from which coal was wheelbarrowed to the bunkers using planks for runways all day and all night. Any young buck from Clarington or Sardis who had round-tripped as coal passer on the BOAZ or TOM DODSWORTH to New Orleans and who came back alive could take his pick of the girls or chew tobacco and spit or do most anything he wanted to do after that.

As these fuel flats were emptied on downbound trips they were parked along shore at strategic places and again picked up on the return. Farmers cared for them meanwhile and often loaded aboard a supply of "spring poles" cut from the adjoining woods, in lively demand to actuate a primitive but effective "spring pole pump" used in the coalboats and barges.

Some of the towboats on my list were built before the electric light was invented. One of them, the W. K. FIELD (ex-IRONSIDES) dates back to 1869 and the first one on the list, ALICE BROWN, was built in 1872. I could have tampered with the truth to add others such as the W. W. O'NEIL, HENRY LOUREY and RESOLUTE which were up the Monongahela at Elizabeth, Pa. when I was a lad--and did not see --but a lie at my age, like arthritis, is apt to hurt too bad at night; thirty years ago I could have doubled that list easy as swinging a cat by the tail. Not that I ever did.

## LARGE CLASS PITTSBURGH TOWBOATS YOUR EDITOR HAS SEEN

Name of boat	Hull size	No. boilers and size	Engines
ALICE BROWN	193 x 34	6- 40" x 28'	26" x 9'
BOAZ	192 x 44.4	6- 40" x 28'	28½" x 8'
CHARLES BROWN	200 x 35	5- 40" x 28'	22" x 9'
COAL CITY	170 x 32	6- 40" x 28'	24" x 8'
ENTERPRISE	160 x 32.5	4- 40" x 28'	18" x 7'
EXPORTER	183 x 35	5- 44" x 30'	25" x 8'
HARRY BROWN (2nd)	205 x 35	6-	19½", 38" x 9'
DUQUESNE	210 x 36	6-	28" x 8'
JAMES MOREN	186.5 x 34	6- 40" x 28'	20" x 10'
J. B. FINLEY	210 x 42.8	7- 40" x 28'	21", 42" x 9'
JIM WOOD	169 x 32	5- 40" x 26'	22½" x 7'
JOHN A. WOOD	198 x 40	6- 40" x 20'	18", 41" x 8'
JOS. B. WILLIAMS	210 x 40	6- 40" x 28'	20", 45" x 9'
J. A. DONALDSON	158 x 27	5- 38" x 26'	20" x 7'
JOSH COOK	165 x 30	5- 38" x 28'	20" x 7'
MARINER	179 x 28	6- 38" x 26'	21" x 7'
F. M. WALLACE	210 x 35	6- 42" x 30'	26" x 9'
PACIFIC NO. 2	175 x 33	5- 40" x 28'	22½" x 7'
RAYMOND HORNER	195 x 45	6- 40" x 28'	24" x 9'
SAM BROWN	177 x 39	5- 40" x 24'	20" x 8'
SAMUEL CLARKE	170 x 38	6- 38" x 28'	22" x 9'
PITTSBURGH	210 x 37	6- 43" x 30'	28" x 9'
SPRAGUE	275 x 61	6- 84" x 14'	28", 63" x 12'
TOM DODSWORTH	180 x 36	6- 44" x 26'	28" x 8'
VALIANT	170 x 28	5- 38" x 28'	20" x 7'
W. K. FIELD	157 x 31	4- 40" x 26'	20" x 7'

**T**HE W. W. O'NEIL (which had the longest engine stroke of any of the high pressure towboats ever built, 12 feet) and the BOAZ both had their hulls built and boiler decks framed at Sewickley, Pa. (ahem) where the Pittsburgh Boat Yard Co. did business 1878-1883 until wiped out by fire.

Please notice in our listing that the maximum high pressure cylinder diameter is 28" with the exception of the BOAZ listed 28½". We presume the extra ½" was due to reboring original 28" cylinders. Some of the old-time side-wheel packets had larger diameters, the maximum probably the J. M. WHITE of 1878 with 43" for high pressure boats, and the JACOB STRADER with 60" dia. on an allowed pressure not over 40 psi, same engines later used in the RICHMOND. The only 28" engines surviving in 1976 are those of the SPRAGUE rusting in the cornfield at Vicksburg, tandem compounded with 63" l.p. jobs as shown in the listing.

One oddity about the BOAZ is the hull width of 44.4 ft., only exceeded in boats of her class by the RAYMOND HORNER (also built at Sewickley by the way). Best we can tell you at this late date is that they both looked mighty wide, but it's hard to swallow that they were wider even than the J. B. FINLEY which looked mighty, mighty wide. Every towboat the Combine owned (always except the SPRAGUE)

could be taken up the Monongahela River to Elizabeth, Pa. for docking and repairs, and this meant going through Locks 1 and 2 both with 56 ft. width and 360 ft. length. John W. (Sandbar) Zenn told us one time that the J. B. FINLEY in 1911 was ordered to the docks at Elizabeth and got in embarrasments at Lock 1; she was too wide to enter. The nosing and part of the guards were chopped off so's she could make it--so her over all width decidedly was more than 56 feet. She had wide guards supported on outrakers same as a packet. Notwithstanding, her hull was 42.8 feet wide--some less than the BOAZ or RAYMOND HORNER.

We got in on the rag-tag last days when these behemoths guided Monongahela bituminous in wooden coalboats and barges Pittsburgh to New Orleans and points between, 1912-1916. During "coalboat water" when a "coal run" was in progress our address was Sewickley bridge where, with a box Brownie, we snapped the HARRY BROWN (2nd), ENTERPRISE and others as they floated under, maybe 20 minutes apart, the deckhands and mate busy nailing and hammering wooden splashboards across the head of the tow. Not uncommonly automobiles would pause on the bridge, the drivers hop out, run for the sidewalk rail, his passengers just behind him, everybody peering downward as that vast acreage of

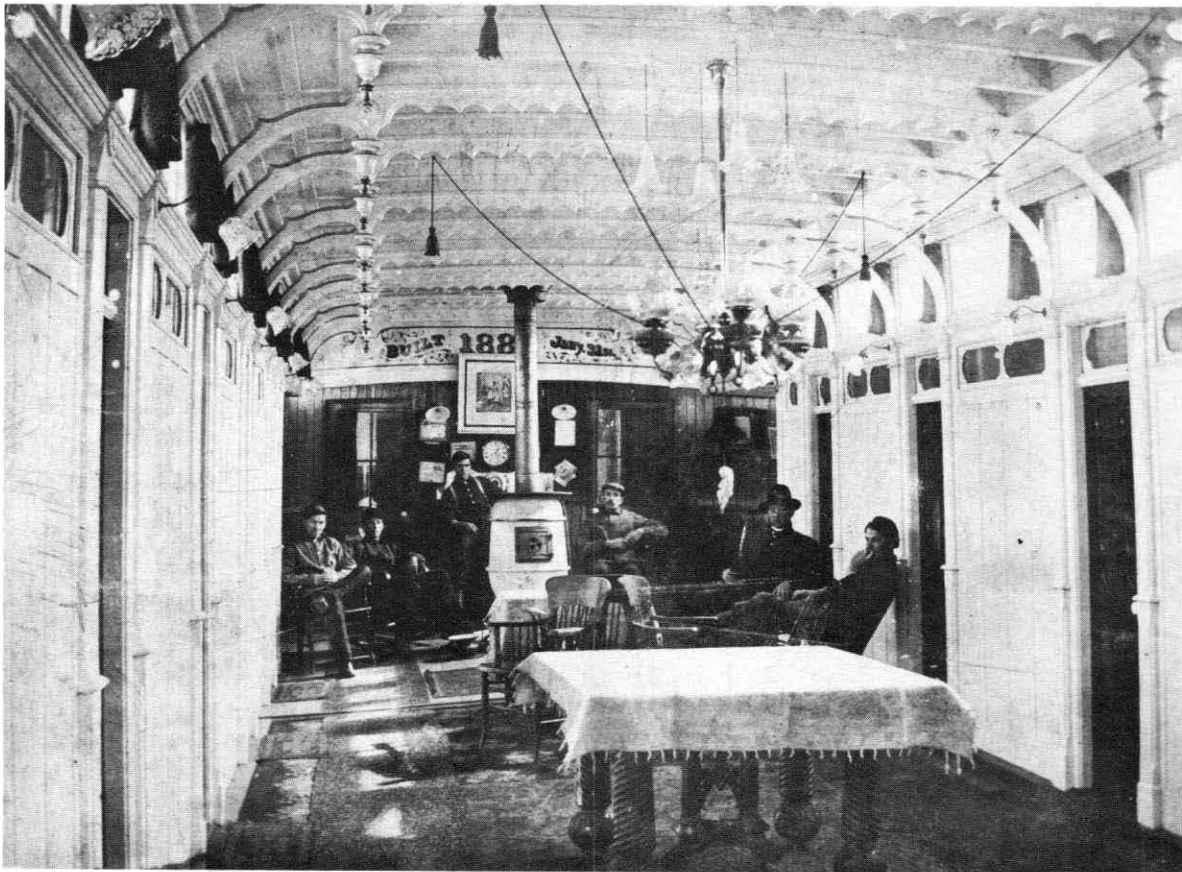
coal, levelled off flat as a tennis court, glided beneath soundlessly--save for the hammering. If the interurban Sewickley-Pittsburgh street car happened along it also came to a standstill. For one brief moment you saw down into the front of the pilothouse--the pilotwheel, the linoleum-covered floor, the brass spittoon, and the pilot himself. For another second you looked straight down into the two giant smokestacks. Then came white hogchains and posts, and finally the huge paddlewheel usually at a standstill and very wet, poised in expectation of a "back" to urge the mass into proper position for running Deadman's Island. Nobody in his right senses could believe what he saw, or the magnitude of it all--and least of all that one man, the pilot, was guiding this floating island in so narrow a river. Trainmen on the

PRR and P&LE tootled their steam whistles, waved and ogled.

**T**HE BOAZ eluded my lens until one late fall afternoon a cloud of coal smoke was smudging the west into a thundercloud. I knew one of the "big boys" was laboring with empties through the swift island chute at Deadman's. Well holy katzenjammer the Brownie needed reloading but no time now, so off to the river on the double. Yes, the BOAZ! Quick, quick, get the flap in the slit. Click, click, and click. Three excellent position shots. That night in the darkroom's red light I sensed calamity--strange spots on the film. In my excitement I had allowed the tinfoil film wrappings to lodge in the camera when reloading. Utter catastrophe. Worse the more of it the BOAZ was on her way to the

boneyard; I didn't know so at the time; she never had steam up again.

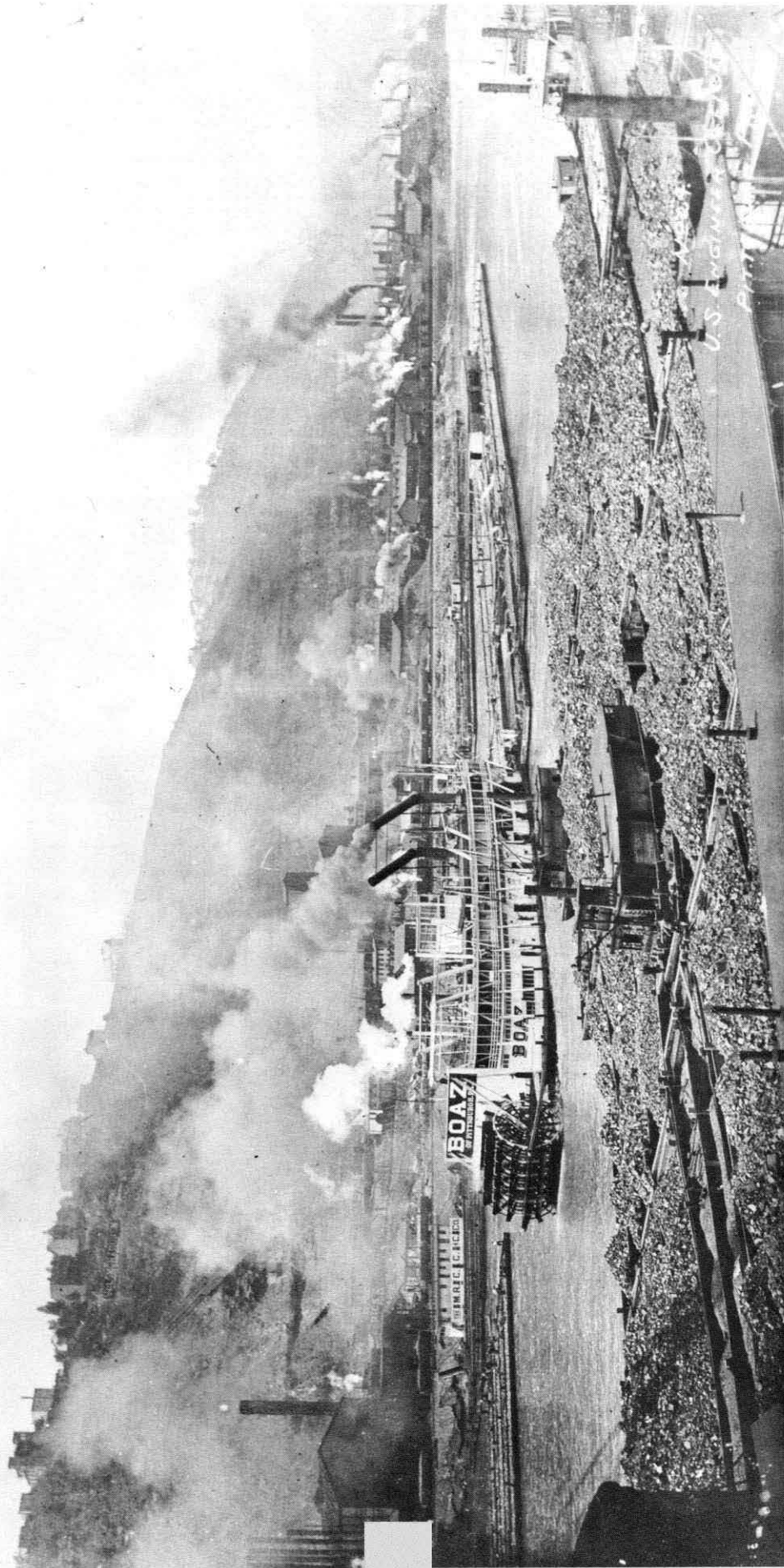
**O**H WELL, sit back and dream. The first BOAZ, so we have learned in old river news columns, sported fancy-topped smokestacks and had a dome-topped pilothouse painted blue. No Pittsburgh towboat mate in my time would have set foot on such a transvestite, a he towboat dyked out in packet frills. The lowliest of the low in their catechism was anything with a swinging stage and jig-saw trim. Yes, they would condescend to ride one to catch a towboat if there was no reasonable alternative, usually slightly drunk to ease the embarrassment. Towboat deckhands cupped hands to lips and cried "Ba-ah" or "Ma-ah" at passing packets. Once we asked



BOAZ'S CABIN

**I**NTERIOR SHOTS of towboat cabins are almost non-existent. This one of the BOAZ was taken at Point Pleasant, West Va. about 1910 while she was laid up for ice one winter afternoon at 1:40 p.m., if the clock on the forward bulkhead is right. Note the lettering on the forward end of the skylight: "Built 1882, Jany. 31st." But one of the worthies gathered about the coal stove is known to us, at extreme right is J. Orville Noll, Hannibal, O., who ran cook and steward on the BOAZ, W. W. O'NEIL and others, became owner and operator of various packets, and ultimately ran a brick, river-front hotel at New Martinsville, W. Va. Most, probably all, of the larger towboats had ornate cabins such as this one for officers and guests. The captain's room was apt to contain a real double bed, chiffonier with mirror, writing desk, carpeted floor and curtained window. Note the draw curtains on the skylight glasses; these were closed at night to prevent light from shining on the roof.





**T**HIS PHOTOGRAPH was taken at the Point shortly after the formation of the Combine, as evidenced by the landing boat in O'Neil's Landing marked M. R. C. C. & C. Co., for Monongahela River Consolidated Coal & Coke Co. The BOAZ is entering the Ohio River, having come out of the Monongahela, her stacks tipped back to clear the Point Bridge, whose right pier shows at lower left. Strung out in her tow are several deck models (no housing) of railroad rails or tubing, and one housed model. The barges in the foreground with coal heaped in piles are for "local sales" in the Pittsburgh area and the odd-lot one-stacker (center, bottom) is a pump boat called I CAN PUMP, non-propelled, used to syphon water from the fleet. At extreme right is the DARLING from Parkersburg with a flat of cross ties. First time we saw this picture was in an old copy of National Geographic Magazine. It was taken by the U. S. Engineers, Pittsburgh District. The date is about 1902-1903.

Sawdust Jack McDonough, mate on the SAMUEL CLARKE, what he thought of the SPRAGUE. "Damned packet boat!" he spat. Then we recalled that the management had put little puddin's on her stack tops when she was new. Damned packet boat.

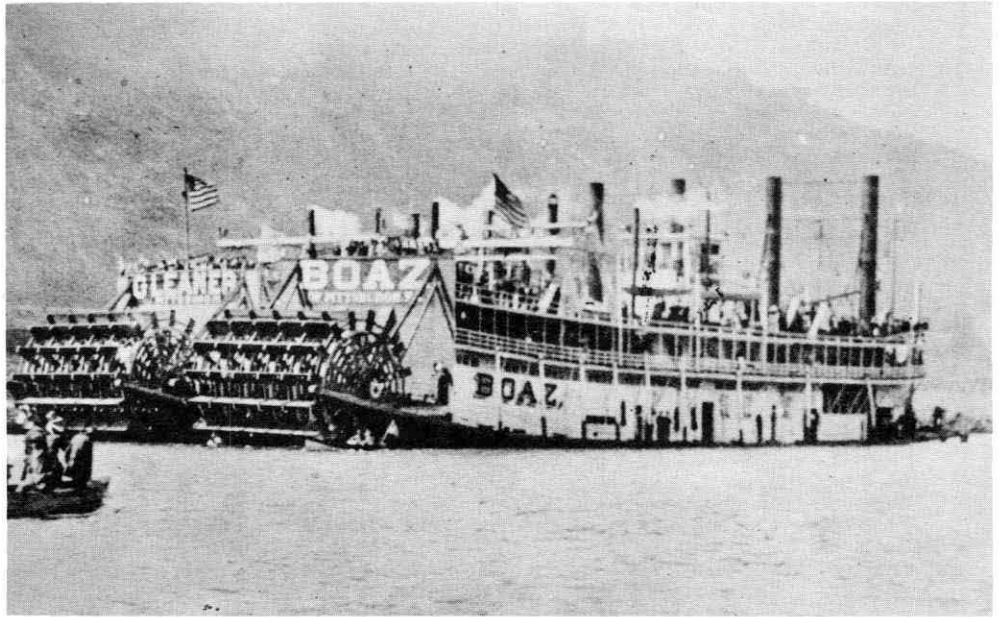
Just when in time these continents separated is not clear--nor why. The JOS. B. WILLIAMS sported fancy-topped stacks when new in 1872. There is a picture of the Pittsburgh towboat BEE built 1864 with petticoats and frills, and Gray's Iron Line fancy-topped the stacks of their fleet for years. But the Combine after 1900 would have none of it.

The first BOAZ of the blue domed pilothouse and fancy-topped stacks departed Pittsburgh with a coal tow on her maiden voyage April 9, 1867, the day prior to the throning of Emperor Maximilian of Mexico by the French, and even before Maximilian was assassinated two months later the BOAZ was conceded to have become the ideal Pittsburgh towboat for speed and power. She had five Western boilers each 26 ft. long by 40" dia. working high pressure engines 24" bore by 8 ft. stroke. We don't have the accurate figures for her hull, but a "guesstimate" is provided from her over all dimensions taken in 1871 which are 212 ft. (including paddlewheel) by 42 (over guards). From waterline to top of the blue-domed pilothouse, 40 ft., and to the top frill of her stacks, 68 ft.

In a real sense the first BOAZ was progenitor of the OAKLAND (in the accompanying list as F. M. WALLACE which she later became), both owned in large part by Capt. Thomas Fawcett, a well-to-do miner and shipper of Monongahela coal at Green Springs, where 1849-1886 his miners extracted 10 million bushels before the seams were worked out. Tom was 40 when he built the first BOAZ, married, a Mason, and had been boating coal to New Orleans since 1850. His father James Fawcett and his mother Elizabeth (Parker) Fawcett came from Ravensdale, near Newcastle, England--Tom was born there--to South Side, Pittsburgh, in 1828, before Tom was teething out.

James Fawcett also mined coal at Green Springs, taught a Sunday School class 40 years in a South Side M.E. church, and brought up seven children in a somewhat for those times a better than average advantage. When the eldest, Tom, was 13 he was removed from public schools and sent to the select school of Thomas and Patch who conducted classes at the Pittsburgh end of the Smithfield Street bridge where the famed Monongahela House was built soon after.

Tom seems to have avoided the coal business, worked in a boat store, and then ran a South Side grocery some six years before setting off for New Orleans with a coal tow. Meanwhile his father James had retired. Tom took over and expanded the Green Springs mines, built the pool towboat O. H. ORMSBY in 1860, acquired the



PITTSBURGH'S SESQUICENTENNIAL

**O**N WEDNESDAY, SEPT. 30, 1908 Pittsburgh's 150th was celebrated with a whopping steamboat parade. The two admirals were Capt. James A. Henderson of the Pittsburgh & Cincinnati Packet Co. and Capt. Warren Elsey, river superintendent of Jones & Laughlin Steel Co. The BOAZ and GLEANER, hitched together, were the favorites of the day.

larger BENGAL TIGER soon after, and supplied coal to the Union gunboats and transports.

When Tom built the first BOAZ in 1867 his mother and father still were alive and well and we can suppose, lacking documentation, and without overstretching, that they both enjoyed rides up and down the Ohio in company with Tom's wife Margery Houghton Fawcett and three or four--maybe all nine--grandchildren. Margery was of English ancestry and American birth and she and Tom were wedded in 1849. Six of her nine children were very much in the scene when the second BOAZ was built in 1882.

**I**N 1872 it is quite possible that the first BOAZ, running light with a fuel flat faced ahead, came up from Cincinnati to Pittsburgh at an astonishing rate of speed. Everybody talked about this unprecedented towboat event, and told his neighbor, and so on, each purveyor adding and improving and embroidering, until ten years later a reputable news writer, who would rather be caught dead than in a bald-faced lie, soberly announced that the BOAZ in 1872 had come up in 38 hours, beating the record of the side-wheel BUCKEYE STATE by 5 hours, and she had come to Witten's Landing, O. at the end of the first 24 hours out of Cincinnati.

Figures don't lie, proclaimed he with no figures to offer, making of the matter an improbable truth, the worst sort in which liars figure.

No, but in April 1874, with three empties and a fuel, this first BOAZ came up from Louisville

to Pittsburgh in 3 days 16 hours, some 600 miles.

When she was being dismantled at the Pittsburgh wharf in December 1881 a local news editor recalled these records, downstream, with loaded coalboats:

	h	m
Pomeroy to Cincinnati	12	0
Cincinnati to Louisville	6	50
Pomeroy to Louisville	18	50

--Sweet reasonableness here, and congrats to pilots on the longer runs involving dark of night, and no electric lights.

**T**HE KNOW HOW for building the hulls of the RAYMOND HORNER, BOAZ, W. W. O'NEIL and others was supplied by William F. Speer, lately of Belle Vernon, Pa. on the Monongahela. Billy Speer needed work.

He and his father Louis M. Speer in partnership had been building hulls at Belle Vernon since the close of the Civil War. One of their first was the famed DEER LODGE for the Missouri River. The sawmill at the boat yard burned in 1876 when business was tight; they hocked their shirts to rebuild the mill and as a result were forced into bankruptcy and had to shut down.

The Sewickley yard needed a superintendent. Billy Speer took the job. He was known about town as Colonel Speer, a title with substance, for Billy was a Civil War vet who had served three months in Libby prison and was advanced to Lieutenant Colonel in the U.S. Army.

To pursue this continuity for one brief moment, Bill superintended at Sewickley until that yard was reduced to ashes; then he



moved to Freedom, Pa. and built several boats, the last one being the ABNER O'NEAL. The year now was 1884. He moved to Atwood Street, Pittsburgh, where he and a son operated a brick yard. One day Billy Speer was hit by a street car and came out from under the wheels with a crushed right arm and a hurt back. He lingered one year. Death came September 15, 1893.

Those S&D members with long memories will recall Capt. Louis M. Speer once master-pilot on the JOHN A. WOOD, then active in the Combine, and finally in 1923-24 as master-pilot of the W. K. FIELD for Island Creek Coal. He was Billy Speer's son.

Emmett J. Gould was steersman on the D. T. LANE under the tutelage of Capt. Harry N. Miller and with the veteran Capt. William H. Patrick as pilot when we exposed the Campbell's Creek Coal Co. to our incapacities in 1919. For some reason, probably good, Capt. E. A. Burnside, master of CCC's river transportation department, sent us

to the LANE with brief instruction to keep a sharp eye on how things were done.

Captain Miller used Emmett as an errand boy, go fetch this and go fetch that, and to our recollection of those three weeks Emmett never once had hold of the steering levers. Instead the two of us frequently planted ourselves on the lazy bench and did a lot of talking. Especially on Capt. Bill Patrick's watch--for Capt. Bill was not a hand at conversation.

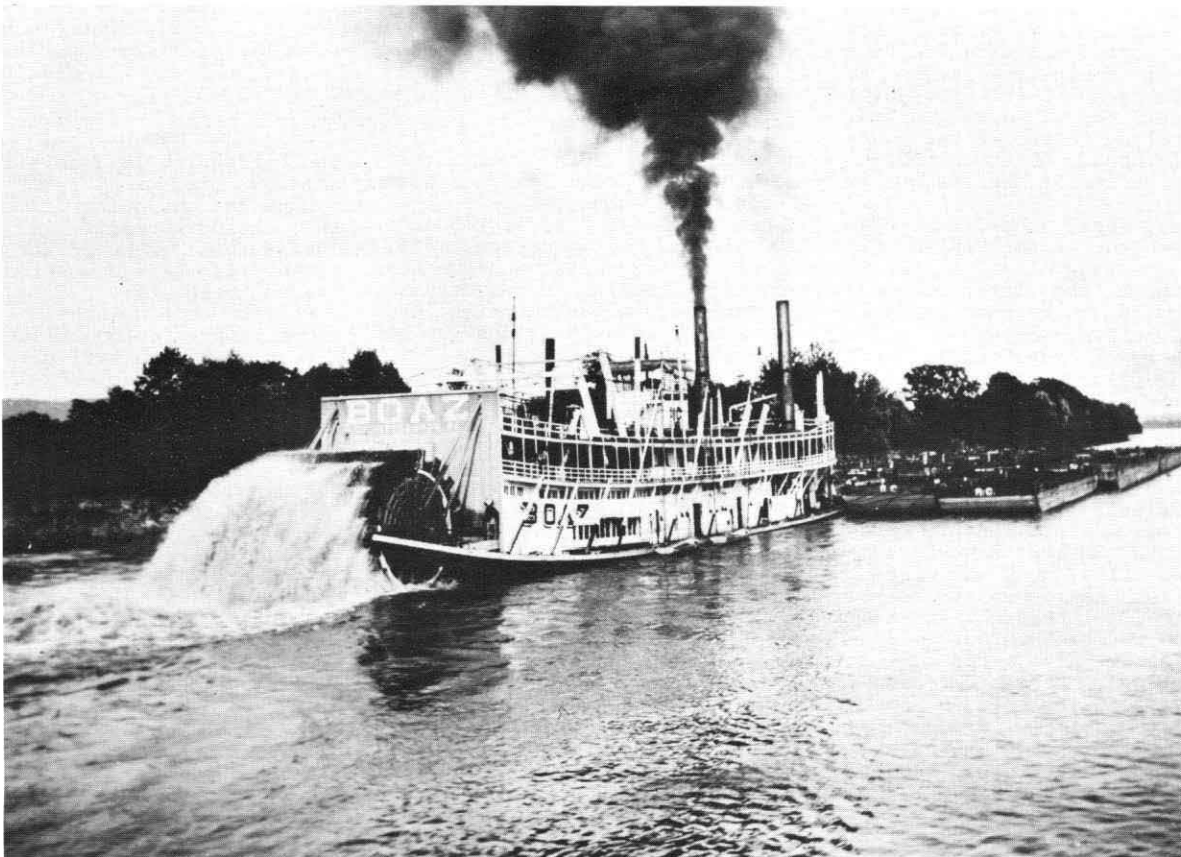
Emmett, so it developed, was son of Capt. Frank A. Gould, the long-time skipper of the BOAZ. His Dad later was on the CLAIRTON and on other Carnegie boats. Emmett was three years my senior, born in 1898; he was 21 and I was 18.

Emmett had taken many rides on the BOAZ dating back to his childhood. He was aboard, aged 10, on the early morning (4:30 o'clock) of March 14, 1908 when she got caught in fog downbound with loads at Ashland, Ky., hit the Kentucky pier of a bridge under construction just below, resulting in the

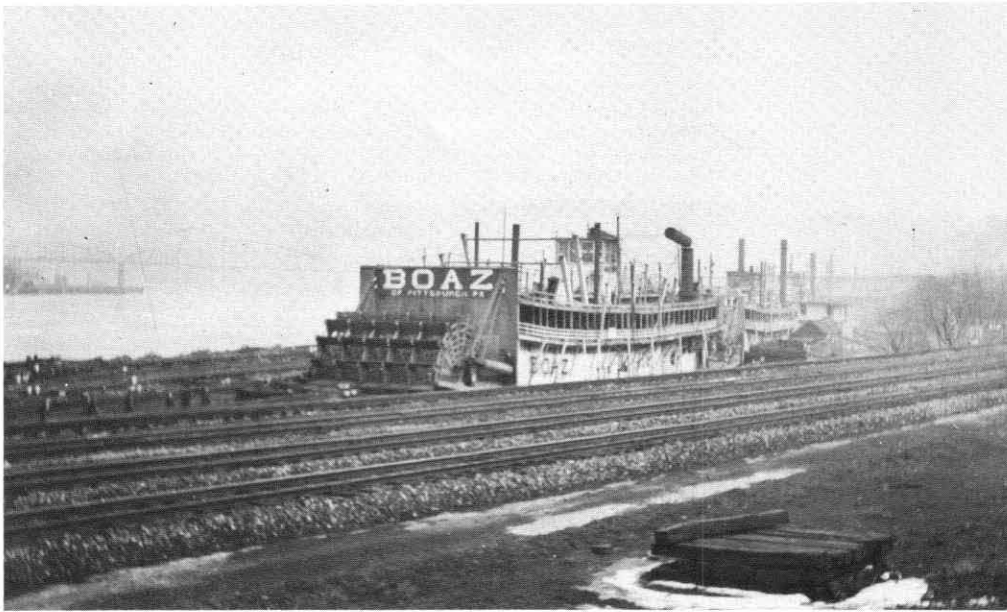
complete destruction of 10 coalboats and 2 fuels.

Emmett said the BOAZ had the tow pointed out in the river and she was sliding along so close to the Kentucky shore, her fantail on the port side was knocking down willows and such assorted shrubbery along the bank. He was on that fantail convinced from the excitement of sinking coalboats that the whole works was hellbound for election. An opportunity came, and he stepped from the fantail to the shore, easy as that.

Seems to us they lost the whole tow, and then Emmett turned up missing. Captain Gould was fit to be tied. Daylight was still an hour away so Emmett didn't go anywhere, just stayed on shore. The fog blocked all vision riverward, and far as he knew all was lost. Things took on a pearly hue after a time, and Emmett explored up the hill to find a construction shanty with a coal stove fired up and a few men around, so he reported in. There he learned that the BOAZ was safely tied some short distance



**U**PBOUND WITH EMPTIES. Capt. Jesse P. Hughes took this one at the head of Newberry Island, Ohio River. He said he was attracted by the way the BOAZ was rolling her 28' paddlewheel. On such upbound trips all available steam went into the cylinders inasmuch as empties were not pumped with steam syphons enroute. Downbound loads were pumped continually, temporary steam lines run the whole length and width of the tow, a significant drain on boiler steam. If an empty coalboat proved to be a "leaker" it was fitted with a "Kanawha River syphon." A hole was bored through the bottom planking with a ship auger, into which a tin sleeve was inserted designed as a funnel actuated by the rapid water beneath. A whittled plug was kept handy.



The BOAZ and other big boys laid up in the boneyard. This was taken 1916 at Lower Lucas Landing, below the Glenwood bridge. In 1925 the TOM DODSWORTH and the BOAZ were moved to Brown's Station where they were torn up for scrap. The BOAZ's whistle showed up on the D. A. NISBET in 1918. Her roof bell two years ago still was stored at the Elizabeth, Pa. marine ways of the Consolidation Coal Co.

downriver and he was escorted back aboard.

This whole nerve-wracking experience came to the attention of the U.S. Engineers who apparently had taken a dim view of the bridge ever since the piers had been erected. Forthwith they cancelled the permit (if ever there was one to start with) and behold you--the superstructure never was put across. The shore piers stood lonesomely until finally they were torn down. Had it not been for the BOAZ, and Emmett, and ten lost coalboats and two fuels the C&O and DT&I would have wedded their rails across the Ohio in 1908.

**CAPT. TOM FAWCETT** in later years moved his coal mining operations and loading tipples to Webster, Pa. on the Monon. He was an organizer of the Central Bank at Pittsburgh and from the date of its inception 1869 and for many years thereafter was its president. His cashier was Madison Bailey of McKeesport who had run coal with William Whigham and other worthies since and before Civil War times.

But the BOAZ finally did him in. On Monday, January 14, 1895 in 4:30 a.m. she was downbound on the Ohio with a big coal tow and several models loaded with iron and steel ware, in charge of Capt. Henry Souser. The pilot had flanked the bend below Cloverport heading down for Hog Point when a pea-soup fog descended. The tow hit the bank and when the commotion subsided the BOAZ, badly damaged and helpless, had lost 14 loads and the others were free astray. The packet STATE OF KANSAS and the steam tug LOUISE were in the vicinity of Hawesville and gathered up the remains.

No thanks to a puff of fog the loss tallied \$45,000 worth of coal, \$32,860 for a spilled model barge, and \$3,500 damage to the BOAZ. Fortunately nobody was injured. Several months later Capt.

Tom Fawcett, then 68, retired from the coal business.

The BOAZ had a spectacular way of doing things. 'Way back in 1891 she had run aground with a whole loaded coal tow near Shawneetown. This happened at 6:30 p.m. on June 17, 1891. The river fell. The BOAZ and tow became high and dry on this vast Sahara. June, July, August and September went by. Dry winds and the hot sun shrunk the coalboat timbers, the seams and scarfs gaped, and finally on October 18 there came a rise. James E. Fawcett, eldest son of Capt. Tom Fawcett, figured they'd be lucky to salvage even 1/3 of the coal.

The Crescent Coal Company with mines at Charleroi, Pa., headed by John W. Ailes, bought the BOAZ from the Fawcetts, operated her several years, and then the firm failed. Several months later C. Jutte & Co. acquired her and in 1899 transferred her with all of their coal holdings to the Combine.

There is a rather wild tale we have not tracked down, and we surface it here with the prospect that Jack Custer in his SPRAGUE delvings might scotch or amplify with contemporary evidence. The BOAZ, in charge of Capt. Cal Blazier, was said to have stranded a 42-piece loaded coal tow, January, 1901, on the lower Mississippi, on a falling river, and reenacted the Shawneetown event. The whole tow was high-and-dry on a vast sand bar. A more embarrassing situation is hard to conceive. Imagine the green shudders going down the spines of modern insurance firms and barge line officialdom confronted with such a horror tale.

Soon thereafter, whether or no, the Combine handed the BOAZ over to Capt. Frank A. Gould. He went master of her in 1902, talked sweet talk to the old girl as he guided her up and down the river, and like some big pussy cat the BOAZ purred and adored him. Such communion between boat and pilot

was not unusual in wooden boat days, a real thing going between the two, each understanding the other. It was a beautiful thing to see and better than a gilt-edge insurance policy for the owners.

Aside from the Ashland bridge fracas described earlier in this recitation, which in no way reflected adversely on either the BOAZ or Captain Gould, the big boat ate sugar out of his hand until the final day at Pittsburgh when the owners sent her to the boneyard.

Herschel W. Burford wonders have we heard of a steamboat named ZBRA? Yes. Our first acquaintance with such a craft came some years ago while looking over old freight bills owned by J. Mack Gamble. His ZBRA bill was dated 1867 listing Capt. T. W. Spencer, master, and D. C. Lovett, clerk. No trade was indicated.

The Lytle-Holdcamper List says she was built at Parkersburg, W. Va. in 1866, 39 tons, sternwheel. Removed from documentation in 1873.

Here is an item dated July 23, 1868: "The towboat ZEBRA (this time using an 'E') and two flats fixed with grabs and machinery is at work cleaning the river from Cincinnati to Louisville under the superintendence of W. Milnor Roberts, and by the immediate supervision of Capt. C. J. Caffrey, a Louisville steamboatman of thirty years experience."

And what ho! We find another item dated December, 1869, noting the ZEBRA on her way from Marietta to New Orleans with three barges of produce.

Indications are that ZBRA (or ZEBRA) started out as a low water packet operating in the Parkersburg-Kanawha River area.

Some day it would be fun to list all of the steamboats named for animals including HYENA, ELEPHANT, BENGAL TIGER, LION, LIONESS, TIGER and what-not, a whole menagerie.





## STEAMBOATIN' ON THE RUTH

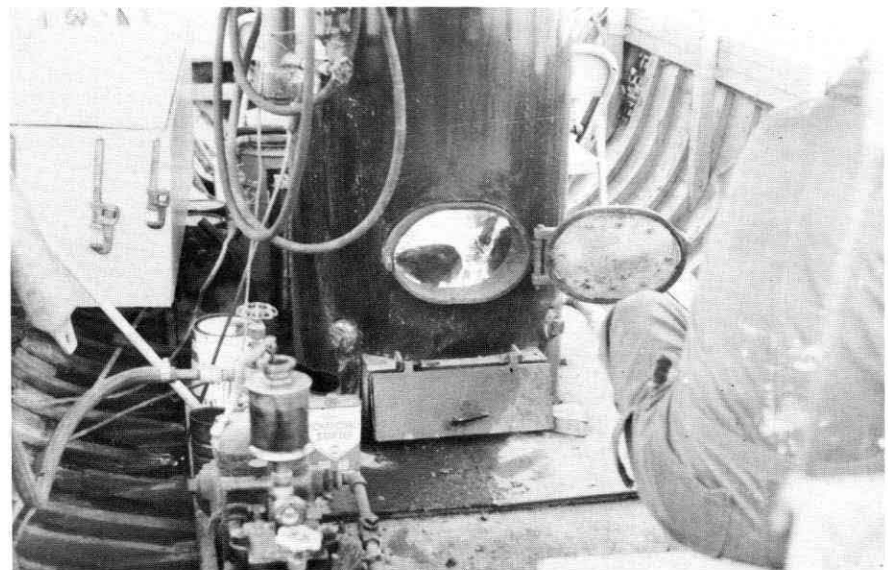
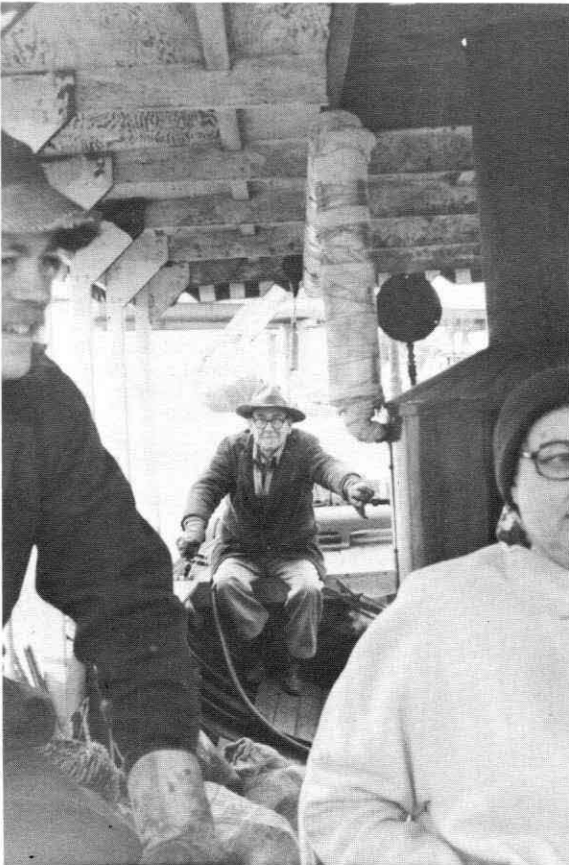
There is an item on page 12, lower right about an excursion from Memphis up Wolf River aboard the steamboat RUTH. Here are some snaps taken by crew member Jack E. Custer on that cold November 20, 1975.

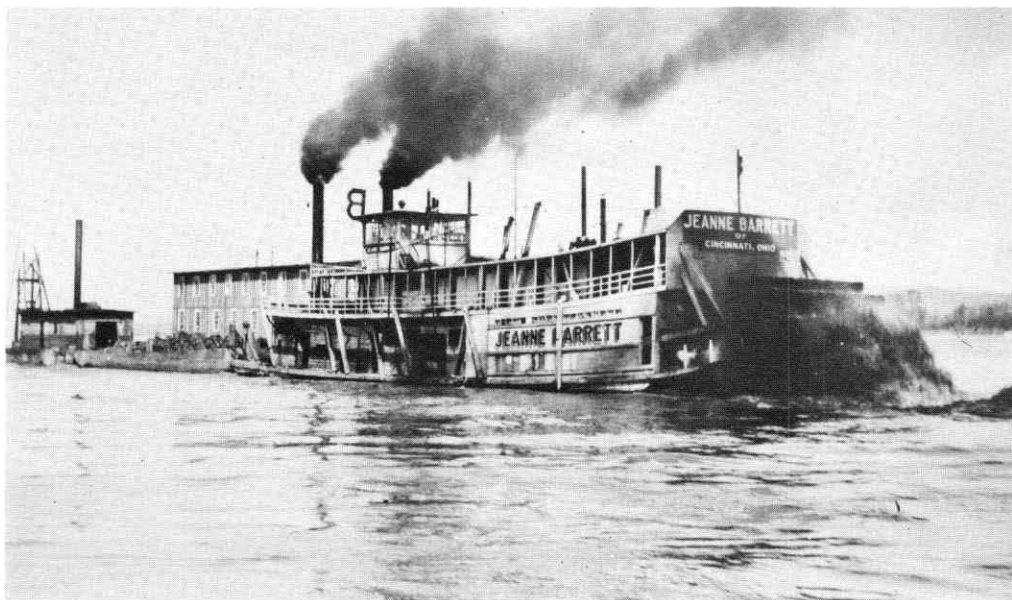
UPPER LEFT: The RUTH moored alongside the LORAC. The RUTH dates back to 1862; claimed to have been built in 1862 as a tender for the USS KEARSARGE, cyprus hull 28 by 7, single prop. Dick Bissell resurrected her some years ago, then sold her in 1972 to Capt. Jacob C. H. Meanley, Memphis.

LOWER LEFT: Capt. William H. (Bill) Tippett of Hernando, Miss., a mere lad of 75, is at the tiller; Jake Meanley at left, and Betsy May, wife of Dr. Gus May, sort of showing at the right.

UPPER RIGHT: Capt. Jake at the throttle of the Stanley Steamer upright engine.

LOWER RIGHT: The Semple 10 hp. boiler, coal fired, placed aboard in 1974. Jack Custer says she has a mighty purty whistle.





Taken during the fifteen years when JEANNE BARRETT was in the Barrett Line.

**T**HE OLD towboat JEANNE BARRETT finally came to a dramatic end. On the afternoon of Oct. 5, 1975 she burned.

Not to change the subject, but it's a strange sensation to arrive at Mobile, Ala. in a rowboat from Sewickley, Pa. on a hot July evening not knowing where to tie up or what to do--miles and miles of ships and docks--no friends.

Back in 1946 Woody Rutter and Ye Ed had this happen to us. The two of us had decided to sally forth down the Ohio in a rowboat headed for New Orleans----vaguely. We hitch-hiked Cincinnati to Gunter'sville, Ala. aboard the GORDON C. GREENE and thence by trailer to the Black Warrior. Again we set afloat and on down the Tombigbee we went, to Mobile. That's when we saw the JEANNE BARRETT.

The JEANNE was tied up, cooled down, and we came in alongside. A big slow-moving black watchman secured our painter. "We've come from the Ohio River," we explained tentatively.

"I do declare," responded our host. "I used to be fireman on the big side-wheel CINCINNATI."

We were invited to spread ourselves for the night right there on the JEANNE. "But the skeeters is tough soon as night comes--pile your gear here in the deckroom and take off up the hill; everything will be safe when you get back."

We blew ourselves to supper and lodgings at the Battle House. The JEANNE BARRETT was the best land-fall---and the least expected---on that voyage. We've always had tender regard for the boat since, and for the watchman who accepted us at face value.

In 1946 when this incident happened the JEANNE was owned by the Valley Barge Line, Mobile, run by Capt. B. F. Slaughter. She had been brought there four years

prior, and before that time--as you may easily guess from the very name of the boat--she was in the fleet of the Barrett Line headquartered at Cincinnati.

Now back to the fire. It is a never-ending source of wonder how steamboats do get around. The blaze which destroyed her did not happen at Mobile, or at Tuscaloosa, or at Cincinnati, or at any of the places so far mentioned.

She was up the Missouri River--but not IN the Missouri--on Old St. Charles Rock Road, Bridgeton, Mo., a suburb of St. Louis.

A couple of years after Woody and y.t. were so kindly received on board at Mobile, she was sold to Harry R. Miller, Saraland, Ala. and converted into a yacht facility moored up Mobile River. Then in 1961 she was brought to the Missouri River by Obie S. Koprivica and Gene Alexander. These two worthies by trenching and bulldozing floated her in an artificial canal from the shore of the Missouri several miles inland adjacent to the highway noted above. As a yacht facility on the Mobile River she was called AMBASSADOR, and now in Missouri she was again renamed BAYOU BELLE. While putting smokestacks on her Obie S. Koprivica fell from a ladder and died of injuries.

On Dec. 9th last a phone call from Shelly Held of Rivers & Gulf Marine, Inc., Marrero, La. revealed to us that the BAYOU BELLE, ex-AMBASSADOR, ex-JEANNE BARRETT--and for that matter----ex-WHITE SPOT (her original name when built at Paducah 1915) is now beyond redemption.

Our thanks to Capt. William C. Dugan, Vanceburg, Ky., for a booklet of poetry composed and published about 1896 by Capt. James Rowley, Jr. We were rather startled to learn that Capt. Jim was not only a poet, but a good one. He was a Vanceburg native 1860-1954.



Aftermath of the fire last October 5th, 1975--her starboard side was completely burned or charred. --Thanks to Pete Mueller, 4330 Fyler Ave., St. Louis, Mo. 63116, the photographer, and to Dan Owen, Boat Photo Museum, P. O. Box 0, Maryville, Ill. 62062 for sending it.





"Hope" "Maggie Paden"

N. Chancellor

1884 Flood Parkersburg, W. Va.

**T**HIS UNUSUAL PICTURE was taken in the mouth of the Little Kanawha River during the crest of the 1884 Flood. It comes from the collection of Capt. E. P. Chancellor and was handed to us by the late R. L. Dana of Parkersburg.

The Ohio River crested on February 9th, 1884 (52.9 ft. at Marietta), the highest of record to that date, and not surpassed until March 29, 1913.

The reason Captain Chancellor kept the picture was because he owned the sternwheel packet in the foreground, W. N. CHANCELLOR. He built her at Parkersburg in 1879 for the Pittsburgh-Parkersburg trade on a wood hull 175 by 30. He tried the Cincinnati-Charleston trade, then in 1882 started her between Charleston and Pittsburgh, the first regular boat in that run. There is a sign on her roof rail in the above picture, just forward of the stacks, and it reads PITTSBURGH & KANAWHA RIVER.

The fancifully lettered sign-

board bearing her name which graced the forward cabin skylight bulkhead is displayed in the Ohio River Museum, Marietta.

Your scribe once called on Capt. and Mrs. E. P. Chancellor at their Parkersburg home in company with Donald T. Wright. He was about 84 at the time and told us he well remembered the cannon shot from the forecabin of the side-wheel BUCKEYE STATE in 1850, 24 hours out of Cincinnati on her fast trip.

Captain Chancellor was one of those sparce-built persons loaded with energy even at 84. He was born at Harrisville, in what is now Ritchie County, West Va. on the 20th of March, 1833. He married Rhoda Miller, an aunt of Capt. C. C. Bowyer. His river career commenced when he was 17 as cabin boy. He was appointed Supervising Steamboat Inspector in the Gallipolis District during the Grover Cleveland administration. The W. N. CHANCELLOR was named for the Captain's brother who in 1896 ran for governor of West Virginia. Capt. Jeff Frame, long wharfmaster

at Wheeling, was the mate on the CHANCELLOR and he and his wife named their son James Chancellor Frame for the Captain. His last river work was with George W. Neare & Co., insurance underwriters of Cincinnati. Once he compiled a list of the steamboats in which he had financial interest, a lengthy compilation including the W. P. THOMPSON, CHESAPEAKE, KATYDID, CLARA SCOTT, EMMA GRAHAM and others. He died at Parkersburg on Saturday, May 7, 1927, aged 94, and was survived by his wife (who lived to be near 100) and a son E. P. Chancellor, Jr. and three daughters.

But back to the picture. The HOPE was built in 1868, the hull at Murrys ville, West Va. and completed at Marietta for Capt. Dawes Davis. Scarce a year later she blew a cylinder head below Middleport. It struck the engineer, Bennett Davis, knocked him overboard and he was drowned. She was a short trade packet at the start, and for several years ran in the Wheeling-New Matamoras trade in charge of Capt. James Washington

Williamson, a native of Friendly, West Va. who also was a Methodist preacher. Some few years ago a gentleman in Kalispell, Mont. named W. W. Williamson wrote to say he owned a gold-headed cane inscribed "Presented to Capt. J. W. Williamson of the Str. HOPE by the Citizens of Powhatan, Ohio, Jan. 20, 1870."

Dr. James Madison Williamson, a respected physician of Moundsville was son of Capt. J. W., and his son Dr. Charles D. Williamson followed. Several years ago this editor had a letter from Mrs. Grady Wells, Franklin, La., who is a daughter of the latter.

When this 1884 picture was made, the HOPE was towing cross ties from the Little Kanawha to Pittsburgh for the B&O Railroad, then owned by Capt. Jacob Cramer and son Charles. Captain Jake was the grandfather (right?) of Capt. Bert Cramer. For several years prior, the HOPE was under charter to Capt. C. M. Cole of Marietta who in 1880 was building wing dams on the Ohio River under contract to the government. He used the boat in work at the Grand Chain, and we believe he also had her engaged in similar work along the Upper Mississippi. When Capt. Jake Cramer died she was dismantled at Madison, Ind. and the machinery, etc. went to building the GATE CITY, an old-timer in the Kanawha River coal trade.

The picture also shows to advantage the boot-jack ferry MAGGIE PADEN, only photo we've seen of her, built at Ironton, O. 1877 for the Parkersburg-Belpre run. She operated until the better remembered NINA PADEN replaced her. Prior to the MAGGIE, a ferry named MAGNOLIA served, built at Parkersburg in 1867. She was lost during a severe gale just prior to the building of the MAGGIE PADEN. The ferry service Parkersburg-Belpre continued until the building of the highway bridge opened in 1916, at which time the J. H. SHAW, run by G. M. Dressel, was serving.

The wharfboat at the extreme right to which the HOPE is moored is the famous JACOB DRAKE wharfboat built for the B&O Railroad at Parkersburg during the Civil War. The Pittsburgh & Cincinnati Packet Co. bought it in 1889 and had it towed to Pittsburgh. Later it was sold to the Combine and was kept at the foot of Market Street in the Monongahela River. Their many towboats were supplied and stored from it. This ancient structure is without doubt the oldest on the rivers which your Editor remembers and was aboard.

The Bicentennial has brought forth in Pittsburgh, among other things, a reissue of a lavender-and-old-lace picture book called "A Pittsburgh Album." It is selling like hot cakes at \$2.50, 112 pages. Nearly everybody who was somebody in iron & steel, in glass or in banking, and later in aluminum is there. Only one riverman shows up. On page 66 appears a

full length portrait of Cumberland Washington Posey, and for gracious sakes don't say you've never heard of C. W. Posey.

Probably not. In the first place he was a black. And there were not many blacks of prominence in the river business at Pittsburgh or elsewhere during the past several centuries. They called him "Cap," although he didn't have a master's license. But he built many towboats and ran a barge and coal business on the Monongahela, and towed down the Ohio to Louisville. All of his towboats were good ones. Some had exotic names; TORNADO, CYCLONE, VOLCANO. He was identified with the Diamond Coal & Coke Co., the biggest independent bucking the Combine.

We once took his picture on the Monongahela wharf at Pittsburgh, about 1917. He was learning to drive a new car, had stepped on the wrong pedal, and had collided with a railroad boxcar. If we ever find that photo we'll run it in these columns.

"Cap" was one of the five founders of the influential Pittsburgh "Courier," this in 1910, and served as its second president. That same year he and his son C. W. Jr. ("Cum") organized the Homestead Grays, one of baseball's great. They won eight out of nine Negro National League titles.

He left the river in 1919 when Diamond Coal & Coke closed its business. "Cap" died on June 5, 1925.

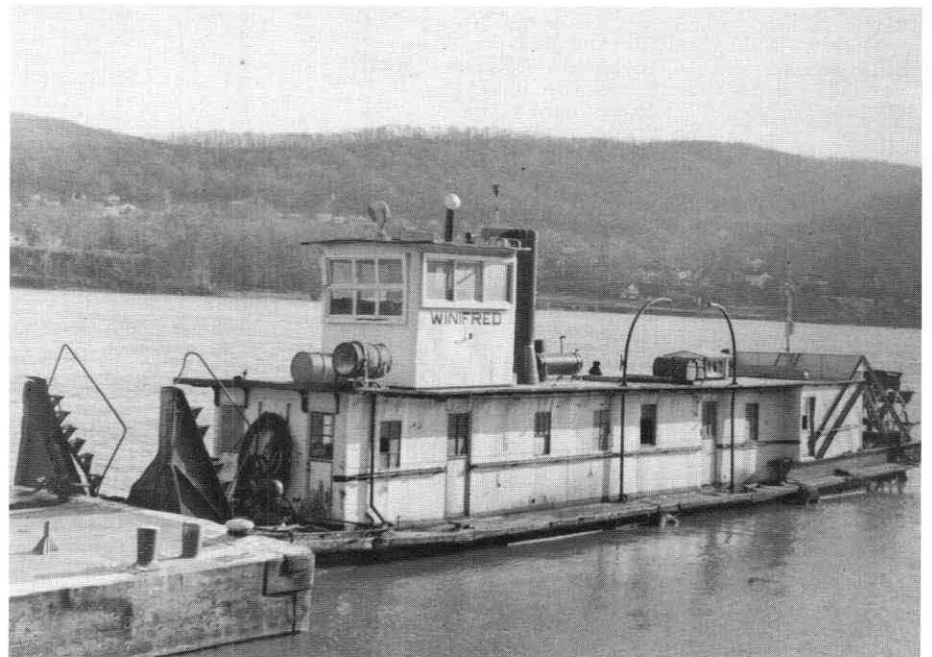
Sirs: Ever since I was small all my grandfather talked about was the river. So I fell in love with steamboats when I was 9. Then in 1970 the JULIA BELLE SWAIN came to Peoria and I became more in love with the river. Am now 17 and to this day I hunt old pictures of steamboats.

Mark J. McCracken,  
7241 Whippoorwill Lane,  
Peoria, Ill. 61600

=Special thanks to Mark for some fine color shots of the JBS. -Ed.

Attorney Randall Metcalf, retained by S&D to handle the J. Mack Gamble bequest, has received the final accounting from attorney Richard A. Yoss, Woodsfield, O. It now is in the hands of S&D treasurer H. Chase Putnam, Jr. Both the principal and accrued interest are invested in securities held separate from S&D's general funds.

A word about our deadlines for S&D REFLECTOR may not be amiss. The make-up work is done at 121 River Ave., putting together the pictures and text into page form. This part of the job must be completed and shipped to the printer ONE MONTH ahead of publication date. Consequently, as example, the June issue is "put to bed" on April 30. The issue in your hands was "locked" on January 31.



**W**ILLIAM E. BRANDT took this picture of the diesel stern-wheeler WINIFRED at East Liverpool, O. last summer. The towboat has been much in the news lately having been purchased by Clyde C. Bryant, 3388 Riverside Airport Road, Zanesville, Ohio 43701. Clyde is an Allegheny Airlines pilot. He now has her moored in the Muskingum at Coal Run along with the Fitch's CLAIRE-E. He intends rejuvenating her for commercial work and pleasure. The WINIFRED has a steel hull, built by Dravo, 1930. She's powered with a GM 6-110, 210 hp. In the period 1945-60 she was in the Valentine & Todd fleet, later owned by the late Harvey M. Todd, and lastly by his widow Charlotte M. Todd.



Sirs: If James Gardner and Alan Bates had conferred (as editorially suggested in the last issue, page 30) the MISSISSIPPI QUEEN would probably be a different vessel.

Mr. Gardner didn't have that opportunity.

Please let me, too, rush to Mr. Gardner's defence.

He should not be judged solely by the vessel now nearing completion at Jeffboat. In this case he was, possibly, working out of his element. I wonder if anyone in the Delta Queen Steamboat Co.'s office showed him pictures of the S. S. BROWN or the CAPE GIRARDEAU, and explained why these riverboats were handsome and practical?

In the building of the new QUEEN ELIZABETH 2 Mr. Gardner worked with Cunard management and John Brown yard teams to produce a beautiful ship both workable and pleasing to the eye. He was constantly working to make the QE2 attractive---which she is---and he is quoted as saying of her:

"I have given her clean flowing lines that flow around and from the bridge and wheel-house...Using a few stiff curves we must unite the different parts and make visually an organic whole, carrying the eye smoothly along the profile without interruption to the stern."

Gardner said he designed the QE2 as an Atlantic liner rather than giving her a cruise ship appearance. The result is a logical and modern descendant of the two previous Cunard queens.

When he was planning the QE2 the only vessel available to Mr. Gardner as a precedent was the DELTA QUEEN--an ex-Californian operating in a cruise-type trade for which she was not designed. I see MQ as an exaggerated DELTA QUEEN (pilot-house forward of the stacks, square stern appearance, lack of deck sheer, enclosed main deck), etc.

Roddy Hammett,  
No. 6 1219 Decatur,  
New Orleans, La. 70116

OPERATIVE STERNWHEEL STEAMBOATS  
IN THE U.S. AND CANADA -1976.  
(Not Including Mississippi System)

W. T. PRESTON U.S. Engineer snag-boat operating on Puget Sound and tributary waters.

PORTLAND Towboat and special attraction on the Columbia River. Last summer she went to Lewiston, Idaho in connection with the Snake River dedication. Owned by Port of Portland (Ore.).

MINNE-HA-HA Sternwheel excursion boat based on Lake George, N.Y. Owned by Lake George Steamboat Co.

ELIZABETH ANN Sternwheel excursion boat based at Sacramento, Calif. Currently under construction. Owned by Harold Wilmunder, Carmichael, Calif.

MARK TWAIN Sternwheel excursion



JERRY SUTPHIN comes up with this one--the towboat S. P. GILLETT headed upriver at Ohio River Lock and Dam No. 3, Glen Osborne, Pa., photographed on October 28, 1902. The GILLETT was built at the Howard Yard, Jeffersonville, Ind. in 1901 for the Ohio River Contracting Co., an Evansville-based firm. She had a wood hull 121 by 26, three boilers 38" dia. by 26 ft. long, and worked high pressure engines 15" bore by 5 ft. stroke. After completing the work at Lock 3 (which today is the U.S. Coast Guard Base for the Pittsburgh area) she became the A. F. McARTHUR, then owned by the McArthur-Hamger Construction Co. The Memphis U.S. Engineers bought her 1920 and called her MacARTHUR. Finally Capt. J. C. Werner of Baton Rouge bought her, and called her MIRIAM WERNER, and once had her up White River to Newport, Ark. She was retired in 1945 but was used to furnish steam for barge cleaning for a while after that. The Howard Ship Yard records list her as built by them 1901 named LIDA, but apparently she never did carry that name.

boat based at Disneyland, Calif.

ADMIRAL JOE FOWLER Sternwheel excursion boat. Based at Disneyworld, Fla.

SIDE-WHEELER  
TRILLIUM Side-wheel ferry and excursion boat based at Toronto, Canada. Will be operative in 1976.

QUERY: What have we missed?

Chris Eaton honored us with a visit January 26th last. He is with the Ohio River Company, and lately has moved to a 230 acre farm, his address now being RR #3, Box 190, Athens, O. 45701. Chris also is a serious photographer and has been documenting "life on the river" as seen by a deckhand.

Nelson Jones paid us a call on January 6th last in the interest of a "sternwheel get-together" planned and held at Marietta on the 29th of January. The details of what transpired are not available at press time.

There was incorporated in New York State, August 2, 1974, a non-profit corporation called Steamer Alexander Hamilton Society for the purpose "to retain, preserve, and maintain the former Hudson River Day Line steamship ALEXANDER HAMILTON, as an historic ship..."

The big side-wheeler, built in 1924, hull 338.6 by 77, in 1974 was owned by Specialty Restaurants Corp., Long Beach, Calif., and was temporarily moored at the site of the old Brooklyn Navy Yard.

In November 1974 she was acquired by Railroad Pier Co. who moved her to Jersey City, N.J. and then had her towed to Atlantic Highlands, N.J. where she now lies, resting on a sandy bottom, moored to an old pier. She is not open to the public.

The Steamer Alexander Hamilton Society, P. O. Box 317, Times Square Sta., New York, N. Y. 10036 publishes a periodic newsletter called "The Sidewheeler." Joiners interested in preserving the old boat which still looks much as she originally did, machinery intact, are solicited by the Society.

The Vevay (Ind.) "Reveille" in its issue of Nov. 5th last ran a story of the old Capt. Thomas T. Wright homestead perched on the Indiana hillside about 5 miles below Vevay overlooking the Ohio River at the head of Craig's Bar.

A picture of the house accompanied the story in which the date 1838 appears prominently at the top of the central portico. Today the place is the residence of Mr. and Mrs. William Scott, often called the "old Hildreth home."

Actually the Wrights built it. Captain Wright's wife was Eliza Craig, daughter of George Craig, a large landowner thereabouts. Mrs. Wright was an aunt of Edward Eggleston ("The Hoosier Schoolmaster," "Roxy" and other enduring novels) and her brother DeKalb Craig clerked on the Wright steamboats.

Capt. Thomas T. Wright came to Switzerland County, Ind. with his parents from eastern Maryland in 1816, then a wee lad. Some years later he ran flatboats south loaded with local produce. In December 1847 he and associates bought the side-wheel WISCONSIN (built at Shousetown, Pa. 1845) which had gained a reputation for speed. In March that year the Marietta (O.) "Intelligencer" bragged that this boat had come from Cincinnati to that place in 28 hours, as well she might---built on a wood hull 172 ft. long and only 24 ft. wide.

She was entered in the Cincinnati-Madison trade, Capt. T. T. Wright, master, and Charles David, pilot. Once in 1848 they made a special non-stop run from Cincinnati to Madison in 4 hr. 26 min., a record. She carried deer horns after that.

In 1849 Captain Wright and associates built the side-wheel WISCONSIN NO. 2 at Cincinnati, some longer and a bit wider (200 by 28) with engines 22½" bore by 8 ft. stroke, five boilers. She replaced the original between Cincinnati and Madison.

One year later, 1850, this same group built the side-wheel HOOSIER STATE at Cincinnati, 220 by 30 with 24½" bore by 8 ft. stroke engines, four boilers, for the same trade. The WISCONSIN NO. 2 was switched to the Madison-Louisville trade. On Feb. 12, 1853 she made a special non-stop upstream run between those ports in 3 hours 53 minutes, something of a feat.

The success of these ventures persuaded Capt. T. T. Wright to build at Madison, Ind. in the early spring of 1854 a side-wheeler 253 by 32 powered with 24's- 8 ft. engines. He named her the HIGH-FLYER and announced that her 50 ft. long texas would float free in case she sank, becoming an enormous life raft. Fortunately she didn't sink. He ran her principally between Louisville and New Orleans. At this time he and his family left the mansion below Vevay and took up residence at Memphis. Shortly he sold the HIGH-FLYER to the U.S. Mail Line Co. He died at Memphis on Nov. 5, 1874.

For the clipping which prompted much of this tale we are indebted to Yeatman (Andy) Anderson III of the Cincinnati Library. He received the newspaper material from a friend, Ted Langstroth.

The highway bridge across the Ohio at St. Marys, West Va. will be handling traffic by Nov. 1, 1976. It replaces the condemned Hi Carpenter bridge which was torn down, demolished by explosives, on June 29, 1971. Meanwhile ferry service has been provided by the diesel pusher CAROLE ANN and barge to Newport, Ohio.

David Orr, our world-travelling deckhand, recently completed a stint with Ohio Barge Line through to New Orleans. He phoned us the evening of January 29th last to say he's off again for a year and a half, this time by bus from Pittsburgh to the West Coast, then some weeks in Hawaii, and so forth to a half-year in Australia, etc. He promises to be the roving agent for S&D on his travels. His account of South American adventures in a recent issue of S&D REFLECTOR

brought to him some interesting correspondence from members. When at home (seldom) his permanent address is 5452 Aylesboro Ave., Pittsburgh, Pa. 15217.

#### BACK ISSUES

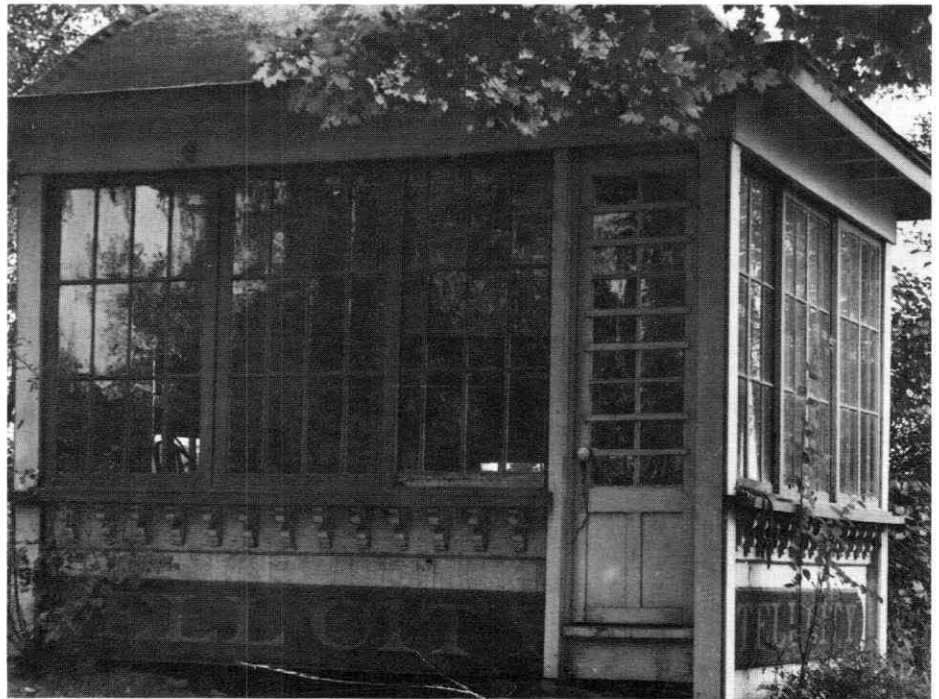
We have ample stock of the following issues of S&D REFLECTOR:

Vol. 3	#1	#4
4	#1	
7	#1 #2 #3	
8	#1 #2 #3 #4	
9	#1 #3 #4	
10	#1 #2 #3	
11	#2 #3 #4	
12	#1 #2 #3 #4	
13	#1	

These are available at \$2.50 each from the editor:

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

Your best bet for the 12 copies of Vols. 9, 10 and 11 is the bound volume advertised on page 15 this issue.



**W**HOWER BLUSHES is already guilty; true innocence is ashamed of nothing. Sheldon Scott took this picture of the TELL CITY's pilothouse, Little Hocking, O. on the 7th of October, 1940, over 35 years ago. There was no concerted notion of moving the relic to Marietta in 1940; that came in the 1950s. S&D was hopeful that the pilothouse would be installed as the focal exhibit in the main room of an extension opened at Campus Martius, Marietta, in 1960. The planners at Columbus decided otherwise, using the space for an exhibit of borrowed letters with prominent signatures. Mrs. Cora Bent expressed willingness that S&D move the pilothouse to Marietta if it got proper care. When the Ohio River Museum was projected and construction commenced in 1971 the Ohio Historical Society set aside space on the lawn of the complex to accommodate the pilothouse. Mrs. Bent died; her husband died. It does seem the project also died. The pilothouse at Little Hocking, there since 1917, quietly rots away. -Thanks to Slim Brandt for the print.



# THE LST

by C. W. Stoll

ON THE EARLY AFTERNOON of Friday, December 4, 1942 I was part of a group of perhaps 50 officers and enlisted men of the U.S. Navy and U.S. Coast Guard standing at attention on the deck of LST-1. She was moored at the outfitting dock of the Dravo Corporation, Neville Island, near Pittsburgh, Pa. on the Ohio.

I had come up from Cincinnati by rail four nights previously, part of a contingent of C.G. pilots, radiomen and "navigation observers." My assignment was in the latter category, meaning steersman and signalman.

Our present business was the commissioning ceremonies of this first combat ship of World War II built on the Western Waters and about to depart via the Ohio and the Mississippi for the briny deep.

True, LST-1 was not the first of her kind. Several had been built at coastal yards. This one had been assigned "#1" by Navy due to a numbering system in which Dravo-built LSTs started with #1; Jeffersonville Boat & Machine Co. with #61; Missouri Valley Bridge & Iron Co. at Evansville with #161, and American Bridge at Ambridge with #261, etc.

My partner in the steering and signalling function was the late Paul Ruttencutter of Mason City, West Va., who later became an ace Union Barge Line pilot. The officer pilots for whom we steered were Capt. Rube Brown, Clyde Morrow, Bill McConnell and David Ernest Smith. Coming up on the sleeper from Cincinnati I had shared my upper berth with a large and awkward battery box and an electric flash gun, about which more later.

Following the ceremonies we returned to the Mayfair Hotel in Pittsburgh where we had been staying. After dinner I took a street car to the Syria Mosque to attend a Pittsburgh Symphony Orchestra concert under Fritz Reiner.

Next morning we moved aboard LST-1 and went out on a trial run down the Ohio to below Sewickley and back with Dravo men aboard to observe the operation of their handiwork.

The next day, Sunday, December 6, 1942 we departed from Neville Island shortly before 10:30 a.m. Aside from lockages at Dashields, Montgomery and Gallipolis we did not stop until the steering gear went out just above Lock 27. LST-1 tried to explore a partially inundated cornfield at this point, but no harm came of it.

On the first anniversary of Pearl Harbor, December 7, 1942, LST-1 ran the Cincinnati bridges destined to the Gulf and the North Atlantic.

WHAT, EXACTLY, WAS AN LST? The term meant Landing Ship-Tanks.

Thirty days after Pearl Harbor the board chairman and the president of Dravo were called to Washington by Admiral S. S. Robinson, Chief, Bureau of Ships, U.S. Navy. As a result of this conversation which took place January 7, 1942, Dravo and other inland builders embarked upon a gigantic crash program building sea-going war vessels. When LST-1 slid down the timber ways on Labor Day, September 7, 1942, she was the vanguard of a new and revolutionary designed U.S. Navy ship, and she was the largest combat ship ever launched from an inland yard.

In all, and over a period of several years, 1,058 LSTs were delivered to Navy, 724 of them built at inland yards and navigated down the Mississippi, 68% of the total. Dravo geared up assembly lines and was throwing a new LST in the Ohio at Neville Island every 3.5 days average. On D-Day, June 6, 1944, 233 LSTs were the key to the successful invasion of France.

The LST was 327 by 50, sided up 32 ft. high, drawing 12 ft. aft, and 3 to 6 ft. forward. The ship appeared to have a high model bow

which was actually a set of double doors opening outward. Directly behind the doors was a hinged ramp sufficiently wide to track a Mark VI tank, which was lowered as sort of a landing stage after the doors were opened. They had twin props powered by G-M 900 hp. diesels, total 1800 hp.

In effect the LST was designed as a barge, double-skinned gunwales and bottom, and a clear cargo floor running the greater part of her length. This cargo area was decked over. The bridge was hard astern, two decks above the main deck, with a sea conning station atop a "sea cabin" which was in turn atop the bridge.

She steered with a wooden pilot-wheel about 2 ft. dia., spring-loaded so's when you turned it to the right, say, 10 degrees, and then released it, the wheel automatically returned (theoretically) to zero, or midship.

As originally conceived the LST was expendable, designed to run up on a beach, swing open her doors, drop the ramp, vomit tanks and cargo and personnel--then if she got wriggled free all well and good. If bombed or knocked out of commission, Navy was pocket-shy of a \$1.5 million ship, so what? She had done her job. But the LST had more tenacity than first suspected; the first ones had but three guns mounted on them, and the last ones we delivered down the river in 1945 had 21 guns scattered hither-and-yon. Navy had decided they were indeed Fighting Ships.

NAVIGATING THESE SHIPS down the rivers brought with it the rather novel experience in which Deep Water personnel, assigned by Navy, were suddenly hip-deep in a proposition they counted in fathoms. Getting these ships to salt water required the knowledge and experience of channel cats, river pilots, who knew the art and who preferred listening to birds singing on both shores.

As example, on one beautiful July afternoon in 1945, the officer pilot taking a nap, I was steering an LST down through a long, beautiful reach of the lower Ohio. "Ah," thought I, "What a way to fight a war!" I was sunk back in a big waterproofed Admiral Marc Mitscher chair in the topside conning ("sea con" it was called) with a little metal box plugged into the steering mechanism. The box had a handle--right or left turns activated the rudder.

A small-built and dungareed seaman had appeared from nowhere, and he and I fell into a pleasant conversation. This went on for a while until a two-stripe lieutenant arrived on the scene. This ship was to be his command once she got salt water under her. I sat up a little straighter.

"Who is steering my ship?" he asked. The question was directed in the general direction of the two of us--two dungaree-clad sailors skylarking.

## Classified

During World War II the U.S. lowered the boom on taking pictures of LSTs or any other type of combat vessel. Persons taking pictures of bridges, locks, dams or terminals risked FBI investigation and impoundment of camera and film. Tourists on the GORDON C. GREENE had to procure USCG permits to bring a camera with them and were required to turn over the undeveloped film to the Coast Guard for processing. Any picture showing, for instance, a bridge in the background was withheld. Security patrols in jeeps saw to it that people did not stand on bridges to watch LSTs go under. Consequently very few pictures of war craft were taken. We are not running a picture of an LST with this article to dramatize the secrecy of the immense operation. -Ed.

I said I was the assistant pilot and showed him the little box with the handle.

The prospective captain then engaged himself in that which is sometimes referred to as a "pregnant silence."

Then with the disbelief in his voice of a man who had sighted a Siberian smew paddling around in the Ohio at Mile 587.7 he delivered himself of another question.

"What are YOU doing up here?"

My small-statured companion was visibly stunned on two counts. He did not know I was steering the ship. He said he'd gotten lost and just wound up where he was by accident. Here he spluttered with a pathetic halt overwhelmed with visions of leg-irons, bread-and-water and the brig.

"Get below," said the lieutenant almost patiently.

"This is the most baffling cruise I have ever made," he said aloud to himself. The informality of river navigation--and this a war ship--had all but dismasted him.

**I**NFORMALITY, YES. On the other side of the coin, great changes had come about on the rivers. One evening in the early 1940s a German submarine surfaced off the Carolina coast and succeeded in putting ashore a group of agents. One of these, captured, had on his person detailed plans for Lock and Dam 38, Ohio River.

Why No. 38? Located at Maxville just above Rising Sun, in an isolated area of Kentucky, far from major highways and some distance even from local country roads, this lock and dam nonetheless was the Achilles' heel well suited for ease of sabotage. Wreck it, and the lifeline of the U.S., oil, would be curtailed or halted.

German U-Boats had been picking off oil tankers along the Gulf coast and in the Straits of Florida. The losses were nothing short of staggering. Navy was unable to cope. Washington decreed that crude oil, gasoline, distillate and bunker fuel must be shoved up the Mississippi and the Ohio; must be shoved up the Illinois; and up the Upper Miss---this great bulk and tonnage destined to the stricken Eastern seaboard. In another crash program to handle the emergency plans were drawn and contracts let for 21 identical steam-prop towboats, the task handled by the Defense Plant Corporation, and the towboats referred to as DPCs.

So great was the immediate crisis that scores of wooden barges with steel framing were hastily built to move oil products. Gulf-based tugs manned by deep-South crews commenced appearing for the first time in Yankee country, all of them shoving oil. One and maybe more east-to-west major pipe lines were reversed west-to-east.

Armed security guards were posted at all locks. Every man-jack who worked on the river boats had

to carry a U.S. Coast Guard identification card. Towboat captains or pilots or anybody else were not allowed to set foot on Lock property. In one instance an ambulance was not allowed on a lock esplanade to pick up a towboat crewman who'd come down with acute appendicitis. The towboat had to break out of tow and put the sick crewman ashore below the lock. No chances were taken. There were no exceptions. There was no sabotage.

What we've related here is but a sampling of what probably was the most unusual period of river traffic in our time, or in any other time.

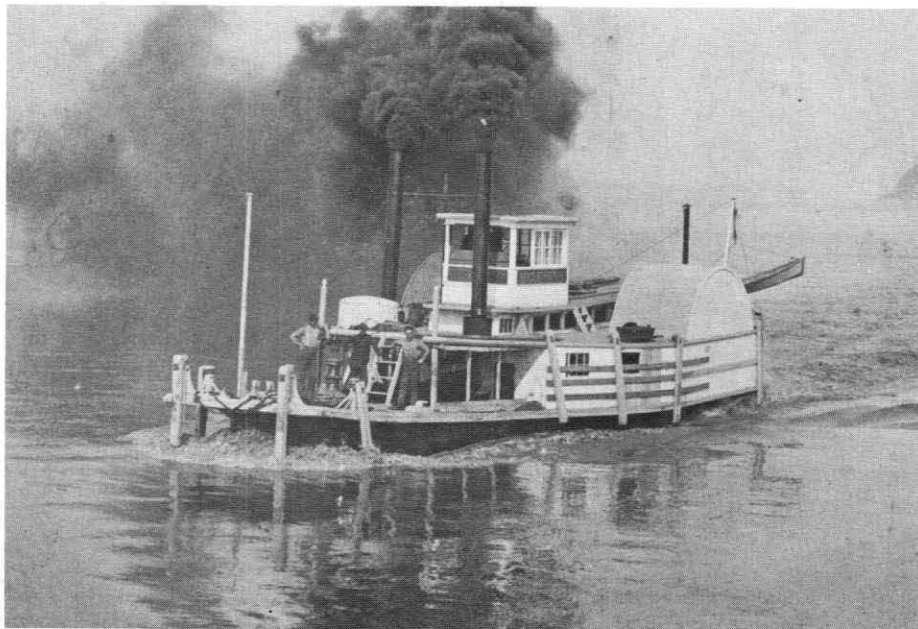
ED. NOTE:- In the early part of this tale C.W. remarked about arriving in Pittsburgh "with a large and awkward battery box and an electric flash gun, of which more later." Somehow he didn't get back to telling about this battery box and flash gun. We asked him why, and he says he'd like to continue down the Ohio aboard LST-1 in another article, and expand the details of how other classes of WW II ships were navigated from Ohio River yards to tidewater. Great!

A little bird tells us that dignitaries visiting the yet uncompleted MISSISSIPPI QUEEN, scheduled to enter cruise service this May, have been making "guesstimates" of when she'll be ready to go to work. One such, with recent experience in such matters, has chosen latter September.

#### THIS ISSUE'S COVERS

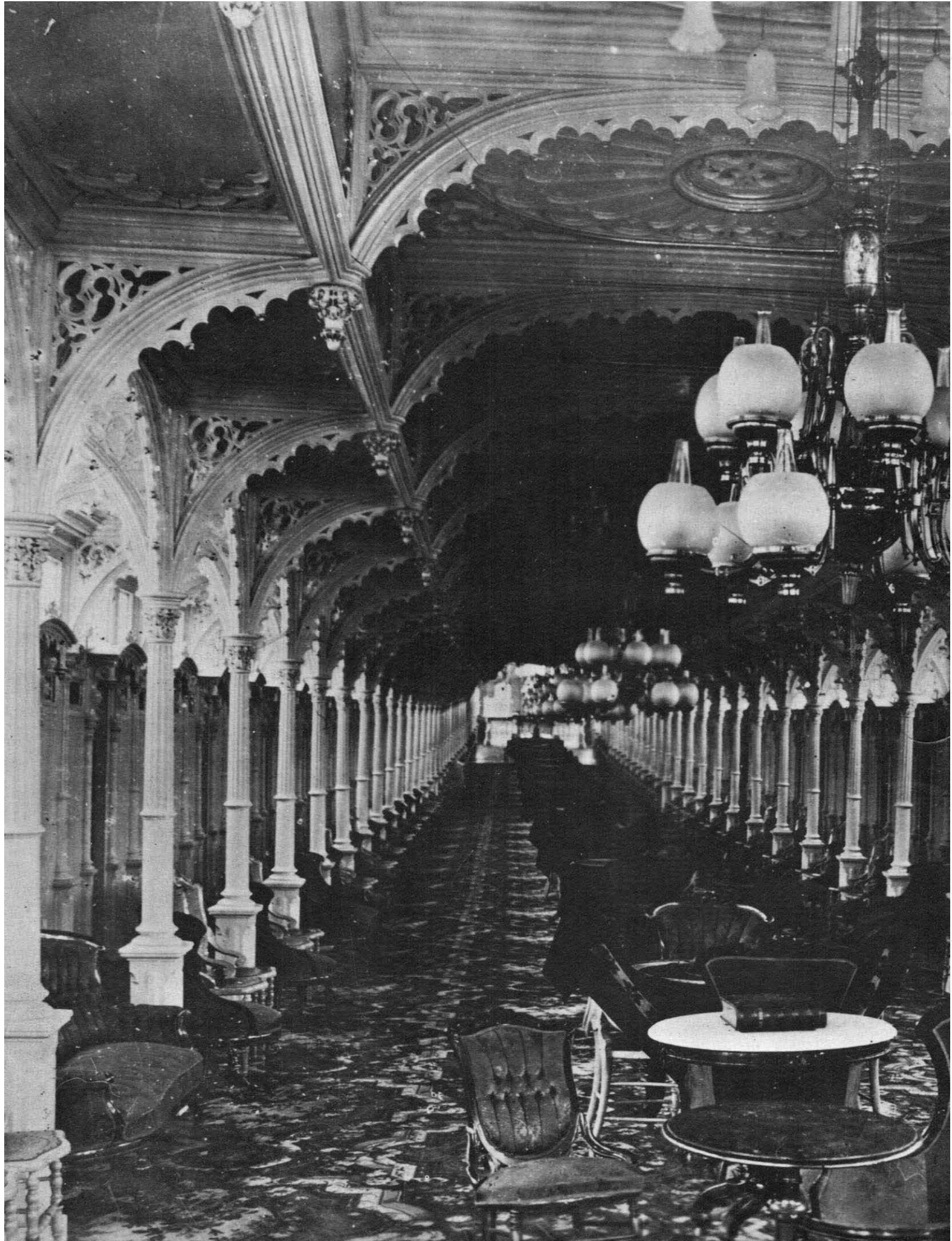
Deadheading a steamboat from Peoria to Chattanooga could be dull business, but not for the gang last fall. Our montage cover comes to us--all but one shot---from Michele Kingsley who, by the way, is the y.l. a little left of center. You will probably recognize Capt. Dennis Trone at top left and bottom right---for the bottom one our thanks to Mark J. McCracken, Peoria. The guy with the fiddle just has to be John Hartford.

You've probably guessed the back cover. It's the cabin of the GRAND REPUBLIC, made from an exceptionally good print handed to us last fall by Mrs. Louise Meldahl Carley.

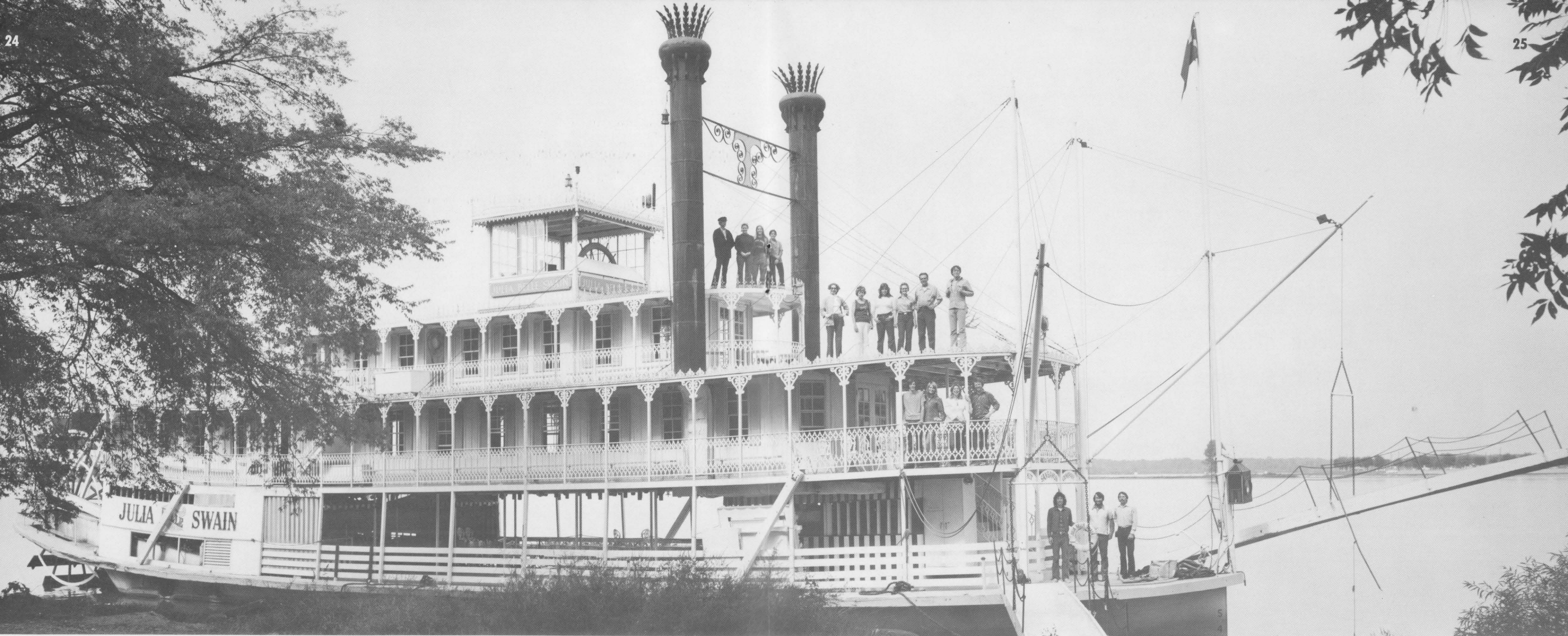


**J**OHAN HARTFORD was snooping some old pictures at 121 River last January 25th and delivered two whoops and a holler of glee when he saw this dramatic view of a tiny side-wheeler belching smoke. She's the MELUSINA. On the reverse side of the photograph is a notation in the handwriting of the late Courtney M. Ellis. Said he: "She's just above the mouth of the Gasconade River on the Missouri upbound. Am positive of the location--have been there many times. The date is about 1893. Capt. William L. (Steamboat Bill) Heckman is at the wheel. Deck crew, from the left: Billy McQueen, Julius Fred Heckman, and George Hussman Miller. Look at that muddy water! Boy that's the way she was back in those days; some better now, though. Too thin to cultivate and too thick to navigate."









ALLEN HESS took this picture last October 4, 1975 at Decatur, Ala. on the Tennessee River. The JULIA BELLE SWAIN had shipped her crew at Beardstown, Ill. on Sept. 28 and departed next day for winter quarters at Chattanooga. At Paducah they coincided with the RUFUS B II on her way back to the Upper Mississippi in charge of Dr. Bettler after an Ohio River tour to Marietta. There was a delay at Decatur waiting for fuel and--due to the delay--this picture resulted.

On the texas roof, from the left: Capt. Dennis Trone, Laurie Judd, Cindy Sinclair and Michele Kingsley.

On the texas deck, forward of the stacks: Terrie Frederick, Marilyn Judd, Melanie Judd, Dorothy and Paul Anton and John Rekowski.

Grouped at the rail on the boiler deck: Pete Bellings, Marj Inman, Betty and David Hirt.

On the forecastle: John Hartford, Tom McMillan and Allen Hess.

Others aboard not in the picture included Robert Trone (brother of Dennis) and wife Carol and their daughter Julie.

Departing Decatur on October 5th, arrival was made at Chattanooga next day about noon.

Allen Hess says: "Thanks to John Hartford I was included on the invitation list--the greatest time I've ever had." Allen recently completed his courses at the Art Institute of Chicago with a master's degree in Fine Arts.



These views (left and right) were taken at the Chattanooga wharf after the JULIA BELLE arrived. The three sternwheelers at left are the WAKEROBIN with BORDER STAR moored alongside with the JBS in the right foreground.

View at right was taken from the WAKEROBIN looking upstream.

Our special thanks to Michele Kingsley for this look at the Chattanooga landing in 1975---a sight which would have brought expressions of disbelief from the late Capt. Paul Underwood and other Tennessee River packet persons.

