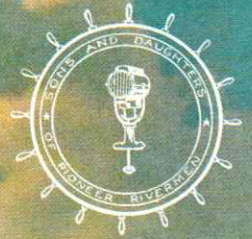


S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



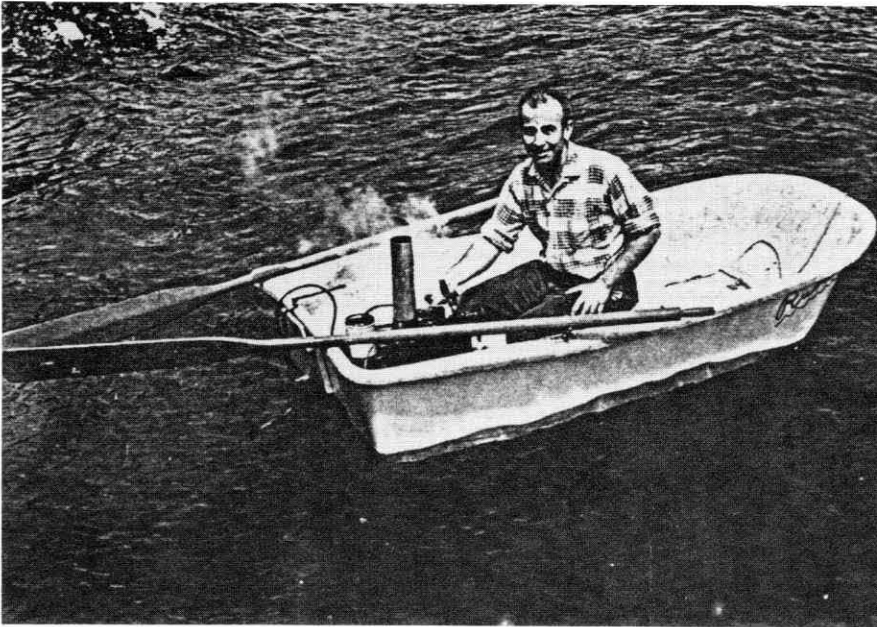
Vol. 13, No. 2

Marietta, Ohio

June, 1976



Paul Dellefren



THE LONG AND THE SHORT OF IT

The RUB-A-DUB was guesstimated 7 ft. LOA, built by Ray Stephan in 1962. The one man in the tub is the proud owner. Nominations for the smallest operative steamboat are hereby closed. Read the accompanying story about Jerry Heerman's boat.

Our mention of the TEAKETTLE as the smallest steamboat of a practical sort we knew about (March '76 issue, pages 10-11) now brings us documentary information from Jerry Heermans, 13925 S. W. River Lane, Tigard, Ore. 97223 about bathtub-size steamboats he knows about.

Fact is he owned and operated a single prop steam job named the RAUCHEN VERBOTEN with over all length of 9 feet and 4'2" at the widest. The hull was red cedar, lapstrake, built at Marysville, Washington, 1939. She had a Stanley boiler, with 160 3/8 tubes, allowed 50 psi and fired with wood. The engine was a "Steam-cycle" developed by Anton Bohaboy for use with a steam bicycle, bore 1 3/4" and stroke 2 1/8". Skeptics are referred to "Popular Science" which ran a story and pix of this engine Feb. 1953, pp. 148-49. Up until 1965 this engine was to be had as a casting kit or completely machined and assembled. Jerry's tinkertoy was single prop, not sternwheel---really we were thinking of small sternwheelers when describing the TEAKETTLE.

"Steamboats," issue Sept.-Oct. 1962, pp. 8,9, describes a steam prop boat cooked up by Ray Stephan guesstimated but 7 feet LOA. (See picture).

OUR FRONT COVER

This idyllic scene is the craftsmanship of artist Paul Dellefsen, and wish we knew more about him to tell you. The side-wheeler CARY WAYNE is fictitious, but she looks strikingly like the KATE ADAMS (1) or the JAMES LEE (1). Some years ago this picture was widely distributed as a calendar.

The christening of the CHAUTAUQUA BELLE gave Chase Putnam, J. W. Rutter and y.t. a chance to visit and do some tall talking about the future of the J. Mack Gamble bequest. One truth we've learned so far is that the management of such a large fund is no match for persons unversed in IRS requirements and reports, and in decisions as to proper investments. The Trust Department of a large bank seems the solution, and more of this when the Board of Governors convenes.

THREE COMING EVENTS

First on the rialto is the Walt McCoy Tootenanny near Sistersville, West Va., sponsored by S&D. This all-day event is on Saturday, June 19. Particulars are given in this issue.

The annual sternwheel races and river activities at Charleston, West Va. will be held Labor Day week-end as usual. This year Labor Day falls on the 6th of September, which means that the Kanawha River program falls on the 5th.

The annual meeting of S&D is scheduled for the week-end of Saturday, September 11, at Marietta. Joining with us for the first time will be the new American Sternwheel Association with plans to hold its annual meeting at Marietta on Sunday, September 12. These persons (most of them S&Drs) will come by boat.

..Before We Go To Press

Each issue of S&D REFLECTOR is created amid circumstances which like the weather, are very apt to switch, and so it is this time. Last June we held back almost a week in getting the copy and pictures to the printer in order to include the three-boat race at Louisville. --And it worked slick.

This year we figured to do the same thing inasmuch as Lady Grace and your editor have been invited once again as guests at Rock Hill with the Stolls, and Dennis Trone has tantalized us with an invitation to ride the JULIA BELLE SWAIN as he hopes to victory.

But then Adam Kelly started to cook up with Union Carbide what he calls the "Walt McCoy Tootenanny" (what a sweet title!) slated for Saturday, June 19th. Oh, boy, with the U.S. Mail shuffling its feet we at once decided to forego reporting the Louisville race in this issue and ask our printer to please advance the release date about a week for this issue instead. Our hope is that most of our members will get advance notice of the Tootenanny thereby.

Also we had hoped to have for you specific programming for S&D's September meeting. The boat ride last year to Blennerhassett was so very popular we've been dickering for another---possibly up the Ohio to Newport and back. By the way, the SHOWBOAT II has been refurbished and renamed, now called the LIBERTY BELLE, rather ingenious this Bicentennial Year. Prospects are that's what we'll do, but in all truth the arrangements are not yet firmed.

We've been gadding about hither and yon exploring new sights and visiting old friends (and meeting new ones, always a thrill) which accounts for a rather lengthy tale in this issue we've called "New Orleans." Maybe our enthusiasm got away with us, but hope not. The excursion to Lake Chautauqua to witness the christening of the CHAUTAUQUA BELLE was of course irrestible (pages 42-43).

Sirs: Why has the Delta Queen Steamboat Co. not offered excursions on the Missouri River? Is the Missouri not scenic enough? Maybe not deep enough? --Or is there some obscure law to prevent it?

Another wonder: Why doesn't the DELTA QUEEN visit Chicago? Low bridges? Legal restrictions?

Richard E. Brown,
P.O. Box 1161,
Pico Rivera, Calif. 90660

=There is no hindrance to prevent the DQ going to Omaha or Sioux City; plenty of muddy water and no bridge problems. The reason she doesn't go is because of the risk involved on that wild and wooly and very muddy Mo. Getting to Chicago for a boat the size of the DQ would be too precarious on many counts. -Ed.

WHISTLE BLOWERS

Sirs: That photo of the TELL CITY pilothouse (March '76, page 45) is very interesting though somewhat puzzles me. I assume, because of the windows in the two sides that show, that the photo is looking at either the aft or port side of the pilothouse. If this assumption is correct, one of the two nameboards showing in the photo is on the aft side. Until I looked at the photo I had thought, from my involvement of the 1878 J. M. WHITE and from looking at other photos of Western Rivers steamboats, that nameboards never appeared on the backside of the pilothouse. Apparently I was incorrect. Your comments on this matter would help clarify the situation in my mind. Could you name other steamboats showing a nameboard on the aft side of the pilothouse?

Ralph C. Hitchcock,
2114 N. W. 94th St.,
Seattle, Wash. 98119

=The picture was taken showing the aft side of the pilothouse full face with the entranceway door on the starboard side. The nameboard on the aft side doesn't belong there, in fact was lifted from the front, sawed short on both ends to make it fit, and attached by the Bent family. This was done inasmuch as the aft end faced the Bent house. Regardless of all of this, nameboards on the aft side of pilothouses, although not customary, were sometimes used. The first ISLAND QUEEN had one; also the QUEEN CITY----two examples which readily come to mind. -Ed.

John Arthur Way gave us a phone call from Twentynine Palms, Calif. to announce the birth of Michael John Way at 11:43 p.m. on April 23, 1976. This is the second son born to John and Susan, the first being William Robert Way who arrived in this world in 1973. John A. Way is eldest son of James C. and Terry Way, Ashton, Ill. In sorting out these blessings Ye Ed emerges as great grandfather to Willie and Mike.

Sirs: We enjoyed reading about your daily ritual with your good friend Wrecks (March '76 issue, page 4). It was such a beautiful piece of writing and we could vicariously live the moments you wrote about.

Since we live in an apartment we do not have a dog but we hope to have dogs when we live in a house. We have two feline friends, one female cat about a year old, and a newer addition, a male kitten who is now 10 weeks old.

The S&D REFLECTOR is fun and interesting to read. Being a train buff I had to look twice at the 4449 Freedom Train. What a surprise!

Karen Ruch Zimmerman,
Amberlands 24-I,
Croton-On-Hudson, N.Y 10520

=Applause for 4449 was generous, although we sure stuck our neck out on that one. -Ed.



THE PLACE: Union Carbide's Long Reach, W. Va. plant along the Ohio River not far below Sistersville, W. Va. on Route 2 (same as always). THE TIME: Saturday, June 19, 1976, morning and afternoon. THE OCCASION: Loud and prolonged blowing of old steamboat whistles. Come one, come all. If you have a pedigreed whistle load it in the car and bring it along. If you have several whistles, put 'em in the pick-up. All are invited; husbands, wives, kids, cats and dogs. Might be wise to stay overnight in the vicinity; good meals and rooms at the Wells Inn, Sistersville, motels at New Martinsville and St. Marys, and always the Lafayette Motor Hotel 26.7 miles downriver at Marietta.

Adam Kelly, editor of the Sistersville "Tyler Star News," raised steam on the idea this past March when Union Carbide proffered the invitation. It's the "Walt McCoy Tootenanny," honoring the late Sistersville river fan who concocted the first S&D "blow" in 1965, and several after that.

Ample parking space, rest rooms, refreshments. You are welcome to bring recording equipment and cameras and ear plugs. If you come by water there is a nearby landing. If it rains so it will rain.

S&D REFLECTOR

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VOL. 13 NO. 2

MARIETTA, OHIO

JUNE, 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.

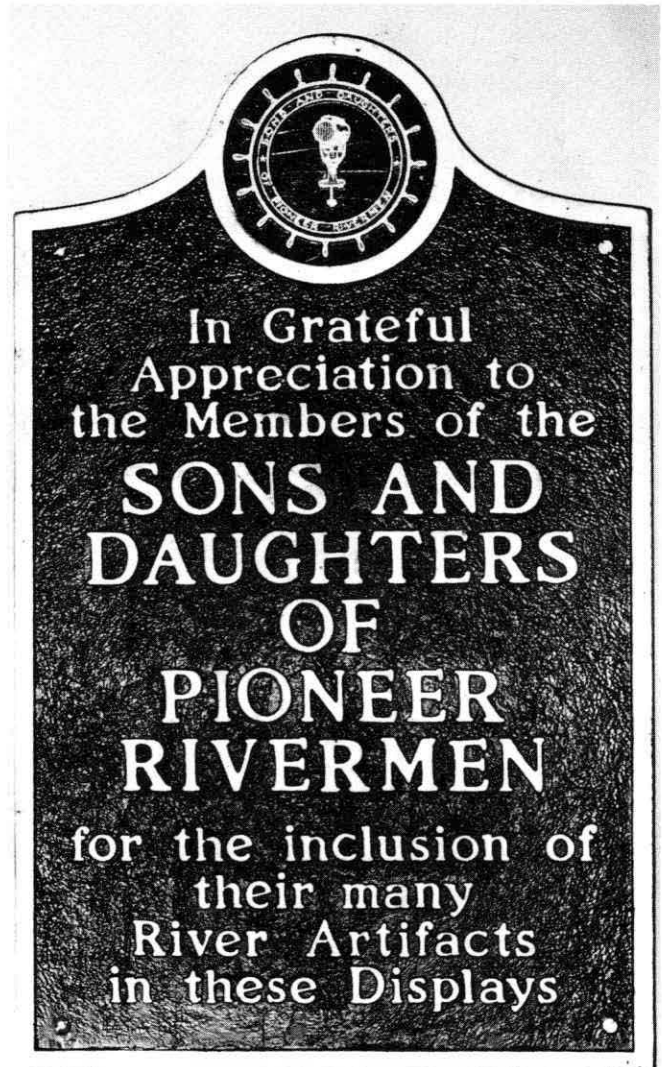
SOME EXECUTIVES, even some editors, keep a tidy desk. The biggest tidy desk ever we looked at was that of chancellor John G. Bowman in the Cathedral of Learning, Pittsburgh. It was enormous. It was empty. You could have set a B&O steam locomotive on it without moving anything, not even a paper clip. Chancellor Bowman was not a big person physically, very much on the wispy side, sitting there shrunk to insignificance behind this plateau of polished lumber. The expanse between us made him talk out of sync, which took a bit of getting used to. He said he was raised at Davenport, knew Capt. Walter Blair, and one time rode the MORNING STAR from there to New Orleans and back. Anyhow, here was living proof that some persons can get results without visible means of support. The Chancellor had built this 42-story, 535-foot college over our heads almost single-handed.

Other people work better amid cluttered surroundings. The best (worst) example to our knowledge was the office and desk of Thomas M. Rees, the Pittsburgh boat-builder. When we called on him in 1926 he had been quartered there since the Civil War, never had thrown anything away, and didn't know where anything was. The place was historical with dust. Yellowed papers and letters crammed the pigeonholes of his rolltop desk, catalogues a half-century stale on top. All about him on make-do shelves were "dust proof" files labeled AFRICA, SOUTH AMERICA, ALASKA, RUSSIA, and so on, freighted with 1880 correspondence about steamboats he had contracted for and built virtually all over the world. He sat there with a benignant look about him, aged 81, running the KATE ADAMS in the Pittsburgh-Cincinnati trade. Sometimes he would forget and call her the WILL S. HAYS. You are not apt soon to forget a fascinating scene such as this.

In 1917 I walked aboard the side-wheel GREENLAND at Pittsburgh to discover Capt. Gordon C. Greene running the whole Greene Line from a spindly little desk planted in the forward end of the cabin, starboard side, just aft of the office. He used a

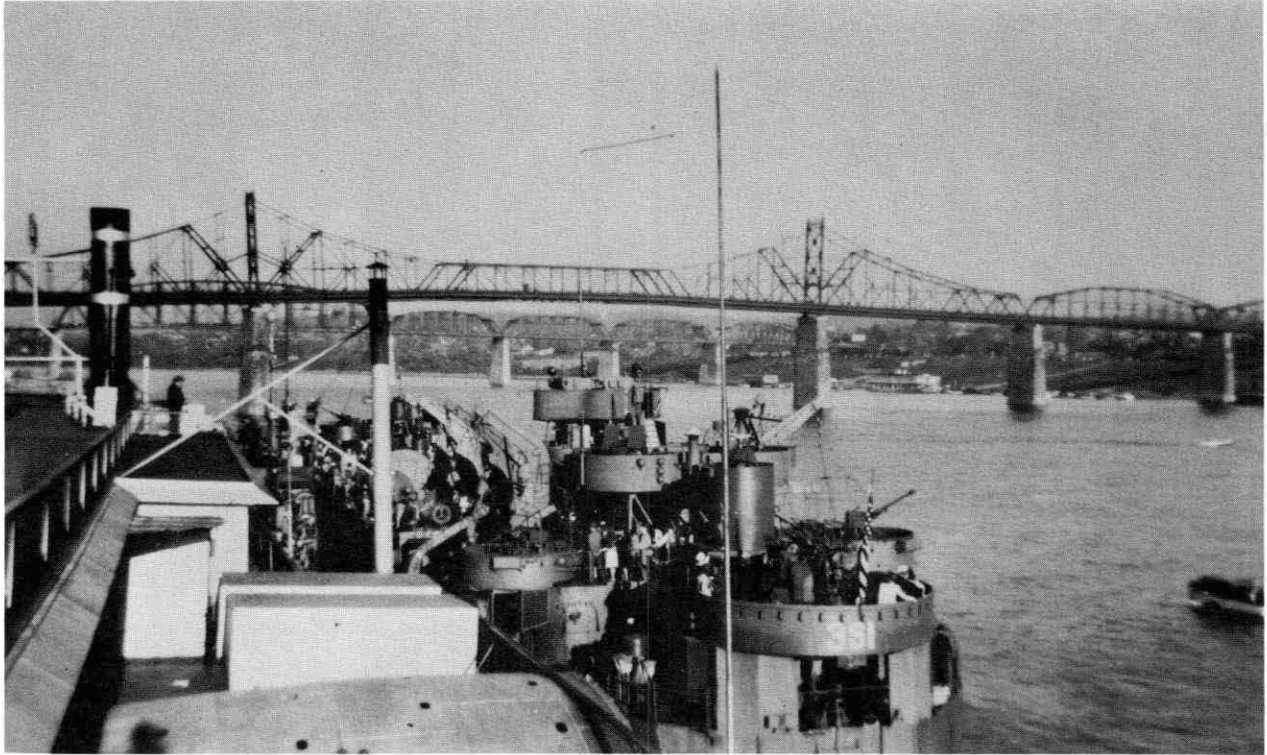
cabin chair to sit on examining trip statements from the GREENWOOD, TACOMA, COURIER, CHRIS GREENE and CHILO, wrote checks and answered letters long-hand using GREENLAND stationery and envelopes. Also he was captain of the boat and stood his watches as pilot. The hinged desk top served as the lid, kept locked when he was not working there--which was most of the time. Once when we better knew him Captain Greene observed: "You take twelve unanswered letters, put them in a drawer, and in three weeks ten of them won't need answering--the other two may take longer."

Our approach at 121 River, here in the cellar, is fairly famous. Within the past 30 minutes while preparing this story, we have not bothered to get up. Just reached to right and left, on top and under, and found Chancellor Bowman's middle initial, the size of the Cathedral of Learning, the age of Thomas M. Rees, and the boats in the Greene Line fleet 1917. What works for some persons does not work for others. And there is fascinating variety about desks and offices.



-Photo by S. Durward Hoag

THIS BEAUTIFUL BRONZE PLAQUE was installed in the Ohio River Museum, Marietta, on February 11th last by S. Durward Hoag, assisted by William F. Reynolds. It was created at the Sewah Studios, Marietta under Steve Hoag's direction. The Ohio Historical Society approved the design and the wording. S&D's president approved payment of the cost, pending approval from the Board of Governors.



A rather unusual view of an LST moored alongside the ISLAND QUEEN at Cincinnati during WW 2. Our thanks to Frank K. Prudent, 2919 Dunaway Ave., Cincinnati 45211.

Here comes the LST

by C. W. Stoll

WHEN WE LEFT LST-1 in the beginning of this yarn (March '76 issue, page 46) she was happily churning down through the Cincinnati bridges on December 7, 1942.

I mentioned a sashay into a cornfield up above Lock 27. This was the first of several experiences on this noteworthy ship.

First of all, the skipper was a Coast Guard Commander, O. C. B. Wev, later to become the Commanding Officer of the Second Coast Guard District, St. Louis. Also on board was a Navy Commander, Wm. Scruggs, who before long was to command a flotilla of LSTs when they were preparing to make one of the crucial landings on a beach--probably Normandy. Also we had aboard the skippers of the first ten Ferry Crews.

These Ferry Crews were a part of the amphibious forces; they were under Coast Guard command in St. Louis, although they were all Navy personnel (and boy! did that gall them to be under Coast Guard command) and, as I understand it, the Amphibious Force was actually a joint Army-Navy effort--which is to say that everybody was in the act.

The chief dispatcher of the Ferry Command was a knowledgeable

Corps of Engineers man in St. Louis, Morey Brady, who had the respect and frequently the affection of everybody. He knew his stuff, even if some of his underlings didn't. The Ferry Crews consisted of a skipper, an executive officer, an engineering officer (sometimes an officer, sometimes a Warrant Officer, other times a Chief or First Class Motor Mechanic's Mate), a Chief Boatswain's Mate and his deck crew, a Chief or First Class Quartermaster and his crew (who manned the bridge), and most important of all--a cook, and the cookhouse, or galley, crew.

Eventually there were twenty such crews whose business it was to get these ships from the place of birth (shipyard) down to New Orleans at the Algiers Navy Yard. Also their job was to indoctrinate the "Combat Crew," the men and boys who would take charge of the ship and sail her on the briny deep. There were about 24 in the Ferry Crew and, as I recall, about 60 to 75 in the Combat Crew, most of whom were from the wrong side of the Allegheny Mountains and many of whom had apparently never before set foot on a floating object.

The Ferry Crew skippers were an interesting lot; the first ten were all Naval Reserve officers. Aside from Captain Ragland, skipper of Crew 1, I don't recall any professional sailors. Captain Ragland was a merchant marine skipper and had been captain on

the LURLINE. The rest were men from other professions who had been in the Navy and who stayed in the Reserve to serve their country in situations such as this. There were one or two from the Federal Revenue Service; there was a Pittsburgh millionaire in the warehousing and construction business; an olive salesman; a Connecticut yacht broker with a proper English accent who might have stepped right out of a Wodehouse novel; but the best skipper of all (personal opinion) was a school superintendent from Oklahoma, Captain Marshall, who probably knew as little about ships and sailing as any of the bunch--but did know how to handle men and treat people. Captain Marshall also always managed to have a top-ranking cook and all of us in the piloting detail were glad when our orders assigned us to a trip with his Crew 6.

EACH OF THESE reserve skippers, who carried lieutenant (two stripe) rank, had as his executive officer a career Navy man--many of them "mustangs," which is to say men who had come up through the ranks as enlisted men and made Warrant Officers, and in some cases full officer rank. These men all had temporary rank of ensign or usually lieutenant, junior grade, and all ultimately made lieutenant rank. But they were experienced sailors and many of them were tugboat men from the Navy yards. The execs of the

first ten Ferry Crews became the skippers of Crews 11 through 20, so that first voyage down the river on LST-1 was pretty critical from the standpoint of training.

When on the afternoon of December 7, 1942 the steering gear failed and we went exploring the shore of a cornfield near Lock 27, Ohio River, we got the first of many lessons of how to cope with emergencies. I was not on the bridge at the time of the failure, but when I heard the boat stop I got up there in a hurry. The thing I remember most vividly was the sight of Captain Wev, who was a short man, and taking a nap at the time of the accident--here was Captain Wev running full blast out the main deck in blue underwear shorts--he didn't even take time to put on his pants. The seagoing sailor's greatest apprehension is contact with anything other than a dock, and he was in a hurry to see what we had hit.

The second lesson came two days later. I was eating lunch when the lights went out and the engines stopped. There was an apprehensive silence until we heard the bow anchor chain paying out. Groping my way to the deck--and to daylight--I climbed the ladder to the bridge to discover that we were below Mosquito Creek rounded to and headed upstream. The lesson I learned on this occasion was that if there is only one generator on the line, and it fails, everything quits. The only ploy you can use is to drop the bow anchor and hope she swings the right way. The stern anchor was attached to a cable drummed to an electric power winch; it would not drop by gravity; no power, no stern anchor.

BUT LET'S GO BACK to the beginning of the voyage and to that black battery box and light gun mentioned, and not accounted for, in the March issue story. This unwieldy equipment, my bed companions in the upper berth of a PRR sleeper to Pittsburgh, was part of the "security" for protecting these initial LSTs. When the downbound LST approached a bridge, one of my colleagues or I were required to sling over our shoulder this heavy battery box, grab the light gun with its wire connection, walk out on the flying bridge (usually into a raw, bitter wind) and start flashing prearranged signals to police stationed on the bridge.

Oh yes, elaborate preparations had been made with State Police and local constabularies to halt all bridge traffic--pedestrian, vehicular, and even railroad--while the LST passed under. A Coast Guard communications truck, actually a mobile radio or wireless station, followed LST-1 down the river from the start, in constant communication, alerting the law as to our proximity.

We had GO and NOT READY signals prearranged. Now imagine a ship making 15 mph or better on a big river in the narrow stretches of



WALT GOODLUND, who operates Inland Yacht Yards on the Mississippi at Minneapolis, in 1974 built at his yard the HARBOR HOBBO pictured above. She's 33.5 by 12 by 4, powered with a Kahlenberg DD diesel. Walt wrote to say: "We have a tug in use with our small business that we would like to have listed in the 1976 Inland River Record, which we have used for years and find very useful." He attached the picture, in color, showing a black hull, red cabin and pilothouse, white trim, and tall black stack. Well, worse the luck, when we got this news IRR '76 was too far advanced to properly include HARBOR HOBBO and Walt's home address, 320 Blake Road North, Hopkins, Minn. 55343.

the Upper Ohio. ---And getting a NOT READY signal. Not a chinaman's chance of getting her stopped--no way. Even in normal pool stages these LSTs would not back worth a darn, their sterns ballasted high, and no telling where they would go.

So the bridge protection was dropped after a few trips. My surviving notes make a reference to signalling on LST-4, departing Neville Island, Pa., February 2, 1943. I got off her at Memphis on February 12, the lengthy trip delayed here and there by breakdown, fog and other difficulties. Just when the signalling was discarded I'm not sure. On February 18, 1943 I left the Jeff Yard on LST-62 and see no further reference to the battery box and signal gun.

BUT NOW to dispose of my remaining hours on LST-1. After anchoring a while during the wee hours of December 8, 1942 at Kirby Rock, below Aurora, Ind., we next stopped at Jeffersonville Shipyard, at anchor. The workers at the yard were brought aboard to see the first example of what they were to mass produce over the next three years.

At this time we had aboard from Cincinnati a rather noteworthy list of guests. We had Commander John Roundtree, the Cincinnati Coast Guard boss; and Captain (excuse me) Chief Warrant Officer

Harold Hanle, a Standard Oil of Louisiana pilot for whom I was later to steer on many trips, and who accumulated the nickname of "Windmill" due to the liberal use of his arms telling stories; and Red Schletker. They debarked at Jeff.

We waited for daylight to weigh anchor and then proceeded to Evansville and then anchored off the shipyard there. The next morning, December 10, we had the Evansville shipyard workers aboard for an inspection. Shortly after noon we took off down the river. This Evansville interlude was punctuated, I recall, with shore leave for the Chief Radioman and myself, who sank our respective teeth into mighty juicy shoreside steaks. We conned the C.G. picket boat into ferry duty.

"Low visibility," fog to us, required we drop anchor before 9 that night at the head of Pryors Island. On the afternoon of December 11 Chief Radioman Weitbrink and I went ashore with our gear, caught the IC at North Cairo for Fulton, thence to Louisville, and thence B&O to Cincinnati.

LST-1 proceeded down the Mississippi to Memphis and points south, mainly Algiers. Her seagoing crew took permanent command there. She became a Fighting Ship, a career later memorialized by the Dravo Corporation in a commemorative intra-company book.

The VIRGINIA was moored at Tiltonsville, O. on the Ohio River when William E. Brandt took this picture in 1974. She was owned at the time by Harry F. Snyder, Wheeling. This past year Harry sold her to Newton Dean, Pittsburgh. She has a steel hull and was built by Dravo 1923. Originally in the Keystone Division of Dravo she has had many owners; Quincy Steamboat Co., Rudolph Oil Co., Wilson and Russell Fry, Dravo's Contracting Division and Delta Concrete. Since 1949 she has been powered with a Buda diesel. Yes, she's stern-wheel.



CAN A PASSENGER BE FORCED OFF A STEAMBOAT ON TO A LOW, MARSHY ISLAND IN THE RAIN DEPARTMENT.

Friday, May 7, 1875:-- A suit for \$10,000 damages against the Keokuk Northern Line Packet Company was entered in 1873 by a man named John Duffy who claimed damages for being put off the steamer ROCK ISLAND owned by the Line.

Mr. Duffy claimed he was landed on an island below La Crosse because of alleged refusal to pay \$7 fare from Red Wing to St. Louis after he had, as he alleges, paid \$2 fare from Red Wing to La Crosse --he having made up his mind at the latter place to continue to St. Louis. The clerk gave him choice to pay the \$7 or be put ashore; he protested, the captain was called, and he ordered the pilot to lay to, and had plaintiff forced to shore on an island--an uninhabitable, low, marshy place.

Here Mr. Duffy walked about in a marsh, in the rain, and was at last taken off in a skiff, after which he walked five miles to Clayton.

The case came up for trial yesterday in the District Court of Davenport, when Judge Brannon charged the jury saying said jury had nothing to do with the fare paid from Red Wing to La Crosse, that part being a contract between plaintiff and defendant, and further instructed the jury that safe landing for plaintiff at La Crosse fulfilled and ended the contract. The passage from La Crosse to St. Louis, said Judge Brannon, was a new contract, and if the passenger did not like the terms, and provided the terms were consistent with published tariffs, Mr. Duffy could leave the boat. The ROCK

ISLAND was not bound to carry a passenger any farther than payment of fare provides. But the captain and clerk must discharge said unwilling passenger from the boat without rough usage, with no suffering from damaging exposure, and on main land.

The Judge further charged the jury thusly: "As to the question whether the place where the plaintiff was put off was an island or not, and whether in the walk of five miles for shelter he was injured by exposure or not, the jury must determine their answer from the evidence."

The jury was absent for about half an hour, and then they returned a verdict for the Keokuk Northern Line.

The defendant will not have to pay Duffy \$10,000.

--from the Davenport Gazette.

Every now and again we are asked what's become of the wreck of the Civil War gunboat CAIRO? She was dredged from the Yazoo River in 1964 in a heart-rending operation with equipment and assistance of Capt. Billy Bisso, New Orleans. The wooden hull, soggy and soft, didn't stand the pull--she came up ultimately in three sections, bow, midship and stern. The last piece was lowered gently on to a barge on December 12, 1964, exactly 102 years to the day after she was the victim of hand-made torpedoes.

The wreckage was towed to Pascagoula, Miss. with great expectations of rebuilding her. From what we gather she's still there, in parts and pieces, at Pascagoula awaiting funds.

Meanwhile we've received a very

fine and copiously illustrated book about the story of the CAIRO, sent by Dick Rutter. It was prepared and published in 1971 and noted therein is that persons wanting a copy should send 80¢ to Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Ask for U.S. S. CAIRO. Also we understand that the book is handled by the Superintendent, National Military Park, Box 349, Vicksburg, Miss. 39180.

Many artifacts taken from the wreck during and after raising are exhibited at the Military Park in Vicksburg.

As postscript to all of this, Dick and Ye Ed have had a long-standing difference of opinion as to whether the hull of the CAIRO was of iron or wood. We were very sure she had an iron hull. The last line, page 40, of this book vindicates Dick--the hull was of wood.

When the cruise steamer GORDON C. GREENE headed from Cincinnati for St. Paul in Sept. 1944, one of the features was a daily newspaper edited and printed by Horace P. Lyle. One of the items pointed out to the readers that eleven captains were involved: Capt. Tom R. Greene, master; Capt. Mary B. Greene, hostess; Capt. Jesse P. Hughes, Ohio River pilot; Capt. Lawrence Allen, Ohio River pilot; Capt. Wilsie Miller, Ohio River pilot; Capt. Sam Felts and Capt. Nathan Smith, pilots between Cairo and St. Louis; Capt. Bert Lovett and Capt. Tom Posey, pilots between St. Louis and St. Paul; Capt. H. M. (Doc) Carr, head mate, and Capt. William Horn, mate.

The first annual meeting of the American Sternwheel Association will be held at Marietta, O. on Sunday, September 12, 1976. The newly formed group has incorporated under the State laws of Ohio as a non-profit corporation.

The decision to hold its first annual meeting at Marietta was firmed when the group met at Marietta this past March 6th, with 42 persons attending. Most of the members plan to attend S&D the week-end of Saturday, September 11 so the selection was agreeable to all.

Regular monthly meetings are in prospect.

Those who own sternwheelers and other pleasure craft are planning to bring them to the S&D meeting.

The Association is making plans to publish a regular bulletin, or magazine. Gene Fitch has suggested that it be a quarterly with its publication dates staggered between those of the S&D REFLECTOR.

The Board of Trustees at the March meeting designated Ye Ed as the first honorary member, an action which comes as a complete surprise to us inasmuch as we own no sternwheeler. Maybe it is the paddlewheel out by the garage at 121 River that did the trick. Our thanks, and Godspeed to American Sternwheel Association.

AS YOU WERE

BY JIM BAKER

IN QUESTIONABLE TASTE

THE OLD OHIO/MISSISSIPPI RIVER STEAMBOATS TOOK THEIR DRINKING WATER DIRECTLY FROM THE RIVER—AND WONDERED WHY THERE WAS SO MUCH SICKNESS ABOARD!



—Marietta Times.

The Lafayette Motor Hotel at Marietta has an electric calliope in its main diningroom. Some while back the RMI Co., a subsidiary of the Allen Organ Co., made some 700 of these. One was bought

by Chuck Leary, Parkersburg, West Va. who runs Chuck Leary's House of Good Music there. It came on loan to the Lafayette for an S&D meeting surprise. Early in 1974 the Lafayette purchased it.

Debbie Powell presides at the console. She doesn't play it very often. Her talent as an organist is principally concentrated playing a Lowrey two-manual electric organ and, for variety, a Lowrey electronic piano.

But when S&D comes to town, Debbie plays "Beautiful Ohio" on the calliope. She has that special touch. Wait'll you see Debbie this fall---wearing her Bicentennial costume.

Five years ago Patrick Sandfoss floated a bottle into the Ohio River with a note in it. The note read: "Dropped this note in the Ohio River June 10, 1971."

He had floated similar bottles overboard from his uncle's fishing boat from time to time, signing his name and giving his address.

The results were consistent. He never had an answer.

Until one day this past January Pat Sandfoss received a letter postmarked Port Charlotte, Isle of Islay, Scotland.

"My wife and children were walking on the shore of the west coast of this island today, 17 January 1976, when they found a bottle with a note in it," read the missive. "For a bottle to travel such a vast distance and stay afloat such a long time in the sea must be rare, if indeed not some kind of record," it concluded. The letter was signed by James L. Bain.

Isle of Islay is about 100 miles due west of Glasgow, Scotland and roughly 6,800 miles via the Ohio, Mississippi, Gulf, and Atlantic Ocean.

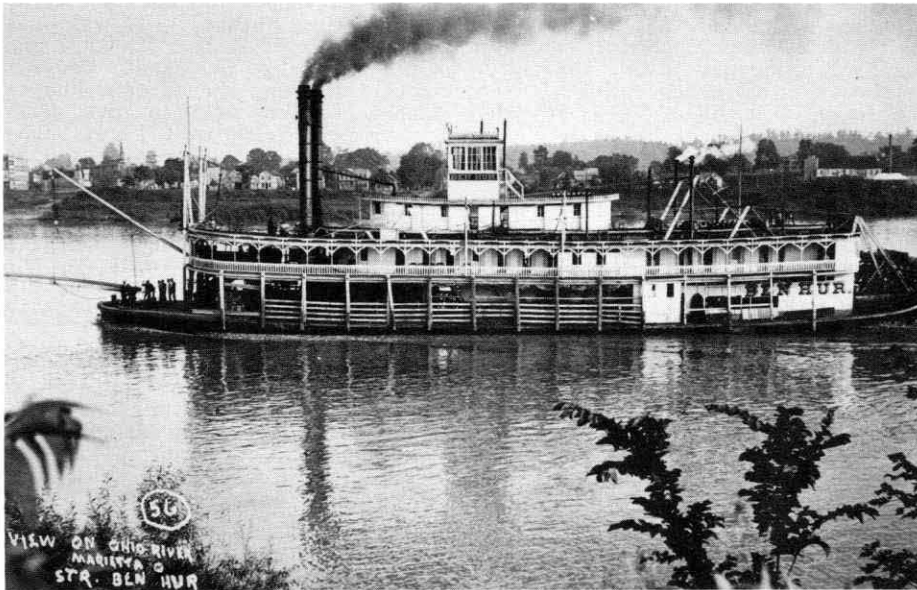
Our thanks to Nelson Jones for the above which appeared in an AP story in the Charleston (W. Va.) Daily Mail, datelined Cincinnati.

Sirs: I thoroughly enjoyed the article and pictures of the MRC steamer MISSISSIPPI in the Dec. '75 issue. I had hoped the story would also include details of the second MISSISSIPPI, built from the LEOTA. How about it?

C. W. Stoll,
Rock Hill,
Mockingbird Valley Road,
Louisville, Ky. 40207

=Coming up soon. -Ed.

Jim Swartzwelder did us the honor of bringing Micky and Linda Frye to 121 River for a visit this past Sunday, April 25. When leaving time came Jim's new Cadillac grew temperamental and refused to start. We poured Micky and Linda on a bus so's they could meet a banquet engagement in Pittsburgh, and next we knew Capt. Jack Goessling and his brother Jerry rolled in the driveway (Jerry is the auto fixer) and had the Caddy purring.



ONE OF THE LEAST READ of books these days is Lew Wallace's Ben Hur; A Tale of Christ. When first published in 1880 it was an instant success. A "must" for theater-goers was the stage production climaxed by young Ben Hur winning a chariot race ingeniously contrived on a treadmill, horses, chariots, Ben Hur and all. It is not so surprising, then, that in 1887 a new packet for the Pittsburgh-Parkersburg trade bore the name BEN HUR. The Knox Boat Yard at Harmar, O. built her on a wood hull 165 by 30.5 (about the size of the BETSY ANN) and she ran something like 22 years with Capt. Bert Cramer and characters like Doggy Cross and Ed Sims in the pilothouse. Then in 1909 she went to St. Paul under new ownership to run excursions. This didn't pan out, and she was sold to New Orleans and by 1912 was running twice weekly to Bayou Teche. Capt. George Prince had her last, and in March 1916 she sank at Duckport Landing, La., about 10 miles above Vicksburg. The above picture, one we always have admired, was taken at Marietta by Harry Fischer.

Zanesville will have an excursion boat this summer if plans go as scheduled. Her name, of course will be LORENA. The Zanesville Area Chamber of Commerce has secured title to the sternwheel towboat BRYCE M, built and owned by the Mobley Construction Co. of Morrilton, Ark. She was built on a steel hull 1950 at Morrilton and her helical paddlewheel 13 ft. "square" is G-M 6-71 powered.

The \$100,000 for purchase and renovation is being raised from citizens of the Zanesville area. An Admirals' Club, limited to 100 members, is to be composed of members purchasing \$1,000 bonds.

The boat was reported enroute from the Arkansas River to her new home in late April. She will dock at Putnam Landing Park, Zanesville and will operate one-hour excursions and be available for charter parties. She's to have a buffet bar in the dining area, and the upper deck will be available for sight-seers.

Sort of a novelty here, having the LORENA at Zanesville and the VALLEY GEM at Marietta.

A sweet voice on the phone one evening this past March proved to be that of Linda Noe Lane and she was calling from San Francisco. Linda was seeking data and information about the side-wheel DIANA built by Howards in 1857. Her father, James A. Noe, is about to celebrate his 86th this coming December 21st. HIS grandfather, Capt. John W. McRae, commanded the DIANA during the Civil War times. Capt. McRae was from Evans Landing, Taylor Township, Harrison County, Indiana.

Linda's father, 86 as she says, is based at Monroe, La. although he spends most of his time in New Orleans running TV station KNOE. He comes to his office about every day and really runs it.

A BOOK TO TREASURE

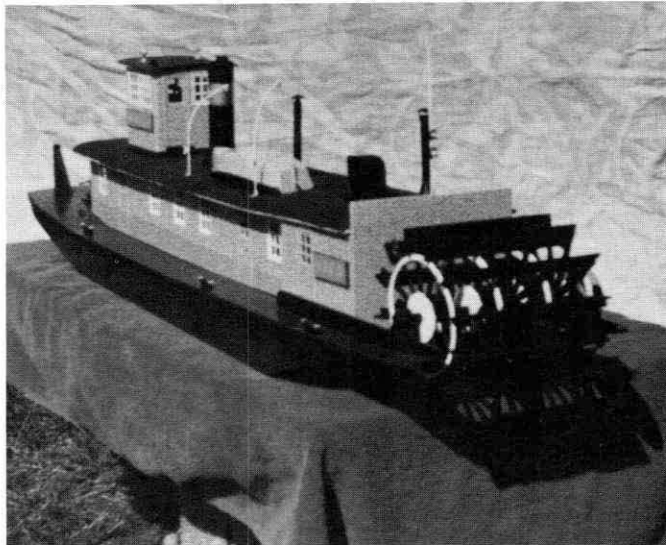
IT'S a big thing, 576 pages, professionally bound in attractive bright red durable cloth, stamped in gold with S&D pilotwheel emblem and title.

Contains all twelve issues of S&D REFLECTOR, 1972 through 1974.

Two companion volumes containing earlier issues were immediate sell-outs and are no longer available.

Make out check for \$40 which includes insured mailing charges and order from

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



Charlie Alden's model of the NEMACOLIN (see story below)

CHARLES D. ALDEN, Route 7, Marietta 45750 has built a balsa model of the NEMACOLIN, both for the pleasure he derived in so doing and because his father Charles D. Alden was skipper of her 1941-1947. At that time the boat was attached to the Huntington District, U.S. Engineers, operated out of the Repair Station at the mouth of the Muskingum.

The NEMACOLIN was Dravo-built at Neville Island, Pa., launched on Feb. 10, 1928 and accepted by the Corps on Jan. 21, 1930. Until 1951 or 1952 she had a 150 hp. F-M diesel located well forward. This was replaced with a G-M 671 placed aft at which time the living quarters were moved forward and an outside stair to the pilothouse was added.

"I think it was after reading the article in the Dec. '73 issue, page 45 of S&D REFLECTOR that I first learned that the boat was still in operation," writes Mr. Alden. "I discovered she had been renamed LAURA J, owned by Charles T. Jones of Charleston, W. Va."

The model is 3/8 scale showing the NEMACOLIN as originally built, using Dravo plans. Charlie Alden displayed it at the last S&D meeting.

Recently when Larry and Ethel Walker and Dorothy Frye were in New Orleans they were browsing in the flea market, a week-end affair held in the melon shed of the French Market. There they happened on some rectangular wood wall plaques with reproductions of paintings glued on them. Two of them featured steamboat paintings by William E. Reed. Larry bought one of the "racer" NATCHEZ to hang on his office wall as contrast to the modern NATCHEZ.

"Speaking of Natchez," says Larry in a recent letter, "it did not dawn on me until mention was made in the REFLECTOR, that the Howard Peabody of "Magnolia Vale" was one and the same Howard Peabody who has contributed to the magazine from time to time. --And that he is of the same Learned family who built and ran the BETSY ANN."

MOST FASCINATING NEWS STORY OF THE SEASON

Keokuk, Iowa, May 11, 1876:--

Quite an exciting time occurred at Montrose (Iowa) yesterday in a contest for the possession of the steamer NELLIE THOMAS. The boat was in charge of Capt. E. J. Aldrich, with R. A. Gibbs as clerk, and W. W. Hovey as engineer. These gentlemen, it is claimed, contracted with the boat's owner, T. B. Emery, to take her over for a month and run her, with the privilege of retaining her for the season.

As the steamer was about to back out of Montrose for this city, Captain Emery, the owner, stationed men at the lines and refused to allow anyone to loosen them.

He then lashed the NELLIE THOMAS to the B. F. WEAVER, which boat he also owns, and towed her over to Nauvoo. There he discharged some freight from her and towed her back to Montrose.

Upon arrival at the latter place the parties who had been deposed by main force had Emery and his officers arrested for grand larceny.

The authorities at Montrose, however, refused to hold the men, and they were discharged. With both boats lashed together, Emery then steamed off up the river. --from The Gate City, published at Keokuk.

=Those who fight and run away will live to fight another day. -Ed.

Capt. W. C. (Bill) Dugan sends a copy of "The West Virginia Hill-billy," first issue we have seen in many a moon. Glad to know Jim Comstock, the editor, is still at the helm, and at the same old stand, Richwood, West Va. 26261.

This particular issue, that of March 27, 1976, features a story by Jim Mullooly containing generous quotes from an obituary Bill Dugan wrote for The Waterways Journal upon learning of the passing of Capt. George Poe, February 16, 1943.

EXCAVATION OF THE ARABIA

We are indebted to Walt Thayer, Box 2175, Wenatchee, Wash. 98801, for the December issue, 1975, of the "Kanhistique," devoted to history and antiques of Kansas, published at Ellsworth, Kansas 67439. Front paged is the following tale written by James C. Lee:

In late February 1968 two Omaha, Neb. salvors, Jesse Pursell and Sam Corbino, encountered evidence of a buried steamboat near the present channel of the Missouri River, approximately 25 miles upstream from Omaha on the Desoto National Wildlife Refuge. Fourteen months later these two uncovered the steamboat BERTRAND, which sank on April 1, 1865, and 100 tons of cargo valued at 3 million dollars.

In April 1974 the excavators located another steamboat, the ARABIA, a 162 ton side-wheeler, which sank in 1856 while enroute from St. Louis to Council Bluffs, near the present town of Parkville, Mo. in today's northern section of Kansas City, Kansas.

The ARABIA carried cargo valued by historians at \$16,000. Corbino and Pursell have a copy of the shipping manifest listing among other cargo 150 brl. whiskey, building materials, and hardware. While the general location of the ARABIA was a matter of common knowledge in communities near Parkville and Kansas City, early newspapers and other published accounts contained very little information on its specific position of sinking. Assertions were made in those articles that the boat had been lost somewhere in the Parkville bend. The bend was noted as a treacherous mile of river snags and sandbars.

It took 14 months of archival search, directed principally at detecting clues as to the specific location of the boat. Since the time of the sinking, the river had changed its course, as the Missouri River has a habit of doing, and the place which was then the river channel is now in the middle of a cornfield, nearly one-half mile from today's present river, this being the property of Norman Sorter, Wyandotte County (Kansas magistrate Judge). With a proper contract where all parties agreed, signed with the property owner, the excavation began.

From the incomplete field notes and the older maps the location of the wreck was established within 600 feet in one direction and 1000 feet in the other. The formation of the surface of the land at present, showing what was evidently the bank of the river in times past, served to bring the position down nearer to a certainty than the maps and field notes. With the search area thus narrowed to a small portion of the cornfield, the salvors began to traverse those areas with a flux gate magnetometer in hopes that materials associated with the boat would cause the instrument to re-

act and reveal its location. The magnetometer used by the salvors was a Jaylander, same as the one which helped to locate the BERTRAND in 1968. Specifications included an oil dampened flux gate capable of detecting gamma rays. In brief, the device measures small differences in the magnetic field expressed in gammas, the standard unit measure of magnetic intensity.

Following several weeks of inconclusive results, the salvors finally hit upon the area directly over the buried riverboat with the flux gate indicating the presence of ferrous masses under the surface. The salvors proceeded to test the area with an auger, drilling a line of holes approximately 15 feet apart to depths of 28 to 30 feet. Samples of material recovered included boat wood, fragments of glass, large square nails and a boot. The boot is on display at the Wyandotte County Museum in Bonner Springs, Kansas, and has been identified as a hobnail miner's boot, sewn with linen thread which had disintegrated.

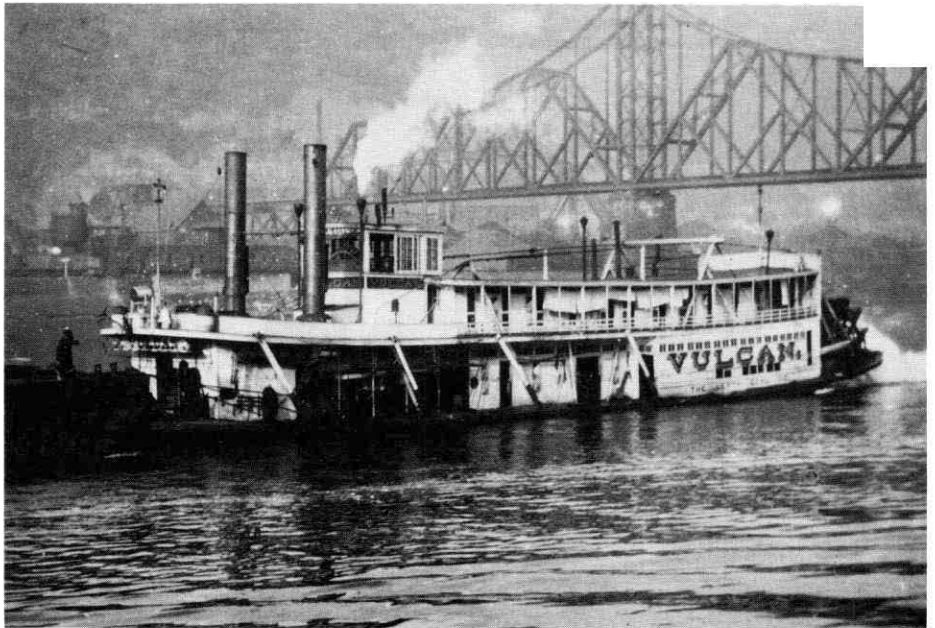
The boot was made of a last which allowed it to be worn on either foot. Efforts to excavate the ARABIA ended on the 23rd of September, 1975, due to an under-

ground spring that poured into the 25 foot deep excavation hole faster than it could be pumped out by large diesel pumps. The flow of water was large enough to provide every person in Kansas City, Kansas, with 3 gallons of water a day.

Salvors say they are confident they will be able to recover the boat this spring when the ground water recedes. Apart from its monetary worth, the recovery of the boat could have special historical value to the Bicentennial.

* * * *

=The ARABIA, according to the new Lytle-Holdcamper List, was a sternwheel (not side-wheel) packet of 222 tons built at Brownsville, Pa., 1853. Other sources give her hull size 181 by 31 by 5½. She had high pressure engines and had three boilers. The Missouri Historical Review, issue January 1927 noted that the sunken ARABIA had a large consignment of whiskey on board "and numerous efforts have been made to salvage it." She was reported owned by Capt. Bill Terrill at time of loss in 1856. The actual date of sinking is given in the Lytle List as September 1, but R. Allen Coleman sets it on August 10th, 1856. -Ed.



LITTLE KNOWN or remembered was an old-timer towboat of some consequence named VULCAN built at Belle Vernon, Pa. in 1858 engaged principally in towing iron ore from vast deposits south of St. Louis to Pittsburgh for an aspiring young firm organized the year before, Jones & Laughlin. In 1899 J&L formed a river department, hired Capt. Warren Elsey to run it, and built a new VULCAN at Brownsville, Pa. to tow their coal. She was replaced by still another VULCAN, subject of the above picture, built at Marietta, O. in 1910, a three-boiler job with Marietta Mfg. Co. compound engines, 12" and 24" bore by 7 ft. stroke. Originally she had a model bow but in a rebuilding program at Floreffe, Pa. 1925 was changed to scow bow and in 1928 was given four boilers. Later that year she took a tow of steel to Memphis, Capt. Bucky Jones in charge, her longest foray from home base. Finally she was dismantled at Floreffe in 1951. J&L in 1952 built a new diesel twin prop towboat at St. Louis, named her VULCAN, still towing coal today.

There was a time when the lowering and the lifting of the stage was attended with more excitement than when a home run is made in the ninth with the bases filled and the home team comes under a wire the winner.

It was on these occasions that the picturesque mate came into his own. His voice had a peculiarly penetrating quality and, as a result, his hearty and profane dic-

tion could be understood a hundred yards distant although, seemingly, he did not raise his voice above the ordinary conversational tone. The old-time mate was the most versatile two-handed cusser that the river produced. He had a flow of language that was as inexhaustible as it was eccentric, but the roustabouts understood that kind of talk. If the mate had not indulged in it, the darkeys would

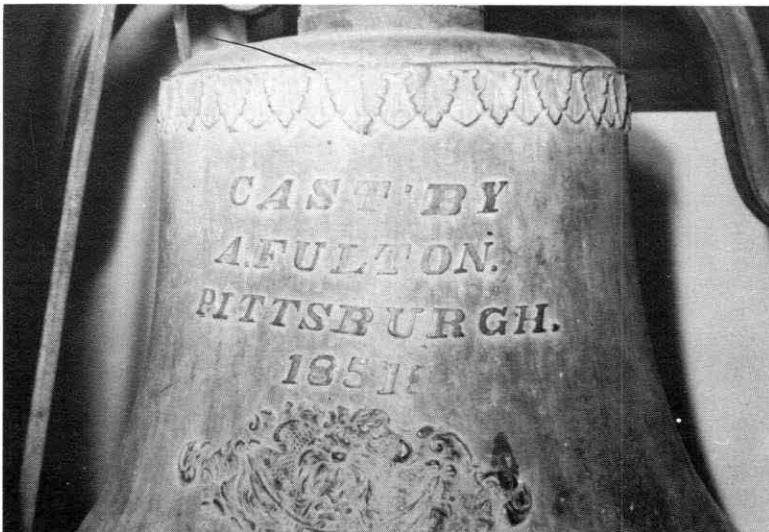
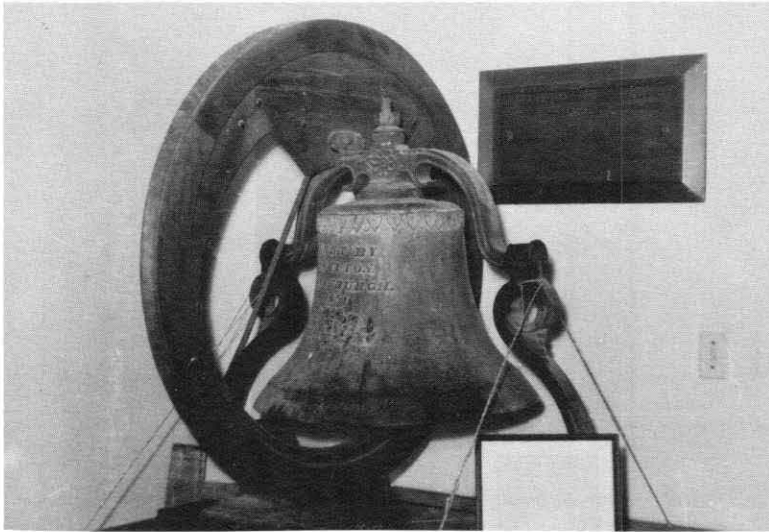
have feared he had a "misery."

If the night was moonless, those days, landings were made with illumination from a torch basket. These receptacles were made of strap iron and were filled with pine knots. There were holes in the main deck, and, when a night landing was to be made, iron rods supporting the baskets were thrust into these holes.

Then the pine knots were lighted and the ruddy glare of the flames danced on the yellow waters and on the drab dark mud bank, making them beautiful.

-Adapted from Frank Y. Grayson.

THE STEAMBOAT BELL IN MANHATTAN, KANSAS



NOT ONLY did the HARTFORD go into Kansas in 1855 (March '76 issue, page 8) but her roof bell survives as testimony of the trip. James V. Swift sends us the two views above taken at Manhattan, Kansas, the lower one showing the date 1851 when the bell was cast by A. Fulton, Pittsburgh, Pa. The HARTFORD was built at Monongahela, Pa. that year. Jim adds: "As I understand it, the boat was hired by the New England Emigrant Aid Company. She departed Cincinnati on April 27, 1855 and reached the mouth of Blue River near St. Mary's Mission on June 1. The Kansas River was too low to permit continuance of the voyage. Three of the party hired a wagon and went on to Junction City, Kans. The rest of them, over 70, founded Manhattan. The original intent was to set up two towns, the second to be named Boston, but there was a compromise and Boston was given up."

The bell shown above served for years in the First Methodist Church of Manhattan, this accounting for the circular rope pulley at the side.

Sirs: Over the years I have been compiling a list and history of Potomac River steamers. Two of these, plying between Washington and New York, were the FREEMAN RAWDON and MARTIN HOFFMAN both built on the Ohio River at Shousetown, Pa. The name of the builder does not appear on the first enrollment papers. Can you assist?

Harry Jones,
1001 Tyler Court,
Waldorf, Md. 20601

=E. & N. Porter built these ocean-style copper plated wood hull steamers at Shousetown (now Glenwillard, Pa.) in 1850. The MARTIN HOFFMAN was the first one completed, the other one five months later. They measured 163'1" by 24'3" by 13'0" and were owned by J. M. Woodward of New York. The MARTIN HOFFMAN in 1856 was renamed ISLE OF MADEIRA and a year later sold foreign---probably Germany---and there we lose the track. The FREEMAN RAWDON in 1856 was renamed CITY OF SAVANNAH and became one of the many victims of Cape Hatteras, October 16, 1856. -Ed.

Sirs: Our boat, the HOPE, is an official entry in the parade of tall ships for the Bicentennial on the Fourth of July in New York harbor. We will fly the Steamship Historical Society burgee and I want to know if you would be interested in also having us as the official entry for Sons and Daughters of Pioneer Rivermen?

Jack Spratt,
199 Sound Beach Ave.,
P.O. Box 277,
Old Greenwich, Conn. 06870

=We'd be honored, skipper, but what's a burgee? Maybe S&D should get one. The HOPE is a 56-foot oyster sloop owned by Georgia and Jack Spratt. The New York wingding will be a parade of an estimated 250 barques, barquentines, brigantines, schooners, yawls, ketches and sloops, dubbed "Operation Sail." Lined up for 19 miles on the sidelines at anchor will be warships of 23 nations, windjammers and yachts. Two aircraft carriers, JOHN F. KENNEDY and FORRESTAL, will allow spectators aboard at \$1,000 a throw. Leading the parade is the 3-mast EAGLE of the U.S.C.G. Academy, New London, Conn. -Ed.



THIS NOTEWORTHY picture was taken by Capt. Jesse P. Hughes, and the print was handed to us by C. W. Stoll not so long ago. In the background is the tourist steamer GORDON C. GREENE, and on the far side is the Streckfus excursion steamer WASHINGTON. Our surmise is that it was taken at Paducah in the 1930s. C.W. has identified nearly everyone in sight, and here are his findings, starting from the right:-- Lillian Hughes, daughter of Capt. and Mrs. Jesse P. Hughes; Mrs. Lillian McClung, sister of Captain Hughes; Mrs. Jesse P. Hughes, known to many as "Aunt Telia;" Mrs. Tom R. (Letha) Greene; the Greene family maid, her name unavailable; Capt. Tom R. Greene; Miss Vina Cavendish, sister of Mrs. Letha Greene, and she's holding aloft Gordon C. Greene II and her right arm enfolds Mary Cavendish Greene, children of Capt. and Mrs. Tom R. Greene; George Petroll--he's partly hidden; Mrs. George (Gloria) Petroll; Capt. Mary B. Greene, widow of Capt. Gordon C. Greene; Mrs. Chris (Larrie) Greene, and the shy lady at extreme left is not known.

Be there a man who has not heard of the Coca-Cola Deal?

First we heard of it was when Gene Fitch walked in the back door at 121 River one day this past February and said he had read the news in a Columbus daily.

Sure enough the Pittsburgh Post-Gazette blossomed forth in its February 25 issue with a by-line story written by their staff writer Douglas Smock.

The Coca-Cola Bottling Company of New York was in the finalities of closing a merger in which they were to take over, in a \$16.3 million stock deal, the Delta Queen Steamboat Co., the Overseas National Airways (ONA) and the Great Ocean Cruise Line Inc.

This deal was to include the DELTA QUEEN and also the new MISSISSIPPI QUEEN, the latter owned by Great Ocean Cruise Line Inc., a subsidiary with Delta Queen Steam-

boat Co. of ONA which is a charter airlines based at Kennedy International Airport.

Richard Winfield, vice president of ONA was quoted as saying that such a deal would "minimize the stockholders' risk in the airlines industry."

Betty Blake, v.p. of Delta Queen Steamboat Co. was quick to point out that Coca-Cola was not planning to promote Coca-Cola on the two steamboats involved. The New York bottling company does not extend further west than the Pocono Mountains. Coke in the Ohio and Mississippi valleys is handled by another firm.

Coca-Cola of New York is no one-horse outfit; it writes annual sales of \$258 million.

Since the release of these initial announcements in February, most of our intelligence has been arriving over the sternline tele-

graph route. One such dispatch is that ONA in recent months suffered the loss of two DC-10 Seagulls in unfortunate accidents. Another is that the deal since has been consummated.

BULLETIN: There has just come to our desk a story in the Chicago Tribune, dated April 6, 1976, in which feature writer Charles Leroix interviews Betty Blake. Betty is quoted as saying of the Delta Queen Steamboat Co.: "Not long ago, this was a very small company, one boat, no future. The other day we were sold to Coca-Cola." Also she hints of the possibility of a third boat. So fine; now we can let the cat out of the bag. We recently were plied with questions asked by ONA regarding the over all length, width, paddlewheel size, etc. of the CINCINNATI (now PRESIDENT) and these facts were to be phoned to London.

HELEN CRAYDEN, Ramsey, Ind., has sent us some particulars of the old "steamboat" bell unique to Mauckport, Indiana.

When Gen. John Hunt Morgan and his cavalry, often referred to as the Morgan Raiders, crossed the Ohio River from Kentucky into Indiana on July 8, 1863, great consternation prevailed. These Confederates appropriated a small packet at Brandenburg, Ky., the JOHN T. McCOMBS, and used her as a decoy to hail down and capture the Cincinnati-Memphis side-wheeler ALICE DEAN. The crossing was made on the DEAN, after which the DEAN was burned.

While all of this was going on, a Mauckport self-appointed Paul Revere hopped on his horse and galloped up the river road. His name was Jacob Sherman. Jake knew that one of the Louisville & Henderson packets was due down, the crew innocent of what was happening. He hailed the boat, said to be the GRAY EAGLE, and spread the news.

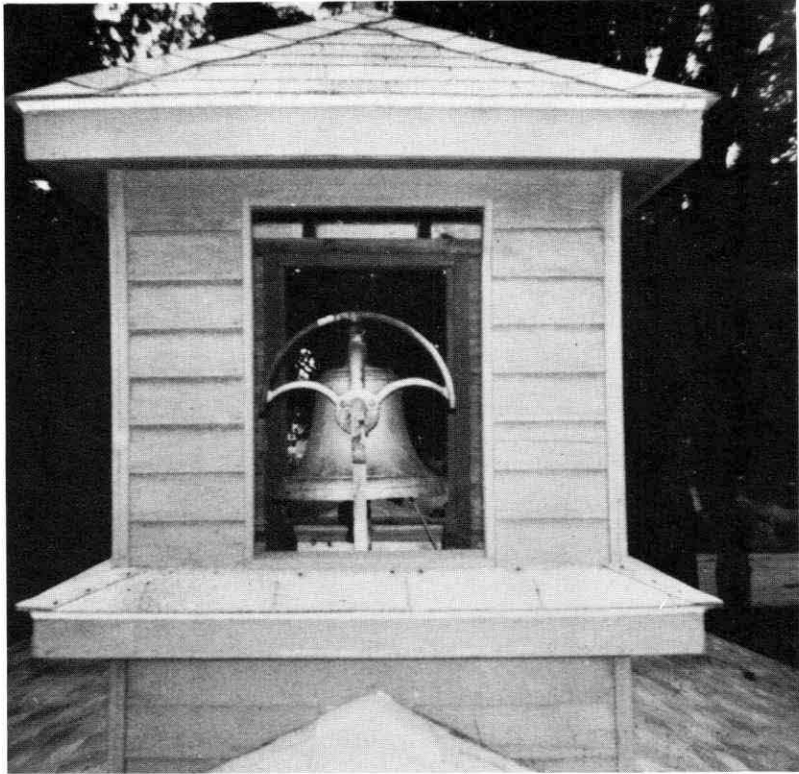
Not long thereafter the management of the Louisville & Henderson Line in grateful appreciation gave a bell, with due ceremonies, to the citizens of Mauckport. For many years it hung in the belfry of the Mauckport School. In 1958, when the school was torn down, the bell rested in an old coal shed on the grounds there. In 1960 the school's alumni raised funds and built a shelter house with a cupola surmounting it on the old school grounds then a park. The bell was mounted in the cupola and is there today.

As for the two steamboats involved in Morgan's crossing, the JOHN T. McCOMBS came through unscathed. Her final fate still is something of an enigma. During a flood she was caught out high-&-dry on "State Rocks," location undetermined, 20 feet above normal stage, and remained on this perch almost a year, this in 1867. She never ran afterward.

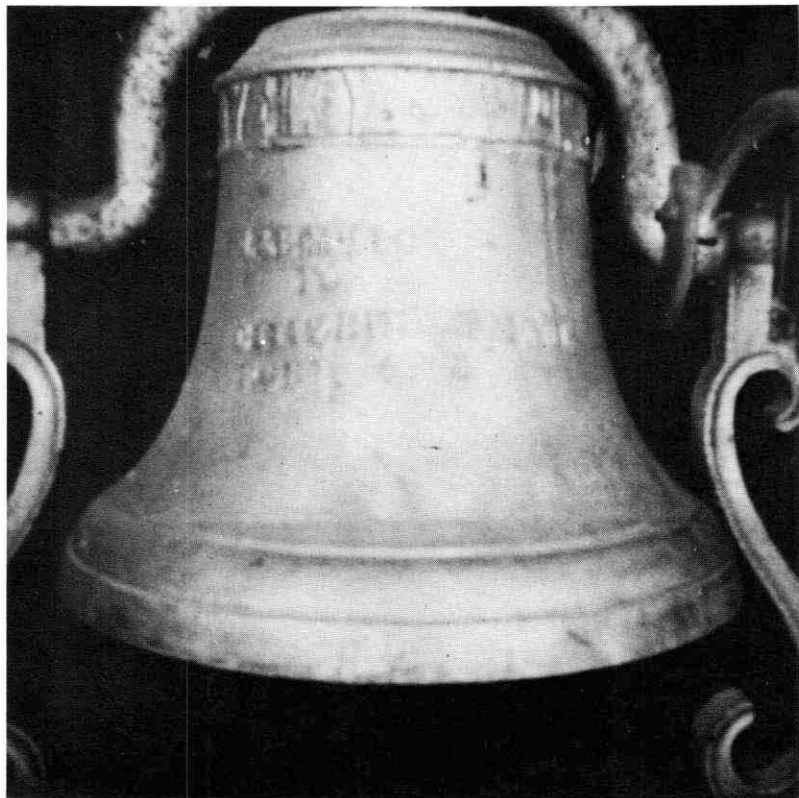
The "bones" of the burned ALICE DEAN, lying between Morvin's Landing and Mauckport, were a source of much interest to local natives during low water periods when they were exposed for many years. The machinery, etc. was salvaged in the fall of 1863 and brought to Cincinnati where it was auctioned off to the C. T. Dumont Company, steamboat engines builders, for \$4,500.

Capt. Jess Singleton once told this scribe that the old cook stove was lifted from the wreck and for years reposed in the public square at Mauckport, a grim souvenir of the event. Jess lived at Mauckport and said he had seen canes whittled from the ALICE DEAN's timbers by neighbors of his, and some of them also had dishes retrieved from the river.

Morgan and his Raiders hied off to Corydon, Ind., swapping spent horses for fresh ones from farmers as they went. Those farmers were the only beneficiaries of the ill-starred audacious event. What they got, with no choice in the



These two pictures of Mauckport's bell were sent to us in 1961 following its installation in the cupola of the shelter house. See the accompanying story for details. We neglected to mark down the name of the donor on the backs of the photos, but have a hankering notion he was Bert Fenn.



matter, were Kentucky thorough-breds in exchange for their farm horses. The superior horseflesh available for some years after the Civil War in that area was the direct result of this.

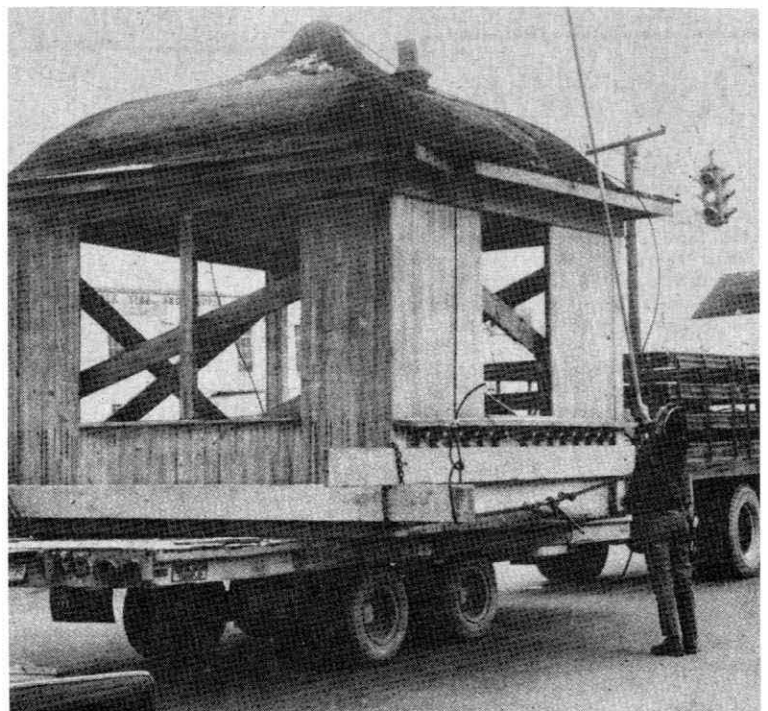


PICTURED ABOVE is the miracle of the Bicentennial Year. The TELL CITY's pilot-house has been moved to the premises of the Ohio River Museum, Marietta. This view shown above was taken by S. Durward Hoag on March 2, 1976. The fencing in the background is where a replica flatboat was constructed in 1975 and since launched. The Muskingum River lies beyond.

The picture at the right was taken Monday, February 23, 1976 and appeared in the Marietta Times next day. It shows the old pilot-house traversing Marietta streets on a flat-bed enroute from the river to the museum.

Now is the time for Ye Ed to publicly eat crow. In the last issue, page 45, we ran a picture of the pilothouse, remarking that it was quietly rotting away at Little Hocking, O. and that the project for moving it seemed dead.

Maybe this was the squirt of oil the project needed. Anyhow the ponderous machinery of protocol, on dead-center for years, started to grind before our story hit the streets. Jerry Sutphin long ago had placed a request with the Huntington District, U.S. Army Engineers, to gather up the pilothouse, place it in a barge, and bring it to Marietta at the first opportunity. --And finally that is exactly what happened. The pictorial details appear on the next page or so.

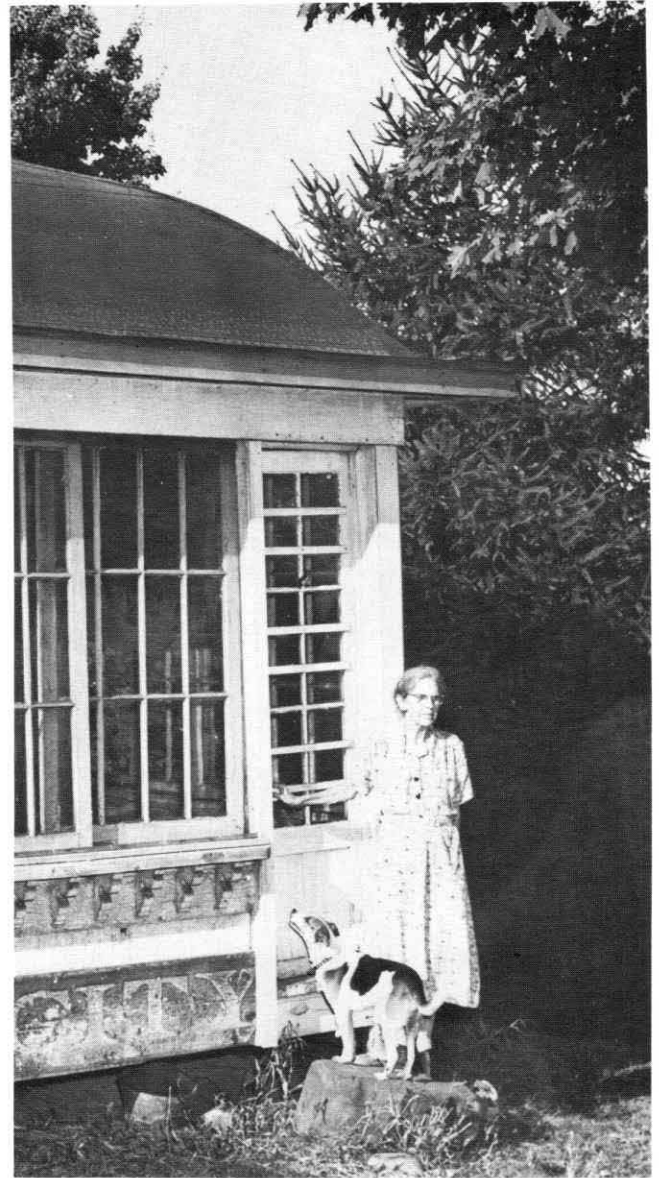




BEFORE MOVING, the old TELL CITY pilothouse was diagonally and laterally braced with planks by men from the Engineer's towboat ROBERT G. WEST and the District's large floating derrick BLUESTONE. The weather was cold but pleasant and in the above picture notice the snow on the ground and on the pilothouse roof.

At the right is a picture of Mrs. Cora Bent taken August 30, 1953 by S. Durward Hoag. Mrs. Bent donated the pilothouse to the Ohio Historical Society. She died several years ago.

The two bottom pictures were taken during the lift from the Ohio hillside at Little Hocking, O. by the BLUESTONE. Our thanks to Catherine Remley for the one at upper left and those at the bottom.

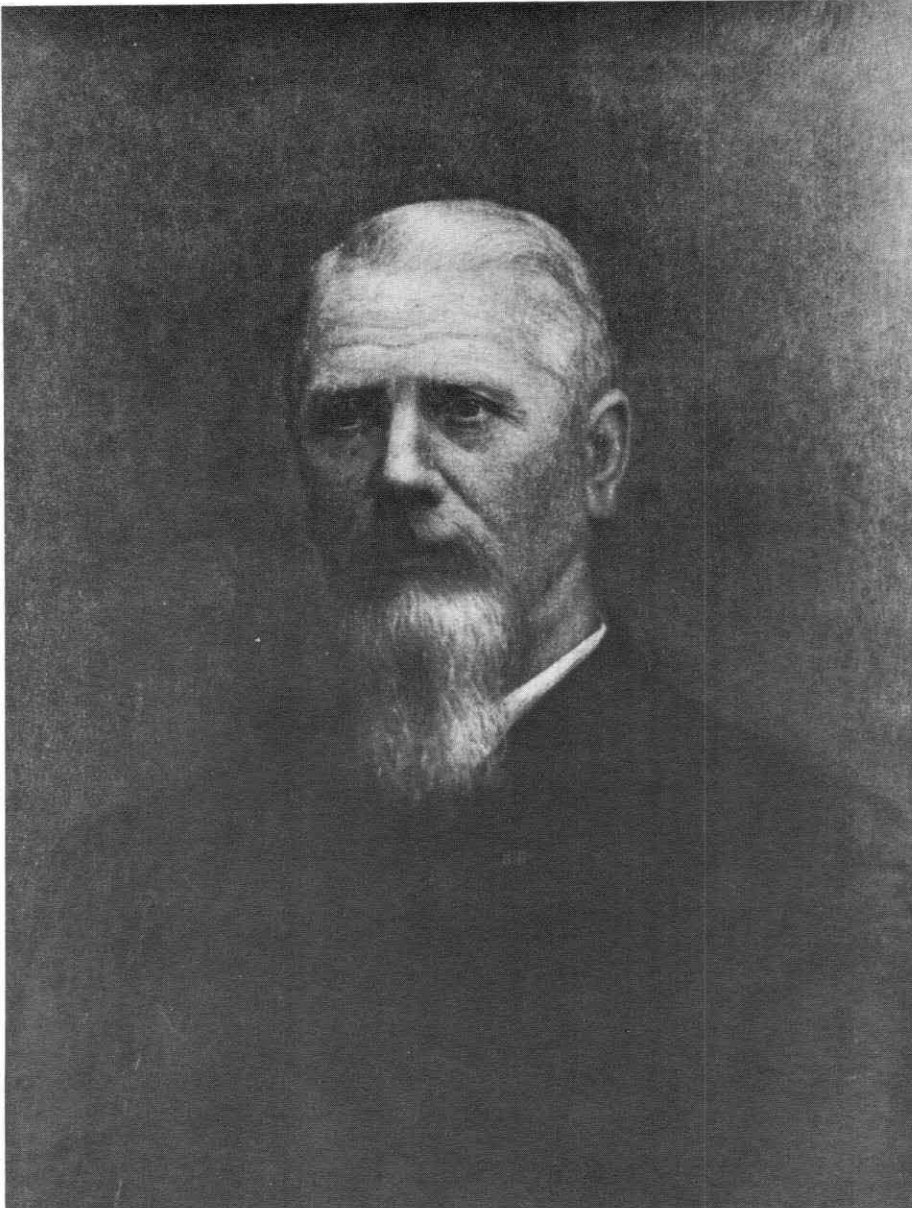




MOST OF this pilothouse's existence has been on dry land. It was built for the TELL CITY at the Howard Yard, Jeffersonville, Ind. in 1889. She operated until the sinking at Little Hocking on April 6, 1917, 28 years. For the half-century since then, the pilothouse has served as a summerhouse at the Bent residence. So when the U.S. Engineers took it barge-riding up the Ohio this past February, 20 miles, it was in motion for the first time in 50 years.

The Ohio Historical Society plans to restore it much as originally built, the work to be done at the present location on the lawn of the Ohio River Museum. Then it will be shifted to a special site only yards distant. Among the ardent fans for the pilothouse are Bert Fenn, Tell City, Ind.; Paul W. Seabrook, New Albany, Ind., who rode the boat many times in the Louisville-Evansville trade; and Ye Ed who recalls her fondly as the first steamboat he was allowed to steer. In our last issue we recalled the enthusiasm of artist Dean Cornwell for the TELL CITY. In 1953 he visited the pilothouse at Little Hocking and talked with Mrs. Bent.

The gentleman at the left is Capt. Michael B. Davis who was on watch in the pilothouse when the TELL CITY stove on the rock shore below old Dam 19, Little Hocking. A gentleman of the old school he was; raised on a farm just below and opposite the site of old Lock 14, Ohio River. He and Capt. Fred Hornbrook were boyhood neighbors and lifelong friends. Capt. Mike Davis piloted the ADMIRAL DEWEY on her Muskingum Flood Relief trip in 1913.



Peter Sprague

He Helped Build 78 Steamboats.

THANKS to Jack Custer for this photograph of an oil painting of the celebrated boat-builder for whom the SPRAGUE was named. The original, unsigned, and framed, hung in the officer's cabin of the boat from her Combine days until she was presented to Vicksburg in 1948. Through Sherman D. Archbold (Standard Oil of N.J.) the portrait was crated and shipped to Ye Ed, and today is at Marietta. It is the only likeness of Peter Sprague known to exist.

Peter Sprague was a native Pittsburgher and raised in the East End, and he continued to make his home in that area all his lifetime. Date of birth was c. 1828 and he is known to have been associated with boat-building at the E. & N. Porter yard, Shousetown. He compiled a list one time of the steamboats he helped build, 78 of them. Most of his construction was in the yards at Elizabeth and Brownsville, Pa. on the Monongahela. Most were towboats, certainly among them the JOS. B. WILLIAMS and J. B. FINLEY. He superintended the building of his namesake at Dubuque in 1901-1902.

He was a robust person, over six feet tall. Peter Sprague died of pneumonia at 5148 Friendship Ave., Pittsburgh, on Friday, June 30, 1905. He was 77. Surviving him was his wife, Agnes Barr Sprague; one son, Milo W. Sprague, and three married daughters. The triumph of his career was the successful "big trip" of 1904 when his brainchild took down 56 load- ed coalboats and 2 fuels from Louisville to New Orleans.

The editors of the Pittsburgh "Press" in their Monday, April 12 issue elbowed Patty Hurst and Jimmy Carter off the front page to make room for a three-column story and picture of a river steamboat named the NATCHEZ winning a race at New Orleans with the DELTA QUEEN. Pittsburgh's TV station WIIC that evening aired the affair on the 6 o'clock news.

Not that river events don't get Page One treatment at Pittsburgh, but for a generation the subject matter has been limited to flood or holocaust. The christening of a new multi-million towboat at the local Allegheny River wharf usually winds up in the second section financial page. The annual races at Louisville are seldom mentioned at all, at best a filler on page eight.

So the appearance of the NATCHEZ on the front page of a Pittsburgh daily was something of a shocker, particularly in view of the fact that the race was staged 1,800 miles away. The "Press" seemed to justify its break with precedent with the explanation that the DELTA QUEEN "was a frequent Pittsburgh visitor."

Never underestimate the power of a beautiful woman---nor of a good-looking steamboat. The young NATCHEZ, celebrating its first birthday, has upstaged the dowager DELTA QUEEN. Not locally at New Orleans--but nationally.

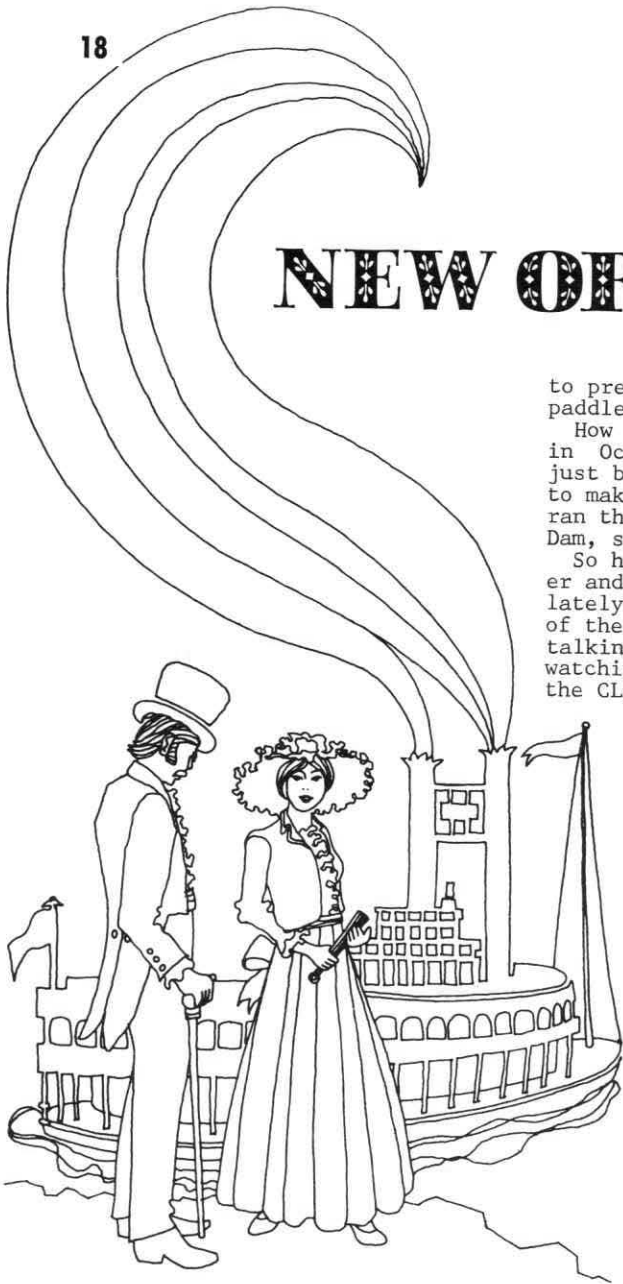
It is not surprising that the editors of the New Orleans "Times-Picayune" three-columned a picture of the NATCHEZ and hoisted it to the top of Page One in their Monday, April 12 edition. She is a New Orleans love affair. The New Orleans "States-Item" sent reporter John Pope aboard the NATCHEZ and printed every trivial detail he wrote about, including the menu for her buffet luncheon (mini-muffulettas, fried chicken, red beans and rice, shrimp Creole and potato salad mold).

What the papers did not print was that the management and crew of the NATCHEZ played cat-and-mouse with the DQ. At no time during this 6-mile run (downstream from Audubon Park to Moon Walk) did she use both boilers. At no time did the engineers "open her up." She maintained usual excursion speed, rolling 17 rpm. In such way, and with superb P. T. Barnum showmanship, the race appeared to the cheering 847 passengers aboard (who had paid \$30 a throw to ride her) and to everybody else, as a knock-down, drag-out pro wrestling match throughout the whole 6 miles, undecided to the finish when NATCHEZ was about one length ahead of her rival.

And since the ends justify the means there is nothing wrong about that.

...And since writing the above, Michele Kingsley sends us the Washington (D. C.) "Star," of Apr. 12 splurging a 6 col. cut of the NATCHEZ and DELTA QUEEN captioned "Natchez Continues Her Winning Ways."

NEW ORLEANS



THE STERNWHEEL towboat CLAIRTON had outlived her usefulness. So on Saturday, Oct. 31, 1964 she was transferred by her owner, the U. S. Steel Corporation, to the Washington-Greene County Tourist Promotion Agency. The twin-prop CAP'N HOWDER took her in tow at the Coal Valley marine ways and that night delivered her to Bill Engle's marina in the mouth of Ten Mile Creek, Monongahela River.

Capt. Verne Douglas and pilot George Low and first mate Earl Temple hadn't counted on the fact that once under headway the paddlewheel of the CLAIRTON would commence to roll. Capt. Ross Rogers, Jr., Bill Engle and I went to the CLAIRTON's engine room and watched with fascination this pseudo activity of pitmans, cross-heads, pistons and valve gear. The show didn't last long; there came an ominous thud. The old paddlewheel, long idle, had started to break up---huge chunks of arms and circle were becoming driftwood. The CAP'N HOWDER's engines were stopped pronto. We drifted around a bit until lashings were secured

to prevent further rolling of the paddlewheel.

How long ago! On that same day in October we noted that work was just beginning at #4, Charleroi, to make of it a roller dam, and we ran the pass at Maxwell Locks and Dam, still uncompleted.

So here we are twelve years later and my son Fred III and I were lately standing in the engine room of the new NATCHEZ at New Orleans talking with chief Robert Brewer, watching those same engines from the CLAIRTON work for real.

Now if we're needing another improbability, here is a dandy. In the early summer of 1974 Raymond D. Powell showed up in the driveway at 121 River with a beautiful three-chime Lunkenheimer steam whistle loaded on a pick-up. We lugged it into the garage. Jim Swartzwelder took a picture of it, and other things commenced to happen. About two years later, the afternoon of Friday, March 19, 1976, Lady Grace and I were standing in the front paved courtyard of the old U. S. Mint at New Orleans, 400 Esplanade Avenue, as Ray Samuel unfolded to us the gory story of how a scaffold had been built where we stood and a man named William B. Mumford was

hung from it until dead, dead, June 7, 1862. Ray had just about straight-lined Mumford when the ancient walls of the Mint resounded with deep authoratative harmony. The NATCHEZ was blowing to land; the same whistle Ray Powell had brought to 121 River---and this the first time we had heard it.

Of course we were all on fire to hop in Ray's car and get our first glimpse of the new steamboat some blocks away off Jackson Square. But we were at the Mint, so first we saw the Mint, an impressive hulk of stone and masonry wherein double eagles, eagles, and half eagles in gold, and dollars, halves, quarters, dimes, half dimes and three cent pieces were turned out in such astonishing abundance 1838-1861 that the worth comes to about thrice the cost of the MISSISSIPPI QUEEN. After the Civil War this New Orleans Mint stamped coins until 1909. Oh yes, once in its ante-bellum career the superintendent threw a fancy-dress ball for his daughters Rose and Josephine right there in the Mint,

which could only happen in New Orleans.

No, said Ray Samuel, you can't possibly ride the NATCHEZ---we're invited to a party. Seems Mr. and Mrs. Frank Strachan had a wing-ding scheduled on the lawn and in the gardens of their spacious and gracious home. So we hied there with all possible dispatch, and in pulling up to the curb I was not a little surprised to meet a stone marker or monument of one-ton size upon which was carved the information that Jefferson Davis had died in this homestead now occupied by the Strachans. Frank Strachan was Rex, king of Mardi Gras, this past February, the highest honor bestowed in this carnival city. He said it was quite a day for him. The ceremonial blonde wig was settled on his head and the effect was so ludicrous that he flat-out refused to wear it, a decision in which the stylists agreed once they had seen how ill it became his natural dark hair. So they rushed about and found a brunette wig for their 1976 Rex, a break with custom.

Ray presented us to Mrs. Susan Mayer during these festivities, whose husband George is vice president of the Whitney Bank in New Orleans. Turns out that Mr. and Mrs. Mayer live in the home built by Capt. T. P. Leathers at 2027 Carondelet. We were extended an invitation to visit, of which more anon in its proper place.

THE NATCHEZ is all that has been said of her, and then some, from the hull to the finery of her pilothouse lazy bench. The most striking sight in that pilothouse, as we entered for the first time, was to see a young deckhand seated, head bowed in absorption, reading the latest issue of the S&D REFLECTOR. He was Charlie Bartell of Algiers.

Well good. The NATCHEZ does not lack for flags, and this day when we first came to ride all of these flags were starched flat and snapping in an official 28/32 mph. on-shore wind. The river was high and the notorious reverse eddy was sullen and strong. She was berthed in at her Toulouse Street wharf (upon which the Dows expended a reputed \$100,000) head-down, the accepted policy. Capt. Doc Hawley first tried backing hard-in holding a stern line, to throw the head out. She would have none of it. Then he tried the other way, backing the stern out holding a head line. This worked handsomely. "Let go!" One blast of the whistle and she sallied forth into the third busiest port in the world (exceeded in the U.S. only by New York and abroad by Rotterdam) to share the muddy Mississippi with the Plimsoll ilk.

As the old-time ads run by the Marietta Manufacturing Company in The Waterways Journal used to brag the NATCHEZ is MMC---"Made Mechanically Correct." Plenty good in essentials; plenty of power, good speed, backs and handles, no vibration. She can do anything a

duck can do in maneuvering except an aerial take-off, maybe, or excrete overboard. She's just about the prettiest sight ever seen in New Orleans, in this generation at least.

But there is one big thing the NATCHEZ is not. She is not an excursion boat, and this judgment comes from a graduate of the Streckfus School, Ohio River Division, D. W. Wisherd, headmaster. No name band aboard, no jail, no blackjacks or iron claws, no decoration lights, no friskers, (a 'committee' at the entranceway to collect switch-blades, Saturday night specials, blunt instruments and the like) and heavenly days she doesn't even have a dancefloor to dance on.

There is new thinking nowadays. When Wilbur Dow first projected to us his ambition to build a real McCoy steamboat for handling sight-seers and private parties at New Orleans in our mind's eye we beheld a vision. What we saw was a glorified, modernized BELLE OF LOUISVILLE wrapped up in fire-proofed lavender and old lace which would go a'calling up the river. Great crowds would clutter the shores anxious to board her for a matinee or moonlight dancing to the strains of the Biggest Big

Time Band ever. Oh brother!

Of course we got to talking, and became more and more enthusiastic, and then started to brag--about the fights, and the brawls, and the drunks, and the thunderstorms, and getting caught out in fog with capacity trips, and all such wonderments.

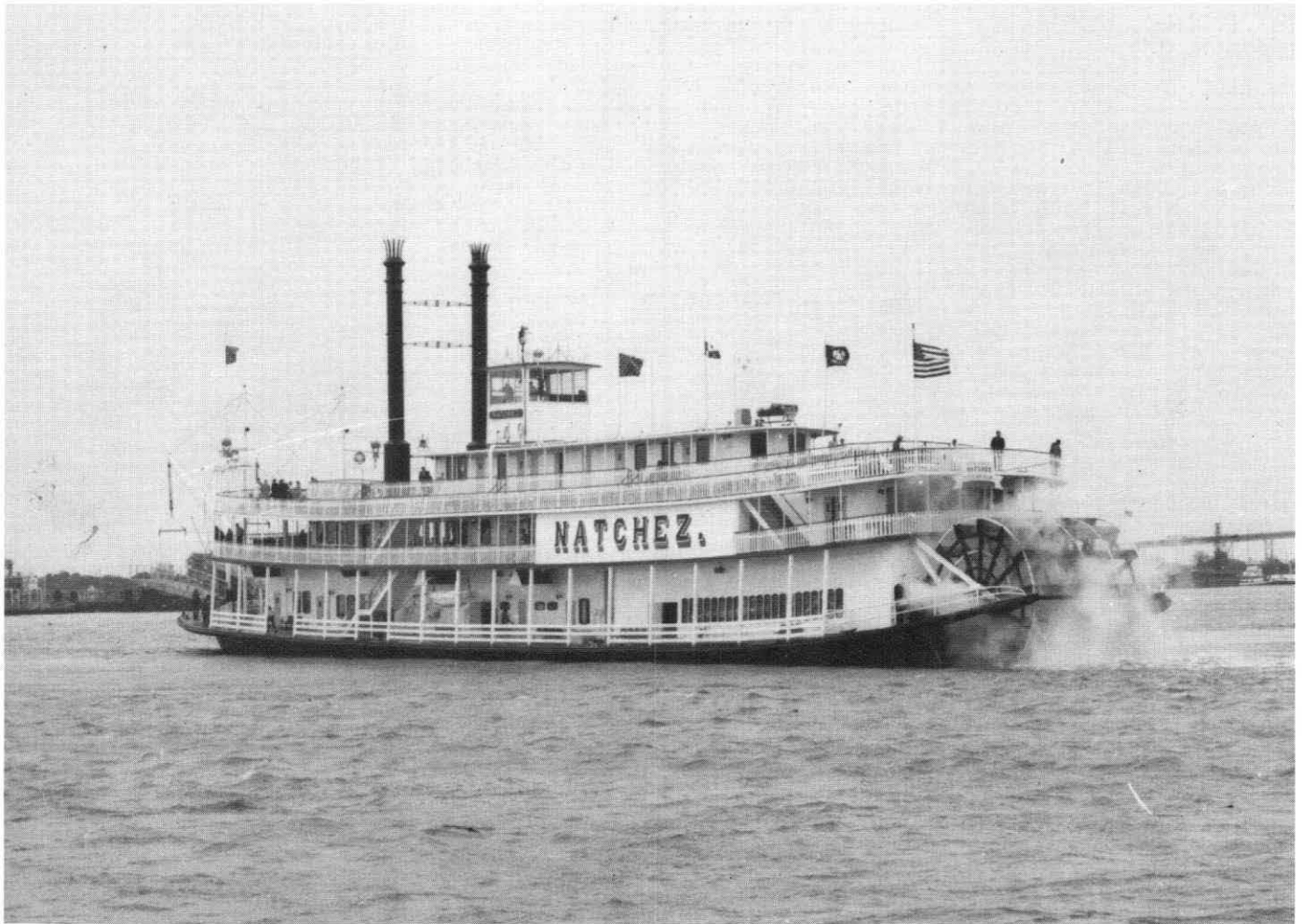
Writers are good judges of human reactions, quick to the turn of a lip, the raise of an eyebrow, the glint in an eye, so after about an hour it dawned on me that what I was saying was not timely, was not appropriate, was not entertaining, and certainly was not funny. My victim, Mr. Dow, was not impressed one bit.

The U. S. Coast Guard, dedicated to improving the lot of mankind while afloat, at least, K-O'd the full-length dancefloor some while back. No new steamboat can have one, because of safety and fire regulations. The NATCHEZ probably would not have had one anyhow from what I gather. The result is a hybrid, a cactus with no spines. If you are trying to tempt cattle to eat cactus it's better with no spines, a business attended to years ago by a real pro, Luther Burbank. But it's humans we're talking about, with an appetite for dancing. This paragraph is

dedicated to all of the sufferers and their families who have been involved in fire tragedies on inland rivers' excursion boat dancefloors. Nobody. Please omit flowers unless they be Shasta daisies.

CAPT. GILBERT J. MANSON after a career of piloting ships between Pilottown and New Orleans, some thirty years of it, decided to retire to his home at 617 Magellan St., Algiers, La. 70114. Two days later he signed on as pilot on the NATCHEZ. The only other sternwheeler he had been on, and this years and years ago, was the Streckfus excursion steamer CAPITOL---he had walked across her forecastle.

On these sight-seeing tours the pilot on the NATCHEZ also doubles as cruise director. He speaks into a mike and his spiel is amplified and broadcast throughout the boat, inside and out. The modulation is excellent, and is pleasant to listen to. Captain Manson ad libs for the most of two hours, using no notes, reeling off a salad of facts, figures, anecdotes and observations--and throwing in as lagniappe home-made witticisms worth the price of the fare. You get the illusion that



-Photo by Bert Fenn, April 13, 1975, at New Orleans

you have been singled out as his special guest, that what he is telling you has not been said before, and may not be repeated. Hence the urge to listen is a compelling one.

I listened to the whole of this rather remarkable discourse with unadorned envy. Here was a man chauffeuring ships these thirty years and then, in retirement, suddenly--and unexpectedly--coming into his niche.

Dozens of sight-seeing boats along the rivers are using this same talk-along bait to lure passengers aboard and the public loves it. A flock of extrovert pilots are having great fun doing it. They range from the "Alex, Blow de Wissul" regionals through those who murder the King's English with appalling innocence, to the South-spiced art form of Captain Manson. When the Coast Guard outlawed full-length dancefloors perhaps they killed a dead duck.

IF YOU'RE AIMING to impress the novice to New Orleans, the initial and prompt thing to do is arrange a dinner reservation in the Port of Orleans Room at the new Marriott on Canal Street. Ask for a table next the windows. Go an hour early and enjoy cocktails in the adjoining roof-top bar, if you can call the cabin of the GREAT REPUBLIC a bar---which you can't---and which this bar is--the cabin of the GREAT REPUBLIC, complete with fresco & frills, full height and length, and there on the bulkheads are oil portraits of Capt. John W. Cannon and Thomas P. Leathers and a whole array of steamboats. The Port of Orleans Room overlooks the great crescent of the Mississippi teeming with cruise ships, freighters, tugs, ferryboats, excursion boats and barge-shoving towboats. The flat chessboard of Louisiana beyond the river at night is dotted with the lights of Algiers, Gretna and Harvey. At your elbow is fine food, excellent tableware and linens, and an accommodating male waiter. --And the prices are reasonable.

An alternative is to get invited to dine at the Plimssoll Club high aloft in the International Trade Mart, foot of Canal Street. Ray Samuel, who serves on the Board, and who is involved with the new International Rivercenter closeby, and the Louisiana Maritime Museum housed aloft in ITM, and Le Petit Theatre at 616 St. Peters St. and o.t.t.n.t.m. met us at the threshold with two boxed neckties, one red, one blue, imprinted with the familiar international Plimssoll emblems. One of these he handed to our son Fred III who, with wife Nell, had driven down from Cleveland Heights, O. in ample time for nighttime exposure to the Port of Orleans Room treatment the night previous, and the other to me. Mine turned out to be the blue one. We Ways have been lucky in having good New Orleans friends; my Mother and Dad on their wedding trip in December 1899 were squired about the Crescent City by Burris



Feeling Exotic Today??



May we suggest a good way to compliment your feeling by experiencing one of our specialty drinks.

THE STERN WHEELER

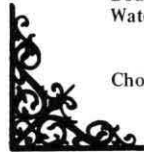
A tingling concoction of Dark Rum, Galliano, Tropical Fruit Juices and topped with a float of champagne. Served in a whole fresh pineapple with a unique stern-wheel fruit garnish.

THE ORANGE BLOSSOM SURPRISES

A southern favorite from the ante-bellum era. Featuring a blend of Bourbon, Fresh Orange, Lemon Juice and a Dash of Orange Flower Water. Complimented with a belle of a garnish.

PORT ORLEANS FROZEN DAIQUIRI

Choose your own flavor - Peach or Coconut!



D. Wood, an ex-Pittsburgher associated with the coal firm John A. Wood & Sons, who had been the Rex of Mardi Gras in 1886.

Tom Colvin joined us at the Plimssoll Club, a handsome young skipper with a passion for sailboat racing (during which, says he, he becomes the original Terrible Tempered Mr. Bang) but in his calmer hours an excellent conversationalist. His company runs two tank farms in the New Orleans area, receiving and discharging and storing about anything you can pour through a funnel. It was Tom who wandered to the window and blithely remarked that the DELTA QUEEN was moored below the foot of Canal Street. And so she was.

Footnote to this: There is a DELTA QUEEN conference room on the 10th floor of the Royal Street Holiday Inn in New Orleans.

DIRECTOR of the Louisiana Maritime Museum is a water sprite named Lorraine Wegmann. Anybody thinking of getting up a marine show can take lessons here. The location of course is fantastic, high aloft in the ITM Building with a gorgeous view of the city and of the river. The arrangement, lighting and spacing of the exhibits are beyond reproach. First thing that stunned us was a cased model of the side-wheel excursion steamer SAINT PAUL, made by Harold Pierson of St. Louis. Another excellent model is that of the bayou log boat SEWANEE presented by the late Gen. L. Kemper Williams whose daddy was F. B. Williams of a lumber firm bearing his name at Patterson, La.

One of the noteworthy oil paintings is that of the enormous steam tug R. W. WILMOT built at Cleveland, O. 1898, 142 feet long. Captain R. W. Wilmot, a former Pittsburgher, was son of Capt. W. G. Wilmot who towboated in the Pittsburgh area. The painting is by artist Antonio Jacobsen. The Rex of Mardi Gras was brought to the city aboard this new and superlative tug in 1899. The Mardi Gras king that year, Walter D.

Denegre, got his whiskers frozen. If anybody asks how cold it can get in New Orleans, hear ye that the thermometer stood at 6.8F that early morning with a bitter wind blowing to boot. During the parade the temperature never got above 28°. Several years ago a similar northern onslaught about denuded New Orleans of its palms.

Speaking of the Wilmots, one of the more dramatic photographs in the collection is of a race at New Orleans between the tugs W. G. WILMOT and W. A. BISSO in 1916, both spewing clouds of coal smoke. The WILMOT was adjudged the winner.

A beautiful inlaid and carved table and two chairs from the J. M. WHITE and silverware from the FRANK PARGOUD attract much attention. Our unalloyed compliments to all concerned, and a special thanks to Lorraine Wegmann--fact is we were so pleased with her show we went back a second time in company with Wade McIntyre, the New Orleans representative for The Waterways Journal with an office in the ITM Building.

The DELTA QUEEN was preparing to load aboard members of the National Trust for Historic Preservation for a cruise to Natchez and return to depart at 9 p.m. Lady Grace and Fred III and Nell and I wandered aboard to tippy-toe on the splendid new carpeting. Capt. Ernie Wagner was off on vacation, and Capt. Gabe Chengary was unavailable--napping I think--then a young man approached and asked, "Aren't you Captain Way?" So we pled guilty to shake hands with Capt. Joseph Theodore Davisson, a new one in our catalogue, and one who holds promise. He invited us to return at eight for a cocktail departure party. As things turned out we didn't make it.

The Delta Queen Steamboat Co. has a full-fledged shore office at No. 1 Canal Street so we wandered in the door to see what this was all about. George Fitzgerald appeared shortly, former chief engineer with the Panama Mail Line,

and currently in charge of the DQs Canal Street office, vice president marine services. George and I first met several years ago during a sudden and unanticipated shift of DQ scenery when some cowboy knocked out a gate in the big lock at Emsworth, meaning that the DQ couldn't get to Pittsburgh, and had to bus her passengers, get rid of garbage, and take on fuel, water, stores, etc. elsewhere. Good recipe for getting acquainted. George introduced us to Pat Wingerter, New Orleans port engineer, and we got to speculating how big the DQ's roof bell actually is, so Pat says one sure-fire way is to go measure it, which he did, and it's 38 inches across the bottom flare. I like a guy like that.

CAPT. THOMAS P. LEATHERS who raced his NATCHEZ with the ROBT. E. LEE in the immortal race, 1870, New Orleans to St. Louis, resided for some years in Natchez, Miss. His home there, called "Myrtle Terrace," still stands. Shortly before the Late Unpleasantness he built a home in New Orleans (described in detail in our issue of June '70, page 11) which also still stands, presently occupied by Mr. and Mrs. George J. Mayer. The address is 2027 Carondelet Street and a bronze plaque on the front iron fence tells the details of ownership.

Captain Leathers, aged 80, was living at this address until he died of injuries after being struck by a bicycle at the intersection of Josephine St. and St. Charles on Saturday, June 13, 1896. After the accident he died before they got him back home. He was taken into a fire station nearby (since demolished and now a vacant lot) where he expired.

Mrs. Mayer graciously received us and escorted us for a viewing of the main floor hallway and rooms. Captain Leathers, who stood over six feet tall, had no trouble getting about in this home of high doorways and extremely high ceilings. Each room has a fireplace and mantel of imported marble. The circular stairway leading aloft in the front hall is of marvelous construction. We would judge that very little of the original architecture has been changed.

The one souvenir of the good Captain's steamboat days is a curiously carved wooden gamecock, or chicken or--as Ray Samuel surmises--nighthawk. It was said to have embellished one or more of his many boats. Since returning home we have gone over photographs of the "racer" NATCHEZ, the side-wheeler which succeeded the racer,

the sternwheel NATCHEZ, and both of the sternwheelers named T. P. LEATHERS and fail to notice this bird. It may have been kept in the cabin or, possibly, it is much older than supposed. It may have been on earlier boats he owned.

When you visit at the Cabildo, fronting Jackson Square, go aloft to the top floor where various heirlooms and artifacts of the Leathers family are exhibited. The Louisiana State Museum has modernized and reopened this river showing. There is a nice model of the packet TENNESSEE BELLE, gift of Jacques A. Dicharry, which looks better than the real article as we remember her. Most curious of all is an ancient "doctor" pump all gussied up in white-painted iron lace like a valentine, although we did not ascertain what steamboat it came from. Capt. Bowling Leathers peers at you, an oval portrait in massive frame, and also his wife Capt. Blanche Leathers who "wore the pants" according to the late Capt. Sam G. Smith when she commanded the sternwheel cotton packet NATCHEZ. Gazing at her portrait this is hard to believe, for she has a beautiful, kindly face, and easily could have beguiled others to do her will rather than showing firmness.

So by and large New Orleans has done a great deal to cherish the past, present and future of its steamboat heritage. The late Joseph Merrick Jones, who did so much for Tulane University, made no mistake when he arranged for the purchase and transfer of the Donald T. Wright collection from Webster Groves, Mo. to the Howard Tilton Library on the campus of this great seat of learning.

Lady Grace and I on the one rainy morning of our New Orleans visit paid our respects. We were greeted in the Special Collections Division, fourth floor, by Ben Cullison, a personable young man with river antecedents. His great-great grandfather was Capt. Thomas Patterson, of Pittsburgh, part owner and pilot of the fabled towboat JOS. B. WILLIAMS. He was on her maiden trip in 1876 and for many years thereafter.

The sole evidence of river life in this scrumptious department is a glass cased model of the CITY OF LOUISVILLE in the reading room, and the old girl looks sort of out of place down in New Orleans although once she did make a Mardi Gras trip from Cincinnati. Donald's books are jailed on shelves of exquisite carved wood and glass-doored wall cupboards, available on request in an adjoining room. Very few apply--so far. His photographs, papers, freight bills and such as that are catalogued and safely filed in mysterious archives. Cheerful attendants will attend your wishes, disappear for a while, and then return with your request. This is a foolproof way to run a reference library, and maybe the best approach, but it would never do in the wide world to have Roddy Hammett come in there and say "I'd like to look at

a lot of steamboat pictures." He probably would have to settle for the "A" folders, which would use up the whole day, an enterprise studded with jeopardy, for an accidental placing of the ALARM in the ACORN folder would drive the librarian right up the wall, cause a Congressional investigation, and lose the picture to posterity forever. Perish the thought.

So we threw caution to the four winds to see how this scheme works. One of Donald's prize pictures was an actual photograph of the double-cabin UNITED STATES taken at Cincinnati after the collision near Warsaw, Ky. with the double-cabin AMERICA. The charred U.S. was brought to Cincinnati for rebuilding and, oddly enough, her port wheelhouse was not even singed, and on it plainly showed the Great Seal of the United States.

We petitioned Ben Cullison to go fetch it. He came back with three folders marked UNITED STATES containing photos of the rebuilt Mail Line side-wheeler, FBI's diesel job and an old Michigan City-Chicago side-wheeler. The one we sought was not there. It is quite possible, of course, that it never came to Tulane.

So Lady Grace and I took a street car (a real one, no less!) and clang-clanged back to Canal Street. By all means take a ride on this car line and live dangerously. There is only this one line so you can't make a mistake. On our initial run the circuit-breaker blew out every six blocks with a horrendous bang! and livid purple fire. The motorman threw it back and then clobbered it with his fist to make it behave, which it never did. A sudden grinding of brakes, everybody pitching forward, usually means an automobile is broadside on the track ahead, trying to duck out into traffic. This St. Charles car line not only is the survivor, but also the oldest in the city, dating 1893. Its antecedent, virtually on the same right of way, was one of the first steam railroads in the U.S., connecting downtown New Orleans with the Carrollton district, 6½ miles, opened for service in the 1830s.

THIS DISSERTATION like the babbling brook could lull on and on with continual replenishment. Especially should we get into the culinary adventures and the restaurants. Some of them like Galatoire's at 209 Bourbon Street accept no advance reservations, do not honor travel cards, and you bally well can stand in line on the sidewalk--and everyone does--since 1905. The interior of Galatoire's looks like an old time barber shop, coat hangers galore and glass mirrors. We risked banishment by ordering fried chicken and mashed potatoes there. Not all of the famous eating places are in the French Quarter either; Ray Samuel and his busy, busy wife Martha Ann (real estate) took us to Commanders on Washington Avenue near their home run by the Brennans--a must. The specialties are



oysters Bienville, crabmeat imperial, stuffed flounder and soft-shell turtle stew. Kolb's on St. Charles Avenue just off Canal Street is distinctly German, two old buildings combined into one, and the ingenuity of operating the overhead blade fans with flatbelts and pulleys is worth the price of a beer to watch. Lady Grace and I went there twice. Our other repeat was the Port of Orleans Room in the Marriott.

When New Orleans natives are not eating they are talking about eating. When the Historical Society convened in the Presbytere one evening the Ways attended en masse to hear Ray Samuel tell the members what their antecedents were eating 200 years ago. Sounded like Antoine's of 1976. Good show and naturally a collation followed to appease the conjured hunger. Wake up, honey, time for your grits. Martha Ann was genuinely curious to learn what people eat away up there north of the Ohio River.

Meanwhile news on TV and in the papers was lively with reports of an earthquake of consequence up the Mississippi, rumbling the earth in northeast Arkansas and southeast Missouri (foretold in our March '75 issue, page 29.)

Our biggest jolt at New Orleans came without warning. Yes, Doc Hawley had invited Lady Grace and me to a reception at his abode, the Beauregard House, 1113 Chartres, 5:30-6:30 Thursday evening, March 25th. Doc has it pretty plush, we'd say, in this 1826 mansion briefly occupied by Confederate General P. G. T. Beauregard after the Civil War and later restored and occupied by the late prolific author Frances Parkinson Keyes. We knew Mrs. Keyes and had been a guest at Beauregard House while she reigned there, Lady Grace and I, along with Leonard V. Huber (who, sad to relate, along with his good wife Audrey and other members of the family, was laid up with the flu during our visit) so we were prepared, and were delighted to receive Doc's invitation. What we did not expect, and what did happen, was that Doc had invited and had acceptances from the whole upper echelon steamboat fraternity of New Orleans A.D. 1976.

Capt. Verne Streckfus
Mrs. J. Curran Streckfus, Sr.
Capt. J. Curran Streckfus II
Capt. J. Joe Deccaroix
Capt. Gentry Lowe
Capt. Donald Summers
--all associated with PRESIDENT.

Bill Dow
Capt. Robert Hammett
R. C. Brewer
Capt. Sam J. Centanni
Capt. and Mrs. Gilbert Manson
Bob Huenemann
Miss Nomi Leininger
--all associated with NATCHEZ.

Mr. and Mrs. George Fitzgerald
--Delta Queen Steamboat Co.

The chance of a lifetime, and no photographer on the premises!



CAPT. DOC HAWLEY'S ABODE

When Lady Grace and I arrived in a taxi, the driver saw a sign on the gate at the left, CLOSED. "Looks like the trip has been in vain," said he. Well, read the accompanying text. The Keyes Foundation, headed by Leonard V. Huber, leased an attractive first floor apartment in the Beauregard-Keyes House to Capt. Doc Hawley. This picture is made from a water color by Boyd Cruise photographed by Grant L. Robertson.

These good people, and Ray Samuel, and Carroll Fuller who manages the Beauregard House---a wonderful man ---and plunk-dab in the middle of that scene would have been Mrs. Geneva Robinson, now associated with the NATCHEZ, and for years until its closing in 1973 the cook at Louise Cook's Praline Shop, favorite New Orleans emporium of Capts. Mary B. and Tom Greene. Mrs. Robinson supplied the pralines and remoulade sauce to the GORDON C. GREENE and DELTA QUEEN.

Merciful days! Here was Capt. Verne Streckfus, 80, who would rather have the hairs on his head pulled out one by one rather than attend a social function--here he was with a broad smile, fit as two fiddles, and over forty years ago I helped pilot the side-wheel J.S. up the Ohio under his command. He is in charge of the PRESIDENT with Capt. J. Curran Streckfus II as alternate. Capt. Joe Deccaroix for years was with Standard of La. on the SPRAGUE, JACK RATHBONE, D. R. WELLER, etc. and today he and Capt. Gentry Lowe pilot the PRESIDENT. "Arky" Lowe and I in 1949 were on the HARRY TRUMAN trying to beat the record of the ROBT. E. LEE from New Orleans to St. Louis, and if she hadn't blown up her electric steering gear at Profit's Island Chute we would have succeeded. Ray Samuel other than the accolades heretofore mentioned is the author of many regional books, one of which he coauthored with his wife Martha Ann. Bob Huenemann is assistant manager of the NATCHEZ and Nomi Leininger is the booking agent. Bill Dow and I sweated out the preliminaries of

the NATCHEZ with his father in the fall of '72. Roddy Hammett, alternate master and mate of the new boat, once piloted the LADY GRACE. Carroll Fuller was major-domo and chauffeur for Mrs. Keyes when I and others huddled with her at Beauregard House to assure accuracy of "Steamboat Gothic."

As for the host, Doc Hawley was pushing the brass calliope keys and playing mate on the AVALON, the first promising pupil in Capt. Ernie Wagner's training school which since has minted so many rivermen of stature, when first we met.

Doc had planned his party in the courtyard French parterre at Beauregard House, one of the noteworthy beauty spots of the city, reconstructed by Mrs. Keyes to conform with the original planning of the 1830s and lately perfected by The Garden Study Club of New Orleans, but a gentle spring rain interfered. Instead we gathered on the protected balcony overlooking the two large magnolias, sweet olive, babana shrub, jasmine, wisteria, orange trees and roses. No matter; this crew could have convened on the head of a rusty barge holding umbrellas without alteration of enthusiasm. A party like this one is a cessation of time, no precedent, no chance of recapture, an event rare, original and precious.

PERRY COMO's "Spring In New Orleans," aired on prime time over various networks the evening of April 7th last, also featuring Dick Van Dyke and Leslie Ug-

gams, did for New Orleans jazz what we cannot hope to do here. It was superb, an hour-long show worthy of many repeats, in which case don't miss it. The send-off was filmed on the NATCHEZ with generous footage of Doc playing the calliope and a spine-tingler of the whistle blowing. Mardi Gras a la 1976, its gorgeously decorated floats, costumed mummies and royalty, and music and song, got big play. On a radio talk show next morning, locally televised in N. O., the thrust was "Ain't dere any white people in New Orleans?"

Over along the north shore bordering Bayou Barataria we saw a fancy Mardi Gras float stashed in a construction firm's yard alongside some yellow Cat cherry pickers. They save them, rebuild and redecorate them, and there are New Orleans firms which specialize 365 days a year producing Mardi Gras related equipment and gear. It's big industry. Although Mardi Gras had been long gone when Lady Grace and I visited the city, the New Orleans Indians in full regalia paraded to the home of Mr. and Mrs. Frank Strachan, paying respects to Rex.

There were three excursion boats on Bayou Barataria, all loaded with sight-seers, all in view at the same moment. We rode on the COTTON BLOSSOM, played tag with the COMMODORE, and met the VOYAGEUR. The 4½ hour trip is worth the time and the price, \$7. The marshlands of Louisiana, west of the Mississippi, are infested with a varmint called nutria, not the most lovable of characters, whose pelt is dyed to become m'lady's next beaver fur piece if you don't watch out.

Sharing the marshes with nutria is the multi-million oil industry, and on the return leg of our trip, along the Harvey Canal, we passed and met towboats and tugs in such profusion that a tally was impossible. Two monster towboats, laid up side by side, bore impossible names, TANGIPAHOA and TCHFUNCTE. Such names only could come from a well-shaken can of alphabet soup. The COTTON BLOSSOM was locked down 7½ feet from the Mississippi River at the Algiers Lock to explore this region of alligators and offshore oil industry. We went back up 7½ feet at the Harvey Lock to reenter the Mississlop. Knock out one of these lock gates with the other open and you're on the highway to flooding umpteen hundred square miles of incredible industry and a few deer. The deer were depleted almost to extinction by Hurricane Camille in 1969 but are staging a come-back. Uncle Sam has anticipated the lock crisis possibility--spare gates are on standby.

God pity the Northerners whose conception of New Orleans is a visit to the roped-off sections of Bourbon Street where this city picks its nose like a zoo ape in full view of its audience. Not that you should avoid Bourbon, heavenly days! You can stand out

in the middle of Bourbon, look in entranceways, and see for free what a stripper stripped wears and it doesn't take long. Some of them are good lookers even, but certainly not unique.

The unique part of New Orleans is what we've been talking about all these paragraphs. Start again at the beginning and come to Bourbon Street last.

Sirs: Two items were of special interest to me in the last issue; your visit to the PIASA (page 19) and the demise of the JEANNE BARRETT. When the PIASA was first opened as a restaurant Andrew J. Franz, Irwin M. Urling and I went aboard for a meal. Spencer Merrill and his wife were running it. On the return to St. Louis Irwin drove Andy's Packard along winding country roads--quite an exciting trip. Mrs. Merrill still runs Harbor Point where the PIASA is located.

The JEANNE BARRETT was not taken overland by canal; she was transported across terra firma to get her to the highway at Bridgeton, Mo. Utility wires were raised and other make-do arrangements made.

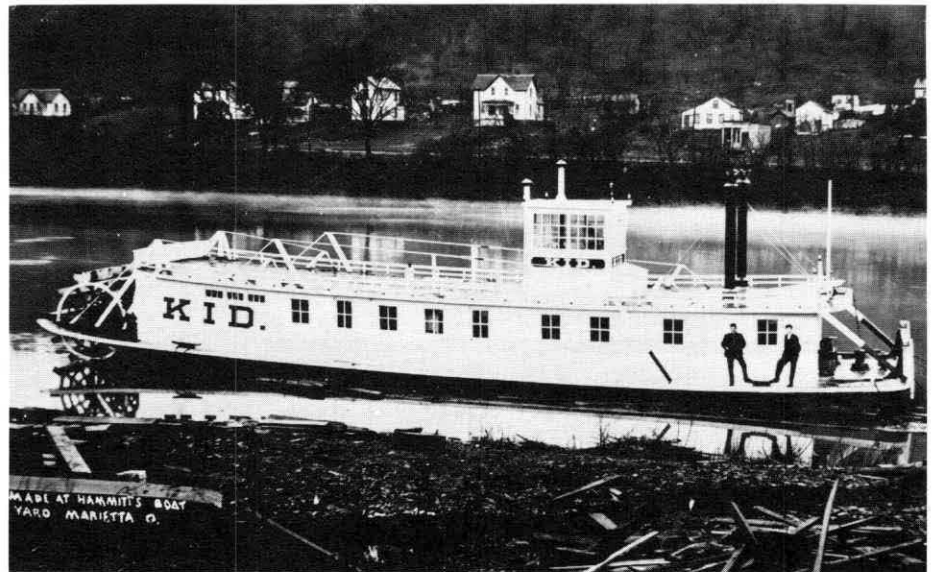
Keep up the enjoyable stories and the great pictures.

James V. Swift,
701 Chemical Bldg.,
St. Louis, Mo. 63101

No Fuss, No Bother

A tip of the editorial hat to feature writer Don Lee Keith of The Courier, published at 1232 Decatur, New Orleans. In the Apr. 21, 1976 issue he rated the appearance of the NATCHEZ in Perry Como's TV special as "coming in ahead of anything else in an abomination of a television special called "Perry Como's Springtime in New Orleans." As to her race with the DELTA QUEEN he observes:

"The QUEEN was never meant to need such machinery. She was designed and built in 1925 with a British hull and her purpose was a leisurely run between Sacramento and San Francisco. In those care-free days before the Depression, shimmy-shirted flappers and raccoon-coated jellybeans would drive aboard the boat (the parking area is now the dining room) and after unrushed meals and a bit of civil socializing, they'd retire to their cabins for a good night's sleep. Some of them usually stayed up to wave at the DELTA KING, a sister ship, whose path crossed enroute to Sacramento. The next morning, the passengers woke up in the harbor at San Francisco. No fuss, no bother, all it took was a little more time and the \$5 fare. She wasn't built to go racing down Ole Muddy."

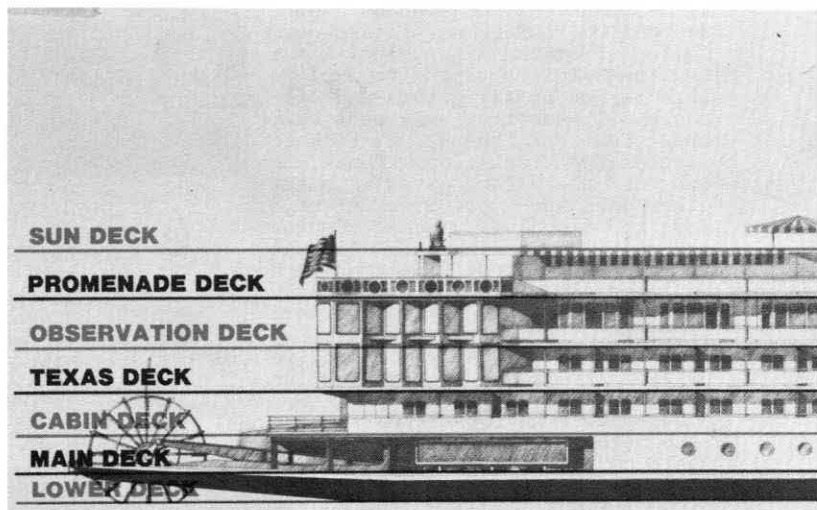


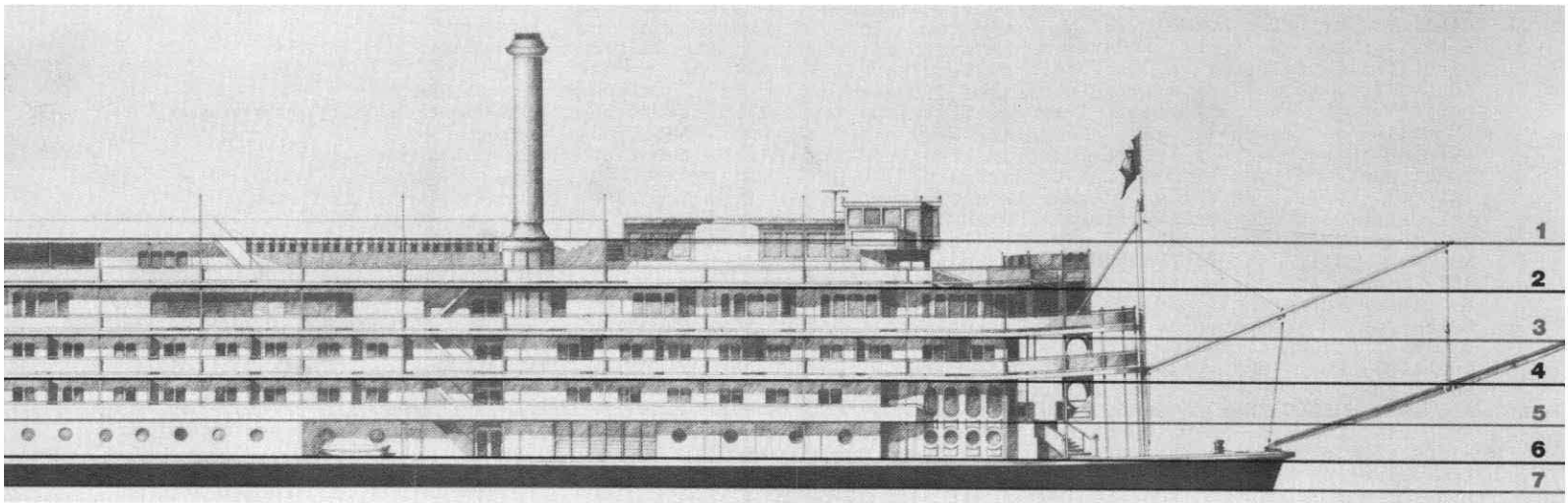
CLIFTON BROS., a Zanesville, O. sand and gravel firm, contracted with the Hammitt Boat Yard, Marietta, to build this towboat KID in 1906. This picture was taken when she was completed, new, ready to run. The boat yard was located along the left bank of the Muskingum where the W. P. SNYDER, JR. was moored until recently. In 1961 Woody Rutter said this: "the house showing across the river, center of the picture, with the gable end, is owned by Albert Neader who used to cut my hair for 50¢ when we lived at Marietta. Several of the other houses are still there. The lumber and dunnage on the bank in the foreground is from Elston's Lumber Yard which was where the Marietta Boat Club is today." The KID had a wood hull 75.4 by 15.4 and is well remembered by Dan Price, McKeesport, Pa., raised at Zanesville. Dan says Clifton Bros. dug their material from the Muskingum above Lock 10 and the Zanesville canal. They built their own wood barges up there, and Elmer Clifton was the riverman of the firm. His partner was Charles Clifton.



ON THE COVER of our last issue, down at the bottom, is a foggy morning view of the JULIA BELLE SWAIN with a photographer in the foreground taking the picture shown above. The boat was moored along the Mississippi opposite Pevely, Mo. (wherever that is, but Pevely has a zip code, anyhow, 63070) and the date was Tuesday, September 30, 1975. So in our March issue, front page, you saw Allen Hess taking the picture, and now you see the picture Allen took.

There is lively prospect that a feature of the S&D meeting at Marietta this coming September 11 will be an exhibition of modern river photography staged by Allen Hess and Chris Eaton. Catherine Remley plans to devote a large section of Campus Martius Museum to the special showing. Chris, a young man of talent, has been specializing in what may be termed "towboat life," his camera on the ready as he decks on Ohio River Company towboats. Allen, a recent graduate of the Art Institute of Chicago, has covered the JULIA BELLE SWAIN and also the NATCHEZ, and covered the three-boat race at Louisville this past April 28.





Clues and footnotes

IN 1817 a gentleman named J. G. Flugel came up the Mississippi aboard the steamboat NEW ORLEANS and kept a diary. We are indebted to Dr. Leland R. Johnson for furnishing us with a copy of the Louisiana Historical Quarterly, issue of July 1924, pages 414-35, in which the following account appears:

April 15 Today at 9 o'clock we start (from New Orleans) for Bayou Sara. The steamboat on which I write these lines is elegantly finished. I find among the passengers, about 50 in number, chiefly Kentuckians and the rest creoles (French) inhabitants of the coast.

April 16 In the morning it began to rain heavily. After breakfast we met the steamer OLIVER EVANS, now called the CONSTITUTION, which had broken one of her wheels and grounded through the Captain's neglect--so we are informed by those of the passengers who sought passage with us. Time passes rather slowly on board. The noise of the passengers is far from agreeable and interferes with my reading and writing. I, nevertheless, read in Pope's "Essay on Man" and "Telemachus." We stop to discharge several passengers. A number of new passengers board the ship.

April 17 This morning the weather was gloomy. Toward noon it cleared up again. Near Plaquemine we discharged several passengers, among whom was a handsome lady accompanied by a red-faced gentleman with a snuff colored coat. This morning I finished Pope's "Essay on Man." I again saw several alligators. This evening we reached Baton Rouge, where several passengers left us, among them General Ripley, a handsome, friendly, sensible man. As it is late and dark we cannot come close to the shore owing to the logs. We nevertheless discharge our passengers and that part of our cargo destined for Baton Rouge.

Having had a short interview with the Captain, Mr. A. R. Gale, today, from whom I got some information about the steamboat I am traveling on, I shall take this evening to note with a little more order what he was kind enough to let me know. He tells me that this steamboat NEW ORLEANS finished for navigation cost \$65,000. She was built at Pittsburgh in 1815 under the direction of one Hardinger (a German) and Captain Gale--for a company at New York (Messrs. Rosewalt, Fulton and Livingston), the same company that built the old NEW ORLEANS in 1810. She was built after Fulton's plan and construction---her machinery alone cost \$20,000. She carries, exclusive of her machinery, 200 tons. Her length in keel is 140 feet and breadth of beam, 28 feet. She carries no sails, runs from 3 to 4 miles against the stream in

an hour, and down stream, 9 to 10 miles. The ladies cabin is below deck, it being the most retired place. It is elegantly fitted up. The windows are ornamented with white curtains and the beds, 20 in number, with red bombazette curtains and fringes and mosquito bars, besides sofas, chairs, looking glasses, etc., and an elegant carpet ornaments the floor. This cabin is 30 feet in length. Above deck is an elegant round-house of 42 feet length and 28 in breadth for the gentlemen. This room for convenience of passengers is provided with 26 berths in 13 staterooms, 2 berths in each stateroom, with mattresses of Spanish moss (in which the woods of Louisiana abound). Other necessary bed clothes are handsomely flowered. Each berth has a window. Sofas or settees and chairs, two large tables, a large gilt framed looking glass, several elegantly finished recommendation cards and the regulations of the boat in gilt frames ---all these adorn the room, and finally an elegant carpet covers the floor. The Captain's room is on the starboard side and is tolerably large. Forward of the round-house adjoining the same, on the larboard side is the bar-room fitted up equal to a coffee house and the present keeper, Louis Roach, is a very accommodating pleasant man. Above the water-wheel on the larboard side is the clerk's office and lodging. He receives the freight, weighs and measures it, keeps the accounts, etc. On the starboard side ranging with the former is a room for the head engineer and the bar-keeper. Further on the deck forward of the engine is the kitchen and forward of this is a room for the mate and the pilot. This appears to me to be an excellent plan, as these two officers are placed where they are most available in case of alarm. Forward of this, immediately under the prow below deck, is the forecastler's lodging with 12 berths, seats and a table for the hands in general. I find that the steam engine effects eighteen revolutions per minute. This, however, cannot be an exact calculation. The Captain is very particular with her boiler (for I observed him this afternoon stuffing up several holes) it being very old, the same that sank in the old NEW ORLEANS about two years ago. He is daily expecting a new copper boiler from New York. When he gets the same on board he tells me the engine will perform 22 revolutions per minute. Consequently, it will give the boat a much greater velocity through the water. This boiler, now on board, contains eight tons of water. She consumes 6 cords of wood in 24 hours, which is taken in along the coast where the inhabitants have it in readiness at \$2.50 a cord (8 feet long, 4 high, and 4 broad). The vessel can be stopped in an instant if there is any danger and with facility she can be brought to shore or turned in any direction. Near the forecastler's

watch-way is a large bell by which the servants are awakened.

Captain Gale told me that dragging the small boats (which the vessel carries), he had discovered, was injurious to the vessel, as well as impeding her progress. Therefore, he had obtained cranes, by which the small boats were hauled up. This is effected as the boat is proceeding. On the lar-and-starboard sides of the bow are two anchors, a provision used only in case of a storm, for commonly they make use of a large cable, after which it has been used is regularly coiled up. As the climate is exceptionally hot and would scarcely be endurable in the summer months on board a steamboat where the heat of the fire and the boilers would be sufficient to prevent persons from traveling or, at least, would render them uncomfortable when traveling, the boat is completely covered with awning at that time, and above the round-house is an elegantly decorated walk with iron railings and nettings (made by Henry, a German sailor). There the gentlemen passengers sit comfortably and have a commanding view over the boat, river, and land, and enjoy the cool breeze. The awnings, the Captain tells me, have no tendency to impede progress. The sight of these swimming volcanoes on water is very agreeable. They generally have colors at their poop and the American eagle and stars give a very handsome effect. A swivel gun is carried to signalize their arrival and departure. It is generally fastened to the middle of the bow. The one on board this boat is a little 4-pounder. I might say a great deal more, but have mentioned what I thought to be the most interesting. I add a statement of the persons indispensable on board, and also their salaries:

1 Captain	salary per year	\$2,500
1 Mate	" month \$50, year	600
1 Pilot	" " \$50, "	600
1 Engineer	" " \$50, "	600
1 Clerk	" per year	500
1 Bar-keeper	" month \$30, "	360
1 Steward	" " \$30, "	360
1 " Assistant	" " \$30, "	360
1 Cook	" " \$30, "	360
1 Cook's Mate	" " \$20, "	240
2 Firemen (each)	salary month \$20 year	\$480
8 Sailors	" " " 20 " 1920	
4 Kitchen servants and waiters who receive from \$15 to \$20 per month		840
		<hr/> \$9,720

These are the expenses for one year for persons absolutely necessary on board. Their maintenance is very costly in this part of the country since everything especially provisions are high, for one pays from \$20 to \$45 per month for board in New Orleans. The expenses in case of damage to machinery, which now and then occur, no one can state, but the final and total expenses are very great. The income obtained is proportion-

ately great, for the Captain told me that on one trip from New Orleans to Natchez, the net proceeds amounted to no less than \$4,000. There is within the bounds of knowledge no business in any part of the globe which is more lucrative than this, but it will not be so in a few years hence, for I know the enterprise of the Americans, and the rivers as far as they may be navigable will be crowded with steamboats, and their enterprise will be slackened in the course of time. I add the prices received for passengers and freight:

Passage down stream from Natchez:

To Fort Adams	54 miles	\$ 4.00
" Bayou Tunica	119 "	8.00
" Bayou Sara	141 "	9.50
" Baton Rouge	180 "	11.00
" New Orleans	314 "	15.00

Passage up stream from New Orleans:

To Baton Rouge	136 miles	\$16.00
" Bayou Sara	173 "	19.00
" Bayou Tunica	195 "	20.00
" Fort Adams	260 "	25.00
" Natchez	314 "	30.00

Way passengers up stream pay 12½ cents per mile and down stream 6½ cents. The freight she receives for Bayou Sara is paid at the rate of 30 cents per square foot, and so for a barrel measuring five square feet, \$1.50, and for heavy articles such as iron, lead, etc. 75¢ per cwt.

So much about the steamboat. For the description of the machinery I am incapable of rendering any satisfactory account, for the engineer is too much occupied to inform me of all particulars and I am not sufficiently acquainted with all the technical terms and various appellations, but the Captain has promised to give me an account at some other time with the greatest of pleasure. This good man (the Captain) deserves notice and credit for his politeness toward everybody, and his extraordinary activity and attention which he always displays on board. He is never at rest. The most minute objects do not escape his notice. Moreover, he is just, as he sees that no one is idle. Nor does he allow anyone to suffer--which he extends even to the fowls and pigs on board.

April 18 This evening we reached Bayou Sara. This is the place of my destination, but I feel so indifferent about it that I do not go ashore tonight.

April 19 I have my effects moved to the shore.

April 20 Fine weather. Several boats arrived from Tennessee bound for Orleans. The weather later in the day begins to get gloomy, with a little rain. In the afternoon Mr. Gross came to see the show which is exhibited at St. Francisville. This evening a man who went on board a flat boat to play cards was badly beaten by the boatmen, with whom he quarreled. I heard the fray at the house. I read in "Telemachus" until after

RULES OF CONDUCT FOR GENTLEMEN
ABOARD S.B. NEW ORLEANS
1817

"1. No gentleman passenger shall descend the stairs leading to, or enter the lady's cabin unless with the permission of all the ladies, to be obtained through the Captain under the penalty of two dollars for each offense.

"2. Smoking is absolutely prohibited in any of the cabins under a penalty of one dollar for each offense, and fifty cents for every five minutes the same is continued after notice.

"3. No gentleman shall lie down in a berth with his shoes or boots on under a penalty of one dollar for each offense.

"4. No passenger shall speak to the man at the helm under a penalty of one dollar.

"5. Cards and games of every description are prohibited in the cabin after ten o'clock at night.

"6. At noon, every day, three persons to be chosen by a majority of the passengers shall form a court to determine on all penalties incurred and the amount collected shall be expended in wine for the whole company after dinner.

"7. For every transgression against good order and cleanliness, not already specified, such fine shall be imposed as the court in their discretion shall think fit.

"8. All damages done to the furniture or boat by any of the passengers, it is expected, will be paid before leaving the boat.

"As the preservation of good order and cleanliness is indispensable to promote the comfort and accommodation of passengers (to which every possible attention will be paid) the foregoing regulations will be rigidly enforced.

"It is particularly requested that gentlemen will not spit on the cabin floors as boxes are provided for that purpose."

midnight.

April 27 In the morning Frauenknecht came over with Ludling. Fine weather. Some more boats from Tennessee arrive. In the afternoon about twenty boatmen took a man who had stolen \$2.00, put him in a cart, and pulled him about the streets crying: "Who stole the money? ... "Alexander." What else they did with him I know not. They talked of ducking him. I soon closed the door to avoid being a witness to their mean and cruel acts.

April 30 Fine weather. Several boats arrived from Russelville, Kentucky, and yesterday several from Dayton.

May 2 This morning I went to St. Francisville to pay Mr. Holt a visit. I remained a couple of hours with him. On the way home I went with him (Holt) to see two buffaloes, the first live ones I have seen. A Philadelphian brought them from the head of the White River and intends taking them to Philadelphia. They looked fatigued.

May 4 At 7 o'clock this morning the steamboat WASHINGTON passed. Last year the boiler of this boat blew up near Marietta, doing great damage (7 men died at Cincinnati). Just as I turned in the direction of the front door I perceived 1½ miles upstream a large white cloud which seemed to me something un-

usual. It rose distinctly, as the blue horizon and the color of the Mississippi contrasted with the white cloud. About 1½ hours later Mr. Sterling, a merchant from St. Francisville, crossed the river with several doctors to give relief to the distressed. I understand that the cylinder of the steamboat CONSTITUTION burst, scalding a number of passengers. They had to draw her by means of ropes to the shore. There is a continual crossing of the river all day to see the distressed. Eleven persons are dangerously scalded. Two of them were deprived of their senses. It is said that the Captain challenged the WASHINGTON to a race. A few minutes after he had challenged her the destruction took place. This evening eight of the sufferers were dead. James Nolasco came this evening from Sandy Creek.

May 5 Eleven persons are dead. A good many persons are going to their burial. Among the dead are three Masons. I would like to do them the last honor, but my position here will prevent me from doing so.

May 6 This morning another of the unfortunate from the steamboat was buried. I understand that among them was a gambler, who was buried separately.

June 3 Fine weather. Steamboat

VESUVIUS came at 11 o'clock. I went down to see whether she had something for Nolasco. The engineer tells me that nearly all the houses at Natchez were closed on account of the yellow fever, and that the inhabitants had nearly all moved to the country.

June 4 Channon, the young man who discharged the cargo from the keelboat, died this morning it is generally believed from yellow fever brought from Orleans.

* * * * *

A FEW NOTES ON THE ABOVE

This steamboat NEW ORLEANS was the second of the name. The hull was built at Pittsburgh in 1815, approximately the same length as the original, and two feet less beam. This hull was floated out to New Orleans by sweeps, and she got the boiler, and possibly the engine, from #1. She was hooked and sunk by a snag in latter 1818, but was raised and taken back to New Orleans sustained by two vessels with spars crossing over. In landing at New Orleans the spars gave way and she went to the bottom.

Mr. Flugel errs in the spelling of Roosevelt (Rosewalt).

The term "round-house" threw us, but we find in Webster that ships had 'em; a cabin on the aft part of the ship's quarter deck, sort of like the aft section of the Texas, often quartering the crew. It was not "round" in shape.

Mr. Flugel, being a novice to machinery and boilers, lauds Capt. Gale's attention to "stuffing up several holes" in the boiler. But maybe on a low pressure boiler you can go around stuffing up holes; let's not quarrel--he was there, after all.

The mention of the explosion of the WASHINGTON's boiler at Marietta prompts our comment that she in all likelihood blew a cylinder head. The deaths did not occur at Cincinnati--right there at Marietta.

Mr. Flugel was of the impression that the CONSTITUTION exploded her cylinder, an interesting observation. The death list reached 13. She was repaired and continued to run. In October 1817 she became the second steamboat to arrive at St. Louis (first was the ZEBULON M. PIKE, Aug. 2, 1817).

So much for the opinion of river gamblers; they were buried separately.

Sirs: The article on the C. M. PATE and the Railway Guide advertisement of the Cumberland & Tennessee Transportation Co. were most interesting, and evoked some conjecture and speculation in my mind, which after a little checking led to some conclusions. I would speculate that this company dealt primarily with timber and lumber, and that the boat business was primarily to get Cumberland River timber to the railroad and thence to the mill.

My reasons? Two names, L. H. Wymond and W. A. Watts. Here in



ABOVE pictured are Capt. and Mrs. Frederick N. MacLean on board the ORIENTAL JADE at San Francisco in July, 1969.

This ship formerly was American Export's EXCALIBUR and Captain MacLean was her last skipper under the U.S. flag. Mrs. (Kay) MacLean is granddaughter of Capt. Edward S. Williamson who is well remembered as skipper of the packet JOHN W. HUBBARD and others in the Louisville-Cincinnati trade. Captain Williamson, native of Pomeroy, O., married Kathryn Coleman of Gallipolis in 1866, who came from sailing stock, granddaughter of Commodore Samuel Swain, Nantucket, who moved to Ohio in 1814. Kay MacLean and her sea-going husband today live at 410 Club House Drive, Aptos, Calif. 95003.

Louisville the Chess & Wymond Co. is an old and well-known cooperage firm. I knew Mr. Wymond's widow, who was some younger than he, and she passed away about two years ago. Mr. Watts attended the church to which I belong, and had a niece who worked with Stoll Oil for many years. They used to talk about Mr. Watts and the Chess & Wymond Co., and I had no idea that they ever had any steamboat connections. But I think the deduction is reasonable.

C. W. Stoll,
Rock Hill,
Mockingbird Valley Road,
Louisville, Ky. 40207

John P. Killoran, S&D's leading railroad buff in West Virginia, is executive director of the newly formed West Virginia Railroad Maintenance Authority. From what we gather this is a temporary assignment, but may become permanent.

DARLINTON-DARLINGTON

Clyde Swift, 274 Newton Ave., Glen Ellyn, Ill. 60137 tells us that contemporary Zanesville newspapers used the Darlinton spelling.

The question arose in the story of the packet CARRIE BROOKS in our March '75 issue.

Harvey Darlinton in 1864 bought "Mound Farm" back of Duncan Falls, O. (453 acres) and lived in its

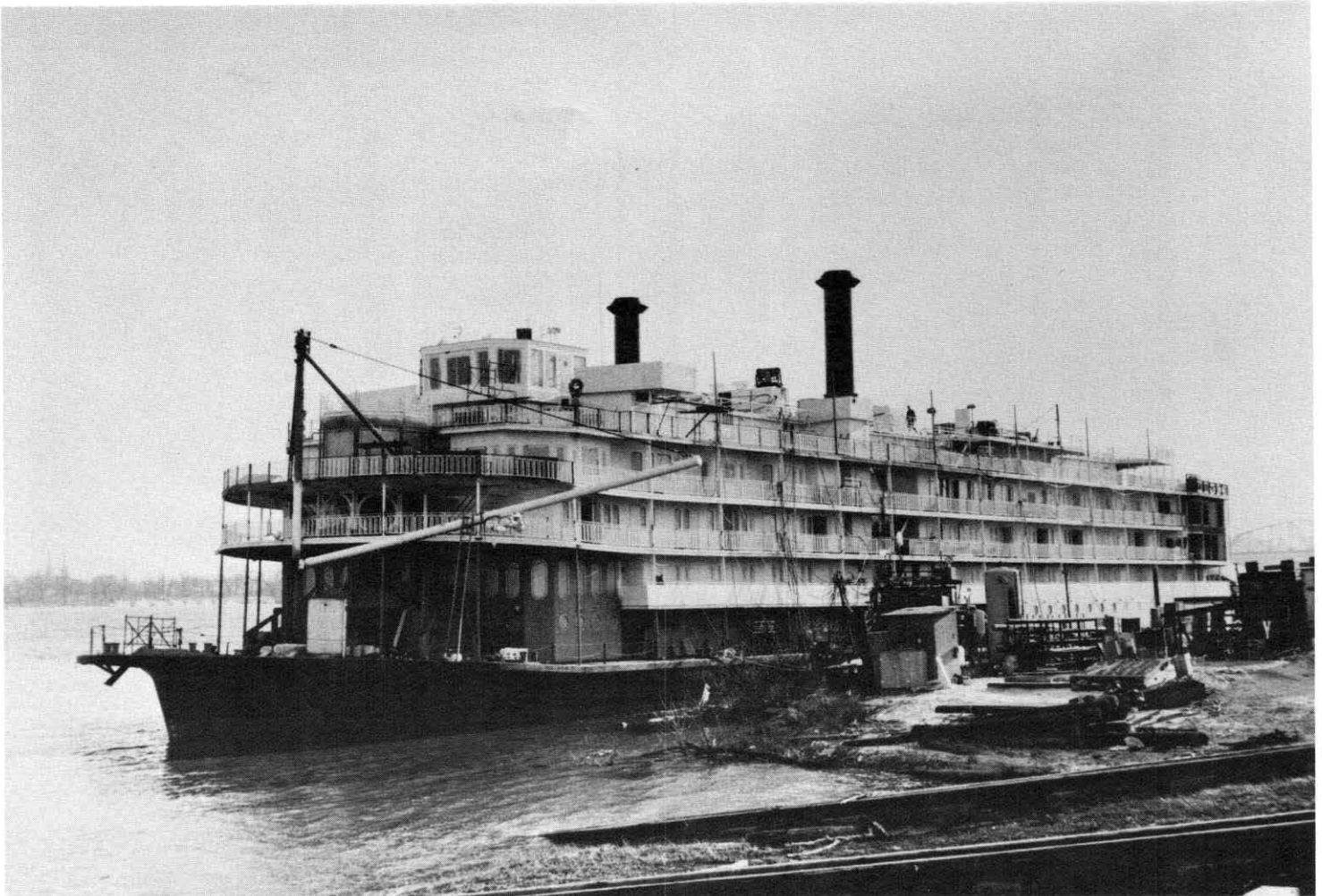
beautiful house boasting a winding staircase. His younger brother James in 1866 came out captain on the new CARRIE BROOKS.

In 1871 Harvey sold Mound Farm and replaced his brother as skipper of the BROOKS. When the boat was sold, 1877, Harvey engaged himself in the buying and selling of horses, operating out of Zanesville. He became Muskingum County Commissioner and was the vice president of the Home Building and Savings. He died at Zanesville on November 10, 1897, aged 87.

James mined coal following his river career and died at Zanesville on June 30, 1882, aged 62.

=Here is a teaser for Clyde: the picture we showed of the CARRIE BROOKS had its source in McConnelville, O. from an old-time photographer named Brooks. Was this Mr. Brooks kin to the CARRIE BROOKS' family? -Ed.

The death of the mysterious billionaire Howard Hughes, 70, on April 5, 1976, prompts us to unveil a persistent rumor of some months back. Hughes Aircraft and Kaiser Aluminum, according to the story, set up an initial fund of \$25,000 to prepare drawings for a proposed Mississippi cruise boat, to have twin props, and a superstructure 85% aluminum. Some of these drawings were made. The project then was shelved, or discarded.



Sailing Dates Change

Sailing dates for voyages of the new steamboat Mississippi Queen have been changed because of a two month delay in construction. However, America's new sternwheeler will make all ports of call as previously scheduled.

Special Inaugural Cruises originate in New Orleans, St. Louis, St. Paul and Cincinnati.

Three voyages are scheduled to take advantage of the fall colors splashed on the high wooded bluffs of the Mississippi and the rolling hills of the Ohio. On September 25' the new riverboat leaves St. Louis for her first adventure on the upper Mississippi. And on October 2, she departs St. Paul on a journey that navigates the entire length of the mighty river.

The Mississippi Queen makes her first exploration of the upper Ohio October 30 with a round trip from Cincinnati on which she makes her debut port call in Pittsburgh.

The schedule also features ten 01' South seven night round trip cruises from New Orleans to the battlefields of Vicksburg and the antebellum homes and plantations in St. Francisville, Baton Rouge and Natchez.

CONSTRUCTION of the super-liner MISSISSIPPI QUEEN is a scene of feverish activity. The above picture was taken in early March this year, approximately as she looked when the Middle Ohio River Chapter of S&D visited on board Sunday, March 28th last.

The following three pages are devoted to detail photographs taken by Greg Goldstein during the tour, thanks to Sandra Rae Miller.

1. The paddlewheel. What you see here are actually two paddlewheels built on a common shaft, the buckets staggered. She has eight flanges. Staggered buckets are no novelty, dating back to 1890 on the rivers, doubling the number of arms on the center flange (in this case using 7 flanges instead of 8) to reduce weight.

2. Detail shot of paddlewheel. The arms from flange to inner circle are steel channels. Bolted into each channel (note the six bolts) is a wooden extension to which the bucket is stirrured (see three stirrups on each arm). This scheme is novel, but has precedent in the Pittsburgh area, discarded when the bolts tended to work loose.

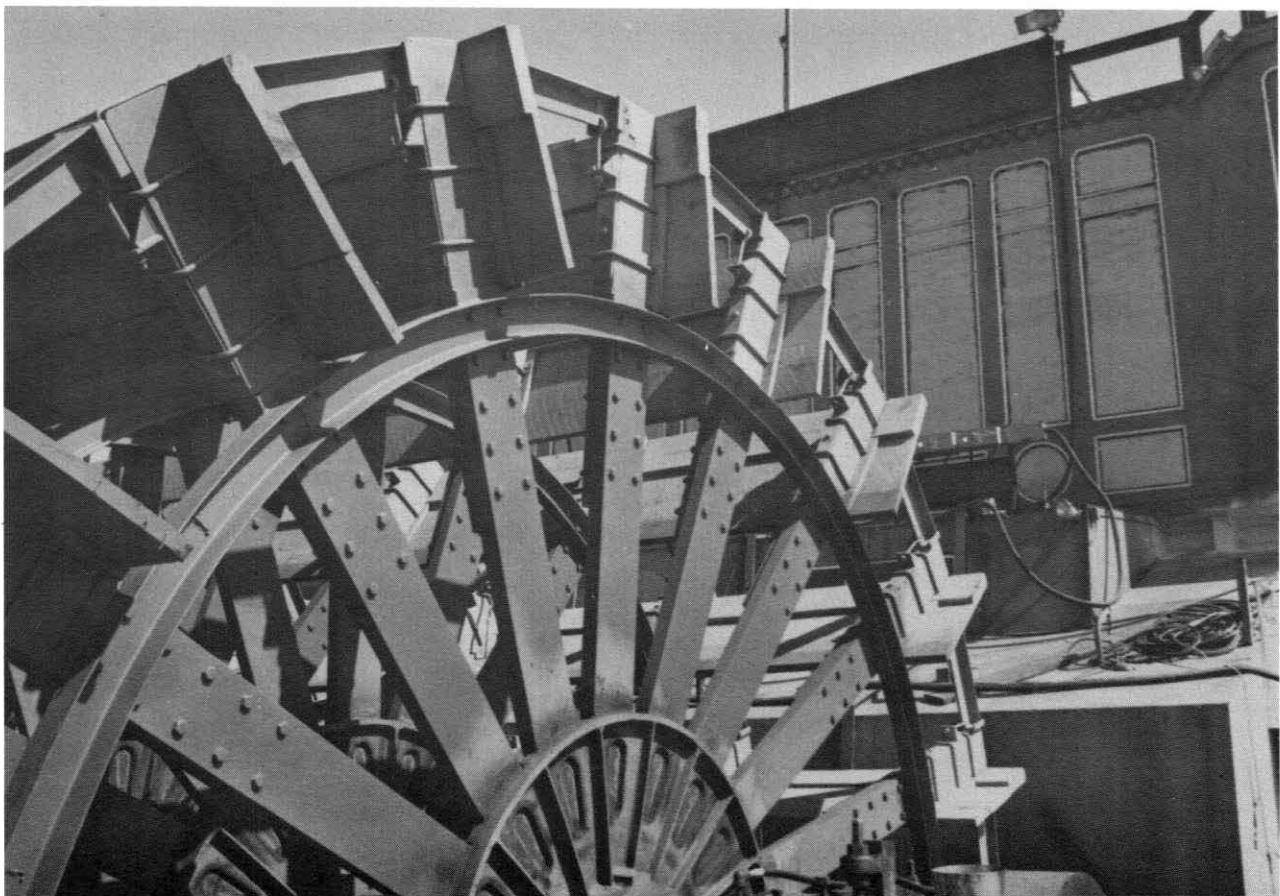
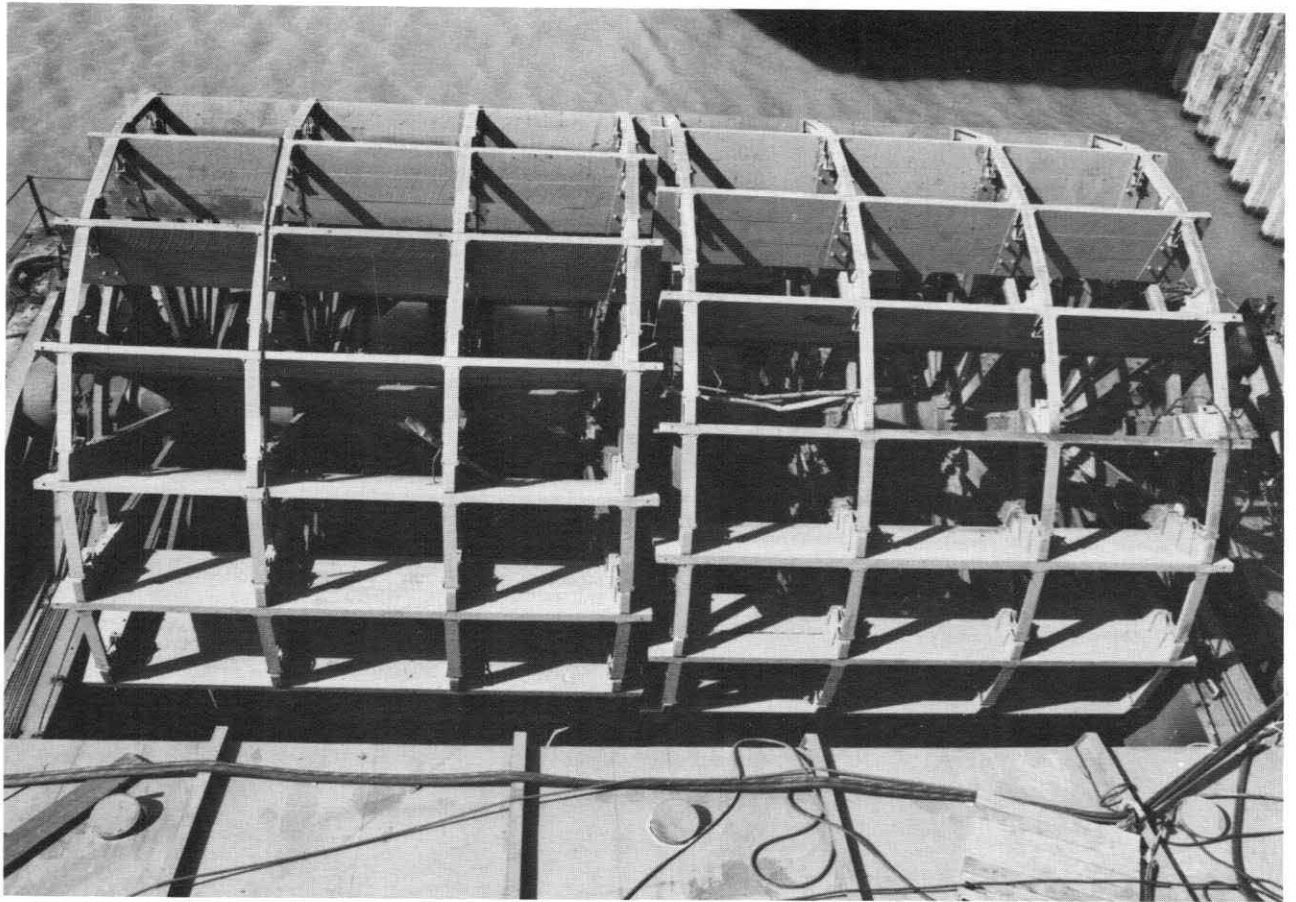
3. The stern bulkhead. You will never believe it until you see it. If she may be said to have a Queen Ann front, she surely has a Merry Ann behind. Puzzle: find the paddlewheel--it's there, in place.

4. The gigantic manifold for the super calliope is clearly seen in this shot. The whistles have not been mounted. Everything about this new steamboat, including the cost, is Gargantuan, with a capital G.

5. An upper deck view with many S&D'rs strolling about. Our first thought in looking at this was that Greg had played us an April Fool joke, ringing in an old shot taken at Buffalo or Detroit. But no, the bridges and skyline of Louisville, Ky. are off to the left.

6. The forecandle dwarfs these pee-wee humans who, upon completion of the tour had north, east, south and west reactions. One was so enthralled by it all he phoned us l.d. to spill forth his enthusiasm. Another wrote to judge the interior as "a tornado--damaged saloon for transient drinkers." One good lady wrote: "I confess I must take a trip on this boat."

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Sirs: Somewhere 'mongst my souvenirs is a peach-tinted champagne-stained silk ribbon, also some glossy photographs of a sternwheel towboat named CHAMPION COAL, and a nice letter from the board chairman of the Dravo Corporation, Mr. J. D. Berg, thanking me for my christening of the new boat on the day of launching. I was about 14 at the time and my memories are vague, but my father, when I asked him what name the boat was to be given, grumbled: "Don't be an idiot---the name is painted on the side in block letters you can read half a mile off." Mother made me a dusty rose suit for the occasion which went admirably with a bouquet of red roses somebody handed me. Mother was holding peach-hued roses. When we got home I remember she asked for a martini. Finally, and what loomed large in the memory of this 14-year-old, is that I was let out of school to christen the CHAMPION COAL.

Nancy Morrow,
457 Leet Road,
Edgeworth,
Sewickley, Pa. 15143

=Nancy's father was J. D. A. Morrow, president of the boat's owning firm, Pittsburgh Coal Company. The launch took place at the marine ways of the Dravo Corporation at Neville Island, Pa., April 23, 1935. Among those who rode the new towboat in were Capt. Robert F. Eberhart, river transportation manager for Pittsburgh Coal, and the boat's chief engineer John Bush. -Ed.

The Walt Disney Library, 500 S. Buena Vista St., Burbank, Calif. 91510 phoned Catherine Remley at Campus Martius on April 12th last. Nancy Kinney, associated with the Disney Library, was in a dither to know how properly to ring bells on steamboats c. 1870, and the meaning of whistle signals.

THE MIDDLE OHIO RIVER CHAPTER of S&D held its initial meeting at Louisville, Ky. on Saturday afternoon, March 27th last. Thirty eight interested persons convened at the Roadway Inn for a social hour followed by a steak and baked potato dinner. The Rev. Charles (Bud) Schroeder asked the blessing.

Dale Flick presided at a short business meeting thereafter. The foremost question on the agenda was whether to affiliate with the Steamship Historical Society of America or the Sons and Daughters of Pioneer Rivermen. All present cast ballots, and at first count the S&D was accepted.

Jack Custer offered a resolution to create of the group a non-profit corporation under the title of Middle Ohio River Chapter of S&D, with intent to promote and help perpetuate river history and boats and to honor river people.

Dale Flick appointed Sandie Miller as chairman of a Bylaws Committee. Working with her are Pat

Sullivan and Keith Norrington. The Nominating Committee is chaired by Jack Custer, and his associates are Delly Robertson and Ann Ziegler. The Program Committee is led by Gordon Reed, and his assistants are Greg Goldstein and Sandie Miller.

Tim Smith, director of the Howard Steamboat Museum, Jeffersonville, spoke briefly to outline progress of the restoration of the museum since the fire of March, 1971.

Guest speaker of the occasion was Bert Fenn, Tell City, Ind. who presented a slide show with narration entitled "Tall Stacks On the River." This was acclaimed the best talk of the year, anywhere, done up brown with the unusual Fenn Flourish. Lucky were those present to hear and see it.

C. W. Stoll had arranged a grand Tour for the next morning, Sunday, starting off with a visit to the new MISSISSIPPI QUEEN at the Jefferson Ship Yard with Robert Greene III as host. Bob led this crew leisurely on a complete hull to pilothouse tour, missing nothing. Greg Goldstein took pictures, some of which appear in this issue of S&D REFLECTOR. The inspection of the new boat took two hours, and grateful appreciation was expressed to Bob Greene for giving up a

beautiful Sunday morning to help make so many persons happy.

C. W. Stoll then conducted a sight-seeing tour of the area, including the Falls, New Albany, and Portland. The group disbanded at the Roadway Inn. Some went to their destinations; others remained for lunch and for a visit to the Howard Museum.

It has been suggested that the new group meet three or four times a year. The next gathering will be held at Jeffersonville, Ind. on the week-end of Saturday, June 12 and Sunday, June 13, 1976. Members and those interested in becoming members will convene at the American Host, 700 W. Riverside Drive, Jeff. A speaker has been procured, officers will be elected and bylaws adopted. Contact Dale Flick, 1444 Burney Lane, Cincinnati, O. 45230 (phone 513-231-0064); Sandra Miller, 4223 Cutliff Drive, Louisville, Kentucky 40218 (phone 502-491-0009); or Gordon Reed, 1021 Grinstead Court, Louisville, Ky. (phone 502-458-1337).

Woody and the Bee are fresh home from a wonderful visit to the Ohio River regions. They visited with Bert Fenn, the Stolls, and Mrs. Loretta Howard. Even saw Alan Bates on the BELLE.

Mississippi Queen

REVISED 1976 Cruise Schedule Sailing Dates

All Cruises Depart Saturdays 9:00 pm Except Maiden Voyage.

Cruise No.	Cruise Dates	PORTS Originations & Destinations	Round Trip (RT) One Way (OW)	Cruise Sailing	Cruise Ending	Nights	S	ST	*Fares Per Person Include Berth, Meals, Entertainment and Steamboat Passage							
									AAA	BBB	AA	BB	A	B		
1	July 27-Aug. 14	Cincinnati/New Orleans/Cincinnati	MAIDEN VOYAGE	RT	Tues. 8 pm	Sat. 9 am	18	2430	2016	1620	2160	1332	1080	1170	1530	
1S	July 27-Aug. 4	Cincinnati/New Orleans		OW	Tues. 9 pm	Wed. 9 am	8	1680	1400	1040	1520	856	680	752	1000	
1N	Aug. 4-14	New Orleans/Cincinnati		OW	Wed. 9 pm	Sat. 9 am	10	1500	1250	980	1350	820	650	720	950	
2	Aug. 14-21	Cincinnati/New Orleans		OW	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
3	Aug. 21-28	New Orleans/Natchez/Vicksburg (Inaugural)		RT	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
4	Aug. 28-Sept. 4	New Orleans/Natchez/Vicksburg		RT	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
5	Sept. 4-11	New Orleans/Natchez/Vicksburg		RT	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
6	Sept. 11-18	New Orleans/Natchez		RT	Sat. 9 pm	Thurs. 9 am	5	750	625	490	675	410	325	380	475	
6a	Sept. 16-18	New Orleans (In Port)						American Society of Travel Agents (ASTA) World Travel Congress								
7	Sept. 18-25	New Orleans/St. Louis (Inaugural)		OW	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
8	Sept. 25-Oct. 2	St. Louis/St. Paul (Inaugural)		OW	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
9	Oct. 2-16	St. Paul/New Orleans (Inaugural)		OW	Sat. 9 pm	Sat. 9 am	14	1890	1568	1260	1680	1036	840	910	1190	
9a	Oct. 2-9	St. Paul/St. Louis		OW	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
9b	Oct. 9-16	St. Louis/New Orleans		OW	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
10	Oct. 16-23	New Orleans/St. Louis		OW	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
11	Oct. 23-30	St. Louis/Cincinnati (Inaugural)		OW	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
12	Oct. 30-Nov. 6	Cincinnati/Pittsburgh/Cincinnati (Inaugural)		RT	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
13	Nov. 6-13	Cincinnati/New Orleans		OW	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
23	Nov. 13-20	New Orleans/Natchez/Vicksburg		RT	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
24	Nov. 20-27	New Orleans/Natchez/Vicksburg (Thanksgiving)		RT	Sat. 9 pm	Sat. 9 am	7	1050	875	686	945	574	455	504	665	
25	Nov. 27-Dec. 4	New Orleans/Natchez/Vicksburg		RT	Sat. 9 pm	Sat. 9 am	7	735	665	560	700	490	385	420	539	
26	Dec. 4-11	New Orleans/Natchez/Vicksburg		RT	Sat. 9 pm	Sat. 9 am	7	735	665	560	700	490	385	420	539	
27	Dec. 11-18	New Orleans/Natchez/Vicksburg		RT	Sat. 9 pm	Sat. 9 am	7	735	665	560	700	490	385	420	539	
28	Dec. 18-26	New Orleans/Natchez/Vicksburg (Christmas)		RT	Sat. 9 pm	Sun. 9 am	8	1200	1000	784	1080	656	520	576	760	
29	Dec. 26-Jan. 2	New Orleans/Natchez/Vicksburg (New Year's)		RT	Sun. 9 pm	Sun. 9 am	7	1050	875	686	945	574	455	504	665	

*Fare subject to imposition of fuel surcharge

THE PILOTS REVOLT

=From "The Gate City," published at Keokuk, issue of March 19, 1889. Our thanks to W. L. Talbot for supplying this.

Delta Queen

The upper Mississippi river pilots are very much dissatisfied at the treatment they receive from the board of supervising inspectors, backed up by the secretary of the treasury.

It will be remembered that seven years ago the board passed a rule for passing signals which reversed the time honored custom adopted by the pilots themselves, and declared that the descending steamer should whistle first. The SCIOTO-JOHN LOMAS collision, with a loss of fifty lives, occurred on the Ohio a very short time after the new rule took effect. This disaster being followed by two more, the board repealed the rule, practically admitting their mistake.

Six weeks ago the board adopted a rule requiring all sternwheel steamers to have their pilothouse bell pulls and whistle treadles conform in arrangement. The Upper Mississippi Pilots' association sent one of their number (Capt. J. N. Long) to Washington to urge the passage of this rule, as it is full of merit. In fact, no rule passed by the board in the past five years can compare with it as a measure to prevent loss of life and property, and two hundred dollars would fully cover the entire cost of making the necessary changes on all the boats where the bell pulls and whistle are not arranged as the rule requires.

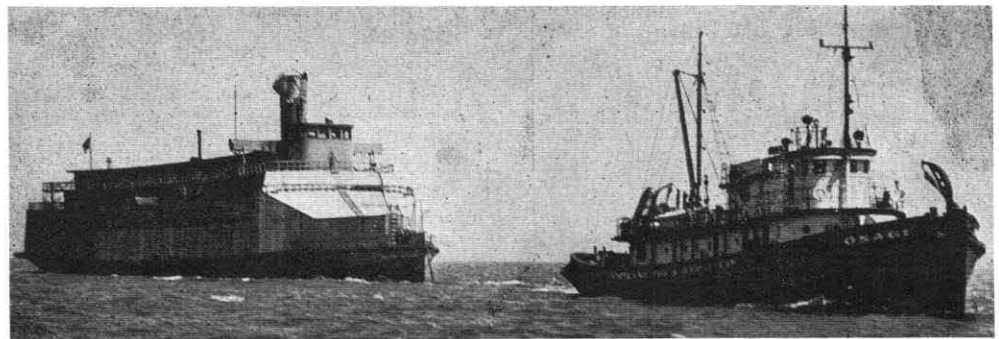
This rule was passed unanimously, but Inspector General Dumont, who practically controls the action of the board, did not favor it, and in consequence the secretary of the treasury disapproved it.

Several towboats have adopted the custom of carrying a colored signal light on the stern, an additional protection against collision by loose boats overtaking and passing them. Learning this, the board have just passed a resolution directing such towboats to display no colored lights on the stern, but two bright lights --one three feet above the other and the lower one at least fifteen feet above the upper deck.

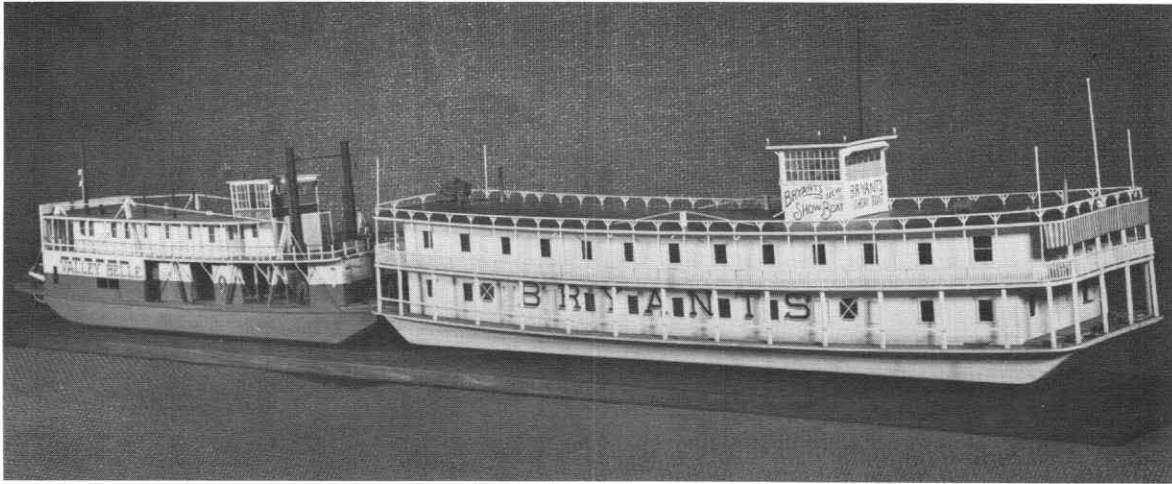
All pilots, and a great many other people, know that bright lights so displayed would be an intolerable nuisance on a dark night.

Cruise No.	Cruise Dates	Ports: Originations and Destinations	Round Trip (RT)		Cruise Ends	Steamboat Nights	Fares Per Person Include Berth, Meals, Entertainment and Steamboat Passage				
			One Way (OW)	Sailing			C	B	A	AAA	
27	June 4-6	Cincinnati Weekend	RT	Fri. 6 p.m.	Sun. 2 p.m.	2	132	158	176	198	208
28	June 6-9	Ohio River Cruise	RT	Sun. 6 p.m.	Wed. 9 a.m.	3			**Ohio AAA Clubs		
29	June 9-12	Ohio River Cruise	RT	Wed. 6 p.m.	Sat. 9 a.m.	3			**Ohio AAA Clubs		
30	June 12-15	Ohio River Cruise	RT	Sat. 6 p.m.	Tues. 9 a.m.	3			**Ohio AAA Clubs		
31	June 15-18	Ohio River Cruise	RT	Tues. 6 p.m.	Fri. 9 a.m.	3			**Ohio AAA Clubs		
32	June 18-20	Cincinnati Weekend	RT	Fri. 6 p.m.	Sun. 2 p.m.	2	132	158	176	198	208
33	June 20-27	Cincinnati/Kentucky Lake	RT	Sun. 9 p.m.	Sun. 9 a.m.	7	364	448	511	581	623
34	June 27-29	Cincinnati/Louisville	RT	Sun. 6 p.m.	Tues. 9 a.m.	2			**Miami Purchase Association		
35	July 2-5	Cincinnati FOURTH OF JULY Weekend	RT	Fri. 6 p.m.	Mon. 9 a.m.	3	207	246	276	306	321
36	July 5-13	Cincinnati/New Orleans	OW	Mon. 6 p.m.	Tues. 9 a.m.	8	576	680	760	856	912
37	July 13-23	New Orleans/St. Louis	OW	Tues. 9 p.m.	Fri. 9 a.m.	10	490	610	680	770	820
38	July 23-26	St. Louis/Dubuque	OW	Fri. 9 p.m.	Mon. 9 a.m.	3	168	204	234	264	285
39	July 26-29	Dubuque/Weekend	OW	Mon. 9 p.m.	Thurs. 9 a.m.	3			**State Bank Tours of E. Moline		
40	July 29-Aug. 3	St. Paul/St. Louis	OW	Thurs. 9 p.m.	Tues. 9 a.m.	5	320	380	430	475	505
41	Aug. 3-11	St. Louis/New Orleans	OW	Tues. 9 p.m.	Wed. 9 a.m.	8	576	680	760	856	912
42	Aug. 11-22	New Orleans/Cincinnati	OW	Wed. 9 p.m.	Sun. 9 a.m.	11	539	671	748	847	902
43	Aug. 23-27	Cincinnati/Pittsburgh	OW	Mon. 6 p.m.	Fri. 9 a.m.	4			**Magic Lands Tours		
44	Aug. 27-29	Pittsburgh/Weekend	RT	Fri. 6 p.m.	Sun. 2 p.m.	2	138	164	184	204	214
45	Aug. 30-Sept. 4	Pittsburgh/Cincinnati	OW	Mon. 6 p.m.	Sat. 9 a.m.	5			**Ohio Society, Daughters of the American Revolution		
46	Sept. 5-24	Cincinnati/New Orleans	RT	Sun. 6 p.m.	Fri. 9 a.m.	19	874	1083	1235	1387	1482
46S	Sept. 5-13	Cincinnati/New Orleans	OW	Sun. 6 p.m.	Mon. 9 a.m.	8	576	680	760	856	912
46N	Sept. 13-24	New Orleans/Cincinnati	OW	Mon. 9 p.m.	Fri. 9 a.m.	11	539	671	748	847	902
47	Sept. 24-29	Cincinnati/St. Louis	OW	Fri. 9 p.m.	Wed. 9 a.m.	5	260	320	365	415	445
48	Sept. 29-Oct. 5	St. Louis/St. Paul	OW	Wed. 6 p.m.	Tues. 9 a.m.	6	372	450	510	558	588
49	Oct. 5-8	St. Paul/Davenport	OW	Tues. 6 p.m.	Fri. 9 a.m.	3			**State Bank Tours of E. Moline		
50	Oct. 8-10	Quad Cities Weekend	RT	Fri. 6 p.m.	Sun. 11 a.m.	2			**State Bank Tours of E. Moline		
51	Oct. 10-12	Davenport/St. Louis	OW	Sun. 6 p.m.	Tues. 11 a.m.	2			**State Bank Tours of E. Moline		
52	Oct. 12-30	St. Louis/New Orleans	RT	Tues. 9 p.m.	Sat. 9 a.m.	18	828	1026	1170	1314	1404
52S	Oct. 12-20	St. Louis/New Orleans	OW	Tues. 9 p.m.	Wed. 9 a.m.	8	576	680	760	856	912
52N	Oct. 20-30	New Orleans/St. Louis	OW	Wed. 9 p.m.	Sat. 9 a.m.	10	490	610	680	770	820
53	Oct. 30-Nov. 7	St. Louis/New Orleans	OW	Sat. 9 p.m.	Sun. 9 a.m.	8	552	656	736	816	856
54	Nov. 7-12	New Orleans/Natchez (Old South)	RT	Sun. 9 p.m.	Fri. 9 a.m.	5	270	330	380	430	460
55	Nov. 12-14	New Orleans Weekend	RT	Fri. 6 p.m.	Sun. 2 p.m.	2	128	152	172	190	202
56	Nov. 14-19	New Orleans/Natchez (Old South)	RT	Sun. 9 p.m.	Fri. 9 a.m.	5	270	330	380	430	460
57	Nov. 19-21	New Orleans Weekend	RT	Fri. 6 p.m.	Sun. 2 p.m.	2	128	152	172	190	202
58	Nov. 21-28	New Orleans/Vicksburg (Thanksgiving)	RT	Sun. 9 p.m.	Sun. 9 a.m.	7	364	448	511	581	623
59	Nov. 28-Dec. 3	New Orleans/Natchez (Old South)	RT	Sun. 9 p.m.	Fri. 9 a.m.	5	230	285	325	365	390
60	Dec. 3-5	New Orleans Weekend	RT	Fri. 6 p.m.	Sun. 2 p.m.	2	112	136	154	174	186
61	Dec. 5-10	New Orleans/Natchez (Old South)	RT	Sun. 9 p.m.	Fri. 9 a.m.	5			**National Historical Society		
62	Dec. 10-12	New Orleans Weekend	RT	Fri. 6 p.m.	Sun. 2 p.m.	2	112	136	154	174	186
63	Dec. 12-17	New Orleans/Natchez (Old South)	RT	Sun. 9 p.m.	Fri. 9 a.m.	5	230	285	325	365	390
64	Dec. 17-19	New Orleans Weekend	RT	Fri. 6 p.m.	Sun. 2 p.m.	2	112	136	154	174	186
65	Dec. 19-26	N.O./Nat./Vicks./N.O. (Christmas)	RT	Sun. 9 p.m.	Sun. 9 a.m.	7	364	448	511	581	623
66	Dec. 26-Jan. 2	N.O./Nat./Vicks./N.O. (New Year)	RT	Sun. 9 p.m.	Sun. 9 a.m.	7	364	448	511	581	623

*Fares subject to imposition of fuel surcharge. **Chartered cruises.



WE ARE INDEBTED to Thomas C. Graves, 300 East 6th Ave., #14, Junction City, Ore. 97448 for the picture of the DELTA QUEEN in tow of the tug OSAGE taken in 1946 going out the Golden Gate enroute from San Francisco to New Orleans. It appeared in "Pacific Motor Boat," issue of August 1947. The OSAGE was one of five Miki-Miki's bought war surplus by Portland Tug & Barge Co. Tom Graves says all five met with some sort of disaster and are long gone. The owning company was an unprofitable venture and went broke in 1952. Capt. Steve King was skipper on the OSAGE for the transit of the DQ. Portland Tug & Barge was the offshoot of a large construction company based at Boise, Idaho.



Fryant's Bryant's Showboat in tow of the VALLEY BELLE was delivered to the Smithsonian, Washington, D. C. on March 31st last. These pictures were taken the night before by the builder, John L. Fryant.

Says John: "Please note the calliope. It was the most fun part of the whole project. It is only an approximation of Bryant's old tooter as I had only one photo and no dimensions to work from. However, it looks the part. Let's see Doc Hawley play this one! It'll never work; it's got wooden whistles and they wooden work."

In September this year Smithsonian is loaning several models, including the J. M. WHITE and IDLE-WILD to the Walker Art Center in

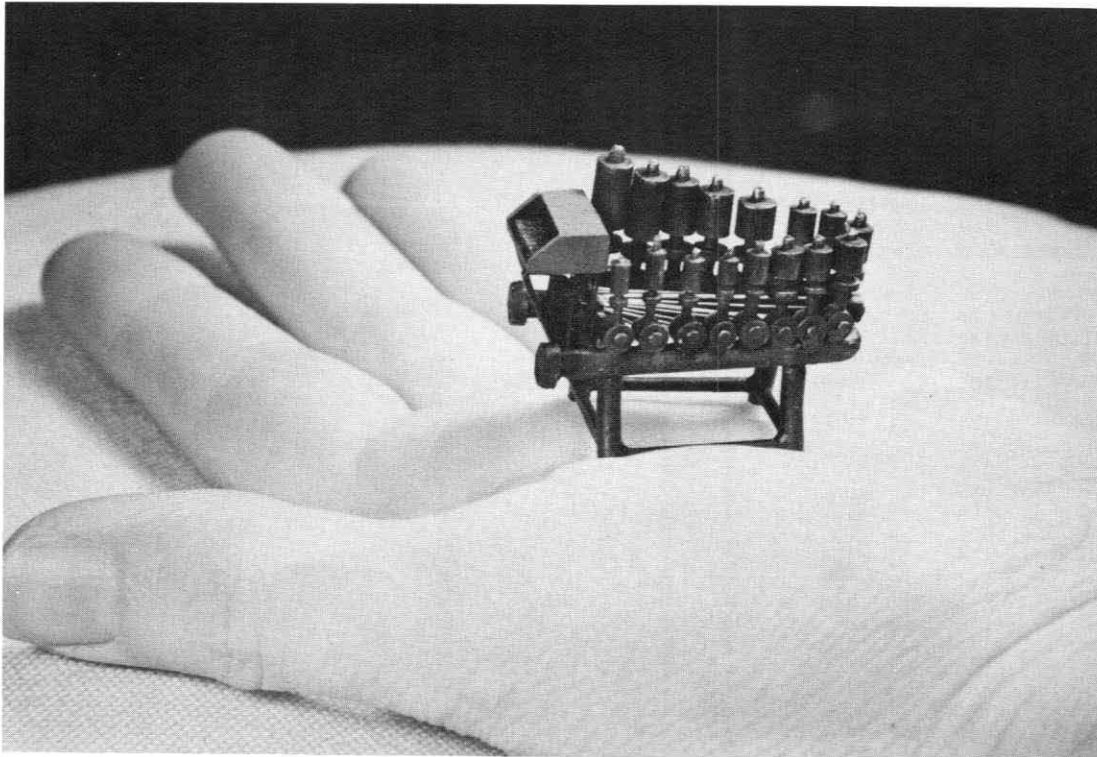
Minneapolis. The Bryant's Showboat and the VALLEY BELLE also are slated to go.

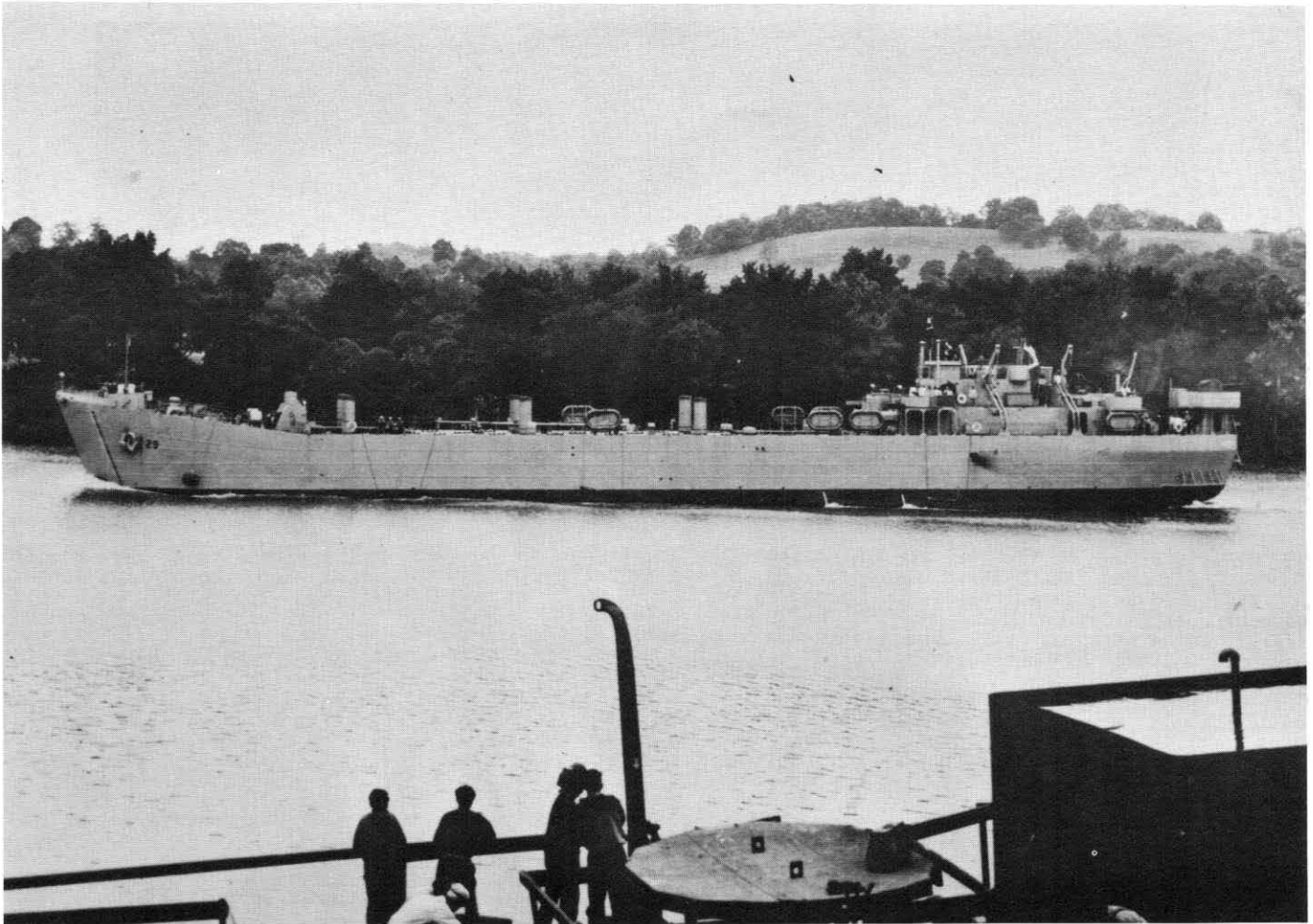
The Walker Art Center show will open in mid-October 1976 and continue into mid-January 1977. This may well turn out to become the most extensive river show yet assembled. The St. Louis Art Museum has consented to allow the display of their famous 350-foot panorama of the Mississippi River painted in 1850 by I. J. Egan. Promises from other important sources include oil paintings, drawings, diaries, photographs and artifacts related to river life and time.

The director of the Center is Martin Friedman, and the address is Vineland Place, Minneapolis, Minn. 55403.

John Fryant says he gave the old showboat and the VALLEY BELLE a "weathered" look at the suggestion of Dr. Melvin Jackson of the Smithsonian. He likes to see them look like they've been cruisin' the rivers for a couple of years.

Currently S&D has on loan two Robert Thomas models being displayed at a river show in the Historical Society of Western Pennsylvania, Pittsburgh. They are of the twin prop towboat ERNEST T. WEIR and the steam sternwheel towboat CHARLES T. CAMPBELL, both presented to S&D some years ago by the late Charles T. Campbell. They have not been displayed in the Ohio River Museum, Marietta, for lack of space.





LST-29 downbound on the Ohio River, built by the Marietta Manufacturing Company, Point Pleasant, West Va. Photo from Charles Henry Stone's collection, courtesy of Jerry Sutphin.

ANOTHER VETERAN OF THE CATFISH NAVY HEARD FROM

Sirs: I have often wondered what became of the many rivermen engaged in the Catfish Navy formed by the U.S. Coast Guard to handle the ferrying of WW2 war vessels down the rivers. Now since C. W. Stoll has opened Pandora's box (March '76 issue, page 46) I think I might just add a few details on the subject.

Everyone of my generation remembers exactly where he or she was when the news of Pearl Harbor came in over the air. As for me, on December 7, 1941 I was one of the pilots on the U.S. steamer INSPECTOR. Under the command of Capt. R. R. Randolph we were upbound for Memphis, a few miles above Helena. On board was Colonel Foote, of the Memphis District who had been with us to inspect Harbart's Cut Off about due to be blown in. I relieved my pilot partner Capt. Bill Allison and about 1:30 p.m. the news came on our radio. Pearl Harbor. I notified Colonel Foote, who immediately put the Memphis District on red alert, and it was full speed ahead on the old INSPECTOR for Memphis.

By the time the LST program got

in full swing I had transferred to the U.S. Coast Guard and was on the side-wheel WILLOW handling navigation lights and buoys in the Cairo-Baton Rouge section. One day we came in to Memphis expecting a few days ashore when word came that an LST was in trouble at Peters. We were to take the WILLOW there immediately and provide security and fire protection.

Well, then we got there, here was an LST away out in the middle of nowhere. Her pilot had tried to run a point-way channel on a falling river while peeking out from one of those small portholes. We couldn't get within a mile of her.

So here came the dredge POTTER, the MARY ELIZABETH, the CHISCA and the JUPITER, and Warner & Tamble's big anchor barge. By next day the POTTER had worked down to the LST, and this was no mean feat.

For the first time in the history of dust pan dredges the POTTER had worked downstream; this meaning they had to drop anchors and lines to hold up the pipe line with her head downstream; all of our dredges work head upstream. It was a remarkable piece of work and in two days the LST was afloat and again on her way to New Or-

leans.

One thing we learned pretty fast in piloting LSTs down the Mississippi was to go atop of the conn and call directions down to the quartermaster at the wheel. This was an absolute necessity for night running.

Lots of strange things happened. A couple of LSTs went over reveted banks during high water and required the united efforts of a couple of towboats to get them off. Once a J.G. in the Combat crew threw the switch which opened those yawning front doors. She was booming down the river at about 15 mph when she suddenly turned herself into a shovelbill catfish trying to scoop up the whole Mississippi. The J.G. was confined to quarters for the balance of the trip. Luckily no harm was done.

Then there was the Invasion of Profit's Island. Gene Maultaugh and I were assigned to take down LST-1090. The river was high and over the banks in most places--this in 1945. I ran Fancy Point Chute and changed watches with Gene before we got to Profit's Island. Gene had never run the chute there, but I was back up before we got to the place.

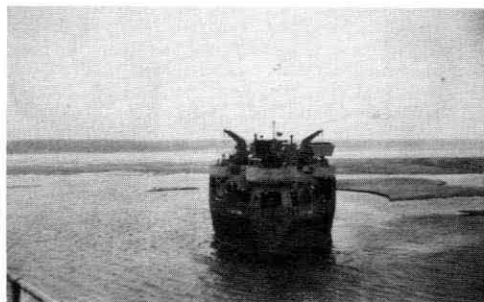
At the head of Profit's there is a little towhead with a narrow passage down the left shore. In going around the false point you had to shape the point for the best water. Below the towhead it was wide open river back to the main river. We skimmed full head down around the point, rudders hard down, shaving the willows. Gene tried to straighten her up when all at once the steering rig went dead. LST-1090 plowed right ahead, through the timber, and over the bank. She grounded hard and fast.

Previous to this, there had been some friction between the Combat crew and the Ferry crew on board. A young J.G. of the Combats had been experimenting with switches at the main electrical control panel just prior to our mishap. He spent the remainder of the trip confined to his cabin and the commander of the Combat group was barred from the bridge.

Well, here we were. We were in six feet of water and falling six inches a day. Couldn't even launch our motor boats because of trees blocking the falls.

There is an old saying on the Mississippi that a boat doing a stunt like this has to come out the same way she went in. Men were lowered over the sides in bossun chairs to cut the trees and get our motor boats afloat. These were lashed together and the stern anchor was lowered on to them plus cable. In such way the anchor was dropped several hundred feet rearward. We took a strain on it and it held. Then all ballast aboard was shifted to port, and we had her careened over to starboard at such an angle it was almost impossible to stand on her deck. We backed on the starboard prop and started hauling in cable. At first she just quivered from the vibration of the engine, but soon she started to easy back into the river. I ordered another shift of ballast and soon we had both props working with a 20° starboard list. Picked up anchor and the two motor boats and rambled on down to Baton Rouge to take on fuel and lube sufficient for an 18 month cruise. But that ended our part in the matter, thank goodness.

William H. Tippett,
Box 119,
Hernando, Miss. 38632



"We could not get within a mile of her..."



The invasion of Profit's Island---LST-1090 stuck hard and fast. -Photo from Bill Tippett's collection.

Sirs: The diesel twin prop tow-boat FREEDOM passed here several days ago all dressed up for the Bicentennial. She's all white downstairs. The top deck back around the stack is painted all red. The stack is red at the base, white in center, and has a blue top collar with white stars. The pilothouse sun visors are blue and so are the headlights. The boat's name appears in big red letters trimmed in blue along the boiler deck. She sure draws a lot of attention.

Steve Mackinack,
Bayard Street,
Elizabeth, Pa. 15037

=Capt. Stan Lysick gave us a radio phone call as he passed 121 River with his new colors in early April. The FREEDOM is owned by Dravo's Keystone Division. -Ed.

When Capt. Charles P. Stewart died at Redlands, California on Christmas eve 1892 an old crony of his, Capt. J. W. Campbell, took pen in hand to inform the Fort Madison "Democrat."

Although a native of Athens County, Ohio, Charlie Stewart had come to the Upper Miss with his father in 1840, then became a trip pilot handling transient tramps, one of the more noteworthy. Recalled the obit written by Captain Campbell:

"In 1862 Charlie Stewart was at the helm of the steamer LUCERNE, guided her up the river to 15 miles above Prairie du Chien, when he witnessed the most remarkable event that ever occurred on the Father of Waters in the drowning of old 'Putt,' Dan Rice's rhinoceros."

Sirs: The mention of photo restrictions during WW2 (March '76 issue, page 46) reminds me of the time in late 1942 when I rode the ferry KEHOKEN from Seattle to Port Townsend, Wash. After we were several miles out in Puget Sound I discovered I had a 116 folding camera in my hip pocket. My coat covered it and it didn't bulge. I knew all cameras were supposed to be handed over to the purser for the trip but had no good excuse. So at first chance I secreted it in my hand luggage which had already passed inspection. You can believe it I checked it on the return trip.

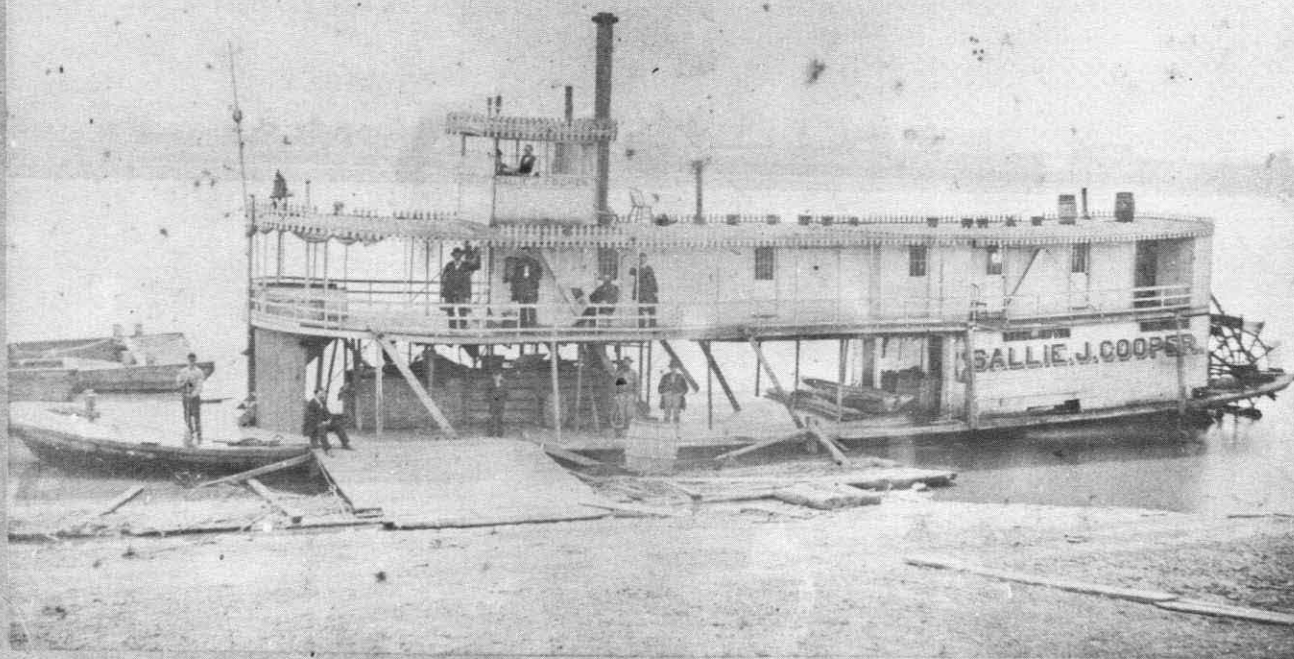
Walt Thayer,
Box 2175,
Wenatchee, Wash. 98801

The Ohio Historical Society has been feeling the pinch lately, and has laid off part-time helpers at their Marietta properties. None of the regular staff is effected.

Sirs: We were surely pleased and surprised to find the lovely montage of the JULIA BELLE SWAIN on the cover of the March issue. The trip last fall to Chattanooga could not have been more delightful--the weather was warm and the days were just perfect to be steamboating. Of course we did run into some fog as you can tell by some of the pictures Michele Kingsley took--but that only added to the fun for the camera fans aboard.

Robert E. L. Trone,
P. O. Box 337,
Petersburg, Ill. 62675

Marietta and Parkersburg Semi-Daily Packet.



SALLIE J. COOPER.

Leave **MARIETTA.**
(Columbus Time.)
7:30 a.m.
1:30 p.m.



Leave **PARKERSBURG.**
(Baltimore Time.)
10 a.m.
4 p.m.

FARE TWENTY-FIVE CENTS.

F. A. ATHEY, Master.

S. H. BIDDLE, Clerk.

THIS IS THE FIRST picture ever we have seen of the small one-stack SALLIE J. COOPER built in 1878 by Capt. Ed B. Cooper at Parkersburg for the Parkersburg-Belleville trade. Miss Clara Athey, 402 Poplar Ave., Marietta, presented the original of the above to Campus Martius Museum lately. Her great-grandfather F. A. Athey is seated in the pilothouse, and he is noticed in the printing on the picture as the boat's captain. Her grandfather M. W. Athey (then about 11) stands alongside the boiler. Miss Athey presumes the

photograph was made about 1884, about right, we'd say. Capt. Ed Cooper built the one-stack SONOMA (first) to replace the COOPER in 1881 in the Parkersburg-Belleville trade. The SALLIE probably did a brief but thriving business in the Marietta-Parkersburg trade until the opening of the Ohio River Railroad (later B&O) on the West Virginia side. Last we know of her she was registered at Louisville, Ky. in 1886. Our thanks to S. Durward Hoag for this copy of the original.

We have had our knuckles rapped for saying in the last issue that the Muskingum River was toll free "thanks to the Ordinance of 1787."

The State of Ohio built the Muskingum River improvement as part of its canal system and collected tolls on the river, as it did on the canals. The State began collecting tolls in 1837 and continued to collect tolls until the United States took over the project; the peak year was 1847 when \$50,832.96 in tolls were collected. Actually tolls were rather high; J. Mack Gamble in his book "Steamboats On the Muskingum," pp. 16-17, mentioned the steamboat EN-

TERPRISE paid \$500 toll on the Muskingum in 1849. The Engineers took charge of the project in 1887 and ended tolls; they took charge of the Louisville and Portland Canal in 1874 and ended tolls in 1880. The Engineers also took over the Kentucky River project in 1880 and ended tolls on that stream. Thus, the Muskingum is not the "oldest toll-free canalized river." Pardon the blooper.

Sirs: Just finished reading the March S&D REFLECTOR. Speaking of LSTs I worked on over a hundred of them for American Bridge. In fact

was on one of them when a Valvoline pipe line caught fire and the burning oil flowed down Big Sewickley Creek. The heat cracked a hull plate on the port side of an LST tied below the creek's mouth. Some of the veteran Navy Personnel who had seen LST combat called these ships Large Slow Targets. As I recall 14 or 15 knots was usual, certainly slow compared to Navy's destroyers. Best wishes and good health.

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

Paul R. Coppock, feature writer with the Memphis Commercial Appeal, blossomed forth in the Sunday, Feb. 1st last issue with a story of steamboating on the small Hatchie River. This stream enters the Mississippi above Randolph Bluffs some 38 miles above Memphis. The two towns of some consequence along its meander are Brownsville and Bolivar, both in Tennessee.

The first steamboat at Brownsville, a fairly well documented fact, although the date is in question, was the RED ROVER either in 1826 or 1828. In 1829 a boat named HOPE went to Bolivar.

In 1836 a steamboat was built at Bolivar, named NATIVE. Paul Coppock reveals that one of her builders was William Henry Wood, later in life a prominent Memphis banker with extensive cotton holdings near Marianna, Ark.

The HATCHIE PLANTER was built in 1845 expressly for the Memphis and Bolivar trade, Capt. R. M. Hunter, master. The following year saw the arrival of the new BELLE OF HATCHIE built at Louisville, Ky. Also in 1846 the SAM WALKER, built at Jeffersonville, Ind., "a fast running double-engine passenger steamer" was in the run.

By 1853 an item in the Appeal tells of six or seven packets engaged exclusively in shipping cotton out of the Hatchie River to Memphis. In March the AMANDA had 925 bales on one trip, and the clerk said there were 12,000 bales up the tributary awaiting shipment.

A canal to join the Hatchie with the Tennessee River was proposed, surveyed, and introduced into the Tennessee legislature. It was to leave the Tennessee a few miles above Pittsburg Landing and join the Hatchie near Pocahontas, with locks to handle 166 feet elevation. The excitement of the prospect brought prosperity to Randolph, Tenn. but politics scuttled the plans.

The Memphis & Ohio (now L&N) shortly before the Civil War built a drawbridge at Brownsville, and during the war years the draw was not operative, and boat traffic was blocked on the Hatchie until 1880 when a new draw span was installed. A boat named POITEVENT (of which we have no record) was up to Bolivar after that, but not many (if any) others.

Paul Coppock points out that the word Hatchie means "river," an Indian word. You don't say "the Hatchie River." The natives speak of it as "the Hatchie."

For the first time since the GEORGE M. VERITY was opened as a Keokuk tourist attraction, visitors during 1975 were registered from all 50 states, also from the District of Columbia, and from 18 foreign countries. The guest register discloses more people came from Illinois towns than elsewhere. A total of 328 different Illinois addresses were logged, as compared to 306 from the Hawkeye



PORTS-O-CALL
More Steamboats Than We Thought

In our last issue we went fishing on page 44, listing all operative steamboats in the U.S. and Canada other than the 10 on Western Waters (these were listed on page 8 last issue) and pronto comes a letter from Frank K. Prudent. Frank adds three more. "One sternwheeler named RICHARD F. IRVINE runs on a track along with the ADMIRAL JOE FOWLER at Disney World" says he. "Also there are two side-wheel walking-beam steamboats there, the SOUTHERN SEAS and PORTS-O-CALL, both the real McCoy (no tracks). They are about the size of the JULIA BELLE SWAIN, big enough to be called ships. They have boilers allowed 300 psi but only carry 50."

State. Missouri addresses ranked third. Curators Earl Koechle and Mel Morris report very favorable comments. We are indebted to R. L. (Bob) Miller of the Museum Commission for the above.

The American Sternwheel Association was formalized at a meeting held in Marietta, O. on Sunday, February 8th last. The elected officers are Gene Fitch, president; Claro Deane, 1st v.p.; Clyde Bryant, 2nd v.p.; Jan DiCarlo, secretary, and Harry Robinson treasurer.

Those owning in sternwheel boats (fake wheels excluded) may apply for 'regular' membership at \$10; others for 'associate' membership at \$5.

Eleven trustees were chosen, all owners of bona fide sternwheelers. The list: Gene Fitch, CLAIRE-E; Charles T. Jones, LAURA J; Clifford Deane, BAYER ISLAND; Clyde Bryant, WINIFRED; Pete Grassie, MARGARET G; Jim Sands, VALLEY GEM; Pat Hankinson, DOLLY BELLE; Jan DiCarlo, DIXIE; Ralph Greiner, QUEEN OF THE MUSKINGUM; Harry Robinson, BECKY THATCHER, and Catherine Remley, W. P. SNYDER, JR.

Plans were discussed to issue to members a quarterly publication, the selection of a suitable emblem, and incorporation as a

non-profit group. An account was opened in the Peoples Bank & Trust Co., Marietta. Sixteen attended.

The newly formed American Sternwheel Association is the outgrowth of an initial gathering of 20 persons held Thursday, January 29th last at the Lafayette, Marietta.

Over the past several years the increase in privately owned and operated sternwheelers, particularly on the Ohio, Kanawha, Muskingum and Upper Miss has been marked. Commercial sternwheelers, handling passengers for pay, are available at most of the larger ports on the Mississippi System. Currently there are no bona fide side-wheelers other than the large excursion steamer PRESIDENT at New Orleans.

The secretary of American Sternwheel Association may be contacted by writing Mrs. Primo (Jan) DiCarlo, 4600 Lexington Drive, Oak Crest, Steubenville, Ohio 43952.

Capt. A. L. McMurray, formerly with Standard Oil of La. and one of the original crew of JACK RATHBONE in 1937, recently visited on board the NATCHEZ. He told Capt. Doc Hawley that his eldest daughter Betsy Ann is named for the famous Learned family packet built 1899 for the Natchez-Bayou Sara trade. Her married name now is Murphy.

The Cincinnati group, dedicated to building the world's most expensive paddlewheel (\$350,000) was seriously short of funds this past winter. Mrs. Walter C. Langsam, president of the Greater Cincinnati Paddlewheel Association was quoted in an UPI release as saying that but \$5,000 had been raised.

The aim is to build and install a gigantic stainless steel paddlewheel on Cincinnati's Riverfront Stadium Plaza, to symbolize the steamboats so important to the early growth of the city.

A working model of the wheel was built. Presently it is at the shop of the Frisbie Engine & Machine Company, Cincinnati.

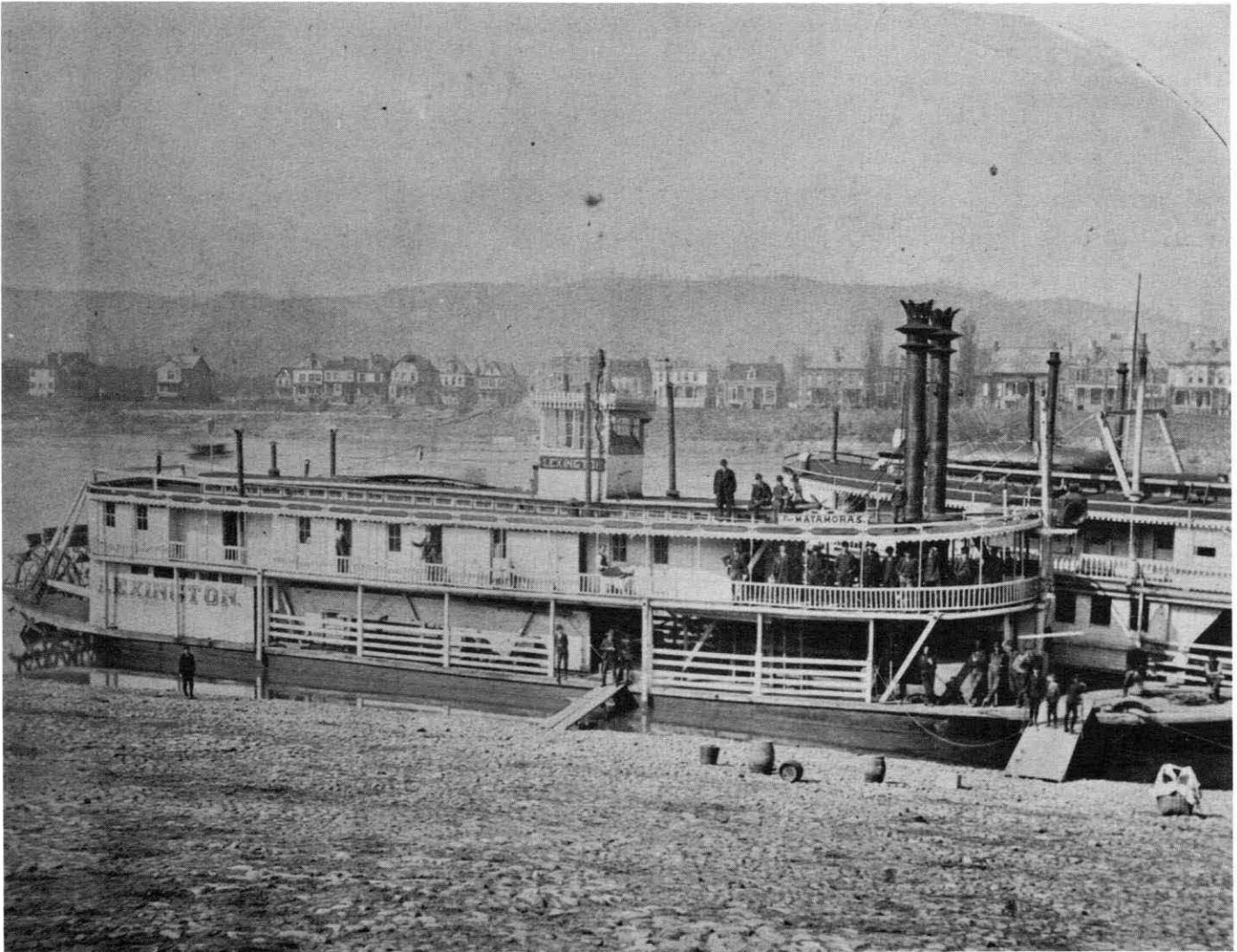
"We're not fading out," Mrs. Langsam insists. "We are simply in a quandary right now."

Gale Justice, formerly of Sistersville, W. Va., celebrated his 99th birthday this past February. He is living with his daughter at 412½ Dayton St., Akron, O. 44310. Gale and his late brothers Frank and Charlie were noteworthy boat-

men in their time. Gale is one of the pioneer gas-boat operators and long was associated with Mose Beaver at Sistersville.

Sirs: Two of the most interesting items in the March issue were the story from the London Daily Telegraph Magazine on the MISSISSIPPI QUEEN and Roddy Hammett's defense of the MQ's design.

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



TAKEN AT WHEELING probably in 1898, loading for New Matamoras, O. The original of this picture was kindly supplied by Bob Kirk, Kirk's Art Store, 1508 Market St., Wheeling, W. Va. 26003. A notation on the picture says she was commanded by Capt. J. F. Cline, with J. A. Voegtly, clerk, making three round trips a week. The LEXINGTON was built at Pt. Pleasant, W. Va. 1890 on a wood hull 121 by 22.4. Capt. Jesse P. Hughes once related to your Editor that the discontinuance of Greene Line's ARGAND in the Wheeling-Matamoras trade was directly due to opposition from the LEXINGTON. Both boats left Wheeling at the same time, 11 a.m. Jesse, who was standing pilot's watch on the ARGAND, said that the boat in the lead usually got the passengers at Bellaire and on down the line. He recalled making 36 landings on the afternoon watch from Bellaire to Matamoras. Captain Greene threw in the sponge in Oct. 1898. A peculiar aftermath was that ARGAND and LEXINGTON again became rivals on the Kanawha River. The LEXINGTON while racing the ARGAND struck the stone wall in Scary Chute and sank. Two other sinking scrapes on the Kanawha within months ended her career. The cabin, etc. went over on a new hull built at the Knox Yard, Harmar, O. 1901 and so emerged the BAXTER, with 9" bore, 30" stroke engines from the old MOUNTAINEER which had been dismantled at Wheeling the year before. We're still pondering the identity of the boat in the picture at the right--looks somewhat like the COURIER--if so the photograph was made prior to 1895.

The following is taken from a story in The Marietta (O.) Times written by our good friend Erman D. Southwick:

"One of the sister ships of the Great Lakes that could transmit messages by wireless as early as 1913 was---guess what---the WILLIAM P. SNYDER, JR.

"My source is a history (with pictures) of the Shenango fleet published in the April-May, 1969 issue of the Lake Carriers' Assn. Bulletin.

"The Pittsburgh-based Shenango Furnace Co., owning blast furnaces in Pennsylvania and iron ore mines in Minnesota, formed the Shenango Steamship Company in 1906 to transport its ore. The first vessel was the WILLIAM P. SNYDER, in 1906. Next year came the WILPEN, her name deriving from the first two names of the founder and president of the Shenango companies, William Penn Snyder. The third vessel, added in 1909, was the SHENANGO. Twin ships were built for the fleet in 1911, the COL. JAMES M. SCHOONMAKER and WILLIAM P. SNYDER, JR.

"Quoting the Lake Carriers' Bulletin:

"The SCHOONMAKER and SNYDER, JR. were 617 feet overall, 64-foot beam and 33-foot molded depth. They were the largest bulk freighters on the Lakes and, in fact, in the world, for many years. They could not pass through the existing locks at Sault Ste. Marie with full loads at the time they were built. But when the third lock commenced operation in 1914, they were ready to use it fully, and took turns in setting cargo records for some time thereafter. Also, they were the first bulk freighters equipped with wireless telegraph, providing the only ship communication during the unprecedented storm of November 1913."

"These were the big sisters of our sternwheeler W. P. SNYDER, JR. presently moored in the Muskingum, and meant for more shallow steamboat courses."

"The first wireless telegraphy on the Mississippi System probably was installed on the ADMIRAL DEWEY on the occasion of her flood relief voyage from Pittsburgh to the Muskingum River immediately following the Great Flood of 1913. The self-propelled barge INCO NO. 1 had wireless telegraphy in 1916, and the first antenna we saw was at Evansville, Ind. in 1919 on the Coast Guard's sternwheel steamer KANKAKEE built for flood control relief work. The "City" tunnel screw towboats built soon thereafter had brass pounders aboard. No packets to our knowledge had wireless equipment, although the Overland Wireless Telegraph Co. was engaged to put a set on the QUEEN CITY at Cincinnati in May, 1911, but never did so. -Ed.

Sirs: The article on page 20 of the Dec. '75 S&D REFLECTOR telling of the first arrival of the IDLE-WILD at Memphis in 1915 brings back some very fond memories.



J. W. (Jack) Garden, 36 Pontiac Road, Pittsburgh 15241, snooped the levee at Helena, Ark. last December 5th and came upon this grounded, abandoned tug. What is it? How did it get there? When? Anybody know?

During the years 1920-1924 the run of the Memphis & Arkansas City Packet Company's KATE ADAMS was extended to Greenville, some 35 miles below my home town of Arkansas City.

The "Lovin' Kate" would arrive at Arkansas City late Thursday afternoons downbound, and return up the river the following morning. This schedule provided an ideal overnight excursion for the younger set of our town.

Capt. Rees Downs was master of the KATE, and Joe Mogwin was the pilot. On one such trip, probably in 1922, my "date" and I boarded the KATE at Arkansas City, danced until the music stopped, and then gravitated to the pilothouse.

Joe Mogwin was most cordial, and after a bit he suddenly said to my date, "You take the wheel--I'm going down for a cup of coffee--just hold her straight down the river."

He wasn't gone for more than a moment, but to my recollection that was the longest moment in my lifetime. My date and I were vastly relieved when he reappeared.

Howard Robb,
4306 S. Compton Ave.,
St. Louis, Mo. 63111

=Joe Mogwin probably had to go to Wheeling. -Ed.

Hal Holbrook has been portraying Mark Twain for audiences since 1948. He and a partner actor did a twosome performance in which he portrayed Twain and five other characters. The initial results were mechanical and hence mediocre. Hal developed an extraordinary interest in Twain, read all of his works, and opened in a little theater in New York doing the whole show alone, and being just Mark Twain.

"Now when I'm out there on the

stage I don't think any more about being Mark Twain than I do about being Hal Holbrook. The two have merged for me now," he says.

Hal thinks Mark Twain would be appalled with his show "Mark Twain Tonight."

"I don't think Twain would be pleased with anybody doing him. He'd probably say, 'What does that jerk think he's trying to do? Good Lord I was no more like that than the man in the moon!'"

"He would probably resent the money I'm making. He'd be pleased I think to know he's still a new author to some people--that what he said long ago, in a sense, is still true today. He's fresh, you see. That would please him."

Jerry B. Devol, who has frequently contributed to these columns, is the co-author of a 48-page handbook titled "The Establishment of the First U.S. Government Post Office in the Northwest Territory." Publisher is the American Philately Society Literature Committee. Jerry's partner in the venture is Richard B. Graham, Columbus, O. The book describes the first post office in Marietta, O., the river mail route in 1794 and the conversion to a contract (land) route in 1797.

Do yourself a favor and help S&D REFLECTOR by nudging your friend with that watery look about him or her to join up. The more members, the merrier, and this helps spread the expenses.

We've been approached as to why the smokestacks on the BECKY THATCHER are hinged to fold forward, not back. Well, we sure must be slipping, not having noticed this oddity. Next time we will give her closer attention.

THE new sternwheel excursion steamboat CHAUTAUQUA BELLE was christened with ceremonies at Mayville, N.Y. at 2 p.m. on Saturday, April 10th last.

We arrived on the scene in ample time accompanied with Harold C. Putnam, who we had gathered up en-route at his home in Warren, Pa., and J. W. (Woody) Rutter who had flown in from Detroit to Buffalo and thence via rent-a-car to Mayville.

Mayville was in somewhat festive mood. Bob Smith, the mayor, has been a daily visitor since construction of the steamboat started last year. The sun was shining gaily, the weather mild, and Lake Chautauqua shimmered a deep blue. An attractive railroad station, long out of business, still stands at the lake's edge. During the lake's gala steamboat age steamers gathered up and discharged passengers near the depot for Jamestown and all way points. Today, just off the main road, a homemade sign pointed down a lane, lettered STEAMBOAT. We followed the arrow.

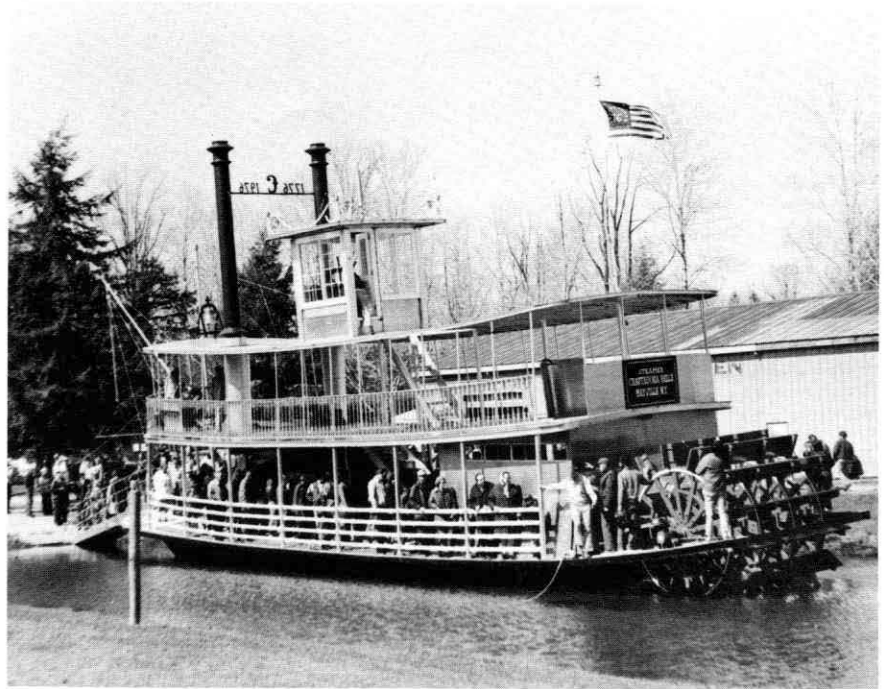
The CHAUTAUQUA BELLE, at the foot of this woody lane, came into view with startling suddenness. She was berthed in a narrow slough tethered by ropes, her stage lowered to receive guests over her bow, and she was afloat. Good grief, we thought we had come to witness a launching.

Here she was already launched, looking for all the world like the old steamboat VALLEY GEM in one of the Muskingum's picturesque canals, like at Lowell, or Beverly, or McConnellsville. People were arriving in droves, swarming over the attractive lawn on one side of the estuary, or along the shipyard on the other.

"Oh my no," said Alan Bates, "she was launched a week ago; today we're celebrating a Welch's grape juice christening." Alan, her architect, had driven up from Louisville with his wife Rita. The headquarters for Welch's grape juice is a whoop-and-a-holler away from Mayville at Westfield, N.Y.

The gentleman responsible for all of this hullabaloo, who started with a dream, and now has wound up with a real--startlingly real--steamboat, was milling about in the throng shaking hands and answering questions and looking so much like everybody else you'd not suspect he was Jim Webster unless you knew him beforehand. "Hi," said Jim, "How do you like the whistle?" Well you couldn't miss that big tall brass whistle over the pilothouse. "The barrel is 40 inches long and 5½ inches diameter. Made it myself," said Jim. There is a cute brass acorn crowning it. "Here," said Jim, "meet the man who did all ov the electric work and the steam fitting, Kenneth Steenbern."

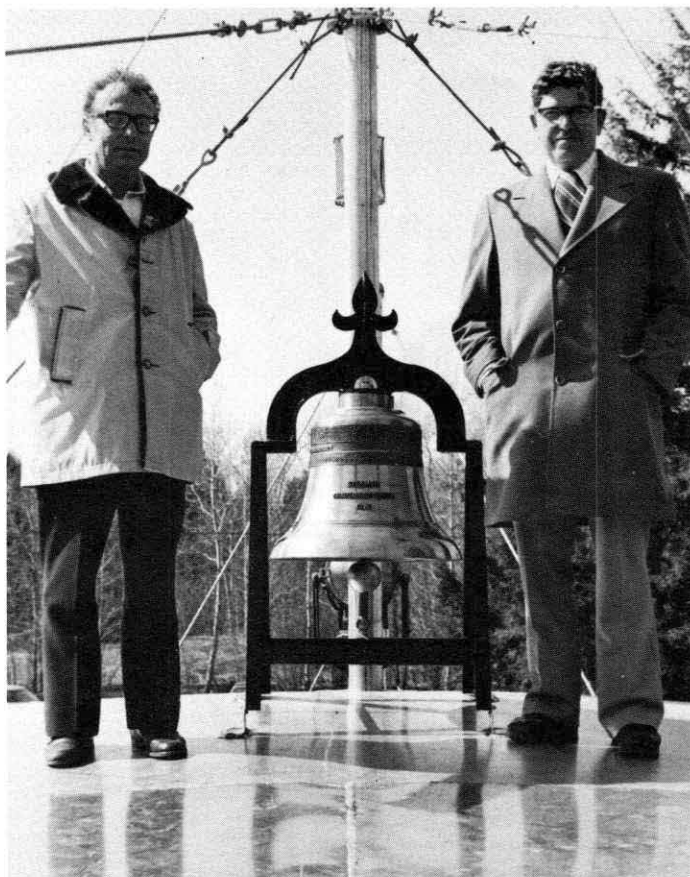
"You look like a reporter," said Ken, seeing our notebook. "Reporters have a knack of getting their facts mixed up." We asked Ken if



The Mississippi River System's new steamboat on her christening day, April 10, 1976, moored at Mayville, N. Y. Read the accompanying article. --Photography thanks to J. W. Rutter.



Jim and Virginia Webster pose for the camera with three of their five children; Sandy (left), Jerry and Sue.



Ken Steenbern (left) and Alan L. Bates at the bell. This new roof bell was cast in Holland for the I. T. Verdin Co., Cincinnati, at the foundry of Petit & Fritsen, Aarle-Rixtel, priced \$1,600. The lettering reads STEAMER CHAUTAUQUA BELLE, 1976. Note the fleur-de-lis top on the stand, also used as the motif for boiler deck rails and decorative work.

they'd raised steam on the boat yet, and he said no they hadn't.

Bill Boerst's Band from Jamestown gathered at the forward end of the boiler deck, four of them, and played lively airs. Nobody else was allowed aboard until the ceremonies had been conducted. We were content to mingle with the crowd, now over 250 people, and admire the boat from shore.

A local lady, introduced as Edith Wright, sang the national anthem. She stood forward on the boiler deck and performed well. She is of English origin and had come like everybody else to see the show. She had no remote idea she was supposed to sing until suddenly tabbed to do it. Jim Webster publicly thanked Alan Bates for a good job well done and said there was a plentiful supply of Welch's grape juice for all, and then Mayor Smith was making a nice little speech when a gentleman at our elbow said he was Frank Estep of Hartfield, N.Y. and during WW 2 he was with Westinghouse Air Brake Co. at Pittsburgh and was a long-time reader of The Wat-

erways Journal and knew our name.

About then Jim Webster was being made Citizen Of the Year of Chautauqua County, N. Y. and following this his good wife Virginia gave a bottle a resounding whack on the forecandle. Later upon inquiry we learned she was using Welch's clear (they call it white) grape juice. Fact is she christened the boat four times, the last three for photographers.

Next we were talking with Mr. and Mrs. Scott Bliss, and Scott was wondering maybe we remembered his grandfather W. A. Bliss, former vice president of the Dravo Corporation and secretary-treasurer of their Keystone Division, which of course we did. This led to an inquiry from L. W. Morgan, who lives in Edgewood, Pa., who was wondering had we ever heard of a Monongahela River towboat named the L. W. MORGAN, which we had--(built in 1873, later the GEORGE SHIRAS) and seems his grandfather had built the boat, his name L. W. Morgan, and this Mr. Morgan was named for grandpa.

Beats all how a boat launching

at the northern end of Lake Chautauqua, N. Y. attracts river persons from all over.

Last October 8th we had met Jeff Munson (everybody calls him Sludge for some reason) who has helped build the CHAUTAUQUA BELLE from the keel shapes, and here he was all dressed up. He introduced us to the Webster's daughter Sandy, the two of them dressed much alike in red-and-white shirts and so on, and then we met Sue and Jerry who also will assist with the boat's operation. Jay and Judy Webster were not present. Ronald Wright of Dunkirk did the attractive pilothouse signboards.

There was an invocation with bared and bowed heads as the minister petitioned Divine blessings for the future pilot and engineer who guide the steamboat upon her appointed rounds, braving wind and wave, after which the spectators were invited aboard over the gangplank. The crowd responded with alacrity. That's what they had been waiting for. They were not disappointed in what they saw.

The boat soon will be completed, inspected, and will during July and August run public excursions out of Mayville weekly on Friday, Saturday and Sunday. She will be available for excursions at Jamestown Tuesday, Wednesday and Thursday. Charter trips may be arranged during June, September and October. Information may be procured by writing Chautauqua Lake Steam-Navigation Co., P.O. Box 123, Mayville, N. Y. 14757 or phone 716-753-7823.

After the initial rush we were honored with a visit aboard under the guidance of Alan Bates and Ken Steenbern. The model bow steel hull is 64.5 by 16 (the over all is 98 by 18) and her two balance rudders are canted 90° with the stern rake same as the TOM GREENE and CHRIS GREENE and others. She has a Johnston Scotch-Marine type boiler allowed 250 psi (working pressure carried will be 200) made at Ferryburg, Mich. Her engines with 6-inch bore and 2 ft. stroke are the handiwork of Harry McBride of Fulton, Ill. The bright red stern paddlewheel is 11 ft. square with 14 arms and 12-inch dip. The Skinner Engine Co. supplied the Troy vertical engine running the Kato generator, Mankato, Wis. She has a Union duplex 4 by 4 feed pump from Battle Creek, Mich. For the information of the New Orleans Steamboat Co. she has wooden sash inserts in the pilothouse windows. The superstructure is nearly all aluminum, neatly welded and fitted to place. Much of the decorative work bears a fleur-de-lis pattern developed by Jim Webster, machine-stamped from aluminum plate. Her boiler deck rail caps are mahogany and the nine sections of bull rail on each side of the main deck are of wood.

Long live the CHAUTAUQUA BELLE.

Join S&D this Centennial Year!

ALISTAIR COOKE, known to most as the gifted commentator for NET's Masterpiece Theater, and whose brief discourses often, as in the Upstairs, Downstairs series, are more interesting than the show itself, has added a post-script to river lore.

In his book "Alistair Cooke's America," Knopf (in its seventh edition since 1973) he devotes a chapter to what often is called 'the winning of the West' in which he recounts the following:

"The railroad agents rattled around Europe looking for landscapes with failing crops and browbeaten minorities. But, in the early 1870s it was not just the poor and the persecuted who were drawn to the Western plains. There were some bizarre adventurers, none more odd than a party of upper-crust Englishmen who responded to the call of the West as a fashionable caper. One Sir George Grant advertised in the papers for a team of young bloods, preferably remittance men, to join him and found an English colony on a tract of land he had bought from the Union Pacific in western Kansas. Within two years he assembled his team, and they collected their hunting pinks and some horses, and a pack of South-down sheep and some Aberdeen Angus cattle, and sailed away.

"When Sir George got to St. Louis he bought a steamboat and was only slightly put out by the news that in western Kansas there was plenty of wind but no rivers worth the name. Nevertheless, these Englishmen had a fixed and beautiful and very confused picture of the West, which included riverboat gamblers, and buffalo hunts, and fox hunts, and endless nights of poker and faro, and a possible brush with wild Indians and with--who knows?--wild women.

"The party dragged its steamboat two hundred miles across the prairie and found a creek. They dammed it up and made a little lake, navigable for eight or nine miles. Then they initiated the new life, which was great fun for a while. There were no foxes and no buffalo, so they shot jack rabbits and coyotes and barged up and down the lake and tended their cattle. This went on for four years. But the infernal summer heat and the withering winters got them down. There was a long drought. And the very few women available were not up to the legendary standards. So in the end the whole thing was, as one of them said, 'a deuced bore.' Sir George Grant had the satisfaction of seeing the village named Victoria after Her Gracious Majesty. And he had introduced to the United States the Aberdeen Angus breed of cattle."

Apropos to the above there has sprung up lately a firm located at Nola, La. called Tidewater Marine Service which owns 25 river tugs and towboats named as follows:

Ayrshire, Braford, Brangus, Brown Swiss, Charolais, Devon,

Dexter, Galloway, Garonne, Guernsey, Hereford, Holstein, Jersey, Kerry, Kylee, Longhorn, Normande, Red Angus, Red Dane, Rod Poll, Red Shindi, Santa Gertrudis, Short-horn, Sussex and Whiteface.

KANAWHA RIVER TOWING KEYNOTES O-K'S SPRING MEETING

by Jim Wallen

Presentation of "Steamboats On the Kanawha--the Towboats," by Herschel Burford, and a video tape showing of two exciting recent events on the Kanawha by Jim Bupp were program features of the spring meeting of the Ohio-Kanawha Branch of S&D held Sunday, March 14th last in the library at St. Albans, West Va.

Herschel Burford showed a series of slides with appropriate commentary depicting Kanawha towing up to the last steam towboat, the HERBERT E. JONES. The sound of the JONES' whistle was heard as the big sternwheeler was seen passing downstream with a coal tow. The introduction was given by Bill Barr.

There were two parts, both of them unusual, to Jim Bupp's video tape showing. The first showed happy activities during Charleston's annual Sternwheel Regatta last summer, beginning with the unveiling of the river display in the Kanawha Valley Bank lobby, where tones of the steamer JOE COOK's roof bell were heard.

With the conclusion of the regatta, Jim changed the scene by showing the stubborn and destructive fire that swept through the towboat HAREWOOD on the Kanawha at

St. Albans on March 10, 1975.

The walls of the St. Albans Library meeting room were decorated with a number of large steamboat pictures arranged by Bill Barr.

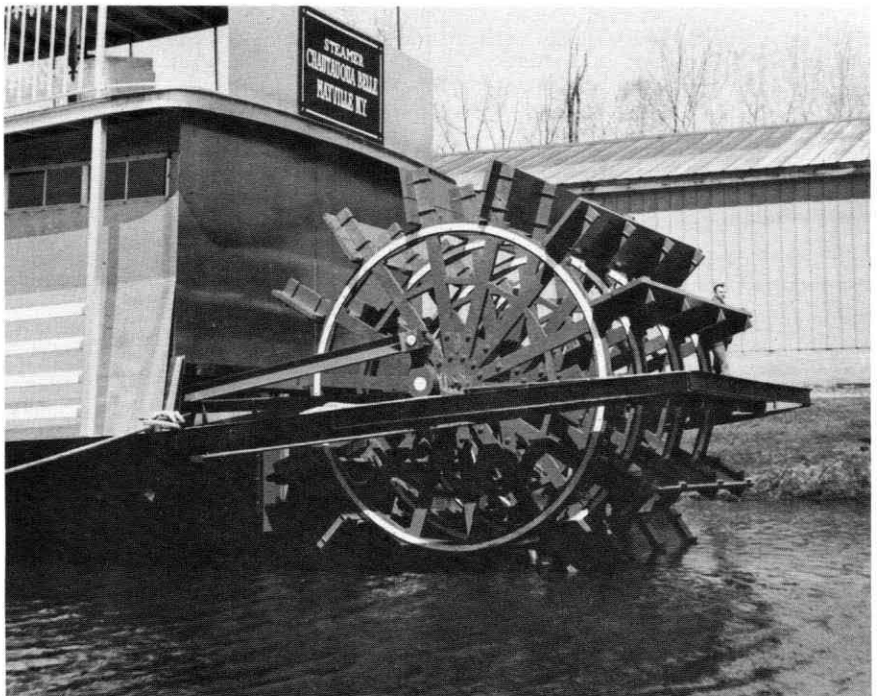
Jerry Sutphin reported on the transfer of the TELL CITY's pilothouse from Little Hocking, O. to the Ohio River Museum premises at Marietta. He also related the story of the accident which resulted in the pilothouse becoming a summerhouse.

The meeting was opened by Jerome Collins, after which the invocation was given by Jim Harmon.

Sirs: The profile on Dean Cornwell (last issue) is most interesting. I have always been curious about him, and the article answered all my questions. It also gave rise to a couple more. The last paragraph of the article is most interesting---that Dean Cornwell was engaged in doing a river book when he died. You probably know what thoughts are going through my mind.

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

=Perish the thoughts. The book was under contract with Doubleday in New York and called for an ambitious spread of Cornwell's pen-and-ink drawings, original color work, et al. Dean was working on the drawings, many of them in preliminary stages. The objective was to explore the Mississippi steamboat as a native U.S. art form--using much the same approach as Alan Bates did for model builders with his Cyclopoedum. -Ed.



The signboard on the stern bulkhead reads: STEAMER CHAUTAUQUA BELLE MAYVILLE N. Y. Her cherry red paddlewheel, including buckets, is nicely offset by the white circles. No monkey rudders are planned but cross-bar is provided in case one seems advisable.

NAMED FOR MUSKINGUM SIDE-WHEELER



Mrs. Zanetta M. Roberson

In our last issue, page 32, we were going on about a girl named for the ZANETTA. We asked her for her picture, and Mrs. Roberson now has kindly obliged us. She rode on the ZANETTA in June 1898 at the age of six weeks, accompanied by her parents, Mr. and Mrs. Adam Mast.

MORE ABOUT THE BOAZ

Sirs: Certainly enjoyed the March S&D REFLECTOR, as usual; and I must say I was delighted to see the BOAZ featured as the "Boat of the Quarter." Those Combine towboats are really something else, so I always enjoy hearing more about them, and particularly some of these excellent photos showing the coal movement in operation. I grew up on the Kanawha and got to see all of the big steam towboats there; however, what I would have given to have seen all the wonderful big boats of the Combine coming past Memphis. Just completed a daily accounting of all of the Combine towboats for the first half of 1906, and that was THE year for the operation of the boats; more water than ever and all running. 1907 seems to have been the line of demarcation when the decline comes. Anyway, all that takes 12 typewritten pages to cover each month and makes for some pretty interesting reading.

Now in the BOAZ story you ask about this tale of her stranding a whole tow on a Mississippi sandbar in January 1901. Honestly I think you have the wrong boat for the right month and the right boat for the wrong month in the wrong year. Confused? Let me explain.

My records for the Combine operations are all centered about the SPRAGUE, JOSEPH B. WILLIAMS, J. B. FINLEY, W. W. O'NEIL and the ALICE

BROWN, primarily (in fact my cat is named Alice Brown). Yesterday I got out the microfilms for the Memphis Commercial Appeal and noted that "News of the Rivers" in the 1901 CA was not nearly as good as "News of the Rivers and Steamboats," such as it becomes about a year later.

I ran through the month of January 1901 in the CA and noted that the river was rising that month, through the 27th, and the FINLEY, WILLIAMS, O'NEIL, S.H.H. CLARK and the ALICE BROWN had gone down and had come back up (forgot the DEFENDER). The problem in the latter part of the month on the lower river was simply that the stage was too high for safe coal towing, and there was concern on the part of N. M. Jones, head of the Combine's operation at Memphis.

Well, I still found nothing about the BOAZ, so I went through January 1901 in the Evening Scimitar's "River Intelligence" column and found what we need. That column of the ES for January 2, 1901 notes that the ALICE BROWN went aground at Salem Bend (30 miles above Vicksburg) and grounded 30 loaded coalboats. Well, then on the 3rd, the same column points out that the BOAZ, the boat in question, passed Greenville downbound with a tow of coal on the 2nd. And the same column of the 4th notes that the ALICE BROWN had gone on to New Orleans and had left several coalboats high and dry on the sand bar at Salem Bend. Well, nothing is said about the BOAZ, so let's assume she made it on to New Orleans safely. And the "River Intelligence" of the 11th noted that the WASH HONSHHELL (according to a Vicksburg dispatch of the 8th) was up at Vicksburg that day and was going up to Salem Bend to tend to the coalboats that the ALICE BROWN had gotten stranded there and left behind.

According to these items the ALICE BROWN is the only one which had any serious loss or grounding on the run. I read pretty carefully and even went through the daily Greenville bulletins hoping to find something for you.

But what really bothers me is that the BOAZ made it down and apparently stayed in New Orleans for a while. The ES of the 19th notes that the Courier-Journal of the 17th notes that all the towboats, with the exception of the FULLER are returning!

Now what this means is that by the 29th, all the bigger boats of the Combine (e.g., O'NEIL, DEFENDER, FINLEY and WILLIAMS) had come back upstream and were going down with tows again. And as the month ended, there was plenty of water.

Just to make certain that I had not forgotten anything, I went into February 1901 slightly and find that there was enough water for the HONSHHELL to have pulled five of the ALICE BROWN's grounded coalboats off Salem Bar.

Judging by the river columns the BOAZ seems to have made it south safely, though I can find nothing

about her returning. And this doesn't mean that she didn't, because this is all pretty much of an argumentum ex silentio.

Well, I did find that the BOAZ did go aground in September 1902 at Little Chain, 20 miles below Paducah, while the FINLEY was able to lay up with her tow at Joppa. It was apparently going to be a long wait for water, as the crews were shipped home by rail, 34 for Louisville and 14 for Memphis (this is the "River Intelligence" of the Memphis Evening Scimitar, for September 14, 1902, quoting the Paducah News-Democrat of September 13).

Anyway, I don't think that the BOAZ did go aground with a tow in January 1901; or, perhaps I should say, in light of the newspaper evidence which mentions that it was the ALICE BROWN which did some grounding of loaded coalboats. But the BOAZ was aground for a while in the lower Ohio in September 1902. Could be that she was aground somewhere else in the meantime; but I have not run across any citation of the event yet. Shall keep looking.

Jack E. Custer,
205 Mockingbird Road,
Nashville, Tenn. 37205

=Note Jack's new address; he needed more space for the SPRAGUE archives and model, for the cat named Alice Brown, and who's to resist making noises like a mockingbird on Rock Hill? -Ed.

Sirs: I am trying to locate a photograph, post card size or larger, of the accidental ramming of the lower lock gate at Ohio River Dam No. 8 by the excursion steamer WASHINGTON on a Sunday evening in 1935. She was returning to Wheeling from an all-day trip to Rock Springs Park, Chester, W. Va. I was one of the excursionists that day.

V. B. Schwinberg,
1735 Davison Ave.,
Richland, Wash. 99352

=If anybody took a photograph of that incident we have not seen it. Actually the date was August 16, 1936, one we will not soon forget. A mechanical failure in the engine room disabled the reverse gear and she couldn't check headway entering the lock. Consequently her bow hit the lower lock gate with impact sufficient to crush the stempiece. She had a wooden hull. In less than 12 minutes later the crew had evacuated all of the 700 passengers on to the lock esplanade safely. The management arranged for a special PRR train to come up from Weirton Junction and return the passengers to Wheeling. After the leakage had been stopped the WASHINGTON under her own steam proceeded to the Dravo marine ways at Neville Island and was hauled out for repairs. Ye Ed was the off-watch pilot when this affair happened, and many other of the crew members are still alive and kicking. -Ed.

HOW TO WIN AN ARGUMENT DEPT.

Capt. Roddy Hammett read the Sunday Magazine of the St. Louis Globe-Democrat, April 11th last, and ran afoul of a feature story about the new MISSISSIPPI QUEEN. The headline proclaimed her as the "first passenger sternwheeler to be built in 50 years." On the occasion of the first birthday of the NATCHEZ (April 12th last) Roddy took pen in hand and wrote a correction to the author, Paul J. Siemer. Back came this reply:

Dear Mr. Hammett:

I am sorry if any misunderstanding has arisen as a result of our Sunday Magazine story on the stern-wheeler MISSISSIPPI QUEEN.

However, it is my understanding that the phrase "passenger sternwheeler" refers to riverboats in the traditional sense -- as they were operated historically, i.e., as overnight passenger conveyances.

Other such boats, such as the NATCHEZ and JULIA BELLE SWAIN, are, in fact, "excursion" steamboats, i.e., boats which are operated on short cruises from a single river port.

According to our records, only

two passenger sternwheelers are currently operating on the Midwestern river system -- the MISSISSIPPI QUEEN, completed in 1976, and the DELTA QUEEN, completed in 1926.

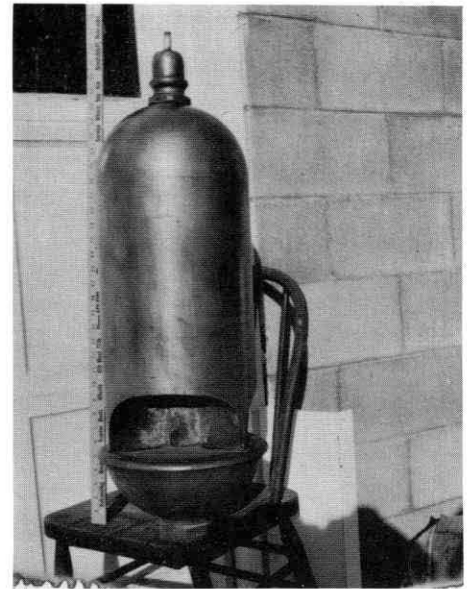
Hence, the former boat is the "first passenger sternwheeler to be built in 50 years."

Sincerely,

Paul J. Siemer

Dave Wilson, 47 Sherrill Drive, Jackson, Tenn. 38301 is a scuba diver with great interest in the Muscle Shoals and Colbert Shoals areas of the Tennessee River. He seeks pictures of steamboats plying the area, and scenes taken in that general vicinity.

The Arkansas River cruise has been cancelled. The Steamship Historical Society of America did not procure enough advance reservations to justify sending the 36-passenger ARKANSAS EXPLORER on the Little Rock-Catoosa trip scheduled June 19-25.



Whistle, Anybody?

Sirs: Here is a picture of a big steam whistle I have, 34" high and 10" in diameter. It takes a 2½" pipe. It's a Lunkenheimer and is supposed to have come off a river boat at Omaha, Neb.

I don't know the value of it, and will appreciate your appraisal.

George G. Brown,
Route 1, Box 296,
Morrill, Neb. 69358

=Sharp eyed readers will notice a yard stick at whistle's left. No doubt it's a whopper. Was there ever a steamboat at Omaha big enough to blow it? --And how does a body go about evaluating such a whistle? -Ed.

Sirs: My husband is very keen on steamboats of the Mississippi River System and hopes to build a model of one of them. We'd be very thankful if he could make his dream come true, thanks to S&D.

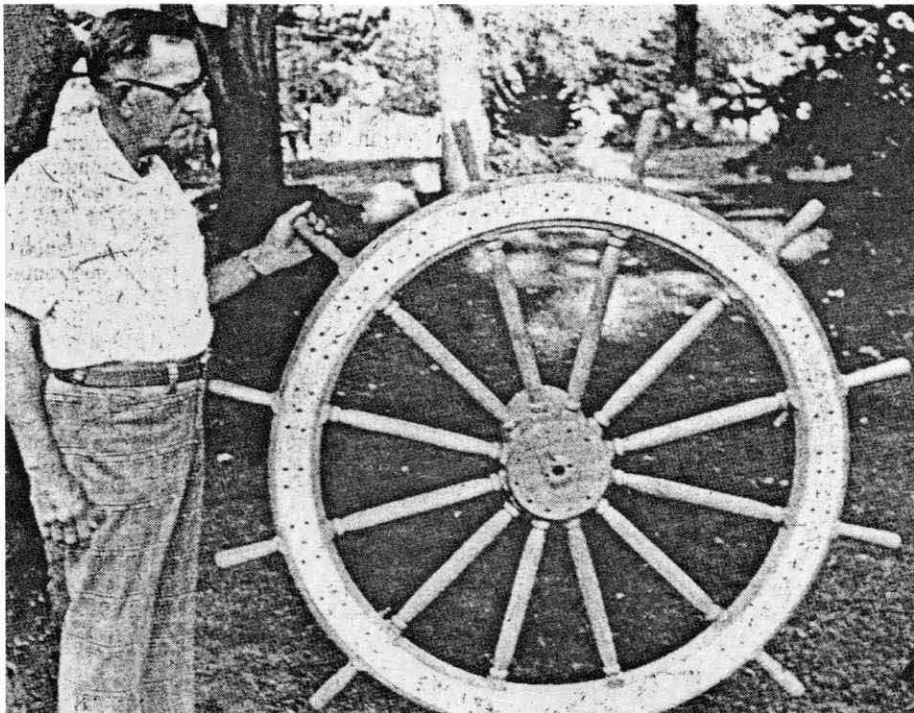
A. Schacke,
42, avenue La Bruyere,
38100 Grenoble,
France.

=Will some helpful soul, please...
-Ed.

Sirs: Please send information to me about the Tootenanny planned by S&D. I believe there is an old-time boat whistle available locally if anyone is interested.

Robert K. Price,
Barnes Run Road,
Sardis, Ohio 43946

=See page 3 this issue for details of the upcoming Walt McCoy Tootenanny slated Saturday, June 14 at Union Carbide's plant near Sistersville, West Va. Hope Mr. Price locates the old-time boat whistle and brings it along. See you there. -Ed.



Mrs. Glase's old cook book suggests that the first step in preparing rabbit hash "is first go catch your rabbit." Steamboat Bill Barr of Charleston figures the initial step in building a sternwheel pleasure boat "is first get your pilotwheel." So Bill asked Bob Thomas, Powhatan Point, O. to build one. He asked the right person. The Thomas family has been building pilotwheels for several generations although the demand for them has slacked off considerably in late years. Bob Thomas hadn't built one since 1929 when he turned one out for the sternwheel PARAGON. But Bob had not forgotten the art as you see above--that's Bob standing beside the new wheel. It's five feet in diameter, maple rim, with 246 brass screws in it. So okey-doke, Steamboat Bill: Now let's see you rig up a paddlewheel boat and use it.



Capt. Albert S. Kelley

but very few as pilot on steamers of the Louisville & Cincinnati Packet Co. He was born above Westport, Ky. and was named for Gen. Albert Sidney Johnston. For years he piloted between Louisville and Cincinnati, later by extensions he included the Kanawha River up to Montgomery, the Upper Ohio in part, a section of the Tennessee, and on the Mississippi from Cairo down to White River.

Capt. Kelley is survived by his wife Annie Chappell Kelley; by a daughter, Elizabeth A. Kelley; by four sons, Clarence, Sidney, Vernon and Dallas; by 23 grandchildren, 17 great grandchildren and one great great grandchild.

Death came at the Veterans Memorial Hospital, Lexington, Ky. on Saturday, April 24, 1976.

Anybody know this gentleman? He's the late J. Mack Moore, celebrated as a steamboat photographer. The picture appeared in a Vicksburg newspaper some years ago credited to the staff photographer Charlie Faulk. J. Mack Moore wore a cane and he looked more like Mark Twain than Twain did.



BACK COVER

Once again we are grateful to the sharp eyed camera of S. Durward Hoag for the advertisements shown. These are taken from the Official Railway Guide and are dated 1905 and 1906.

We've been plugging these James Rees & Sons Co. catalogues for quite some time. Do you have one? How do you live without it? Send \$3 to Ye Ed (address page 4) and live happily ever after.

A kind reporter phoned us from the Cincinnati Enquirer just at press time to inform us of the death of Capt. Albert S. Kelley, at the age of 79. He is remembered to the modern generation as pilot on the DELTA QUEEN; to another generation as pilot on the GORDON C. GREENE; to a few veterans as pilot on the TOM GREENE, and to

BELMONT COAL WORKS.

At New City *Bellaires O. Nov 19* 1878
Bot. of Belmont Coal Co successors to
Jacob Heatherington,
 TERMS CASH DEALER IN COARSE AND NUT COAL.

Nov 6	3801 Bu Coal @ 3 1/2	Barge BOW #1	133	03	✓
" "	1000 " " "	on flat	35		168.00
<i>OK</i>					
Sept 17	Buying	Eight flat from Head Neal Island	10	00	
" "	"	One four humping same	10	00	
Oct 1	"	Buying Eight flat from New Martins side	150		27.50
					<u>\$140.50</u>

This old invoice is sort of interesting--dated 1878 and coal being sold in barge lots at 3 1/2¢ a bushel. The Belmont Coal mine and tipple, founded by Jacob Heatherington, was along the Ohio River at the lower end of Bellaire. Heatherington built a home nearby called "the house that Jack built" inasmuch as credit went to Jack, the mule, which had pulled the first of Heatherington's coal carts. Back about 1940 there was concerted effort made to locate S&D's River Museum in the Heatherington home.

--Thanks to Jerry Devol.

Arkansas River Packet Co. Inman-Decker Packet Co. Kilgore Transportation Co.

OPERATING STEAMERS BETWEEN

Memphis, Tenn., Vicksburg, Miss., and Pine Bluff, Ark.

W. HARRY BROWN, Pres. T. J. DARRAGH, Gen. Purchasing Agent.
 E. W. B. NOWLAND, Vice-Prest. and Gen. Mgr. R. A. SPRED, Sec'y and Treas.
 ED. NOWLAND, Jr., Traffic Manager. W. H. NOWLAND, General Freight Agent.
 Office—47 Union Street, Memphis, Tenn.

VICKSBURG DIVISION.

Steamer "Lucille Nowland."

For VICKSBURG and all way landings, every Wednesday at 5 00 p.m., connecting at Vicksburg with steamers for NEW ORLEANS and way landings on Mississippi River and all points on Yazoo River.

VICKSBURG & GREENVILLE DIVISION.

Steamer "Belle of Calhoun."

Steamer leaves VICKSBURG Mondays and Thursdays at 12:00 noon. Returning from GREENVILLE Tuesdays and Fridays at 5 00 p.m.

ARKANSAS RIVER DIVISION.

Steamer "J. N. Harbin."

For HELENA, PINE BLUFF and all way landings on Arkansas River, every Tuesday and Saturday at 5 00 p.m., connecting at Pine Bluff with Missouri Pacific Ry. and the St. Louis South-western Ry. for all points in Arkansas and Texas.

Consign all freight for above points care Company's Wharf Boat, Memphis, Tenn.
 January, 1905. E. W. B. NOWLAND, Gen. Manager.

SUCCESSORS TO

BLACK AND CURRENT RIVER PACKET CO.

INCORPORATED.

GEO. W. DECKER, President. F. L. INMAN, General Passenger Agent.
 S. P. POND, Vice-President. Major W. A. CALHOUN, Consulting Eng'r, Buffalo, N. Y.
 F. I. INMAN, General Manager. W. A. INMAN, General Offices—Black Rock, Ark.
 C. S. POND, Treasurer.

THE STEAMERS OF THIS LINE RUN THE YEAR ROUND.

STEAMERS

"A. R. BRAGG," "F. W. TUCKER,"
 "C. E. TAYLOR," "KRATA,"

Leaving NEWPORT every Tuesday at 12 00 noon, going through to CHEROKEE BAY (450 miles round trip), stopping at following landings: Jacksonport, Elgin, Mariens, Strawberry, Bradys' Clover Bend, Lauratown, Powhattan, Black Rock and Cherokee Bay.

Railroad Connections.—At Newport with St. Louis, Iron Mountain & Southern Ry. for St. Louis, Memphis, Little Rock, Hot Springs and all points in Texas. Also at Newport and Jacksonport with Chicago, Rock Island & Pacific Ry. for Brinkley, Memphis and all points South. At Black Rock with St. Louis & San Francisco R.R. for Kansas City, Fort Scott, Springfield, Memphis and Birmingham, Ala., and all points South. At Pocahontas with St. Louis, Memphis & Southeastern R.R.

River Connections.—At Newport with all Lower White River steamers.

Through Bill of Lading given to New York, Boston and all Eastern points; also London, Liverpool, Glasgow, etc., for foreign shipment.

Consign all freight care INMAN-DECKER PACKET CO. to insure dispatch and prompt delivery.

Special attention given to the traveling public.

February, 1905.

J. L. KILGORE, President and General Manager.
 V. J. BLOW, Vice-President and Traffic Manager.
 H. T. HOLLINGSHEAD, Supt. and General Agent.
 General Offices—Paducah, Ky.

OPERATES BETWEEN POINTS ON THE

Ohio, Tennessee and Cumberland Rivers.

STEAMER "MAUD KILGORE,"

Lighted by Acetylene Gas and giving FIRST-CLASS PASSENGER SERVICE, being one of the fastest steamers plying above Rivers.

STEAMER "LULA E. WARREN,"

Light draught Passenger and Freight Steamer, capable of being operated at any stage of water.

Connections at Paducah, Cairo, Evansville, Nashville, Memphis and Florence, Ala., with diverging lines of railway.

Also operate special freight cars on connecting lines of railroad.

For freight and passenger rates and general information, address

KILGORE TRANSPORTATION CO.,
 Paducah, Ky.

October, 1905.

Natchez & Bayou Sara Packet Co.

R. F. LEARNED, President.
 A. B. LEARNED, Vice-President.
 THOMAS REBER, Superintendent.

General Office—
 Natches, Miss.

Steamers Betsy Ann and Little Rufus

CARRYING THE UNITED STATES MAIL.

Steamer BETSY ANN leaves NATCHEZ for Torras, Bayou Sara and all intermediate points on the Mississippi River every Tuesday, Thursday and Saturday at noon. Returning, leaves BAYOU SARA every Wednesday, Friday and Sunday at 4 00 a.m.

Steamer LITTLE RUFUS leaves NATCHEZ for Torras, Summesport and Melville and intermediate landings every Monday at noon. Leaves NATCHEZ for Torras, Jonesville, Harrisonburg and intermediate points every Wednesday at noon. Leaves HARRISONBURG, returning via Torras and Melville, every Thursday noon, and Melville every Tuesday and Saturday at 4 00 a.m. October, 1905.

Connects with Y. & M. V. R. R., N. O. & N. W. R. R. and T. & P. R. R.

Ohio & Big Kanawha River Transportation Co.

Steamers KANAWHA, VALLEY BELLE, LEROY.

MILES OPERATED, 475.

KANAWHA leaves PITTSBURG for CHARLESTON, W. VA., every Tuesday at 4 00 p.m. Leaving Charleston every Thursday midnight.

VALLEY BELLE leaves MARIETTA every Tuesday, Thursday and Saturday at 8 30 a.m. for MIDDLEPORT.

LEROY leaves MARIETTA daily for SISTERSVILLE 1 30 p.m., and Sistersville every morning at 5 00 a.m. for Marietta, O.

General Offices:
 MARIETTA, OHIO.

M. F. NOLL, President.
 W. E. BOE, General Manager.
 W. E. GRIMES, Secretary.

January, 1905.

NATCHEZ AND VICKSBURG PACKET CO.

United States Mail Steamer "Senator Cordill"

Leaves Natchez every Sunday, Tuesday and Thursday at 12 00 noon, or on arrival of mail train over Natchez and Jackson Division Yazoo & Mississippi Valley R.R.

Leaves Vicksburg every Monday, Wednesday and Friday at 1 00 p.m.

Elegant passenger accommodations. A charming river ride of 100 miles.

J. N. CARPENTER, President and General Manager.
 THOS. REBER, Superintendent.
 S. E. RUMBLE, Gen. Freight and Passenger Agent.

GENERAL OFFICE—NATCHEZ, MISS.

October, 1905.

The Ohio & Tennessee River TRANSPORTATION CO.

(INCORPORATED.)

V. J. BLOW, President, Louisville, Ky.
 A. B. TICKNOR, Vice-President and Gen. Mgr., Decatur, Ala.
 GEO. HOLLAND, Secretary and Treasurer.
 H. B. CARTER, Traffic Manager, Louisville, Ky.
 C. A. WEIS, General Agent, Cairo, Ill.

GENERAL OFFICES—DECATUR, ALA.

Operating Boat and Barge Lines on Ohio and Tennessee Rivers.

CONNECTIONS AT

CAIRO, PADUCAH, FLORENCE, DECATUR AND CHATTANOOGA WITH DIVERGING LINES OF RAILWAYS.

For freight and passenger rates and general information, address

The Ohio & Tennessee River Transportation Co.

Decatur, Ala.

THE OHIO RIVER TRANSIT CO.

JULIUS FREIBERG, President.
 M. J. FREIBERG, Vice-President and General Manager.
 J. W. FREIBERG, Secretary and Treasurer.
 J. C. WORMUM, General Freight Agent.

General Offices—916-920 East Front Street, Cincinnati, O.

TRI-WEEKLY STEAMERS

— BETWEEN —

Cincinnati, Petersburg, Ky., and Carrollton, Ky., and Aurora, Vevay and Madison, Ind.

LANDINGS.

Cincinnati, O.
 Taylorport, Ky.
 Lawrenceburg, Ind.
 Petersburg, Ky.
 Aurora, Ind.
 Belleview, Ky.
 Rising Sun, Ind.

North's Landing, Ind.
 Hamilton, Ky.
 Patriot, Ind.
 Sugar Creek, Ky.
 Warsaw, Ky.
 Florence, Ind.
 Marshland, Ind.

Vevay, Ind.
 Ghent, Ky.
 Carrollton, Ky.
 Prestonville, Ky.
 Brooksburg, Ind.
 Milton, Ky.
 Madison, Ind.

Connections.—At Aurora—With the Cleveland, Cincinnati, Chicago & St. Louis Ry. and Baltimore & Ohio Southwestern R.R. At Cincinnati—With the Pennsylvania Co., Baltimore & Ohio R.R. and Chesapeake & Ohio Ry. for the East and South; Cleveland, Cincinnati, Chicago & St. Louis Ry., Baltimore & Ohio Southwestern R.R. and Cincinnati, Hamilton & Dayton Ry. for points North and West; Cincinnati, New Orleans & Texas Pacific Ry. and Louisville & Nashville R.R. for points South. October, 1905.

ACME PACKET CO.

JOHN STRECKFUS, Pres. and Gen. Manager, Rock Island, Ill.
 D. W. WISHERD, Vice-Prest. and Gen. Pas. Agent.
 W. D. PETERSON, Secretary, Davenport, Ia.
 F. H. BARTEMEYER, Treasurer.
 H. E. WISHERD, Traveling Passenger Agent, Quincy, Ill.
 General Offices—Foot 19th Street, Rock Island, Ill.

Operates Steamers on the Mississippi River and tributaries.

SUMMER SEASON

Peoria, Ill., to St. Paul, Minn.

WINTER SEASON

St. Louis, Mo., to New Orleans, La.

DAILY PACKET BETWEEN

Davenport and Clinton, Iowa.

Leaves CLINTON - - - - - 7 00 a.m.

Leaves DAVENPORT - - - - - 3 00 p.m.



ON THE COVER of our last issue, down at the bottom, is a foggy morning view of the JULIA BELLE SWAIN with a photographer in the foreground taking the picture shown above. The boat was moored along the Mississippi opposite Pevely, Mo. (wherever that is, but Pevely has a zip code, anyhow, 63070) and the date was Tuesday, September 30, 1975. So in our March issue, front page, you saw Allen Hess taking the picture, and now you see the picture Allen took.

There is lively prospect that a feature of the S&D meeting at Marietta this coming September 11 will be an exhibition of modern river photography staged by Allen Hess and Chris Eaton. Catherine Remley plans to devote a large section of Campus Martius Museum to the special showing. Chris, a young man of talent, has been specializing in what may be termed "towboat life," his camera on the ready as he decks on Ohio River Company towboats. Allen, a recent graduate of the Art Institute of Chicago, has covered the JULIA BELLE SWAIN and also the NATCHEZ, and covered the three-boat race at Louisville this past April 28.

