

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 14, No. 1

Marietta, Ohio

March, 1977



SPRINGTIME

-by Bert Suarez

WINTER WEATHER

First it blew
Then it snow,
Then it friz
And then it thew.

-Will S. Hays
in Louisville
Democrat, Jan. 1854

Sewickley, Pa., Jan. 30, 1977:--
As we go to press today we can say
this much; Western Pennsylvania in
1976 had the coldest July, August,
October, November and December in
the long history of the Pittsburgh
Weather Bureau. The annual Janu-
ary thaw wasn't---didn't. Front-
paged in the Pittsburgh "Post-Gaz-
ette" on Jan. 25 was this story:

"Shipping on the Ohio River was
hampered not only by ice accumula-
tions but by pedestrians. At
least one tugboat reported it was
forced to stop because several
hundred persons were walking on
the river between Cincinnati and
Covington, Ky."

In many an Ohio River town the
thermometer went below freezing on
Christmas Day 1976 and never again
rose to 32° for a full month.
Fifty geese flew north over Sew-
ickley on Jan. 19, and snow fell
in Miami.

Some said a new Ice Age had ar-
rived. The Way's black dog Wrecks
agreed; on the morning of Jan. 17
he scampered out the back door as
usual, applied the four-wheel
brakes, squatted in 6" of snow and
made an agonizing reappraisal. He
was back at the door in nothing
flat. The temperature was -17°.

Mrs. Roy B. (Jane Hines) Morn-
ingstar sends us the latest news,
clipped from Louisville and Cin-
cinnati dailies. The towboat (not
tug, heaven forbid) delayed by ice
-strollers at Cincinnati was the
3200 hp. CITY OF PITTSBURGH up-
bound with a 12-barge tow, Capt.
W. A. Boudreaux, Houma, La. in
charge. This towboat, recently
renamed, is owned by Thomas Petro-
leum Transit---formerly the FRANK-
LIN PIERCE. Capt. John Beatty got
on his bull horn from the decks of
the MIKE FINK and asked the ice
explorers to disperse. Meanwhile
Capt. John was worrying about his
MIKE FINK, planning to use two
barges to fend ice.

At Louisville a father and three
children fell through Ohio River
ice near Upper River Road and Zorn
and were rescued by helicopter.

From Peoria we learn that Capt.
Dennis Trone considers the situa-
tion of his CITY OF BATON ROUGE
wharfboat as "critical," locked in
ice.

The P. A. DENNY, returning from
her mission at New Orleans, bound
for Charleston, W. Va., holed in
reportedly at Vicksburg. Ice was
passing Baton Rouge at month's
end. On Jan. 27th we concluded a
business call to Galveston, Tex.
by saying, "Well, friend, at least
YOU don't have to worry about ice
in the river." "Ice? What's
that?" he inquired.

You may add January to the list
of coldest months in the history of
the Pittsburgh Weather Bureau,

kept since 1878--this announcement
just made. We've been telling all
callers that 1917-1918 was the
worst we recall. Now we concede:-
1976-1977 is the vicious victor.
We must leave you to batten down
the hatches; a 55 mph. gale and
blizzard raging and minus 15 to 20
below promised tonight.

--And February hasn't started.
This is the way it looks on Janu-
ary 30th, and may you be reading
these lines in March, remembering
a bad dream, and nothing more ser-
ious than that.

Sirs: A release from the Delta
Queen Steamboat Co. states that
there never was another steamboat
named MISSISSIPPI QUEEN.

This conflicts with a tale told
by the late Frank Edwards in his
book titled "Strangest Of All."
His elaborate passenger carrier
bore the same name. He tells of
her disappearance in April 1873
between Memphis and Natchez. Not
a trace of her was found, says Ed-
wards, even to this day, not even
debris or bodies.

The book purports to recount
strange and unexplained happenings
the world over. Did this early
MISSISSIPPI QUEEN really exist--
did it disappear as he says?

Bill Thomas,
Route 4, Box 411B,
Nashville, Ind. 47448

=No. -Ed.

FRONT COVER

Sirs: While standing on the Ca-
nal Street wharf I managed to
catch an interesting and rare
scene. The DELTA QUEEN was
docked at Poydras Street, the
PRESIDENT coming in to her land-
ing at Canal Street and the
NATCHEZ was downbound to land at
Toulouse Street. I thought you
would like to have the picture.

The December S&D REFLECTOR is
a great one and I really enjoyed
it.

Also today (Jan. 13, 1977) I
just completed my 142nd trip on
the NATCHEZ, learning all sorts
of things from Capt. Hawley,
Capt. Hammett, Capt. Centanni,
Capt. Manson, etc. Sincerely,

Bert Suarez,
218 N. Jeff. Davis Pkway,
New Orleans, La. 70119

-If the above isn't SPRINGTIME,
pray tell what is? -Ed.

John Dreyer, until recently with
the Delta Queen Steamboat Co., has
joined forces with the Walt Disney
World Co., P.O. Box 40, Lake Buena
Vista, Fla. 32830. He's handling
publicity. Our thanks to John for
photos of the ADMIRAL JOE FOWLER
and the SOUTHERN SEAS which ply
the Seven Seas Lagoon there.



FOR THE ABOVE we are indebted to John M. (Corky)
Bickel, 500 Merchants National Bank Bldg., Ce-
dar Rapids, Iowa 52406. It was taken at Lock
10, Guttenberg, Iowa in October 1957 showing the
GENERAL JOHN NEWTON enroute to Minneapolis to become
a showboat. She is in tow of the Mississippi Valley
Barge Line's L. WADE CHILDRESS. John and his father
say "it seems like yesterday" when they stood on the
bank at McGregor, Iowa and watched the sight. For
more news of the NEWTON turn to page 5.

BILL TIPPETT WATCHED
When the WILLIAMS burned 1914.

Sirs: In the last issue you remarked about the JOSEPH B. WILLIAMS having been built 100 years ago. I was living at Cairo, Ill. when she was destroyed by fire, sixty-three years ago this coming October 14th.

Usually in the latter part of October, or between then and the middle of November, there was coalboat water south of Cairo for medium sized tows. The Combine had brought up the WILLIAMS from the lower landing at the Point a few days prior. Carpenters were repairing her wheel, and engineers were working on her machinery to get her in readiness. She was at the upper Combine fleet's wharfboat.

Supper was over. Darkness had settled in. The pumpboat at the Combine landing below the Halliday Hotel commenced whistling. The whistle at the Barrett Line wharfboat took up the cry. Engines on the IC and Big Four chimed in. The ferryboat THREE STATES started shrieking in alarm. The railroad transfer HENRY MARQUAND lent its voice.

The citizens of Cairo dropped whatever they were doing and did like I did--ran for the river. At first I thought it was the Halliday Hotel at Second and Levee. Then it appeared to be the Halliday Elevator below the hotel. I funneled through the gap in the floodwall to see a very large steamboat ablaze from stem to stern. It was being dragged away from the Combine landing by the tug THESEUS, the line leading from the stricken boat's stern.

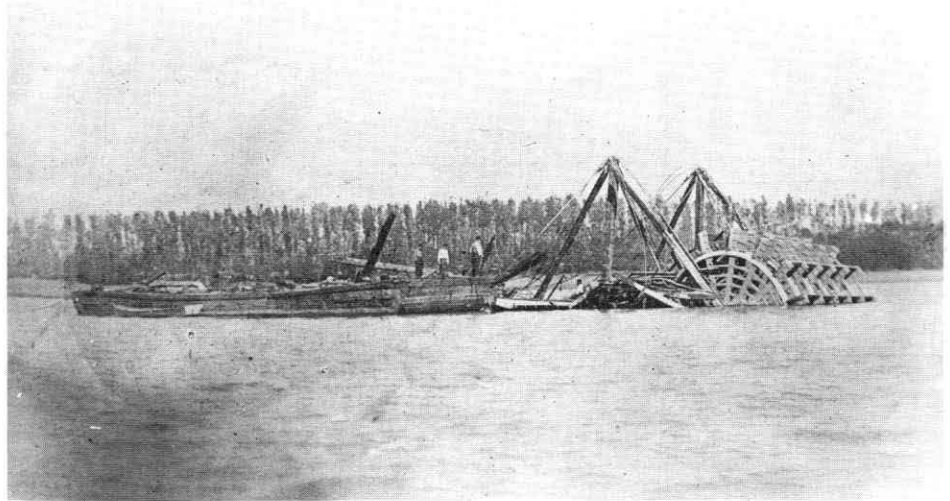
The tug got the blazing WILLIAMS better than half way across the river when the line burned and parted. The seething mass drifted down abreast the lower Combine landing. There it sank with a great shower of sparks and clouds of billowing smoke.

About a year later, in August of 1915, word came that a U.S. snagboat downbound from St. Louis was to clean out the WILLIAMS' wreck. Jim Manning, engineer on the TOM DODSWORTH, and I rowed over to the wreck in a yawl. I took along my trusty Brownie box camera and got some close-up pictures. Where oh where have they gone? The snagboat in due time did the job, either the MACOMB or the WRIGHT.

There was no life loss at the time of the fire, and nobody was too sure what caused it. The surmise was an overheated stove in either the cabin or engineroom.

William H. Tippett,
P.O. Box 149,
Hernando, Miss. 38632

Mail directed to Alan L. Bates should be addressed 2040 Sherwood Ave., Louisville, Ky. 40205. He has closed his Bardstown Road office.



WRECK OF THE JOS. B. WILLIAMS

Pictured at Cairo, Ill. shortly after the fire in 1914 which destroyed her. -Made from a copy prepared by R. L. Hunster, Cincinnati photographer of long ago.



THESEUS DRAGGED BURNING BOAT

This is the tug which Bill Tippett saw the evening of the fire. The THESEUS was an iron hull tug built at Buffalo, N.Y. in 1886. She shuffled coal barges for the Cairo City Coal Co. nearly forty years and finally exploded her boiler on Oct. 29, 1924.

Sirs: In the midst of this frigid winter I am reminded of the last time I saw a tow railroad up the Ohio. It was on the 28th of December 1924. The sternwheel towboat LA BELLE with Capt. Robert E. (Bob) Reed as captain had nine empties strung behind. He had a fuel flat faced ahead.

Regarding the pilothouse of the KEYSTONE (Dec. '76 issue, page 14) George Burge, who was in charge of her for a long time, told me that the pilotwheel, brake pedal, and steering gear came from the former U.S. towboat NAUVOO. As for the pilothouse itself I don't know the answer.

Darrell W. Jackson,
P.O. Box 88,
Sardis, Ohio 43996

=Darrell Jackson will be 71 this

coming April 23rd. He was striker engineer on the C. W. TALBOT and JASON for several years, and was associated with the ferry at his home town. He'd probably still be on the river but about eight years ago underwent surgery, had a lung removed, and has been beached since. -Ed.

Mrs. Donald T. Wright underwent surgery this past December and her many river friends are pleased to learn of her recovery. Miz Pearl resides at the Lindell Terrace, Apt. 16-B, 4501 Lindell Blvd., St. Louis, Mo. 63108.

Alternate master on the BELLE OF LOUISVILLE this season is Capt. Greg Menke.

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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

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THE LAFAYETTE MOTOR HOTEL, Marietta, has set aside the week-end of Saturday, September 10, 1977 as "S&D Week-End." This decision allows the American Sternwheel Association, Inc. to join with us. So once again the riverfront will be lined with a flock of unique pleasure craft owned and manned by this group's genial members, most of whom are S&D'rs also. Program arrangements will be elaborated in the June issue. Meanwhile firm your reservations at the Lafayette or elsewhere and circle your calendar.

Because of the unprecedented cold weather no work has been accomplished on the renovation of the TELL CITY pilothouse. The Committee In Charge is confident that it will be completed and ready for your enjoyment by September.

The trustees of the J. Mack Gamble Fund have selected the Bank of Ohio, Columbus, O. as depository. Transfer of the principal and interest accounts are in process, delayed like most everything else by this past severe winter.

The Ohio-Kanawha Branch of S&D, and the Middle Ohio Chapter, both formally endorsed and accepted, recognize this forthcoming September meeting as also their own, and will be in attendance.

ENGINEER ROOM BELLS

by Alan L. Bates

ONE TIME

I went cub pilot on a sternwheel boat,
'bout the biggest old-timer that was still afloat,
LOCKWALL BUSTER was the steamer's name,
And movin' black diamonds was always her game.

She had them old-time bells,
So I asks the pilot, "Just what do they mean?
There ain't no sense to 'em I ever seen,
You sometimes ring that and you sometimes ring this,
The whole dang set-up just looks hit-or-miss."

AND HE SAYS

"It's the simplest thing that ever has been,
The man who can't learn 'em is dumber than sin,
Now, to come ahead full you ring the stoppin' bell,
And to go half-head you ring the gong as well."

I THINKS TO MYSELF

"This ol' fellow is a-pullin' my leg,
He thinks I ain't got the sense of an egg,
Sayin', 'Come ahead full on the stoppin' bell',
Why, that ol' boob can go straight to hell!"

SO I ASKS THE CHIEF

"Tell me just what do them three bells mean,
I know you use them to run this machine,
You turn this valve and you lift that rod,
And you jump for them bells like the pilot was God."

AND HE SAYS

"Now to back half-head you ring the stoppin' bell,
Then you tap the gong, as you surely can tell,
By watchin' the pilot when he checks the tow,
In a lock or a landin' while we're makin' up tow."

I THINKS TO MYSELF

"That ornery ol' pilot's put him up to this,
Or he's listened too long to the engine's hiss,
For how in the world can you back half-ahead,
That'd break the boat and we'd all be dead."

SO I ASKS OL' CAP,

"Cap'n tell me what these bells do mean,
For I'm new on the river and I know I'm green,
But the chief and the pilot don't make it quite clear,
And I want to get my license by the end of next year."

AND HE SAYS

"When the water's swift and the wind is strong,
Then's when we ring up a double gong,
And after we're through that scary place,
We ring the gong twice to resume our pace."

SO I GIVE UP

There ain't no point to stayin' on here,
They won't tell me nothin' for maybe a year,
I'll pilot a desk or a Greyhound bus,
And them engineer room bells can just rot down to rust.



MINNESOTA CENTENNIAL SHOWBOAT

Jim Swift of The Waterways Journal loaned us this picture taken by H. N. Spencer, Sr., father of Ray Spencer, on May 21, 1966. She was being freshly painted at the time and the lettering artist was still redoing the bulkhead name from temporary scaffolding. Our correspondents (see article on this page) are right; she still looks very much like the GEN. JOHN NEWTON.

UPDATE ON GEN. JOHN NEWTON

LAST ISSUE, page 41, we ran a picture of the GEN. JOHN NEWTON and ended up the caption with a question--what happened to her? She's doing quite well, thanks, for a lady of seventy-eight summers.

Says Bob Niemeyer:

"She is owned by the University of Minnesota. She is their showboat home-ported at Minneapolis. This transition took place early in 1958. Her official name is MINNESOTA CENTENNIAL SHOWBOAT, although the GEN. JOHN NEWTON nameboards still adorn the pilothouse.

"After conversion she was non-operative and for several years was towed from place to place conventional showboat style. She played at St. Paul, Red Wing, and up the St. Croix to Stillwater. Towing costs were somewhat steep, so later her wanderings extended no farther than downtown St. Paul. After the 1970 season she became a fixture at the Minneapolis campus.

"A few years back she was taken to Prairie du Chien for the filming of "The Immigrants," at which time her pitmans were taken off to allow the paddlewheel to turn for the cameraman.

"She seems to be in good shape, and her appearance is not too different from her latter days in U. S. service."

Says Keith Norrington:

"The NEWTON was acquired by the University of Minnesota through the efforts of Senator Thye of Minnesota on January 27, 1958. The conversion was made at Minneapolis and on June 26, 1958 Diane

Alliers, "Miss Minnesota of 1958," broke champagne on the showboat. Performances that summer took her down the Mississippi to Winona.

"Then in 1959 the USCG required her to stay put at her landing below the University campus. The order was lifted in 1960."

Says Russell D. Angus:

"The boilers are still in her, although inoperative. The whistle is still on her. The pilothouse is now an office. She seems to be kept up reasonably well so I judge the Univ. of Minnesota is aware of her historical value--at least I have heard of no ideas of making a scrap dealer happy with her. Plays are still given aboard at irregular intervals."

James R. Elliott of Wabasha was good enough to send us a 1969 brochure advertising performances of "The School For Scandal" scheduled that season at Minneapolis, St. Paul, Stillwater, Red Wing and Winona. Jim Elliott runs the Wabasha Marina, home port for the RUFUS B II.

Our thanks to these and to other good folks for pictures of the MINNESOTA CENTENNIAL SHOWBOAT, ex-GEN. JOHN NEWTON.

Sirs: Aloha! Your roving deckhand is now working in the Sandwich Isles trying to earn enough to get to New Zealand before winter of 1977-78. Your Polynesian pen pal...

David Orr,
1223 Wilder Ave.,
Apartment C,
Honolulu, Hawaii 96822

We have received from West Germany a beautifully tailored 50 page catalogue, profusely illustrated, titled "The Mississippi River System Steamboat Models." Its author, of course, is S&D member Manfred H. Mueller, P. O. Box 1223, D-8788 Bad Brueckenau 1, Western Germany.

Manfred Mueller has become the continental European outlet for plans, drawings, accessories, and books about Mississippi, Missouri and Ohio River packets, towboats and even a railroad transfer. He has had amazing response and encouragement.

Half-page pictures on slickstock paper include a close-up of the J. M. WHITE model now in the Smithsonian, its pilothouse, and of John L. Fryant's models of the IDLEWILD, CHAPERON and VALLEY BELLE.

He advises model beginners that Alan L. Bates' "Steamboat Cyclopedium" is indispensable. "Dieses Buch ist das 'Erste MUSS'!"

The text is in German.

A working model of the steam towboat RUSSELL LORD was a featured exhibit last summer and fall aboard the SERGEANT FLOYD as she toured the rivers during the Bicentennial.

This model, 1/2" to the foot, is the handiwork of Elmer L. Henderson, Route 6, Box 153, Benton, Ky. 42025. The engines he put in the model are 3/4" bore by 4" stroke. She has four two-flue boilers, and a 12" square paddlewheel. All machinery will run on steam or air.

Ted Davis, 2900 West 96th St., Bloomington, Minn. 55431 has our thanks for the Summer Issue 1972 of Hennepin County History. One of the features is "River Boat Turns into Showboat," authored by F. J. Ryder. The tale of the GEN. JOHN NEWTON is ably recounted.

Jim Elliott who today runs the Wabasha (Minn.) Marina, formerly was secretary of the St. Paul Yacht Club and was editor of their news bulletin "The Anchor and Line." The MINNESOTA CENTENNIAL SHOWBOAT was in port and naturally he wanted to get aboard and look around. A young lady of the showboat staff said "Tomorrow at eleven" and at the appointed hour Jim was there. His guide turned out to be a bikini-clad damsel, also of the showboat staff. The story he later wrote for "The Anchor and Line" won no Pulitzer prize for detailing pilothouse, engineroom or paddlewheel. The teeny-weeny bikini ruined what well may have been an historical document and brightened the story considerably.

Capt. Sam Herrington, 8138 West Ave., Gasport, N. Y. 14067 wishes to dispose of his back issues of S&D REFLECTOR, all in good shape.

TWO "NEW" PICTURES OF TWO OLD
KANAWHA RIVER PACKETS

DR. CLAUDIUS M. PITRAT came to Virginia c. 1839 and settled, of all places, at Buffalo on the shore of the Kanawha River. He was born at Lyon, France, and was educated and received his medical degree before shuffling off to Buffalo at the approximate age of 28. Somewhere, sometime, in his career he acquired a flare for photography. The point of this is this: he took the two pictures on the right.

These disclosures come to us from R. Jerome Collins of Nitro, West Va. who sent us the photographs. He credits Herschel Burford, St. Albans, West Va. for doing the copy work.

Doctor Pitrat lived to see 80 there at Buffalo and died there on Christmas Day, 1891. His wife had died the day before. Both bodies were taken by steamboat to Gallipolis for burial.

Jerome Collins procured the originals of these photographs on loan from Carl F. Zeffries, 317 Main St., Carrollton, Ky. Mr. Zeffries is a direct descendant of Doctor Pitrat.

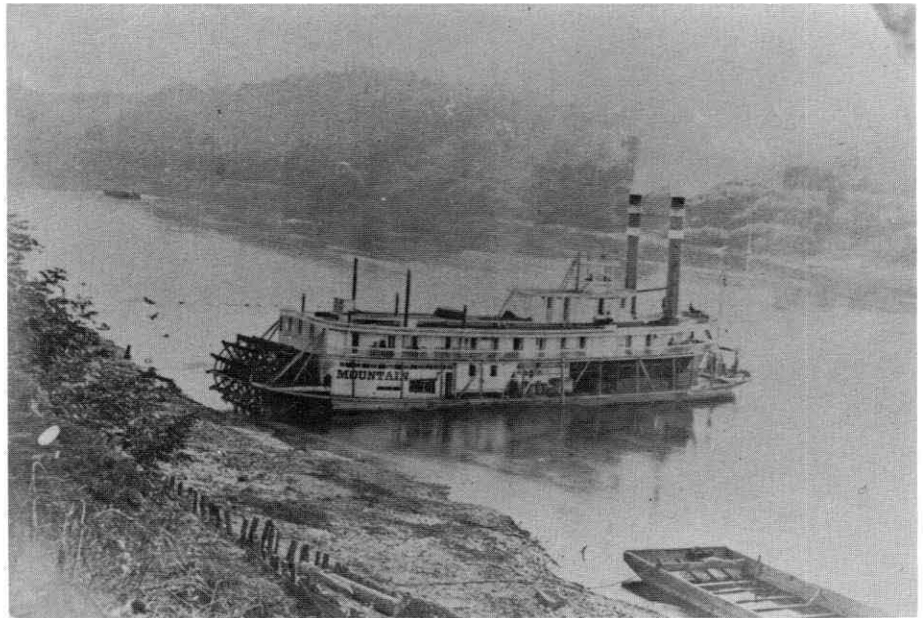
We would surmise that the good Doctor was across the Kanawha at Pliny when he took these pictures. The MOUNTAIN BOY looks like she had become stranded good and proper on a gravel bar. She's in a real "fix" with her wheel and also probably her rudders fouled, unable to do anything without serious damage to her vitals.

The MOUNTAIN BOY was quite some steamboat for her size. She was built complete at Brownsville, Pa. on the Monongahela River in 1868 for the Kanawha and Gallipolis Packet Co. The hull was built by Everson & Co., the engines by J. N. Snowden, and the cabin by Cumlow, Coon & Co., all of Brownsville. The hull was 135 by 26 by 4. She had 14" dia. cylinders with 5 ft. stroke, powered by two Western boilers 40" dia. by 26 ft. long--four flue. Your scribe has heard the late Capt. C. C. Bowyer of Point Pleasant say he got aboard and looked her over at Winfield on her maiden trip. She carried the U.S. Mail between Gallipolis and Charleston. Her original crew was composed of Capt. James Newton, master, and J. D. Moore, clerk.

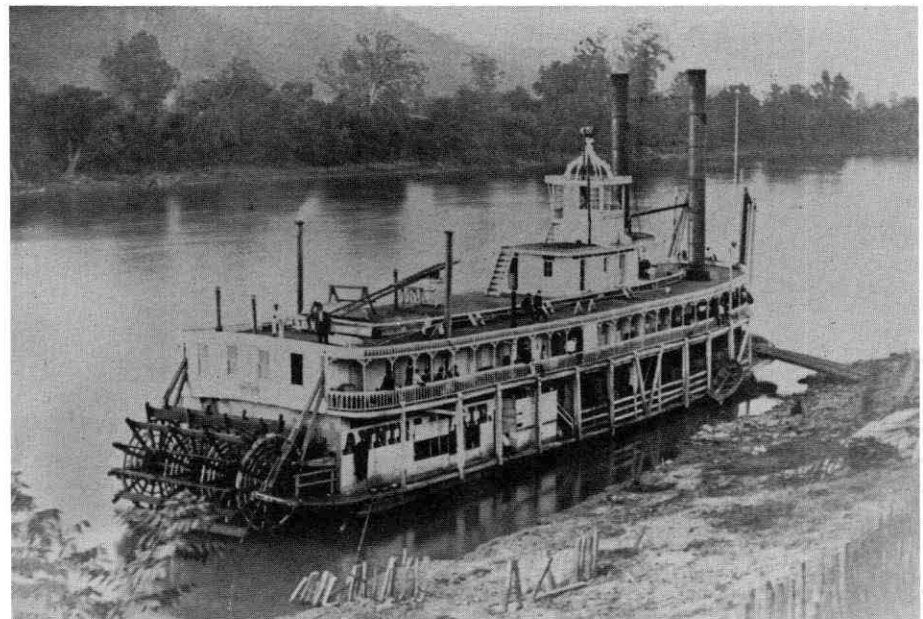
As an aside, the sailorman on the GENERAL PERSHING in 1921 was Robert Newton, who went by the handle of "Newtsie Bob" and lived at Gallipolis when your scribe was second clerk on her. Newtsie Bob was of this same Newton family associated with the MOUNTAIN BOY.

Capt. J. W. Oakes, president of the Kanawha River and Gallipolis Packet Co., previous to building the MOUNTAIN BOY had run the C. P. HUNTINGTON (mentioned elsewhere in this issue in the story of DOROTHY) in the Gallipolis-Charleston trade.

When the West Virginia state capitol was moved from Wheeling to



MOUNTAIN BOY
The photographer was a French M.D.



ANNIE LAURIE
Carried Kanawha salt to Cincinnati

Charleston in 1870 Capt. James Newton offered to do the job. The MOUNTAIN BOY departed Wheeling on March 28 at midnight with dignitaries and records. She had been festooned with colorful bunting. Captain Newton said: "I will go with cannon, music and flying flags, and consider the honor sufficient pay." A brief stop was made at Parkersburg, home town of Gov. William E. Stevenson, and she arrived at Charleston amid the thunder of guns from a U.S. artillery unit. The new \$79,000 state capitol had recently been completed, where the governor's party was welcomed by a delegation of local officials "and an enthusiastic crowd."

Five years later due to political maneuvering the EMMA GRAHAM took aboard at Charleston the legislature, transferred them at Point Pleasant to the CHESAPEAKE, and the capitol was returned to Wheeling.

Then after another five years, in 1885, the CHESAPEAKE and the BELLE PRINCE swapped the capitol back to Charleston where it still does business today.

The MOUNTAIN BOY was lost in an ice jam at Cincinnati on the last day of December, 1872. A dispatch dated Jan. 3, 1873 reports: "The MOUNTAIN BOY is yet lying with her cabin out of water, in the same situation as before." The KATE PUTNAM was lost same time, same

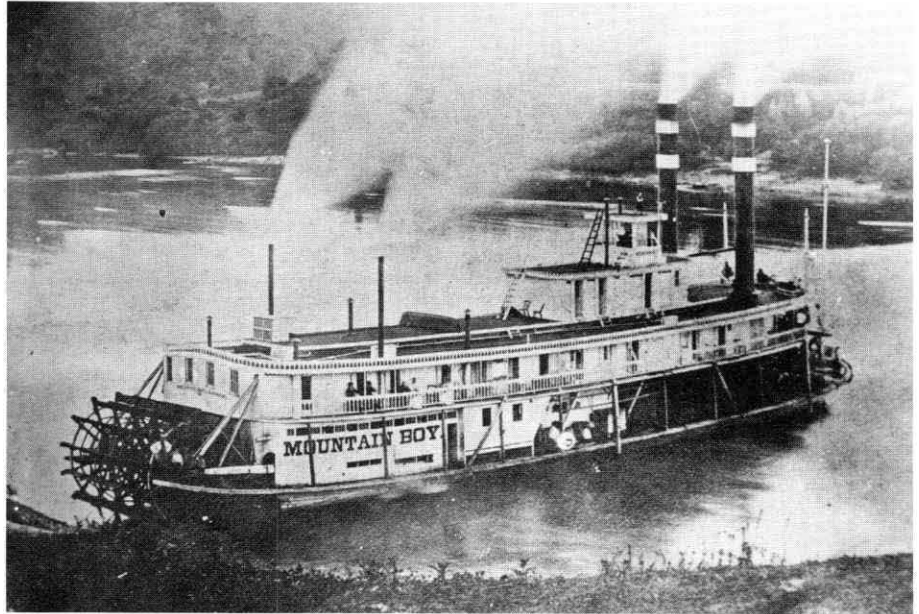
place, and the DANIEL BOONE's cabin was smashed.

Then on June 10, 1873 came this report: "While the boilers of the MOUNTAIN BOY were being taken out of the water the other day, the workmen were startled to hear a lively commotion inside of one of them. An examination disclosed a huge catfish which, taken out and weighed, pulled the scales down to 40 pounds. The wrecked boat will be entirely out of water within a week, and the woodwork will be burned."

DR. C. M. PITRAT's other photograph, of the ANNIE LAURIE, obviously was taken at the same location as was that of the MOUNTAIN BOY. Assuming she is moored head upstream, we make bold to presume she's at Pliny, the ferry landing opposite Buffalo.

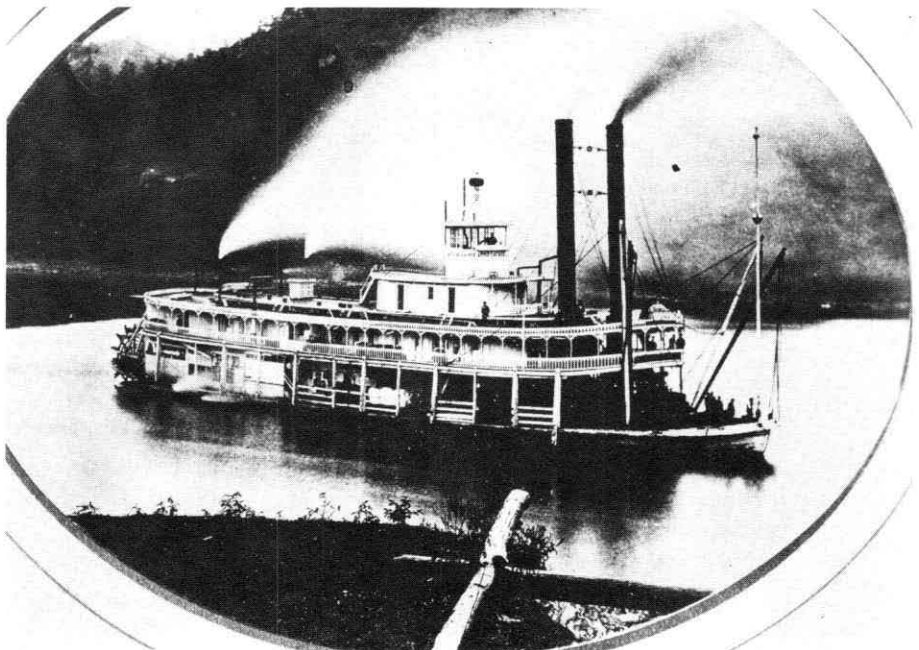
This fancy little packet was built at Cincinnati in 1864 for Capt. Job Thayer, Charleston, who was her first master. That fall she got a new skipper, Capt. Fred M. Laidley, his first command. He later wrote his recollections.. The boat was running Charleston-Cincinnati with the Civil War still raging. Packets were required by U.S. orders to make no way landings on the Kanawha above Buffalo save Red House, Winfield, mouth of Coal River and Charleston. Shortly thereafter the ANNIE LAURIE was commandeered to make a trip with Army supplies to Nashville, and Captain Laidley went as master. When the war simmered down she was back in her regular run, usually going to Malden to load salt for Cincinnati packing houses. In 1867 Laidley went on to fairer fields (he eventually formed the Louisville & Cincinnati Packet Company) and sold his stock to Capt. J. D. Hegler who took command. During low water in June 1869 she sank in the Kanawha River and for a time was in critical shape. But she was raised and taken to Malden where a stockholder's meeting was called "to determine what to do about repairs." The outcome of this huddle is not known to your scribe, but well may have been a negative one. Little is heard of the boat after that. She was removed from documentation in 1871. Captain Laidley in his recollections says he doesn't remember what happened to her eventually, but "she had the prettiest whistle on the river and all the dogs in Charleston would howl when she came to town."

Taps for the CITY OF JAMESTOWN, the last steam prop excursion boat which plied Lake Chautauqua, N.Y. This past fall her sunken steel hull lying in the Chadakoin River at Jamestown, N.Y. was pumped out, dragged ashore, and scrapped. The sternwheel CHAUTAUQUA BELLE is her worthy successor.



DID DR. PITRAT TAKE THIS?

All of which brings up a relevant question--this photograph of the MOUNTAIN BOY was displayed in the C. C. Bowyer collection at the Merchants National Bank, Pt. Pleasant, West Va. back at least until 1919. Without much doubt it was taken at the same time as the one on the other page--same ladder up behind the pilothouse and she's stranded in the same awkward position. The difference, my dear Watson, is that the BOY in her name is visible here, and in the other view no BOY is there. So here's a puzzle for sternwheel sleuths. Our bets are placed that Doctor Pitrat took both--and also the one shown below on this page.



AND DID DR. PITRAT TAKE THIS?

How many steamboat pictures do you suppose this French physician took at Buffalo, W. Va. on the Kanawha? Jerome Collins may have unlocked a Pandora's box of exciting possibilities. Jerome figures the two on the other page were taken about 1869, about right we'd say. Can you imagine a good photographer at Buffalo taking pictures in 1869, incredible! The one of ANNIE LAURIE shown above also was known to C. C. Bowyer, who had an oval enlargement mounted and framed at the Merchants Bank. Captain Bowyer was a native of Winfield on the Kanawha and well may have known Dr. Pitrat.

JAMES HOWARD.
JOHN C. HOWARD.
ED. J. HOWARD.

HOWARD'S SHIP YARD.
(ESTABLISHED 1834)

JAMES HOWARD & CO.

Steamboat Builders,

Jeffersonville, Ind., 1877

THE J. M. WHITE IS BORN

by Leonard V. Huber

IN 1876 the steamer FRANK PAR-
GOUD, the goose that laid the
golden egg for Capt. John W.
Tobin, was getting along in years.
She had been built in 1868; and
the years had taken toll of this
fine side-wheeler which Captain
Tobin had long operated in the
Greenville and New Orleans cotton
trade.

Tobin determined to build a new
boat -- a bigger and more powerful
one with a magnificent cabin. This
was to be the J. M. WHITE, one of
the finest river boats ever to
steam on the Mississippi.

Near the end of December (1876),
he and his friend Capt. John W.
Cannon made an inquiry of the cab-
in building firm of Bell, Cogges-
hall and Hillerich of Louisville,
Ky. about the cost of a superlat-
ive cabin. Bell, Coggeshall and
Hillerich were one of the best in
the business of steamboat cabin
building. They had built or had
helped to build the cabins of 150
steamboats including such beauties
as the ROBERT E. LEE (second),
FRANK PARGOUD, RUTH and JAMES HOW-
ARD.

Back came the reply --- they
would build a cabin to these dim-
ensions:

Boiler deck 260', beam 48',
wheel house 20' x 40'. outhouse
30' long, 17' between decks,
texas 160' long, the whole su-
perior to the LEE's cabin. Price
\$27,000.00.

High, of course, but then this
was going to be a steamboat with
class!

Tobin next inquired of his
friends James Howard & Company,
the Jeffersonville steamboat
builders, who had built three
boats for Tobin before, concerning
the hull. On February 12, 1877 he
had his answer. The Howards' let-
ter is given in full since it de-
scribes in detail the dimensions
of the boat that was to be the J.
M. WHITE.

Jeffersonville, Ind.,
Feb. 12th, 1877

Capt. Jno. W. Tobin
Dr Sir

We expected to have written
you several days sooner. Have
been waiting on the other par-
ties and did not get their fig-
ures until today. We propose
to build a hull for a first
class Vicksburg packet, say 300
ft. long between perpendiculars.
48 ft. beam (laid down)
10 feet depth of hold in the
clear

Floor timbers 10 inches deep, 5
in., 4 in. & 4½ in. thick
Centers 13 - 14 and 15 inches
Main kelson 10 x 18 (in two
pieces)

One floor streak 7 x 9, one 5 x
9; two 4 x 10; one 7 x 11 and

EDITOR'S NOTE

In the March '74 issue we did
an in-depth story of the J. M.
WHITE into which we squeezed all
the juice available, brought on
by Bert Fenn's discovery of the
original articles of incorpora-
tion of her owning firm, the
Greenville and New Orleans Pack-
et Company. Next, we had occas-
ion to visit the monument at
Cloverport, Ky. at the grave of
Capt. J. M. White, for whom the
boat was named, and ran a pic-
ture of it in the June '75 edi-
tion. In the Sept. '75 issue we
blossomed forth with a full col-
or front page of a close-up of
the J. M. WHITE model built by
Jack Leslie and Ralph Hitchcock
which now reposes in the Smith-
sonian. This was followed in
the Dec. '75 issue with a bio-
graphy and portrait of Capt.
John W. Tobin, the boat's Big
Chief and commander, thanks to
discoveries shared with us by
Leonard V. Huber. Next on the
agenda was a visit to New Or-
leans where, under the capable
guidance of Ray Samuel, we were
taken to the Louisiana Maritime
Museum to view furniture from
the WHITE and silverware from
the FRANK PARGOUD, reported in

our June '76 issue. Ray Samuel
then uncovered a portrait of
Mrs. John W. Tobin which graced
our Sept. '76 issue.

Then on January 14th last we
received in a large envelope by
certified mail from Leonard Hu-
ber the goodies presented here-
with. He has unearthed the ori-
ginal correspondence addressed
to Captain Tobin by the Howards
in which the details are explor-
ed even to lumber sizes. As we
transcribed the text we were
frequently struck with the mag-
nification of trivial details,
and the complete omission of es-
sentials. For instance in this
correspondence nowhere is there
written understanding as to what
type or quality of lumber is to
go into the makings of the hull.
We wouldn't know a futtock neck
streak from a hatch beam, and
how come mention of fantail
beams on a side-wheel steamboat?
Herein, verily, is ammunition
for dedicated researchers of
wooden boat construction.

It isn't every day in the week
we receive for publication an
article by Leonard Huber. His
findings are presented in full,
shedding new light on century-
old subjects long neglected.

futtock neck streak 4 x 12,
knuckle kelson 8 x 13, futtock
beam streak 4 x 11, two side
streaks 3½ x 10. First clamp
4 x 15, second clamp 3½ x 13.
Bottom plank 4½, 4 in. and 3½
in. after hooks. Boot top 4
in. & 3½ in., Bends 3½ in.
Beams 8 in. deep. In fore-
castle 8 - 7 & 6 in. thick.
Outrigger & all made in two
pieces scarfed in center.
Hatch beams and fantail beams
6 in. thick, other 4 and 4½
in. Wheel beams 12 and 14 in.
thick, 9 in. deep, with out-
rigger 12 in. deep. Chain out-
riggers 7½ in. thick forward,
5½ & 5 in. aft. Other outrig-
gers 4½ in., 4 in. and 3½ in.
Fore and aft bulkhead 2½ in.
pine doubled. Deck 2½ in.
thick of white pine. Chock 9
x 11. Facing 2½ x 13. Nosing
4 x 9.

All other sizes - fastenings -
workmanship - style of finish -
quality of material &c to be
equal in every respect to the
steamer "R. E. Lee." For the
sum of \$30,000.00.

The Ship Carpenter Outfit
which consists of wheels,
stages, derricks, spars, jack-
staff, fenders, steering apar-
atus, yawls, lifeboats, dunnage,

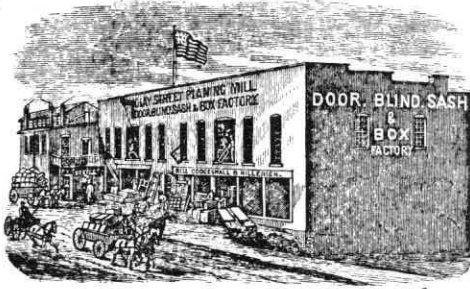
&c. we have not estimated upon,
as you have the greater portion
of it in the old boat. The
wheel stuff and other lumber
that may be wanted we will fur-
nish at prices satisfactory. On
the chain work we propose to do
for 7 cents per lb. and calcu-
late that with the side chains -
it will take 95,000 lbs. of
iron.

In regard to the cabin - we
have been waiting on Msrs Bell &
Coggeshall for several days -
which has delayed our writing to
you, and at last are forced to
the conclusion that it is im-
possible to do anything with
them.

They are very unreasonable -
and we think it best to drop
them.

We have been talking it over
and figuring closely, and can
build the cabin without Mr.
Bell. His plan that has been
talked about is made for a fres-
coed ceiling like the "Lee," and
to make this ceiling otherwise
the plans would have to be al-
tered.

Now we propose to get up plans
for a fine cabin equal to Mr.
Bell in every particular. Cal-
culating for about 12 lengths of
large rooms, and that all the



T. BELL S. COGGESHALL J. A. HILLERICH.

BELL, COGGESHALL & HILLERICH,

Tobacco and all kinds of Packing Boxes,

Frames, Base, Moldings, &c.

LUMBER YARD,

Nos. 16, 18, 20, and 22 Clay Street.

ORDERS SOLICITED.

Scroll Sawing, Dressing, Rippling, and Turning done to order on short notice.

Louisville, Ky., Dec. 28th 1876

Capt J W Cannon

New Orleans La

Sir we have done some figuring on a Cabin. Boiler deck 260'. Beam 48' wheelhouse, 20' x 40'. out house 30' long, 17' between decks, Texas 160' long, with gards & Rail like the Lee. Saloon down aft. say 10 rooms, with gards & Rail. inside of cabin as per plan we have now, which will cost more than the Lees cabin, but will be far superior and finer than the Lee's, we think, and we think it will cost you about \$27000 to have it built, and then it will not leave us a very large amount for work & Profit, we would like to have the plans of cabin you have got for it and also for you to see the plans we have for the inside of cabin let us hear from you soon again

Yours
Bell Coggeshall & Hillerich

Capt. J. W. Cannon

New Orleans La

Sir we have done some figuring on a cabin. Boiler deck 260'. Beam 48' wheelhouse, 20' x 40'. out house 30' long, 17 ft. between decks. Texas 160' Long, with gards & rail like the Lee. Saloon down aft, say 10 rooms, with gards & Rail. inside of cabin as per plan we have now, which will cost you more than the Lees cabin, but will be far superior and finer than the Lee's, we think, and we think it will cost you about \$27000 to have it built, and then it will not leave us a very large amount for work & profit. We would like to have the plans of cabin you have got for it and also for you to see the plans we have for the inside of cabin. let us hear from you soon again

Yours
Bell Coggeshall & Hillerich

room ceilings be frescoed, with Texas or upper cabin 170 feet long, and including the "wood carpet."

Our Mr. "McIlvain" is capable in every respect and fully equal to Mr. Bell in designing - and we propose to build this cabin for Twenty Seven thousand five hundred dollars (\$27,500).

In regard to the painting - we are better fixed to do it than anyone around here.

There are no steamboat painters left in the business (Without the stained glass or gilding), for about \$6,500. Would suggest that you let us do it by the day which with Mr. Escolt supervisions would insure satisfaction in painting and decorating. Mr. Escolt is far superior to any we know of and he would take a great interest in it. In regard to the tin and copper work, etc. - or what we call "Bridgefords Work" - we can make no estimate not knowing what you intend using from the old boat. This work consists of marble slabs, bowls, etc. - Copper under ash pan - scuppers - privy pipes - tin work - stove pipes - cook house pumps - pipes for fire department - water tank - &c.

We herewith enclose Mr. Mitchell estimate for the boilers.

Ainslee Cochran & Co. estimate for the fronts &c.

And Mr. Weir' estimate for the sheet iron work is as follows, being just what he done on the "Lee," and all made heavier.

Chimneys 75 in. 78 ft. - fancy tops - No. 10 iron. Britching No. 10. Fire bed No. 14. Casing No. 16 & 17. Two heaters 36 in. 10 ft. long of No. 10. Outboard escape pipes 30 in. 30 ft. No. 17, & escape pipes under deck to chimney & wheel 15 in. diameter. 30 in. drum of No. 12 & 14. All wrought iron work for chimney britching & fire bed - which he will do for \$4,000. You to furnish line to raise chimney with. If the escape pipes and heaters are not mounted it will be that much less. If the size of the iron is not what you want, let us know & we would suggest getting an estimate on this work from the New Albany people.

Everything outside of the machinery is now mentioned except the care of the boat after she is launched. She will have to be at your risk from the time she is launched. We can attend to taking care of her insurance, &c. for you if you so desired.

The terms we are calculating upon are two-thirds cash - and satisfactory New Orleans acceptances for the deferred payments.

In the boilers, sheet iron work, &c. there is some work not estimated upon such as putting the boilers aboard and in position. (Mr. Mitchell delivers them on the wharf.) And it may be more satisfactory to make a contract with one party - for

the boiler sheet iron work, fronts, &c. which can be arranged hereafter.

We think it highly important that the Hull and Cabin should be commenced immediately. The other work can be more particularly enquired into, and a month or two will make no difference. It would be all the better if we were ready to commence setting up the hull now.

The figures are as follows -

For Hull	\$30,000
Outfit (left out)	
Iron Work 95,000 lbs. 7c	6,650
Cabin	27,500
Painting without stained glass and gilding	6,500
Boilers and ash pan	9,407
Sheet iron work	4,000
Fronts, &c.	1,200
	85,257

Putting boilers aboard & in position left out.
Bridgeford's work left out.
Taking care of boat, insurance &c left out.

Truly yours,
J. Howard & Co.

Captain Tobin felt that despite their independence and crankiness, he wanted Bell & Coggeshall to build the cabin on his new boat -- and he knew that Thomas Bell had original ideas and, in the end, he employed the firm to build the cabin although for less than their original figure. Later, even the Howards had to admit that Bell's plan for the cabin:

"will make a magnificent boat. The finish is very elaborate both inside and out."

And when the Howards wrote to Captain Tobin on April 9, 1877, they were able to revise their estimate of the cost:

Hull	\$30,000.00
Ship carpenter outfit	5,000.00
Iron Work	6,650.00
Boiler deck frame &c	3,500.00
Painting including stained glass - gilding and ceiling of rooms - frescoed on canvas	9,000.00
Towing - care of boat and incidental expenses	1,000.00
Bridgeford work	2,000.00
Boilers, sheet iron work, transferring machinery &c	2,300.00
Cabin - Bell & Coggeshall	24,000.00

This will give you the boat completely ready for furniture and rigging - leaving you the old boat and boilers - and we will give you credit for portion of the ship carpenters outfit that may be used.

All this time Tobin had been talking about using the machinery "from the old boat" (the FRANK PARGOUD?) in the new one, but this plan was abandoned and new and larger engines furnished by Ainslee, Cochran & Co. were installed.

JOSEPH MITCHELL,

Manufacturer of

Steam Boilers, Lard, Coal Oil and Water Tanks, Bank Vaults &c.

MAIN STREET BETWEEN TWELFTH AND THIRTEENTH.

Repairing Promptly attended to.

Louisville, Ky., March 14 1877

Capt. J. W. Tobin

New Orleans

La Dear Sir

What have you done in regard to new boat for the Vicksburg Packet Co. I made proposition for Boilers some weeks ago which was sent down by the Miss Howard. If you build I am very anxious to make your Boilers, and trust you will favor me with your order. Iron is very low now and in my proposition I proposed to put in Hillmans best Tenn. charcoal bloen iron and it is much less than I could have put them at a year ago. please let me hear from you.

Yours Very Truly,

J. W. Mitchell

per Walton

Capt. J. W. Tobin

New Orleans

La

Dear Sir

What have you done in regard to new boat for Vicksburg Packet Co. I made proposition for Boilers some weeks ago which was sent down by Mrs. Howard. If you build I am very anxious to make your Boilers, and trust you will favor me with your order. Iron is very low now and in my proposition I proposed to put in Hillmans best Tenn. charcoal bloen iron and it is much less than I could have put them at a year ago. please let me hear from you.

Yours Very Truly,

Jos. Mitchell

per Walton

Ed. Note: Joseph Mitchell did get the contract to build the boilers, although he used steel (vs. iron) sheets and heads furnished by Park Bros. & Company, Pittsburgh.



This is a reproduction of the envelope in which Joseph Mitchell's letter dated March 16, 1877 was mailed. The original is light blue with black logo with a green 3c stamp attached, the envelope measuring $3\frac{1}{4}$ by $5\frac{3}{4}$ ". Cancellation at Louisville on the date above. Please notice that "New Orleans, La." was ample address for Capt. John W. Tobin.

After much urging by the Howards, who were fearful of delays in getting the proper timber, a contract between them was signed by Captain Tobin dated June 12, 1877. It, and its addendum, are given in full below:

Jeffersonville, Ind.
June 12th, 1877

Agreement between Howard & Company and the Vicksburg Packet Company, Viz:- Howard & Co. Agree to build for the Vicksburg Packet Co. a hull of the following general description 306 feet in length between perpendiculars 48 feet beam - layed down, 10 feet depth of hold in the clear. Floor timbers 11 inches deep - 4 - $4\frac{1}{2}$ and 5 in. thick. Centers 13 x 14 & 15 inches. Main keelson 11 x 18 in. - in two pieces, one floor streak $7\frac{1}{2}$ x $9\frac{1}{2}$ in. One floor streak 5 x 10 inches. Two floor streaks 4 x 10 in. One floor streak 7 x $11\frac{1}{2}$ inches. One floor streak futtock heel, $4\frac{1}{2}$ x 12. Knuckle keelson 8 x 13 in. Futtock head streak 4 x 12. Two side streaks $3\frac{1}{2}$ x 10 in. Clamps 4 x 15 in. and $3\frac{1}{2}$ x 13. Bottom plank $4\frac{1}{2}$ and 4 in. thick. Boot top 4 in. and $3\frac{1}{2}$ in. thick. Bends $3\frac{1}{2}$ in. Beams $8\frac{1}{2}$ in. deep. Outriggers 12 in. deep at gunnels and 9 in. at outboard end. Beams in forecastle 6 - 7 and 8 in. thick. Outrigger and beam made in two pieces scarfed in center. Hatch beams and fantail beams 6 in. Other beams 4 in. thick. Double wheel beams 9 in. deep in bound 12 in. deep at gunwale and 12 in. at outboard end. 12 and 14 inches thick. Chain outrigger 8 in. thick forward, 6 in. thick in cook house and 5 and $5\frac{1}{2}$ in. thick aft of wheel. Balance of outrigger 4 and $4\frac{1}{2}$ inches thick and a few aft $3\frac{1}{2}$ in. Main deck and forward guards laid with white pine

$2\frac{1}{2}$ in. thick. Fore and aft bulkhead $2\frac{1}{2}$ in. thick doubled. All other sizes, fastenings, workmanship, style of finish, quality of material, &c to be equal in every respect to the Steamer R. E. Lee. Work to be commenced this month with the calculation of having the boat launched and ready for transferring from the old boat by the first of March next. For and in consideration of which the Vicksburg Packet Co. agree to pay to Howard & Co. the sum of Thirty thousand dollars (\$30,000).

Terms - two thirds cash during progress of the work - and the balance Vicksburg Packet Co.'s acceptances at four and six months.

Howard & Co.
J. W. Tobin, Agent

In addition to the foregoing agreement, it is understood that Howard & Co. will do the ship carpenters outfit consisting of wheels, stages, derricks, jack-staff, fenders, steering operations, yawl, life boat, dunnage, &c for five thousand dollars \$5,000. With the understanding that any of the above named articles taken from the old boat will be deducted from the price named.

It is also understood that Howard & Company will do the iron work - that is hog chains, &c sizes and styles of workmanship to be about the same as the "R. E. Lee." For six thousand six hundred and fifty dollars \$6,650.00.

Howard & Co.
J. W. Tobin, Agent

This includes side, fore and aft chains. It is also understood that if any of the chains of the old boat are used that the right

credit is to be given.

From the signing of the contract the work of building the J. M. WHITE took about a year. Everything about her was big. This superlative steamer had an overall length of 320 feet and was 91 feet wide overall. (The hull measured 312'7" x 47'9"). Her engines rated at 3400 hp. had a cylinder diameter of 43" with an 11' stroke. They were powered by 10 boilers. which turned paddlewheels 44' in diameter with $18\frac{1}{2}$ ' buckets on 24 arms which dipped 30". Her machinery weighed 149 tons and each shaft and wheel 90 tons. Her twin stacks were 75 inches in diameter and rose 80 feet high above the roof. The ornamental leaves on top of the stacks were 7 feet long. 170,000 feet of lumber went into the building of the cabin. The "long resplendent tunnel" of her main cabin was 233 feet long, 19 feet wide and 13 feet high. The 34 staterooms were either 8 x 10 feet or 9 x 10 feet with bridal chambers 9 x 14 feet. Her chandeliers were made in Philadelphia, were of Egyptian design of gilded brass and some of her silverware, monogrammed J.M.W. still exists (a set is in the possession of the author). A Chickering grand piano still in the possession of descendants of Captain Tobin added a final note to the luxury of the cabin.

Truly the J. M. WHITE was the ultimate, the supreme product of the age of steam on the Western Rivers!

The new J. M. WHITE arrived on the scene at a most inauspicious time. In 1878 a terrific yellow fever epidemic struck Louisiana. In New Orleans there were 27,000 cases with more than 4,000 deaths and towns like Baton Rouge and Donaldsonville and others along the Mississippi suffered. The epidemic paralyzed business and the earnings of the steamers in the lower Mississippi trades were hard hit. In the hard times which followed, though the J. M. WHITE was built to carry 10,000 bales of cotton, she only carried 5,067 bales on her biggest trip in 1878.

Among the papers of Capt. John W. Tobin were fifteen "Trip Statements" which gave in detail the receipts for freight and passengers and the expenses for fuel, labor, stores, etc. for trips made from November 7, 1878 until April 3, 1879. These interesting original documents show that the boat earned \$103,464.15 from freight and passengers and that the expenses of operation were \$74,927.18 leaving a profit of \$28,536.97 or an average of \$1,900.00 for a trip from New Orleans to Greenville, Mississippi and return, a journey which consumed a week's time. The most profitable trip made showed net gains of \$4,262.00; while on the trip made between March 20 and 27, 1879, there was only a net profit of \$76.30 and on one-third of the trips less than \$1,000.00 was gained.

END.

TRIP STATEMENT.			
Steamer	<i>J. M. White</i>		Trip No. <i>18</i>
From	<i>N. O. to Argyle & Return</i>		
Freight	<i>3940 19</i>	Fuel	<i>1892 75</i>
Passengers	<i>2160 15</i>	Stores	<i>820 84</i>
		Wages	<i>1247 40</i>
		Expense	<i>861 41</i>
Total		Total	
RECAPITULATION :			
Total amount Receipts		<i>6400 20</i>	
Total amount Expenses		<i>4552 40</i>	
Profits		<i>1747 84</i>	
REMARKS :			
<i>E & O E</i>			
<i>Feb. 27 to March 7, 1879</i>			
<i>Adolph Schaaaf</i>			
<small>M. F. Dunn & Bro., Steamboat Stationers, 72 Camp st., N. O.</small>			

WEEKLY TRIP STATEMENTS were prepared aboard the J. M. WHITE by the first clerk (the word "purser" was not in the river vocabulary one hundred years ago) for benefit of the owners. This one was made out by Capt. Curt Holmes who alternated as first clerk and master. The trip had been from New Orleans to Argyle (plantation) and return, Feb. 27 to March 7, 1879. The notation "E & O E" is clerk's lingo for "errors and omissions excepted." The steamboat "cut" depicts the 1855 side-wheel PRINCESS.

Sirs: Last September on my way to S&D I climbed over Section 18 of the Allegheny Cemetery, Pittsburgh, and found the grave of Capt. Peter Sprague. I was surprised to find that there were also the graves of three of his seven children that no one has commented on: (1) Ella, who died in 1869; (2) Alexander, who died in 1884; and (3) Amanda, who died in the 1890s. The one whom I have been interested to learn more about is Milo Willard Sprague. He was an engineer for the Combine and did the supervision of heavy repairs on the JOSEPH B. WILLIAMS AND the W. W. O'NEIL; yet it appears he never touched the SPRAGUE and left all of her problems to Adolph Schaaaf.

Anyway, I have since discovered that Milo left Pittsburgh by 1922 and was living in Portland, Ore., while his sister, Mrs. John McCracken, had left Pittsburgh for Redlands, Calif.

I was interested to note in some Exxon records that the Pittsburgh Coal Exchange had done an exhaus-

tive search to find something about Peter Sprague and had found virtually nothing in 1948.

Do you have, or do you know of the list of the 74-78 steamboats that Peter Sprague was supposed to have built?

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

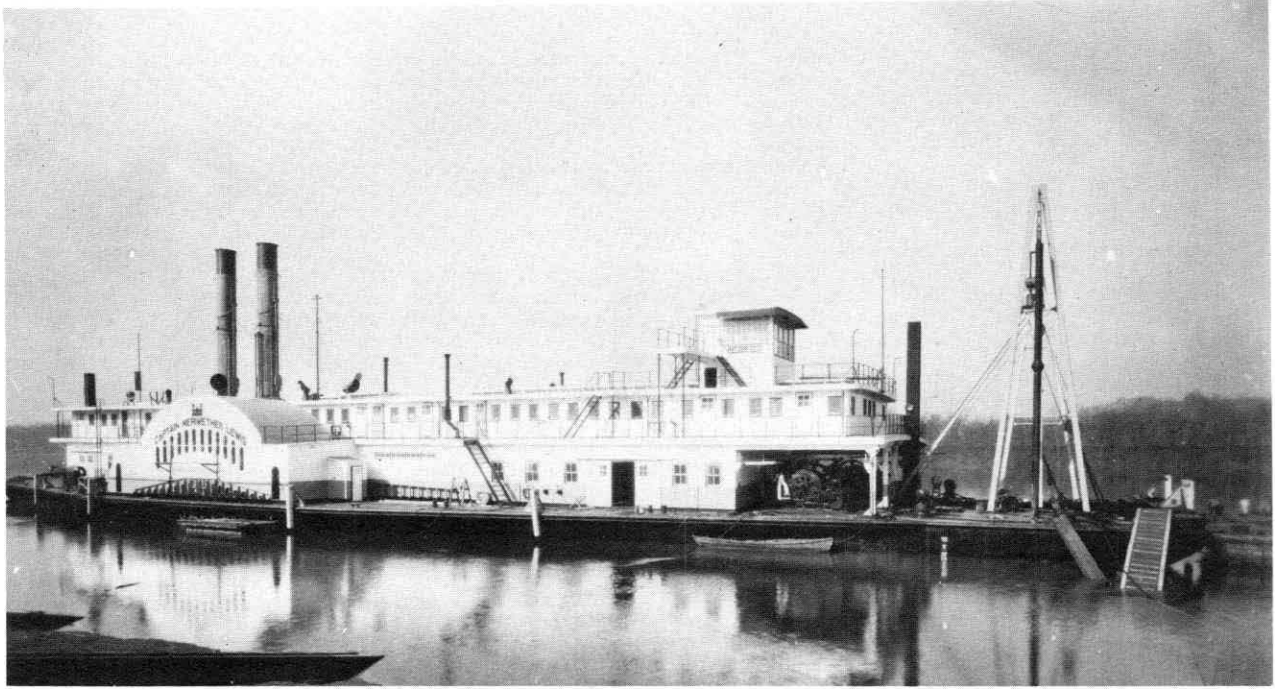
=No, starting at the bottom, we have never seen the list. The late John W. (Sandbar) Zenn, who worked for the Combine, knew Milo Sprague and often spoke of him. Milo was at Marietta 1903 when the RIVAL was built there, using the machinery from the NELLIE WALTON. Alexander Sprague, on Sept. 22, 1884, at the age of 24, was found dead in a watch box of the Pennsylvania Railroad, near the East Liberty station, Pittsburgh. He had imbibed, shortly before, a packet of "Rough On Rats," at Keyser's Saloon on Frankstown Avenue, although the witnesses were not aware of the nature of the powder at the time. He was single. Alex

had been a clerk at the Assessor's Office, Pittsburgh, and more recently was associated with the East Liberty Athletic Baseball Club. His mother lived in the East End section of Pittsburgh at the time. She lived to be 93, and died October 22, 1922 at the home of her granddaughter, Mrs. Mabel Morris Thompson, Edgewood, Pa. -Ed.

Sirs: My wife Edna and I are planning to attend S&D at Marietta the week-end of Sept. 10 and hope to bring our models of the ROB'T. E. LEE, DELTA QUEEN, MISSISSIPPI QUEEN and J. M. WHITE with us. They range from 48" to 72" long.

Roger S. Johnsen,
8301 Mission Gorge Road,
Santee, Calif. 92170

=The Johnsens offer talks, show river movies and display these boat models to California audiences. -Ed.



CAPTAIN MERIWETHER LEWIS

The Nebraska State Historical Society will preserve her as a museum.

THE LAST job done by the large side-wheel dustpan dredge CAPTAIN MERIWETHER LEWIS was to clean the Florance Boat Basin on the Missouri River north of Omaha in early November 1965. In May 1969 she was moved to the U.S. Engineer's boatyard at Gasconade, Mo. where she rusticated and emaciated pending decision whether to rebuild her. Several parties interested in building steam tourist and excursion boats displayed interest in her compound condensing engines, 20" and 40" dia. by 7 ft. stroke, and in her two Foster Wheeler boilers allowed 250 psi, but got laconic answers.

Then with no visible fanfare the U.S. General Services Administration and the Old West Regional Commission cooperated in securing transfer of title to the Nebraska State Historical Society, effected June 30, 1976.

The Historical Society has big plans. They envision digging a slough at Brownville, Neb., about midway on the Missouri River between Kansas City and Omaha, where the LEWIS will be set bow-downstream on pile-supported steel frame, so's the hull bottom is about seven feet above the normal channel. The main deck will be left intact and will tell the story of the dredge and its work on the river. The boiler deck with the crew quarters will be modified to house exhibits elaborating the history of Missouri River navigation.

Funding will come hopefully from the Nebraska State Legislature and will not be available until sometime in July this year. However the Historical Society is anxious to dredge the slough meanwhile, a project best attended in the pres-

ent low water, and which entails the removal of some 46,000 cubic yards of Nebraska soil.

The LEWIS is a proposition about akin to the SPRAGUE. She was built at the Marietta Manufacturing Co. (now Point Pleasant Marine) in 1932. The above photograph, courtesy of Nelson Jones, was taken on March 29, 1932 at the Marietta plant as the dredge was nearing completion for delivery to the U.S. Engineers at Kansas City. She measures 268'11½" long, 50' beam (of hull), 85' width over all, and this steel hull is 8'6" deep amidship. She draws 4'6".

Her side-wheels are 25' diameter and she works buckets 13'6" wide. The boilers are the cross-drum, sectional header type, and use Bunker C for fuel.

She's a dustpan dredge discharging at the stern through a 34" line. She pumps with a vertical triple expansion steam engine rated 1300 hp. She digs to a depth of 20 feet and can spew out 80,000 cubic yards daily, advancing 150 to 200 feet per hour.

Why locate an attraction like this at Brownville, Nebraska? The town is on the map, but just. We asked Carl Hugh Jones, Curator of Branch Museums, Nebraska Historical Society, 1500 R Street, Lincoln, Neb. 68508 this question.

Says he: "It's an 1854 river town which over the past two decades has managed to save many of its old homes." He enclosed a Project Narrative which explains that within a 150-mile radius of Brownville there is a population of 2.3 million people, and the town is just six miles west of Interstate 29 which connects I-80 and I-70, both heavily traveled by long-distance vacationers.

In no way would the CAPTAIN MERIWETHER LEWIS augment the DELTA QUEEN as a tourist boat. Despite the attractively large hull size and operative side-wheels, she was reputed to be the slow boat to China. Bets are available even so that she could whip the MISS-Q.

Sirs: Edward A. Mueller of Jacksonville, Fla. showed me the article in your June '76 issue about the TELL CITY pilothouse.

He suggested I write you that my grandfather, Harrison L. Kendle, was purser on that packet in 1895. Later he owned and was captain of the excursion sternwheeler HIAWATHA in the Louisville area. She burned in 1911. From there he moved to Columbus, Ga. (1912) and was vice president and general manager of the Planters Steamboat Co. In 1918 he moved to Jacksonville, Fla. and became U.S. Shipping Inspector for the Murdock Shipyards.

Warren K. Masters,
The Guardian Life
Insurance Co.,
Pratt Bldg., Suite 225,
Jacksonville, Fla. 32207

Charles Kuralt, the CBS newsman, has been invited to keynote the annual Marietta Area Chamber of Commerce dinner scheduled for March 16th at the Ban Johnson Field House on the Marietta College campus. Those with long memories will recall that Mr. Kuralt on June 6, 1970 covered an S&D Tootenanny, put it on the air, and millions saw and heard it.

THE QUEEN CITY picture-portfolio in our last issue has brought to our desk more verbal hoorahs and huzzahs than in a long time.

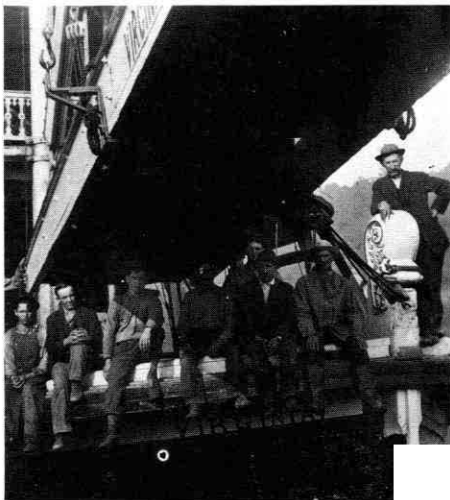
Jim Hutchins, of Shannon, Ala., wrote a two-pager, single spaced, which starts off:

"The December 1976 issue, particularly the pictures of the QUEEN CITY, was like an early Christmas present to me. I have to agree with Jimmy Symes - 'That was one great boat.'"

Jim Hutchins used to catch the rollers from the QC in a rowboat. An extensive part of his letter explores the technique of doing this stunt--successfully. Of all the packets in Jim's younger days, he crowns the QC as "King of the rollers."

On pages 30 and 38 of the QC series Jim notices rising from the stem, on the forecastle, a "dolphin" (his term) and he says he does not remember it 1929-1930.

What Jim refers to is such an unusual thing, and so seldom mentioned, we are running under this paragraph a photograph. What he is wondering about is the elaborately carved stem-extension at the extreme right; a gentleman has his right forearm propped on top of it. This picture is not of the QC but rather on her partner packet VIRGINIA; both had these novel adornments. The only other boat to have one, at least to our recollection, was the first ISLAND QUEEN. All three were built at the Cincinnati Marine Railway Co., and the boss man there at the time was Sam Coflin who had trained in the art of shipbuilding at St. John's, New Brunswick. What we're suggesting is that Mr. Coflin had known of this practice in Canada, although we're guessing. No, Jim Hutchins doesn't remember it 1929-1930 inasmuch as the QC got a new hull at Paducah prior to that time and this stem piece adornment was eliminated. As you see, the belly blocks for the stage are hooked in the forward side, but otherwise it was dispensable.



(see paragraph above)

By the way, Alan Bates looked at the QC picture on page 30, last issue. "It jolts my memory of the same sort of headline we used on the BELLE OF LOUISVILLE---it had fully as many splices in it," he observes.

Roddy Hammett says his favorite of the series might be the one on page 39, "close enough that it's possible to get a feeling of the boat."

"All those wires jumping around, the missing pieces of gingerbread trim, the heel block hooked into a grass choker, and the actual beveled shape of the boom itself," interests Roddy.

Getting back to Jim Hutchins for a moment. He says: "All this brings to mind a phenomenon when the QUEEN CITY hove in sight down-bound." Maybe the reader has seen this same effect when modern high-speed tows go by. It's best observed by placing a rock at the waterline where you stand. Long before the boat arrives the river starts to creep up, on the rise, and within moments your rock is drowned. This tide continues to flow until the bow of the boat or tow is about even with you. Then a sudden reversal sets in. The ebb is rapid and dramatic, as if somebody had pulled the plug. The rock is exposed, and the river falls away from it leaving it beached. Suddenly the bow waves arrive in a fury to close the gap, overdo the job, and send breakers up into the willows.

Such phenomenon, in the case of the powerful QUEEN CITY, required the movement of countless tons of water. Such was the strength of this artificial tide that laden coal barges, moored at landings, were surged shoreward, then dragged riverward, and then again forced shoreward, all in rather rapid succession. Mooring lines and spars trembled, groaned and creaked, sometimes snapping asunder.

The art of successfully planing a rowboat or canoe on the first or second roller behind the QC was tricky sport. If you missed, you still could bob up and down on the succession of humps and troughs stretching a mile behind as the white-bearded paddlewheel shrunk downriver. Here again Jim Hutchins recalls what pilots call the "follow wave," a comber lagging about a quarter-mile behind. This granddaddy wave faithfully pursues the steamboat, always breaking its white comb, an afterthought in the succession of diminishing waves, diabolically planted so's to surprise the unwary. This follow wave is the one which upsets the rowboats and canoes. The one which followed the QC all of her career was in keeping with her other superlatives---it was the Jumpin' Jupiter of all fellow follow waves.

Thanks to Capt. William C. Dugan of Vanceburg, Ky. for a special issue of "The West Virginia Hillbilly," dated Nov. 27, 1976. Jim

Comstock, its editor, knocked himself out on this achievement of his "weakly" publication. He reports 200 years of West Virginia history in newspaper style, one page per year, using graphic headlines and stories as though his reporters had just come in the door with the details.

The page for 1928 has an item headed BOAT RACE MAY REVIVE RIVER LIFE and goes on with the details of the BETSY ANN - CHRIS GREENE encounter at Cincinnati. Another story that year is headed FAMOUS PUNCHBOWL FOUND, telling of the famous tall-as-a-man glass masterpiece created at the glass works of Sweeney Bros., Wheeling. When brother Michael died a tombstone was erected by his family. It had plate glass panels and inside, for all to see, was this punchbowl. Brother Thomas attended the graveside services not having been acquainted of the punchbowl part. When he saw it ensconced in the monument, one-half of it his own legal share, Thomas stalked off from the cemetery livid with rage and never again spoke to Michael's surviving kin. In 1928 this same work of glass art, actually 4'10" tall, was slated to go into the Mansion House Museum at Oglebay Park, Wheeling. It is still there in 1977. Crispin Oglebay was an S&D member until his death, and the Sweeneys, particularly Thomas, were involved in the Wheeling-Louisville Union Line of side-wheel steamboats in the 1850s. John M. Sweeney, who built many steamboats, and also their engines, was of this same tribe.

Readers interested in obtaining a copy of this singular edition of Hillbilly may write Jim Comstock, Richwood, West Va. 26261 and send along \$5. Ask for the Bicentennial Edition.

Sirs: The excellent pictures contained in that Dec. '76 issue seem to be in greater numbers than usual. On page 13 even prior to reading the text under the picture I thought to myself that those folks just didn't look like real river people. Sure enough, I was right! Naturally we are all hoping that the MQ's troubles will soon be solved and that she will again be plying our beautiful waterways so that we may become "accustomed to her face."

Jan DiCarlo,
4600 Lexington Drive,
Oak Crest,
Steubenville, Ohio 43952

=Mrs. DiCarlo has been laid up for repairs since last October, first in a hospital and now at home. These unfortunate circumstances plus printing problems have delayed publication of "Sternwheeler," which she edits for the American Sternwheel Association, Inc. She and her husband Primo DiCarlo have the sternwheel DIXIE in snug harbor as this is written (Jan. 24) in the midst of the ice crisis. -Ed.



HOW LONG has it been since the crew of a Mississippi System passenger boat shared a mug-shot with the President of the United States? Never, until this.

The above was taken by R. Michael Ricouard on the roof of the NATCHEZ on Saturday, Sept. 25, 1976, the centerpiece attraction being U.S. President Gerald Ford.

From the left: Ed Pujol, the boat's bar manager; George Schwab, purser; Roddy Hammett, mate; Sam J. Centanni, pilot; Gerald Ford, President of the United States; Clarke

Hawley, master; William P. Dow, manager of New Orleans Steamboat Co.; Steve Villier (partly concealed), the watchman; Robert C. Brewer, chief engineer; Gilbert Manson, pilot, and Ernie Elfer, chief steward.

Photographer Ricouard has furnished us with striking color photographs of President and Mrs. Ford taken aboard. Send inquiries to 830 Congress St., New Orleans, La. 70117.

Elsewhere in this issue is a log of the Presidential trip by William P. Dow, recommended reading.

John F. McKay, executive v.p. of Jeffboat, Inc., mailed large reproductions of a handsome water color of the MISSISSIPPI QUEEN to customers and friends during this past January. The original by artist William Hancock depicts the super-duper moored at Cox Park, Louisville, at the time of her inaugural Shakedown last year.

Since our "Yaller Dog" report in the last issue, the MISS-Q has not rolled her wheel. In fact during January the wheel was removed at New Orleans, according to two deputies who went for a look-see, and who were prevented from taking pictures due to prohibition of cameras at the yard because of Navy work going on.

Grapevine reports have been thick and fast. One, which seems credible, is that major surgery is in progress to equip the boat with a larger sternwheel, an operation which means changing the cant of

her cylinder and wheel beams.

Another, having arrived at our desk from three sources, and hence worth note, is that Coca-Cola of N.Y. has transferred 51% of their ownership to a West Coast firm called Prudential Lines.

The schedulings of the DELTA QUEEN on tours New Orleans-Houston were cancelled. Other tours have been arranged for her spring season. The MISS-Q hopefully will enter the N.O.-Natchez run in '77. A crew for her is being recruited (see page 38).

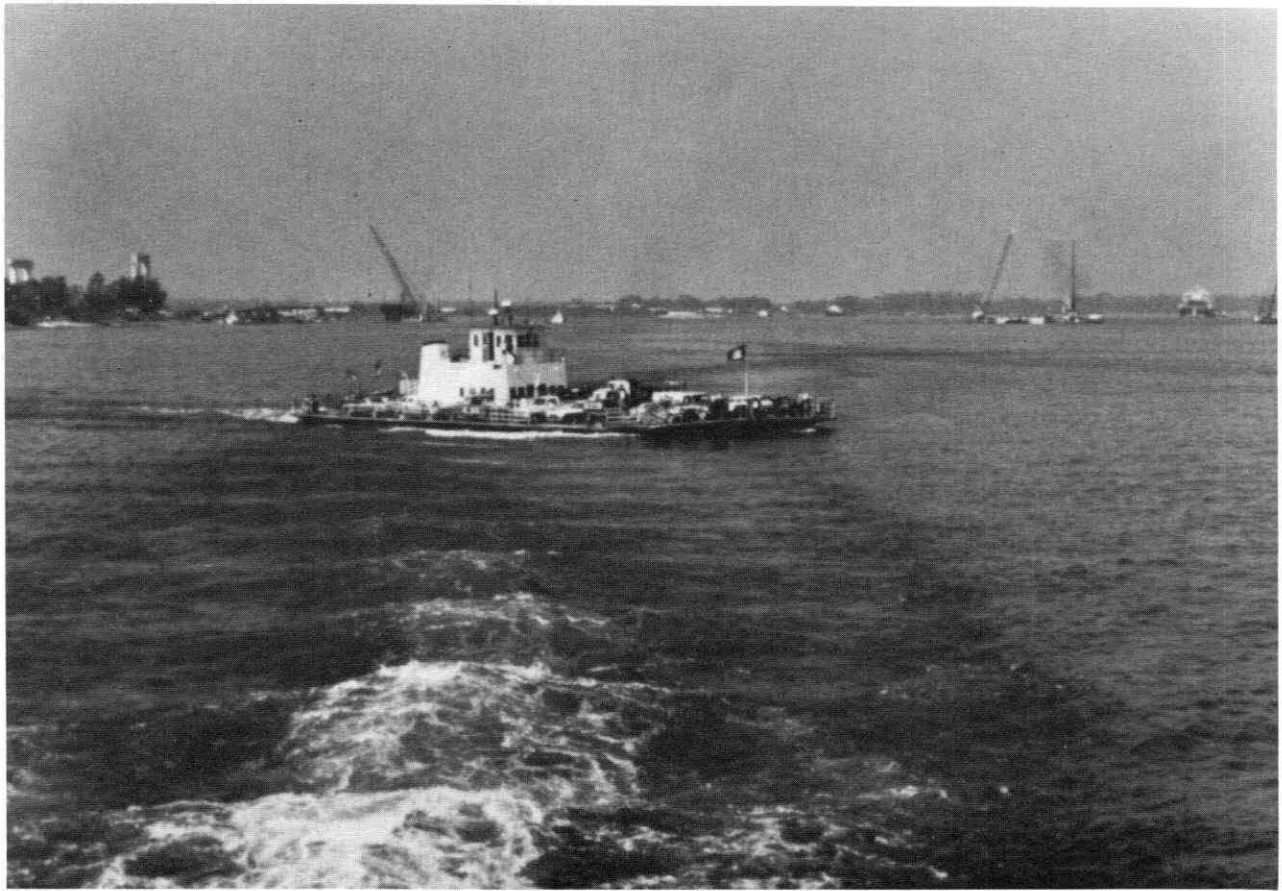
Further news on the 1864 fleet of steamboats taken at Alexandria, La....

Herschel W. Burford discloses that this same picture was published and discussed in the Oct. 27, 1956 issue of The Waterways Journal. Therein the actual date is given as April 9, 1864.

The COUTMARA or COUTMARS, of which there was none such, is an ancient typo error perpetuated to plague historians. The boats were the HENRY CHOTEAU and the MARS, somehow jammed together by a typesetter (who probably couldn't decipher the copy) and passed over by a proofreader who didn't know up from down about steamboats. Both are listed in Lytle-Holdcamper.

Only trouble here, as Herschel points out, is that HENRY CHOTEAU is summarily disposed of, by fire, at Columbus, Ky., Sept. 26, 1863 in Lytle-Holdcamper. If so, she was at Alexandria April 9, 1864 as a ghost ship or perhaps a barge.

Our thanks to Roy V. Heatter, Crestwood, Ill., for two pix of MINNESOTA SHOWBOAT taken in 1970.



JOHAN A. BREYNAERT rode from St. Louis to New Orleans aboard the DELTA QUEEN this past October. While passing Destrehan, La. he snapped the above picture as the ferry GEORGE PRINCE crossed in the DQ's stern wake. As events turned out, less than 48 hours later, in the pre-dawn of Wednesday, October 20, the PRINCE came in collision with the Norwegian tanker FROSTA.

Without much doubt this is the last picture taken of the ill-fated GEORGE PRINCE. The life loss to passengers and crew was the major Mississippi River System tragedy of the century.

In the background notice the piers and construction work for the new Destrehan Highway Bridge which is proceeding slowly due to depths of over 80 feet where the cofferdams are being placed for channel piers.

The picture at the right is also of the GEORGE PRINCE as she originally looked in the Natchez-Vidalia ferry service. For this interesting view we are indebted to William E. (Slim) Brandt of Steubenville, Ohio.

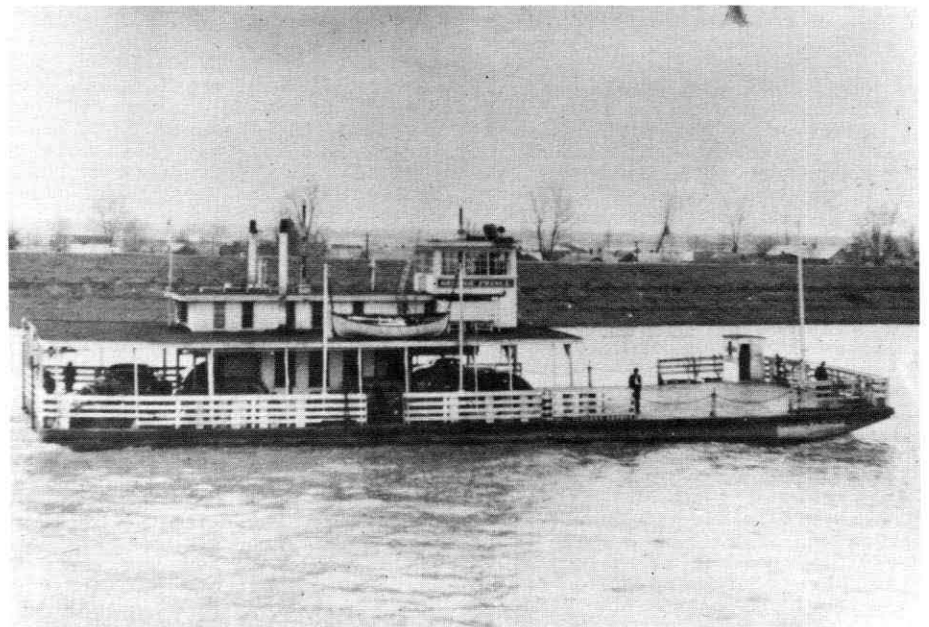
C. W. Stoll nudges us to suggest that some of the inquiries received by S&D REFLECTOR asking if the GEORGE PRINCE was originally a steambot (which she wasn't) may stem from the fact that a steam steel hull sternwheel packet of the same name was built in 1922. This GEORGE PRINCE's hull was built at Nashville by the Nashville Bridge Co. for the same

position to Greene Line Steamers. The Greene Line bought her 1936 and dismantled her 1940, using the steel hull for a deck barge they called STOGY WHITE.

The packet GEORGE PRINCE was soon sold to Capt. L. V. Cooley of New Orleans who renamed her OUACHITA and ran her in the New Orleans -Ouachita River service. In 1934 she served in the Pittsburgh-Cincinnati trade, Capt. Fred Hornbrook. In 1935 she was in the Louisville-Cincinnati trade in op-

position to Greene Line Steamers. The Greene Line bought her 1936 and dismantled her 1940, using the steel hull for a deck barge they called STOGY WHITE.

The original John Breynaert view shown above is a color slide. He took it Oct. 18, 1976. We sent the slide to Eastman Kodak who made for us a 5 by 7" color print, from which the above is reproduced.





-Arizona Historical Society.

BRIEF MENTION in our Sept. '76 issue, page 46, of a small steel hull steamboat built at Cincinnati, 1899, for Colorado River service, started a chain of events.

Bruce B. Cheever, 450 Valle Del Oro, Tucson, Arizona 85704 dug up the picture shown above. "I am convinced beyond a doubt that if any Colorado River boat was built in the East it was the subject of this picture, the ST. VALLIER. She is the only one with a steel hull operated on the Colorado save for an early government iron hull boat in 1857."

The Charles Barnes Co. of Cincinnati in 1899 built and shipped knock-down to Needles, Calif. all the parts for a small sternwheel towboat. Needles is below the Grand Canyon and present-day Boulder Dam, and is the only town in the area with an available railroad. A French mining company ordered the craft. The Barnes firm assembled the parts and made the boat op-

erative. She plied between Needles and Fort Mohave, some 20 miles.

"She probably operated between 1899 and about 1910-1912," says Bruce Cheever, "the reason being that in 1909 a diversion dam was placed in the river above Yuma to control irrigation in the Imperial Valley--after which traffic on the river became almost nonexistent and strictly local in character."

Dr. Leland R. Johnson alerted S&D REFLECTOR of the Barnes' participation in building the boat. In addition to the ST. VALLIER, Barnes shipped knock-down to Australia the towboat CAPTAIN STURT in 1916. They built three towboats for the U.S. Engineers in 1912-1913, the MIAMI, GUYANDOT and SCIOTO, and in 1916 the CAYUGA and OTTAWA. The firm's last contributions to the river were the compound engines for the ISLAND QUEEN and the CINCINNATI (now PRESIDENT).

We are indebted to Reese Lloyd, Supervising Master, Union Mechling Corporation, One Oliver Plaza, Pittsburgh, Pa. 15222 for a copy of the most elaborate towboat picture book we have seen, or ever expect to see.

The book is prepared same size as S&D REFLECTOR and contains full page photographs of most all of the towboats Union Mechling and its progenitors (Union Barge Line, Mechling Barge Lines, John I. Hay Co., etc.) have owned and operated on the Mississippi River System.

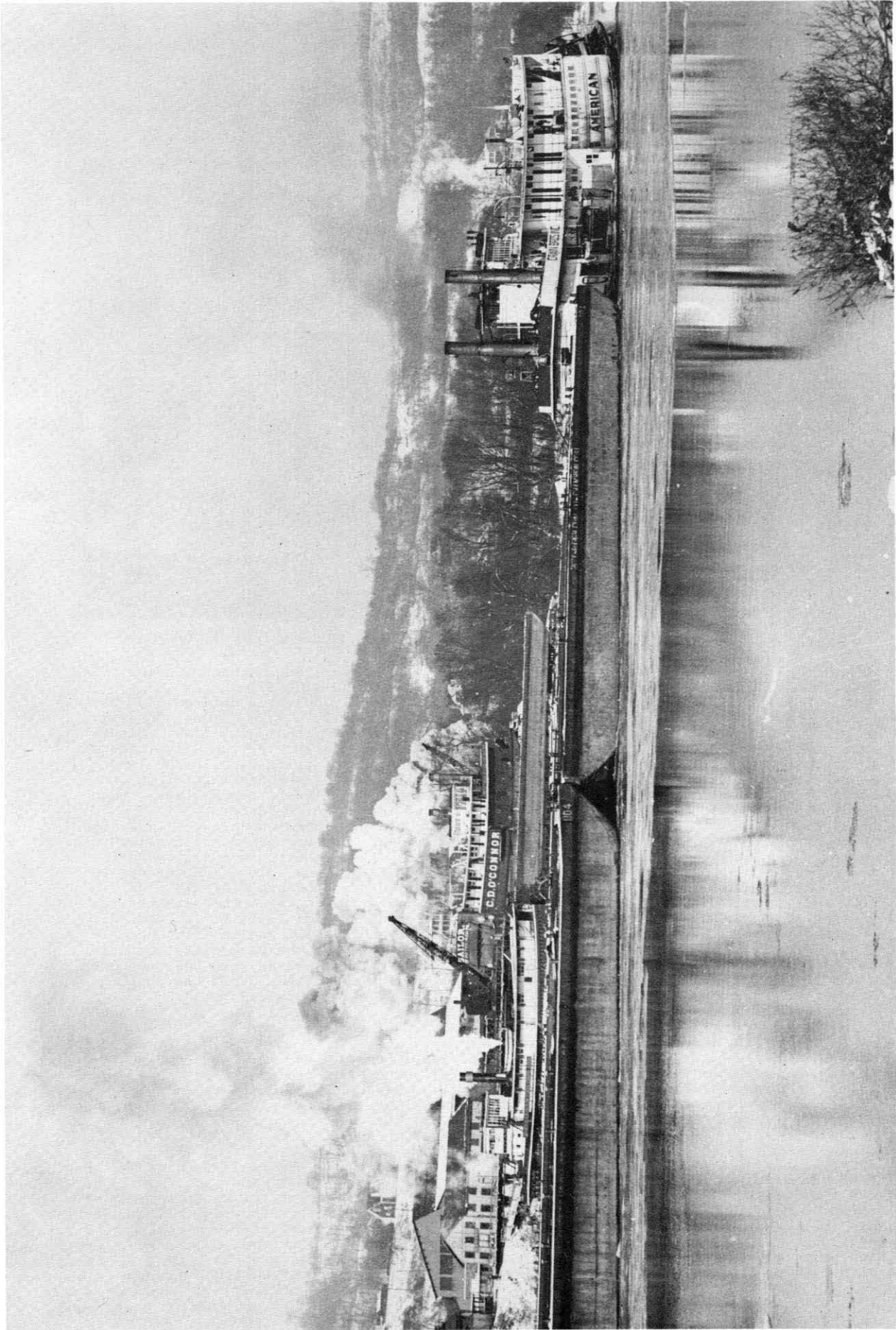
A great deal of work and research went into this compilation, and thanks are extended to Capt.

Al Brewer, A. J. Brosius, Donald J. Doaust, A. H. Edwards, Mrs. Ernest Falk, Capt. Cecil Hackworth, Bruce Mechling, F. A. Mechling, H. G. Mechling, Fred Mohlenhoff, Dan Owen, Capt. Homer T. Payton, Arch Sneed, Robert Sturtevant, Lowell J. Tackett, F. Way, Jr. and the Campbell Barge Lines for assistance.

F. A. (Bud) Mechling wrote the foreword indicating that the book was prepared "knowing that many of you (UM towboat officers) collect photos of the boats you've worked on, and thought this might be a nice gift to those of you standing Christmas watch."

Sixty four towboats are pictured and apologies are given for not including five others which seem to have escaped without having posed for a photographer.

We would imagine that Ray Brookbank and son Donald of Higginsport, O. got something of a thrill when they saw the January 1977 issue of "Wonderful West Virginia." The front cover is a full page picture, in color, of their towboat DONALD B upbound on the Kanawha River at Charleston with the state capitol for background.



AN UNUSUAL PICTURE Taken on the Monongahela River showing the marine ways of the Jones & Laughlin Steel Corporation (left) at Floreffe, Pa. Pulled out on the ways is the J&L towboat C. D. O'CONNOR and if you look again the stern bulkhead reads SAILOR. This is Bill Reed's answer to the question posed in our last issue, page 44. The SAILOR, built 1924 at Pt. Pleasant, W. Va. had

her name changed to C. D. O'CONNOR during the winter of 1950-51 so here she is pictured with both names during the process. The single stack towboat behind the barges is J&L's TITAN. Upbound at the right is Crain Brothers' AMERICAN. Within two years all three in this picture were retired and scrapped. The diesel age had arrived.

Mabel Bartenhagen, 68, died at the Muscatine (Iowa) General Hospital after an extended illness on Tuesday, December 28, 1976. She was a native and lifelong resident of Muscatine and early developed a liking for steamboats. The river fraternity remembers her as social hostess on the GORDON C. GREENE in 1951 where one of her jobs was to produce a daily mimeo newspaper. She was promoted to steward of the DELTA QUEEN the following season. For a total of seventeen years she was with the editorial department of the Muscatine "Journal."

Mabel attended two S&D meetings and brought a smile when she said her one claim to fame was that she was aboard the DQ when that boat ran through itself at Rock Island, Ill. In addition to S&D she also was an active member of the Midwest River Buffs.

She is survived by an aunt, Lolita Kelly, in California, and by several cousins.

Services were held at the Trinity Episcopal Church, Muscatine, and as the casket was borne from the church strains of the DQ's calliope were audible from a recording. Burial was in the Greenwood Cemetery.

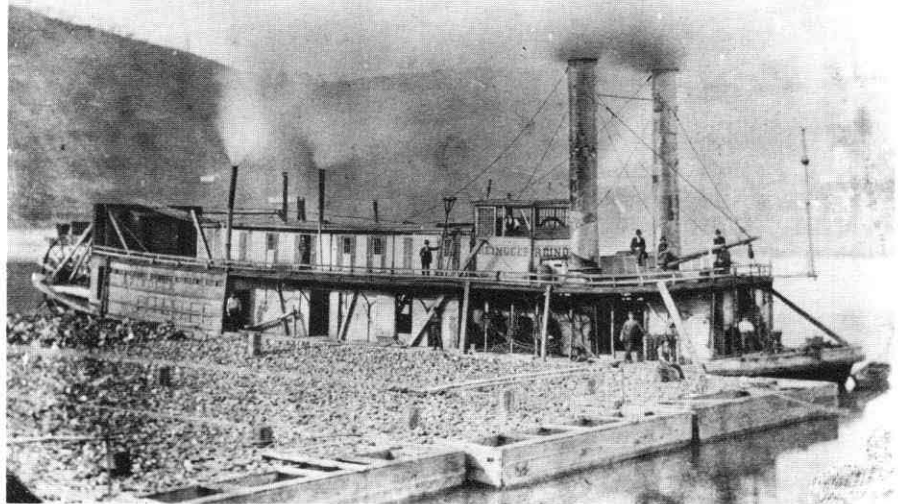
Those wishing to contribute to a memorial fund may send checks to Mabel's second cousin Ron Gordy, 811 Iowa Ave., Muscatine, or to Max W. Churchill, 914 Cedar, Muscatine, Iowa 52761.

The Newport News Shipbuilding people have enshrined an old steam tug on their premises. She's the DOROTHY, the first boat they built back in 1891.

She was rather special from the start. She had a "steeple quadruple" steam engine in her, the first tug so equipped, and she was named for Dorothy Payne Whitney, four-year-old daughter of William C. Whitney, former U.S. Navy Secretary and director in the New York & Northern RR. The tug was put to work chaperoning RR transfers in New York harbor.

Soon the New York Central sopped up the N.Y. & N. and changed the tug's name to NEW YORK CENTRAL NO. 3. In 1912 she was sold to other owners in Norfolk and became the J. ALVAH CLARK, a name she retained for half a century.

Donaldson Towing & Lighterage at Wilmington, Del. acquired her in 1952, sold her to Curtis Bay Towing in 1957. In 1962 she went to Jesse Simpkins, Norfolk, who renamed her for his son, JESSE JR. One year later she was again renamed JANET S when purchased by R. K. Davis Transportation, Inc. In Sept. '64 JANET S was towing barges in the Delaware Canal. Her tow came in collision with a ship and she sank. Her owners raised her but decided not to rebuild, so she gathered barnacles at Newport News, good for little else other than rusty scrap. Davis had an affinity for the old tug (or tub) and when he sold out to Allied Towing in 1968, including the mortal remains of what had been



STEVE MACKINACK, 502 First St., Elizabeth, Pa. 15037 sent this old-timer to us, the towboat REINDEER. She towed Monongahela River coal back in the days when tow knees had not come into general use--look how her forecandle is rounded like a packet. She was built in 1865 for Capt. Henry D. Wilkins, and this picture was taken at California, Pa. She is moored alongside loaded check-post coalboats, so called because they had no timberheads, and lines were handled from check-posts buried down in the coal. Note the A-frame rig for lowering her stacks which were hinged at the roof and tilted back to rest on wooden yokes. The man standing aft of the pilothouse has one hand on a yoke. She later was owned by Capt. J. Sharp McDonald, and finally by Capt. Charlie Menges. On December 26, 1883 at 8 p.m. she was downbound with three loads at Lock One, Monon River with Nate Kirkwood on watch in the pilothouse, and Dave Wilson in the engineroom. The lock wasn't ready, so she came alongside the tow of the B. D. WOOD, also waiting turn. The WOOD broke loose, and these two hit the VENTURE and tow, also waiting turn. In the wind-up the REINDEER and her three loads went over the dam, the VENTURE lost two loads, the B. D. WOOD lost three, and the BEN WOOD, also in the fracas, lost two; 70,000 bushels of coal gone to Davy Jones as well as the REINDEER. On May 16, 1938 the U.S. Engineers dredged up an old capstan made of hickory and bound with iron bands there at Lock One. Two old rivermen said it was off the REINDEER, and you can see it in this picture.

the DOROTHY, he kept an eye on her. In 1974 Allied needed more mooring space and decided to cut up the wreck and remove it, for she now was sunk junk.

Sentiment for the tug prompted Davis and others to go see John Diesel, president of Newport News Shipbuilding. He listened to this tale of woe and then uttered a short and dramatic order. He said "Bring her home."

And so commenced in 1974 one of those completely offbeat projects boat people can't resist. With loving tender care the ancient DOROTHY was rehabilitated to once again assume her original grace and charm. No, she doesn't run, and probably never will. But she is the centerpiece attraction at Newport News Shipbuilding. She's come home to roost, and her name DOROTHY has been put back on her.

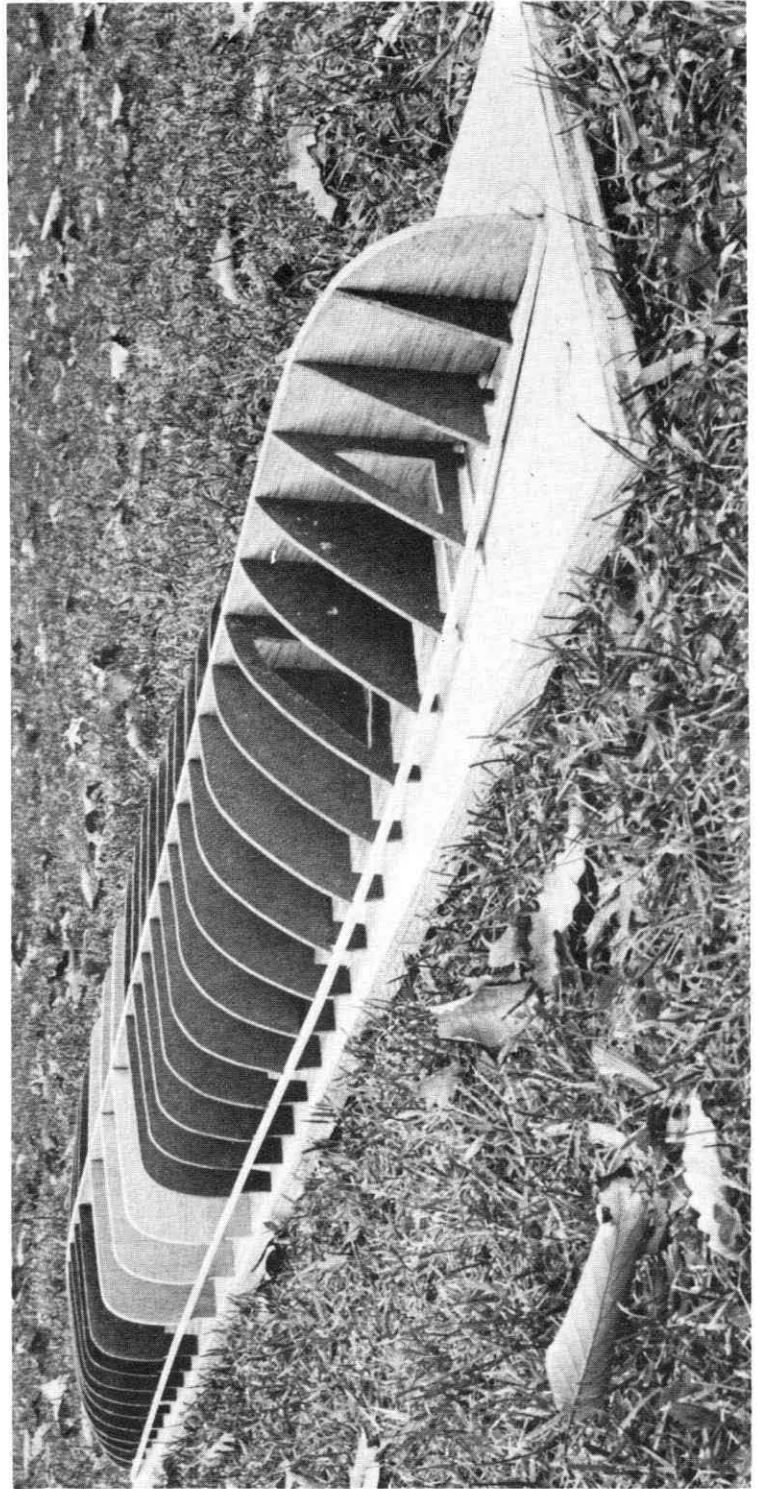
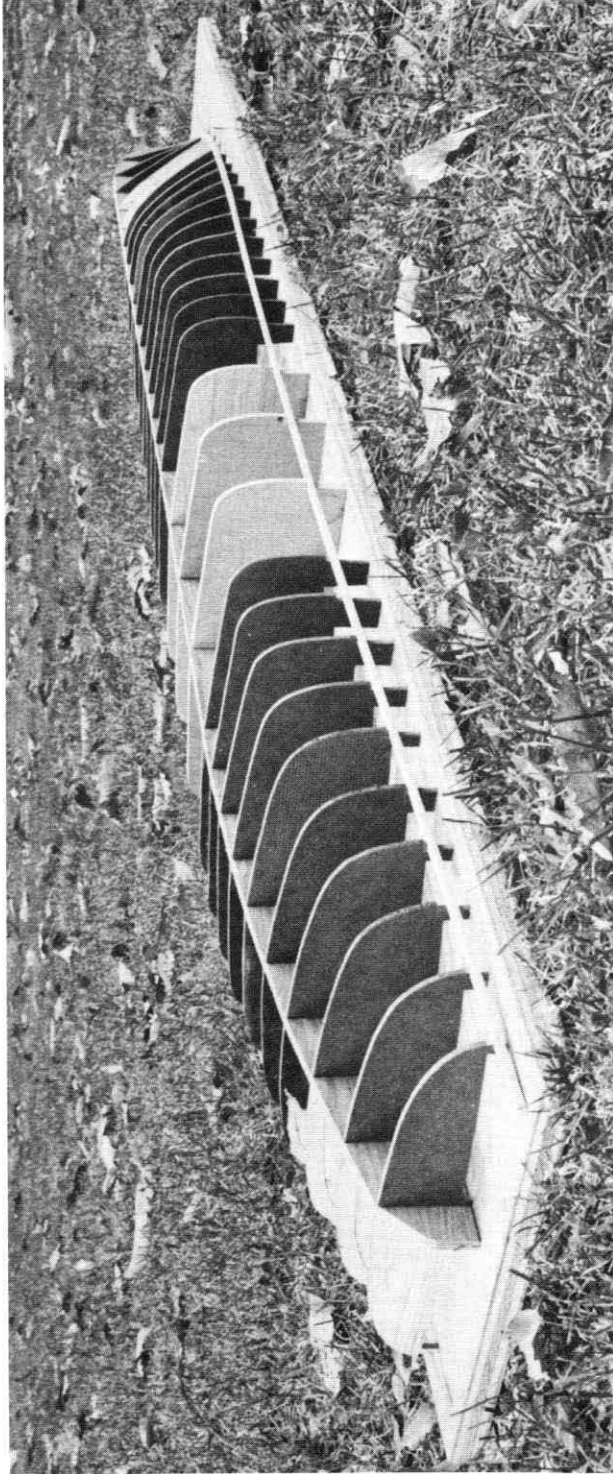
Another facet of this incredible tale is that a fine & fancy book has been prepared, 104 pages of

text, drawings, pictures (much color) and it is priced \$14.95 the copy. It's called "DOROTHY and the Shipbuilders of Newport News," authored by Van Hawkins. Publisher is The Donning Company, 253 West Bute Street, Norfolk, Va. 23510.

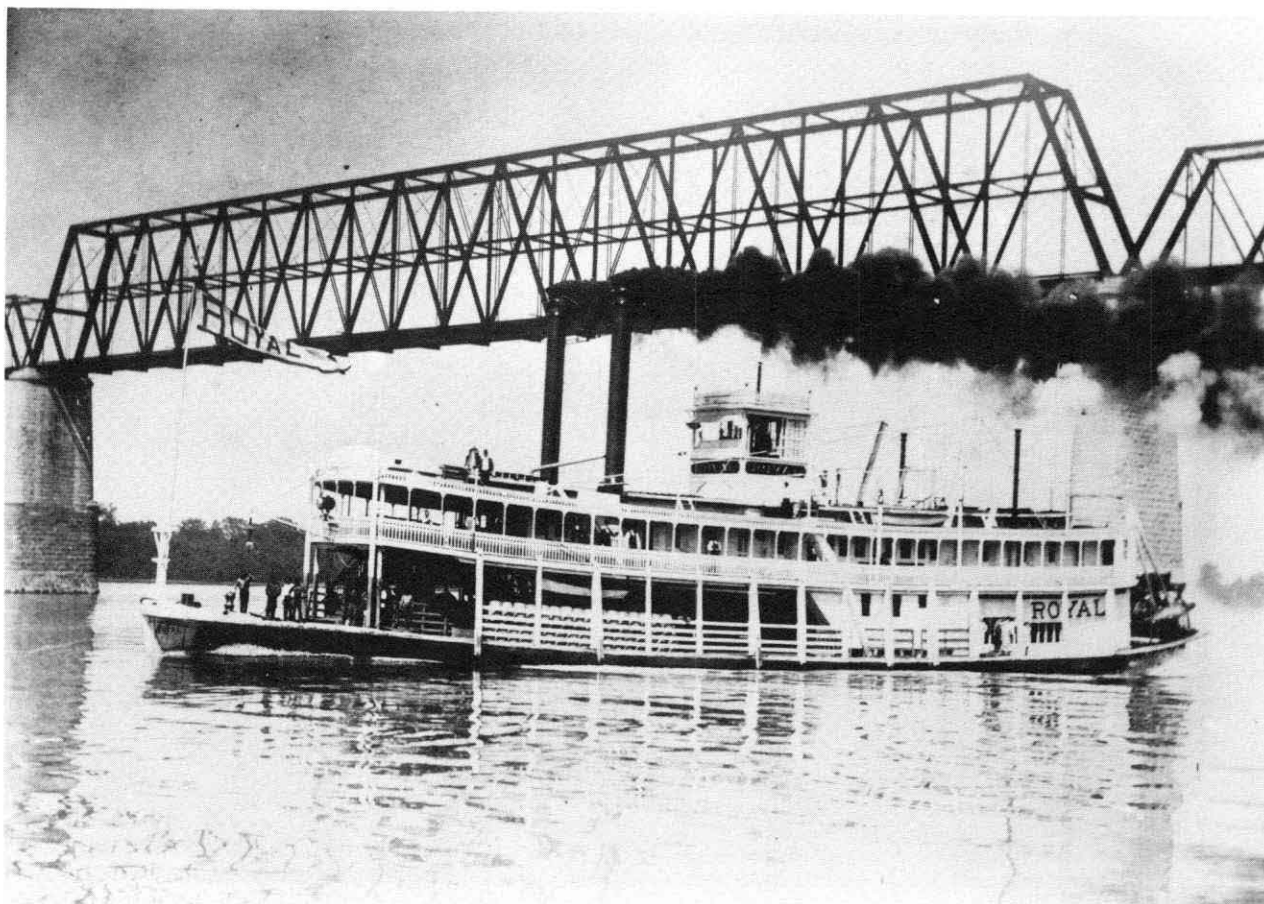
If this review sounds a bit removed from our inland rivers affairs, remember that the founder of Newport News Shipbuilding was Collis P. Huntington, the C&O RR magnate for whom Huntington, West Va. is named, and whose activities spawned memorable steamboats named CHESAPEAKE, FLEETWOOD, BOSTONA and one not so memorable named the C. P. HUNTINGTON.

The Wheeling "News-Register" in its Jan. 23rd issue ran a large UPI photo of the W. P. SNYDER, JR. ice-locked in the Muskingum, the excursion boat VALLEY GEM alongside. -Thanks to Jim Paisley.

John L. Fryant, 6508 Dorset Drive, Alexandria, Va. 22310 has framed a hull model of the fast ROYAL of Evansville (see story next page.) He is building her hull upside down on a piece of 3/4 plywood, using 3/8" to the foot scale. The three light colored frames form the dead fiat in the hull's belly. When he gets it planked and completed he may use it as a "plug" for a fiberglass mold, or a mold for a vacuum-formed plastic hull. In this view the stern is at the left.



In this view the ROYAL's stem is at the right. If all goes well, John Fryant plans to build the boat complete, power her by steam, with radio control. Meanwhile John is hopeful that someone in S&D may know or have access to information about C. G. Pierce of Kingston, Ontario, "the noted ship designer" credited with the original hull shape. The Fall River Line's PRISCILLA was designed by George Pierce, Boston---could there be a tie-in? Same person?



THIS PICTURE was taken at Henderson, Ky. when the ROYAL was very new in 1891. In the background is the original L&N bridge which served for 47 years, 1885-1932. The ROYAL entered the Henderson-Evansville trade using no swinging stage. She carried a three-chime whistle mounted on the spreader bar between her smokestacks. One peculiarity is the extreme height of the aft hogchain posts. After a year or so she acquired a texas and swinging stage.

THE ROYAL (1891-1896) was conceded to have been about the best, and fastest, steamboat of her size. She was constructed on the wharf at Evansville, Ind. by H. C. Yeager using drawings furnished by C. G. Pierce, noted ship designer of Kingston, Ontario. Launched in March 1891 she was entered in the Evansville and Henderson trade (11.6 miles) later that year. Her fine hull lines for which her owners were reputed to have paid \$1,000 soon paid off. On a trial run she came up from Henderson to Evansville in 52 minutes, a record surpassed only once before when the racer ROBT. E. LEE did it in 49½ taking advantage of high water to go behind Henderson Towhead.

The Lists of Merchant Vessels carried her hull size as 163.6 by 30.6 by 6.6. Details of her lines were lost in the oblivion of time until quite by chance the late Charles R. Harding, river engineer, was rooting through a barrel of old drawings in the James Rees & Sons Co. shop, Pittsburgh, and happened upon a sheet marked ROYAL NO. 2, dated 1907. This wended its way to the Way cellar at 121

River, Sewickley. One day John L. Fryant, for whom any old hull drawing is catnip, asked to borrow it. After studying and measuring, John determined the boat's hull size to be 163 by 30 by 7. Allowing for odd-lot Customs measuring rules and practices, this was a surprisingly close fit. Further, the hull had at least one singular feature; the dead flat, says John, "is the shortest I have ever seen on a sternwheeler." Dead flat is the 'midship hull section which has no fore or aft taper.

The sanguine conclusion here is that the 1907 drawings were either traced from the originals, or were made from the ROYAL's hull when she was hauled out for repairs. They are scaled 3/8" to the foot. The possibility which tantalizes John Fryant is that we may have rediscovered the proper hull shape for a speedy steamboat which once out-eclipsed the famed ECLIPSE. Captain Sturgeon's brag nag's best time Henderson to Evansville was 57 minutes. The ROYAL did it in five minutes' better time.

The investigation still is woefully incomplete. As these lines are written John is seeking facts as to the ROYAL's engines, boilers and paddlewheel, all of which are

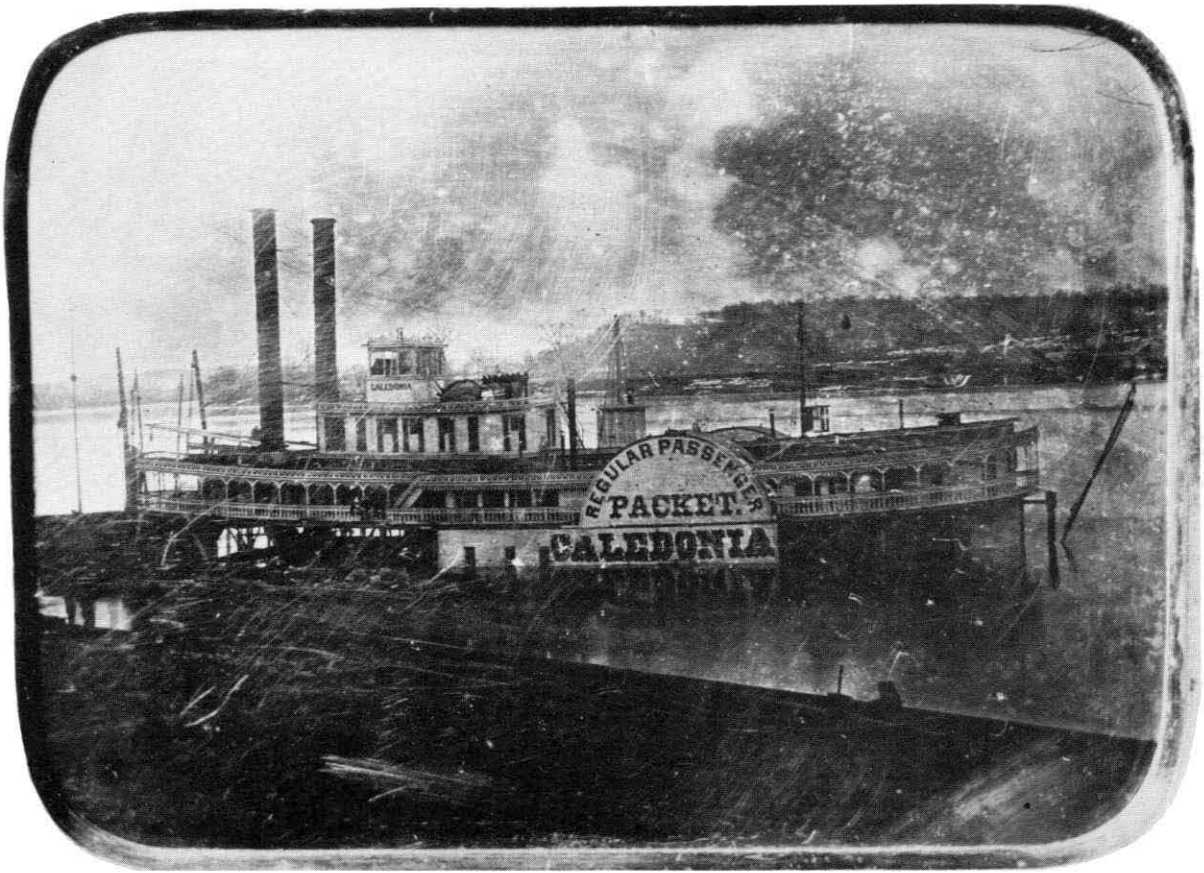
lacking. He may have to ransack the National Archives.

Credit for the ROYAL's inception rightfully belongs to Capt. James B. Thompson, native of Clarington, Ohio. Captain Thompson boated on Wheeling locals in his youth, and in 1885 transferred his operations to Evansville. He operated the ROYAL, JEWEL, FRANK STEIN and others in the Henderson trade and prospered. He died, 92, in the U. S. Marine Hospital at Evansville in August 1934.

One good reason for the dearth of information about the ROYAL was her short existence. On the night of January 12, 1896, tied up about a half-mile above the Evansville wharf, she burned.

Kay Chandler, McConnellsville, O. photographer, once plied his trade with a floating gallery on the Muskingum. He sold out to Clarence Brooks in 1909. Brooks set up shop in his home at McConnellsville.

Clyde K. Swift tells us that the Clarence Brooks' collection of negatives, containing many originals of Muskingum steamboats, is now owned by Jane Whitaker Hoch, of the Library, McConnellsville, O.



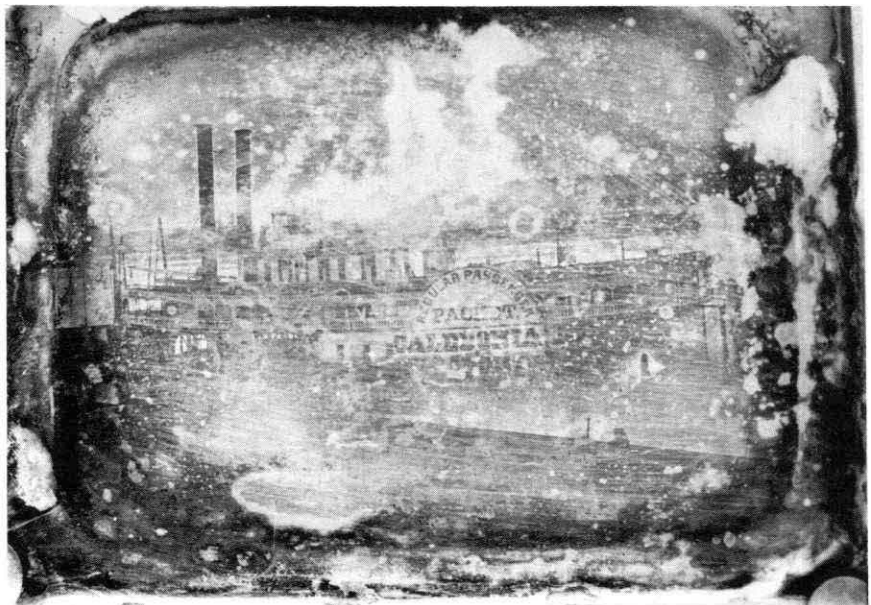
THIRTEEN YEARS AGO a kind lady presented us with an old and horribly defaced daguerreotype and best we could get from it was the photograph at the right.

This past summer we handed the old thing to an expert daguerreotypist, Grant Dinsmore. He treated it with weird solutions of this and that, held his breath, and the transformation is pictured above.

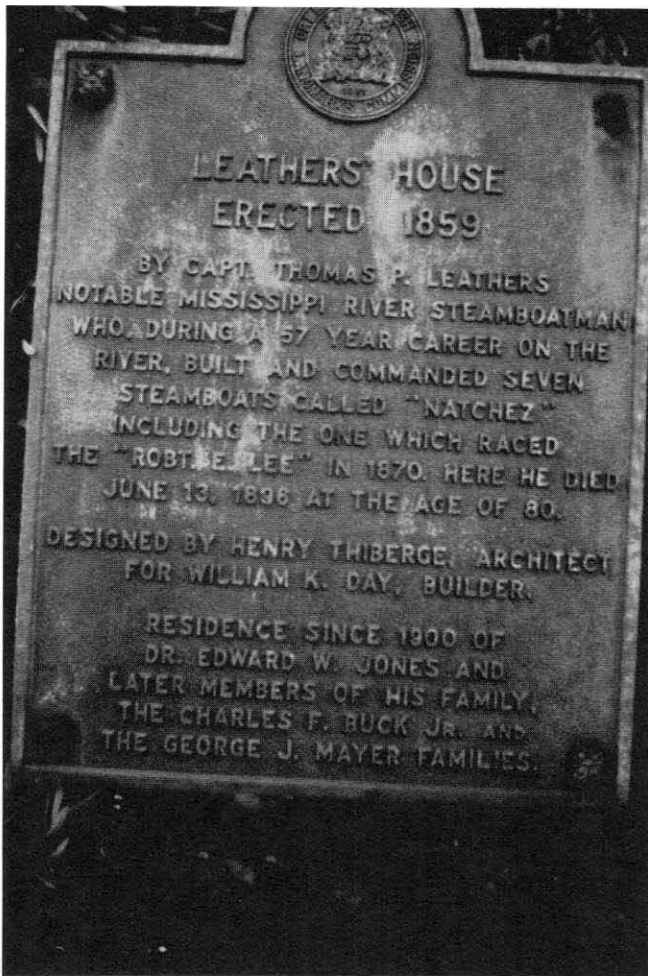
Now, behold---we can see what it is. The side-wheel CALEDONIA is sunk at the Marietta, O. wharf. We know by research that the accident happened on March 17, 1856.

The winter of 1855-1856 was exceptionally severe. The CALEDONIA in Dec. 1855 was forced to seek ice harbor in the mouth of the Muskingum River. She lay there 80 days. Captain Richard Calhoun, in an itch to get under way, jumped the gun. He raised steam and took off for Pittsburgh. No more had the boat entered the Ohio when an enormous field of floating ice cut her down.

She was raised and continued to operate until 1860. This boat was built at McKeesport, Pa. in 1853 and has some interesting features. Fancy-topped pilothouse for one thing, and she has fancy railings and flub-dubbed stanchions. Note the center post hogchain arrangement both fore and aft of the paddleboxes. The smokestacks can be tilted back with an A-frame plainly visible. Also note that the aft end of the boiler deck has a porch running clear around, revealing that this style is much, much older than heretofore believed.



This is a photograph of the original daguerreotype of the CALEDONIA before it was cleaned and restored. If you own or discover an old daguerreotype do not, under any circumstances, be tempted to clean it. Do not remove it from its protective glass casing. Do not even breathe on it. Only a specialist can bring it back to life, and even he cannot erase all deterioration. These "before and after" illustrations show an example of what may be accomplished by a modern professional.



LEATHERS HOUSE
ERECTED 1859
BY CAPT. THOMAS P. LEATHERS
NOTABLE MISSISSIPPI RIVER STEAMBOATMAN
WHO DURING A 57 YEAR CAREER ON THE
RIVER, BUILT AND COMMANDED SEVEN
STEAMBOATS CALLED "NATCHEZ"
INCLUDING THE ONE WHICH RACED
THE "ROBT. E. LEE" IN 1870. HERE HE DIED
JUNE 13, 1896 AT THE AGE OF 80.
DESIGNED BY HENRY THIBERGE, ARCHITECT
FOR WILLIAM K. DAY, BUILDER.
RESIDENCE SINCE 1900 OF
DR. EDWARD W. JONES AND
LATER MEMBERS OF HIS FAMILY,
THE CHARLES T. BUCK, JR. AND
THE GEORGE J. MAYER FAMILIES.

Dr. Carl R. Bogardus, Sr. and his wife Sue, long residents of Austin, Ind., have built a home at Warsaw, Ky., now their permanent residence. It is a two-story "New Orleans colonial" with a 47-foot balcony across the front, with ornamental iron posts and railing. The front yard slopes down to the Ohio River where a rock "sea wall" has been built for protection from erosion by waves. They call their estate "Belle Riviere."

Carl Bogardus was born and raised at Warsaw. He has retired from medicine. The new address is P.O. Box A, Warsaw, Ky. 41095.

Mini-cruise liner ARKANSAS EXPLORER, Capt. Jack Trotter, is running scheduled trips during this March and April New Orleans-Morgan City via Houma. The voyage through the Evangeline country takes three days (two nights on board) to complete. She is leaving New Orleans every Tuesday and Friday. Rate including meals and berth \$155. For descriptive literature and reservations write ARKANSAS EXPLORER, 111 East Third St., Little Rock, Ark. 72201, or call 501-375-8197 weekdays 9 to 5.

May through November she will be back at her old stand, round trips twice weekly from Little Rock to upper Arkansas River.



Mrs. George J. Mayer chats with Ray Samuel as Ye Ed looks on (left) at the front door of "Myrtle Terrace" in New Orleans on a March day 1976. This visit to the old Leathers home was described in our June '76 issue, page 21. We are indebted for the photographs to Fred Way III who, with wife Nell, accompanied the expedition. The historical marker shown above is fastened to the front iron fence at 2027 Carondelet Street.

THE RASH OF ACCIDENTS LAST
FALL ON THE MISSISSIPPI

Sirs: Enclosed is a copy of a slide I took from the DELTA QUEEN on October 18, 1976, as the ferry GEORGE PRINCE crossed our wake about 11:30 a.m. Less than two full days later the ferry was the subject of tragic national headlines. Little did I know when I took the slide.

I was aboard the DELTA QUEEN from St. Louis to New Orleans when she hit rock at Natchez. First we went onto a sandbar as we left Ste. Genevieve, Mo. and were there for three hours as first one, then two, then three tugs failed to free us. Then they went away for a while, but eventually all returned with a fourth tug, and that did the trick.

Then just four days later, on Oct. 17, as we left Natchez, the DELTA QUEEN banged a rock which damaged the skin cooler on the main diesel generator so that they had to shut it down and operate on the emergency generator. As a result Capt. Ernie Wagner decided to cut the trip one day short, omitting the stop at Baton Rouge, and came right on down to New Orleans to have the damage repaired temporarily until the next dry docking.

But no, the Coast Guard made them put the boat into dry dock for three days right then, so the next northbound trip didn't leave until Friday about 4:30 p.m. instead of Wednesday at 9 p.m.

Somehow or other the DQ people managed to put us all up in good hotels (at their expense, including meals) to compensate for the lost day, and all this right in the middle of a big convention week. Well, nobody can rightly complain about having to spend an extra day in New Orleans, and on top of putting us up for the extra day they gave us a pro-rated refund for the day. I call that treating us right.

Then, of course, there was the ferry tragedy, and on Saturday, Oct. 23 I witnessed a Liberian tanker going down the river side-swipe another Liberian tanker, the REBECCA, tied up down below the Esplanade, although I didn't realize it until later. The ship that got hit was completely hidden behind the one that hit her. I was on the PRESIDENT at the time, still at the foot of Canal Street, before the afternoon river cruise. The accident was about a mile downstream. Later, the PRESIDENT passed the REBECCA and we could see that it hadn't been too serious, several dented plates between frames and an area of rubbed paint about 20 feet long by 30 feet high on the port bow, plus a gash in the shell five or six feet long about 25 feet above the water lines. A rectangular waterfall issued from the breached tank for about 30 minutes. The crew was lined up along the railing watching the waterfall. The other ship whose identity I know not proceeded about two miles down river. The PRESIDENT turned prior to this, so

I don't know what shape she was in. Lucky thing that it wasn't any worse than a "fender-bender."

After that there were no more maritime mishaps, and I had a great time in New Orleans. Had a couple of fine trips on the NATCH-EZ with Doc Hawley and Roddy Hammett, and one on the COTTON BLOSSOM. I was there about a week and loved every bit of it, but I do have to admit that when I left New Orleans on the Southern Crescent the following Monday--well, if you can't return by steamboat, take that train, it's the next best way to ride.

John Breynaert,
8 Regatta Road,
North Weymouth, Mass. 02191

=John was a bit too soon in New Orleans for the Friday night, Nov. 12, 1976 collision between the DELTA QUEEN and the Liberian bulk carrier STAR NADINE. The DQ had departed N.O. shortly before, up-bound with passengers. The 585-foot ship was being docked, handled by two tugs, at the Continental Grain elevator near Westwego. It was reported she was caught by wind and turned broadside. Despite preventive maneuvering the DQ struck the ship a fairly hefty lick, taking it on her starboard bow. Many of her passengers were having dinner, or preparing to be seated, when the blow came. Some were knocked to the deck. Both vessels involved were moored at the left shore pending the taking of Coast Guard testimony and an examination. Those of the DQ passengers thought subject to injury were removed to the West Jefferson General Hospital. Only one, Helen Mussi, 67, of Toledo, Ohio, was detained overnight for observation. The DQ was reported to have had 275 aboard at the time. The damage to the ship, and to the DQ, was superficial to the point that neither was in danger of sinking. -Ed.

Those of us who have visited in the antiques shop across Front Street from the Lafayette Hotel in Marietta may find the following event of interest:-

On the morning of November 11th last a one-year-old buck deer entered by crashing through a rear window on Greene Street. After knocking down and breaking an estimated \$10,000 worth of antique glassware and dishes, the young buck leaped through the plate glass front window, ran through an alley, up Third, and was trapped by local police in the Don Drumm Football Stadium. The injured animal, estimated about 100 pounds weight, was so badly cut by glass the police disposed of him.

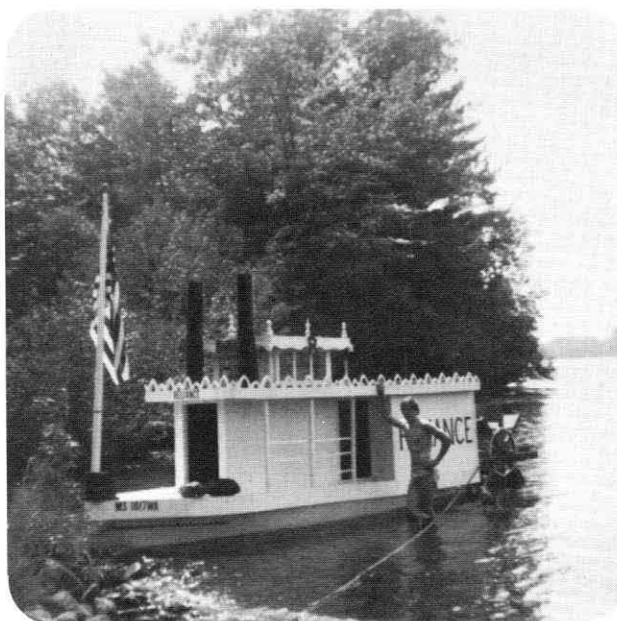
A witness said he had seen the deer swim the river shortly before the affair commenced. Chalk up one more event at the fabulous crossroads at the corner of Front and Greene fernix the Ohio River.

Sirs: On page 258 of C. E. Russell's book "A Rafting on the Mississippi" there is mention that Aaron Raymond Russell kept a diary which is still extant. The book was published in 1928 so I suspect the diary has come to rest in some collection--but where?

Bruce B. Cheever,
450 Valle Del Oro,
Tucson, Arizona 85704

=Anybody know? -Ed.

The \$56,000 flatboat built by the W. H. Heiby Co., Marietta, for Ohio Historical Society has led an eventful but unrewarding life thus far. It sank at its moorings in the Muskingum River the night of May 20-21, 1976, soon after initial launching. After being refloated it has assumed somnolent complacency tethered to its dock.



Last issue we were going on about the new sternwheeler on Lake Wickaboag, Mass. Here she is, and the proud owner Graham Watson alongside. He christened her RELIANCE a/c faith in his Dad that the 10 hp. Briggs and transmission from a defunct snow blower would rev the wheel---it did. This is the first attempt of these two at boat-building, Coca-Cola please note.

Mrs. William G. Greenwood died at the Mount Carmel Medical Center, Columbus, Ohio, at 4 o'clock Monday morning, November 29, 1976. She had been there several weeks, having suffered a fall at her home in Newport, Ohio. Hazel was the daughter of the late Frank and Laura Brown McGrew, born December 12, 1896, and had lived in the Newport area all her life.

In 1928 she married "Bill" Greenwood, who survives, and they made their home at Greenwood Farm, overlooking the Ohio River, and one of the more historic mansions of the region. Hazel had been an S&D member since ever there was an S&D and had attended most of the meetings, including 1976.

Also surviving are two sons, Jim and Sam, both of Newport, five grandchildren and one sister, Mrs. Alice Fred, Fort Pierce, Florida. She was preceded in death by one sister and two brothers.

Services were held in the family home, the Rev. Hugh A. Hogue III officiating. Burial was in the Newport Methodist Cemetery.

James Austin Harmon, 86, died in St. Marys Hospital, Huntington, West Virginia on Tuesday evening, November 23, 1976. He had suffered a heart attack a few days prior but had been in good health until then. Jim was an old-time steamboat engineer whose experiences included packets on Green River, the Lee Line, the Monongahela River packet I. C. WOODWARD, the EVERGREEN in the Gallipolis and Charleston trade, many of the Greene Line packets of his time, as well as on the Kanawha towboats SALLIE MARMET, OTTO MARMET and PLYMOUTH. Later he stood watches on the OMAR, and his last boating was on the AVALON. He once made a list of the boats he had engineered and the total came to over 40, including the J. Q. DICKINSON, VALLEY BELLE, CALVERT, KANAWHA, HARRY LEE, JOHN LEE, GEORGIA LEE, and STACKER LEE.

Jim Harmon was one of the original members of the Ohio-Kanawha Chapter of S&D and attended meetings regularly. Not one to monopolize a conversation, being rather quiet, he nevertheless enjoyed recalling engineerroom anecdotes. He was born and raised on a 350-acre farm fronting on the Kanawha River near the mouth of Little Guano Creek above Red House, on October 1, 1890, son of the late John W. (Bub) Harmon and Elizabeth Miller Harmon. His last employment was with the Ohio Edison Co. power plant on the Ohio side near Moundsville, 21 years ago.

He is survived by his wife Electa Turley Harmon; three sons, five daughters, two brothers, one sister, 16 grandchildren and seven great-grandchildren. He and his wife resided at 317 Elaine Court, Huntington. Jim was an active member of the Highlawn United Methodist Church and the Men's Bible Class. Services were held at the church and burial was in Haven of Rest Cemetery, Red House,

West Virginia. Among those of S&D at the burial were Capt. Ben Gilbert, Herschel W. Burford and Gerald (Jerry) Sutphin, a pallbearer.

William J. (Bill) Flach, 80, steamboat fan and S&D member, died on Tuesday, November 16, 1976. He grew up in Ludlow, Ky. watching the big L&C side-wheelers come and go. Later he rode them to Louisville, and once made a Derby trip on the first ISLAND QUEEN. When Greene Line Steamers started running to Louisville they inherited him as a regular customer. At time of death he was living at 1325 Amsterdam Road, Park Hills, Ky. Our thanks to Bob McCann for bringing this notice to our attention.

The extremely low stage in the Mississippi River exposed the bow section of the GORDON C. GREENE at St. Louis. The St. Louis "Post Dispatch" ran a picture of it in their December 24, 1976 issue. Our thanks to John Hartford, who was visiting with his parents there at the time, for a copy.

The late Capt. Jesse P. Hughes outlined the bow lettering in chalk. A welder then beaded the outline in metal on the steel bow plating. Later on, when the GORDON was renamed RIVER QUEEN, the new owners did not remove Cap'n Jesse's handiwork and, instead, lettered the new name a few inches below. They used steel-plate letters and welded them to place. As consequence both names show on the wrecked bow section.

The boat sank at St. Louis on Sunday, December 3, 1967 about 3 in the morning. The RIVER QUEEN had been doing rather well as a floating restaurant moored in the shadows of Eads Bridge. No attempt was made to raise her, and later on the wreck was removed--all of it apparently except for this partial section of the bow which somehow missed detection. Visible in the newspaper photo of the jagged remains are only parts of the two names, about so:

GREENE
RIVER QUEEN

The packet was built at the Howard Yard, Jeffersonville, Ind. in 1923 as the CAPE GIRARDEAU for the Eagle Packet Company. Capt. Tom Greene and his mother bought her in the spring of 1935 and changed the name to GORDON C. GREENE. Her phenomenal success as a tourist boat led to the purchase of the DELTA QUEEN. Following the deaths of Capt. Mary B. Greene and Cap'n Tom the GORDON was sold by Greene Line Steamers. Her career as a floating hotel, restaurant, and what-have-you thenceforth became something of a geographic epic, taking her to Portsmouth, O., Owensboro, Ky., Bradenton, Fla., New Orleans, Hannibal, Mo., and so back to St. Louis, her original home port.

Your scribe visited the wreck at St. Louis in 1967 only a few days after it occurred in company with Ray Spencer. The Point Pleasant bridge fell, and was much in the news, before we returned to Sewickley.



Canadian postage has been brightened by the release of four new "steamboat" stamps. Reproduced here, about actual size, is the NORTHCOTE built 1874 above Grand Rapids on the Saskatchewan River by the Hudson's Bay Company. She acted as a Canadian gunboat during the Saskatchewan rebellion and lost her stacks in combat at the Battle of Batoche. She was ultimately beached at Cumberland House in 1886 and slowly disintegrated. The three other "steamboat" stamps depict the side-wheelers PASSPORT and CHICORA, and the prop freighter ATHABASKA. Our thanks to Jack C. Standen, 217 Glenwood St., Elyria, Ohio 44035 for details.

Sirs: I doubt that the pilotwheel of the KEYSTONE recently transported to St. Louis (Sept. '76 issue, page 13) is that of the last packet OUACHITA, and the PERCY SWAIN.

Ten years ago or more a Baptist minister of my acquaintance, Rev. Lyle Pearce, called seeking facts about a pilotwheel he had just acquired. The conclusion at the time was that it was from the OUACHITA. Not only was this my own conclusion, but also that of the late Jim Monohan and Tom Nugent of the Nugent Sand Company. They both confirmed.

The way it happened was this:- The Nugent Sand Company made a deal with Greene Line to dismantle the OUACHITA, moved her to the old plant at Clay and River Road here in Louisville and I watched this process from our old refinery which was next door. The Nugents put the boilers on a derrick boat and stored the pilotwheel in a building. They scrapped about everything else, and then turned the bare hull back to Greene Line.

When the Rev. Lyle Pearce procured the pilotwheel it was in this building (now demolished but it stood where the Kennedy Bridge crosses the Ohio) and in again checking with Tom Nugent this past week, Tom tells me that the minister later returned a few items the Nugents had given him, but Tom is hazy about the pilotwheel having been returned or not. Tom has an old pilotwheel but is unsure of its identity--may be from the OUACHITA and may be from the J. R. NUGENT.

The Rev. Pearce is not listed in the current telephone directory. So thereby hangs the tale.

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

The Great Lakes Historical Society was launched in 1944 as a non-profit corporation in Ohio. They opened a small museum (one room) in the Carnegie West Branch of the Cleveland Public Library. In 1953 they moved kit-and-kaboodle into their present home fronting on Lake Erie at Vermilion, O., about 30 miles down-lake from Cleveland, near Lorain.

In 1945 they commenced publication of INLAND SEAS, a quarterly, which now has 2500 on the mailing list.

In 1968 they added an extensive wing to their home (\$250,000) and their Clarence S. Metcalf library is tops in lake lore and fact.

We paid them a visit on November 6th last in company with Woody Rutter and son Fred III to see how the other half lives. On deck was Arthur N. O'Hara, 60ish, tall, friendly, and dedicated to the proposition that nothing is quite so nice, or half the fun, as running the Great Lakes Historical Society. He handed us his card which has Business Manager imprinted below his name.

"We have been receiving a lot of

publicity lately," said Mr. O'Hara briskly, "through our participation in special shows and window displays in area businesses, all of which is calculated to help spread the word about the GLHS.

"We hit the 'show biz road' in February and March this year with a traveling exhibit that attracted a great deal of interest, some new members and gifts to our Society.

"In early April the Cleveland Restoration Society extended us an offer to participate in a three-day show they sponsored titled 'Historic Dining Decor.' The exhibit was held in the Cleveland Plaza Hotel and we featured some of our china and crystal from old passenger boats."

The museum exhibits at GLHS are strikingly remindful of S&D's own methods some years ago in the Campus Martius Museum. Boat models of great variety are glass-cased on tables for eye-level viewing. Pilohouse nameboards (one from the SOUTH AMERICAN) are effectively mounted on a wall. Paintings and pictures are in their original wood frames. Liberal use is made of glass showcases with glass display shelves. Each displayed item is accompanied with a typed description card regardless of how trivial the item. The lighting is modern and well planned.

They go strong for old machinery from yachts and tugs. Many of the

steam and gas engines have been restored to operating order. Mr. O'Hara bemoaned that approximately 40% of their treasures are currently in storage for lack of exhibit space. The library and business offices are all under this one roof, and the Society meetings are held here. Last May 22nd at the annual membership meeting author Walter Havighurst was the speaker and 306 members appeared to hear him, and to partake of a prime rib dinner beforehand. Instead of staging the dinner at McGarvey's Restaurant nearby, tables were set on both the upper and lower levels of the Museum and McGarvey's catered it. No doubt that GLHS is self-contained.

We dined at McGarvey's to see for ourselves---an attractive diningroom fronting on a yacht harbor. The walls are laden with Great Lakes' fishing tackle and apparel, nets, seines, boat hooks, pike poles---even a harpoon. The clam chowder was excellent, and through the picture windows we watched the trim yacht EAGLE being put to bed for the winter.

Truthfully we had never heard of Vermilion, O. until all this happened. In "wooden boat" days this town had extensive shipyards, and there was a time when 42 lake skippers called Vermilion home port.

RETIRES

Capt. Ernie Wagner, highly regarded and best known of riverboat skippers, has decided to shovel off to Florida and share a newly purchased home with Mrs. Wagner and son Ernie Lee.

The termination of his career with the Delta Queen Steamboat Company is tentatively slated on or about April 1st.

For the above portrait we are indebted to S. Durward Hoag. It was taken July 29, 1970 at Marietta and in the foreground is a section of wire net railing originally installed on the excursion steamer IDLE-WILD in 1915. Cap'n Ernie brought it to Marietta and presented it to S&D at the conclusion of a brief ceremony.



GREENLAND

ORCHESTRATED FROM THE ORIGINAL
RAGTIME 1903-1918 AND PLAYED
FOR THE MODERN CONSERVATORY
AUDIENCE.

WHEN Capt. Gordon C. Greene decided to build a side-wheeler in 1903 his operations were along the upper Ohio from Pittsburgh to Gallipolis, and on the Kanawha to Charleston. He was not at all certain that a side-wheeler would make money in the Pittsburgh and Charleston trade, and hedged his doubts by asking the Knox family to give the GREENLAND a hull stern which could be converted to sternwheel propulsion, just in case. This accounts for the wide stern transom noticeable in Capt. Jesse P. Hughes' drawing, and in a photograph or so. The conversion never was made.

Contemporary with the GREENLAND was a side-wheeler on the Mississippi named BELLE OF THE BENDS. Compare them briefly:

GREENLAND

Hull 210 x 32
Engines 15" x 6 ft. stroke
Boilers (2) 44" dia. by 22½ ft.

BELLE OF THE BENDS

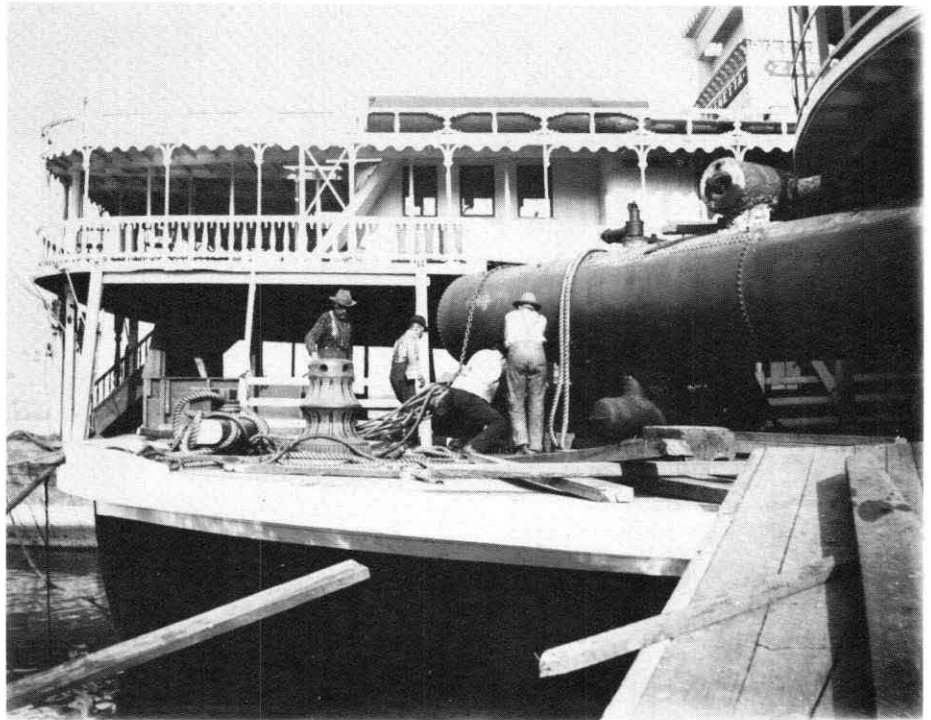
Hull 210 x 32
Engines 18" dia. x 8 ft. stroke
Boilers (3) 44" dia. by 28 ft.

As indicated by these engine and boiler figures, the BELLE was the better performer, and also the more expensive to operate. The GREENLAND was slow and economical. Also interesting to notice is the value placed on these two boats when both were new by an insurance firm.

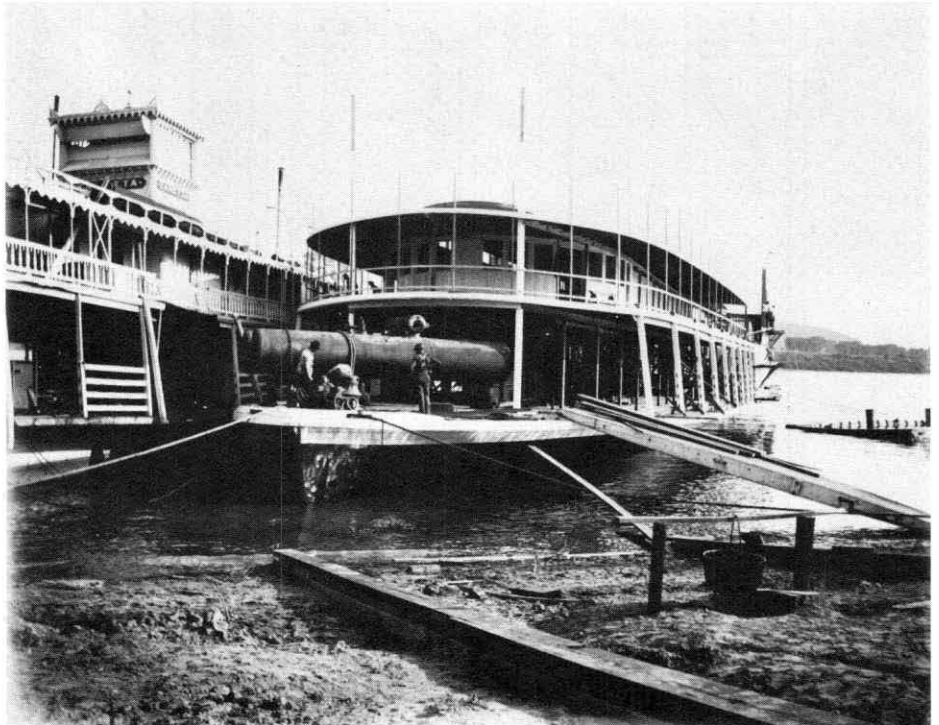
BELLE OF THE BENDS	\$45,000
GREENLAND	\$37,000

In 1898 Capt. Gordon C. Greene had built the sternwheel GREENWOOD for the Pittsburgh and Charleston trade with an initial value of \$16,000. Yet five years later he was willing to spend \$37,000 for a larger replacement. Please notice on the drawings that the GREENLAND had more than the usual number of staterooms for a boat of her size: those forward had single upper and lowers; those aft had double lowers and single uppers. None of these staterooms had many virtues to commend it; all those in the men's cabin were over the boilers or were subject to noise from the pantry or barbershop; those in the ladies' cabin opened on to a narrow gangway, were uncomfortably close to laundry or ladies' room, and the after ones were over top of the cattle pens. The main deck areas marked CARGO SPACE were for stock.

The paddlewheels were unusually narrow for a boat 210 feet long; Jesse Hughes says on his drawing the bucket length was 6½ feet. The over all width of the GREEN-



The two pictures on this page were taken by Capt. Jesse P. Hughes at the Knox Boat Yard, Harmar, O. in 1903 and show the transfer of the ZANETTA's battery of two boilers over to the new GREENLAND. The ZANETTA, a side-wheeler built in 1898 for the Muskingum River, had not proved profitable and was too narrow of hull (23.8 ft.) to attract a purchaser. Capt. Gordon C. Greene bought her at a scrap price.



The ZANETTA's engines also were transferred to the new GREENLAND, 15" dia. by 6 ft. stroke. In all likelihood the wheel shafts, cranks, etc. also were transferred. In these views the ZANETTA lies to the left, outboard. The Knox Yard fronted on the Ohio River below the mouth of the Muskingum. It's interesting to note that the pattern for the boiler deck railing on the GREENLAND was the same as ZANETTA's.

12 DOOR EACH SIDE TEXAS
3 SASH IN PILOT HOUSE
WITH 4 LIGHTS GLASS EACH

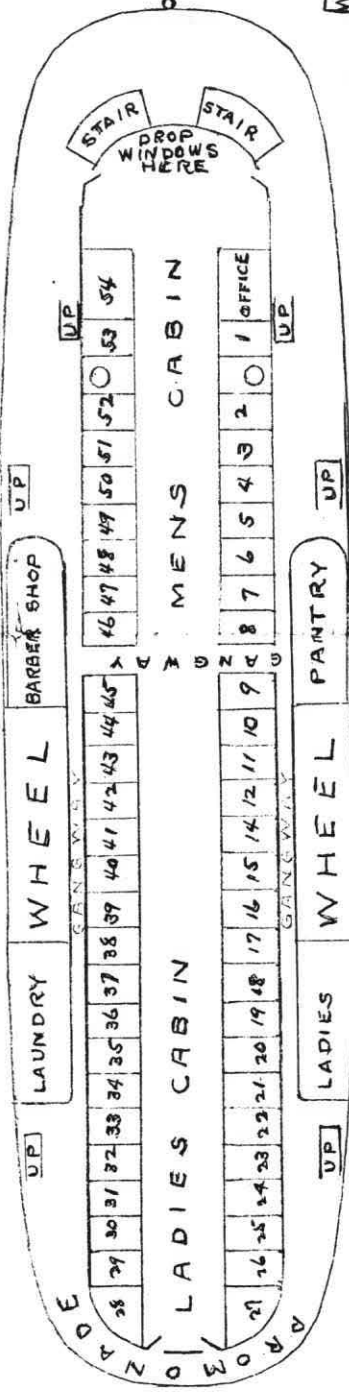
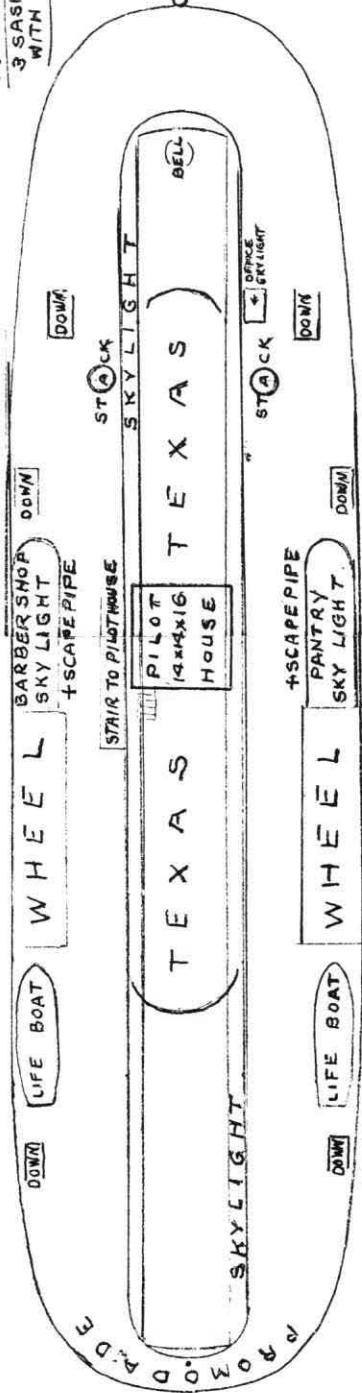
HURRICANE
ROOF
PLAN

SCALE
16 FEET TO
ONE INCH

HULL DIMENSIONS:
210 X 32 X 6 1/2
7 FT STEW 7 1/2 FT BOW
OVER ALL
210 X 49 FT

WHEELS 28 FT DIAMETER
BUCKET 6 1/2 FT LONG
3 BOILERS 24 FT LONG
STACKS 28 IN DIAMETER
26 FT APART CENTER
WITH LOWERING APPARATUS

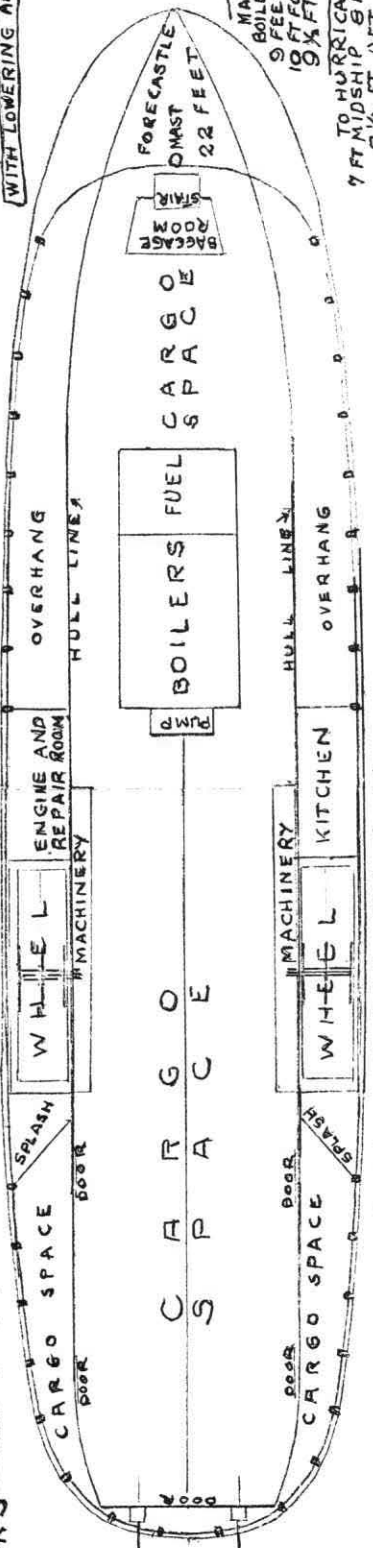
MAIN DECK TO
BOILER DECK
9 FEET MIDSHIP
10 FT FORWARD
9 FT AFT END
TO HURRICANE DECK
7 FT MIDSHIP 8 FT FORWARD
7 1/2 FT AFT END



NOT TO ANY
SCALE

MAIN CABIN PLAN

WIDE STERN AND
2 RUDDERS



HULL LINES AND MAIN DECK PLAN

FREEHAND DRAWINGS OF THE GREENLAND BY CAPT. JESSE P. HUGHES, PREPARED AND PRESENTED TO ROBERT THOMAS, POWHATAN POINT, OHIO IN 1938. BOB THOMAS WAS WANTING TO BUILD A MODEL OF THE BOAT, AND DID, USING THESE GUIDE LINES. THE ORIGINAL DRAWINGS HAVE BEEN REDUCED TO ACCOMMODATE THIS PAGE-SIZE, SO THE INDICATED SCALE "16 FEET TO ONE INCH" DOES NOT APPLY. CAPTAIN HUGHES USED CONTEMPORARY INFORMATION HE HAD SAVED IN NOTEBOOKS PLUS DETAILS HE HAD STORED IN HIS AMAZING MEMORY.

LAND was restricted because of the Kanawha River locks. She used six of these, each 55 feet wide. She was the largest side-wheeler ever to ply regularly to Charleston, and the largest of any sort in the Pittsburgh-Charleston trade.

The whistle was a duplication of the one on the White Collar Line's COURIER, and on the ST. LAWRENCE before that. Captain Greene had admired its tones since boyhood. He had no idea then (1903) that one year later he would own the

COURIER, whistle and all. The duplicate was an ingenious one, as good or better than the original.

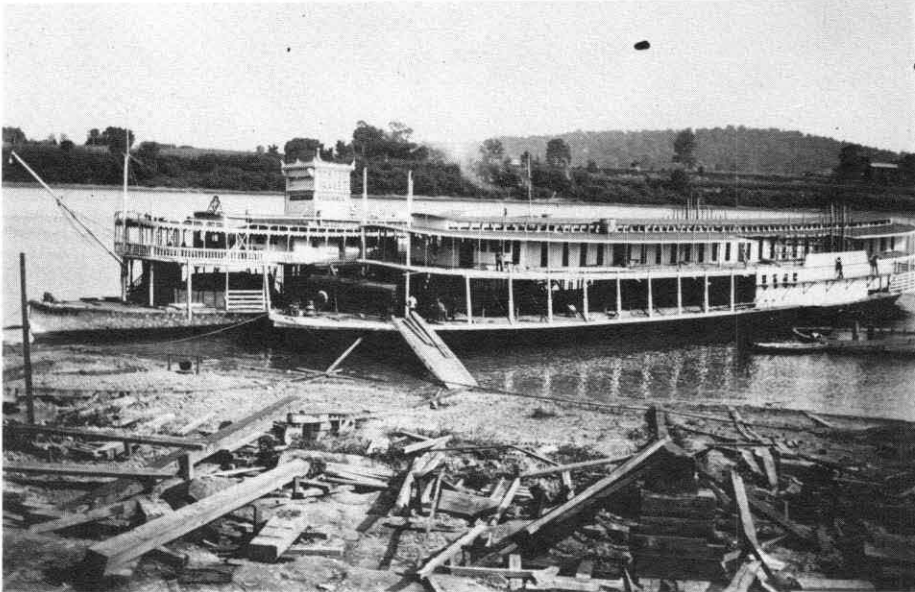
THE GREENLAND made her maiden trip leaving Pittsburgh on Friday, November 27, 1903. Captain Greene was in command, and he moved his family aboard. The front room in the texas became a snug parlor heated by a small coal stove piped out through the texas roof and angled into the starboard smokestack. The furniture was

modest, the dominant items being Mrs. Greene's sewing machine and a small table. The floor was carpeted and the windows curtained. The family bedroom adjoined, and another room for the children was opposite. This suite was sealed off from the rest of the texas by a thwartship wooden bulkhead, and opened forward on to a semi-circular porch, roofed over, with a railing around. Because of the kids a gate was added at the porch entranceway securely bolted. The Supreme Commandment was that no youngster was to climb the rail or unbolt that bolt. Captain Greene and I'd suppose his wife also were in mortal fear of a child wandering to the roof rail, which was quite low, and falling overboard.

Captain Greene later told this scribe that the worst scare he had on the river was over this very thing. He was napping in the pilothouse with Capt. Henry E. Holloway on watch at the wheel. Henry had developed a knack for throwing his voice and now, bored by the silence, and prompted by an imp of Satan, Henry imitated a child yelling for help. The results were immediate and electric. Captain Greene came awake, thought the worst had happened, yelled at Henry to stop the boat, and took down the stairs for the forward roof. Later on I brought up this subject with Henry Holloway, and he said, "If you think Captain Greene got the worst scare of his life, think about me. I about died a hundred deaths knowing 'the Old Man' would add up the score and stomp back into the pilothouse on the warpath, which he did do, and the dressing down I got from him is still too terrible to talk about."

During latter January and early February of 1904 the Ohio River was clogged with ice and the GREENLAND was moored in the mouth of the Kanawha River at Point Pleasant, West Va. for safety. It was here, on February 3, that a son was born to Capt. and Mrs. Greene, in the texas family suite, named Thomas Rea Greene who later was to project the family steamboating tradition to dimensions undreamed in 1904 and which continue to reverbrate every time the DELTA QUEEN blows for a landing.

The big U S. excitement in 1904 was the Louisiana Purchase Exposition at St. Louis. Captain Greene with family encouragement decided to try for big game. The GREENLAND was advertised to depart from Pittsburgh on Monday, May 23 for the World's Fair. The stock pens were hosed down, the boat tidied, and she departed on this 2,322 mile round trip with about every stateroom engaged. Everything worked so well a second trip was made, then a third, and finally a fourth--she spent the whole summer of 1904 in the tourist trade. The weatherman cooperated and the Ohio River remained at a fair saage most of the time, save for one trip which was commenced at the foot of Chestnut Street, Sewickley, the depth on White's Riffle



OVER ALL VIEW showing the progress of construction in mid-summer 1903 when the GREENLAND received the ZANETTA's boilers. The paddleboxes are being sided up, the skylights have not been glassed, nor the railings built.



TAKEN IN OCTOBER 1903 as the GREENLAND was getting finishing touches at the Knox Boat Yard, Harmar, Ohio. In this view the roof bell is in place on the forward end of the skylight and the one from the ZANETTA is gone; in the top view the opposite is true--the deduction being that the GREENLAND got the ZANETTA's bell. Both views on this page by Jesse P. Hughes.

too low to get the boat the last 12 miles into Pittsburgh.

On one of these trips Capt. Jesse P. Hughes went along, accompanied by his bride Telia Vaughan Hughes, this their wedding trip. At St. Louis Captain Greene and Captain Hughes boarded a likely-looking side-wheeler advertising an excursion to Alton, Ill. and return, appropriately named LOUISIANA for the Louisiana Centennial Exposition. Captain Greene in his lengthy river career never was above Alton. Once when young he had helped man a produce boat from Marietta to either Vicksburg or Natchez, I forget which, but never did he see New Orleans.

ON TUESDAY, November 8, 1904 the Greene family entered the "Big Time" in packet affairs. In partnership with Capts. William E. Roe and Martin F. Noll they acquired the up-river steamboats of the White Collar Line, those boats operated above Cincinnati. They bought from Commodore Fred Laidley the TACOMA, HENRY M. STANLEY, M. P. WELLS and the COURIER, all old but serviceable, and formed the Cincinnati, Pomeroy & Charleston Packet Company to operate them. Also included were wharfboat privileges at Cincinnati and guarantee of no future interference above Cincinnati by White Collar. The deal was consummated for \$30,000. Captain Greene was named general manager and moved to Cincinnati to tend to matters.

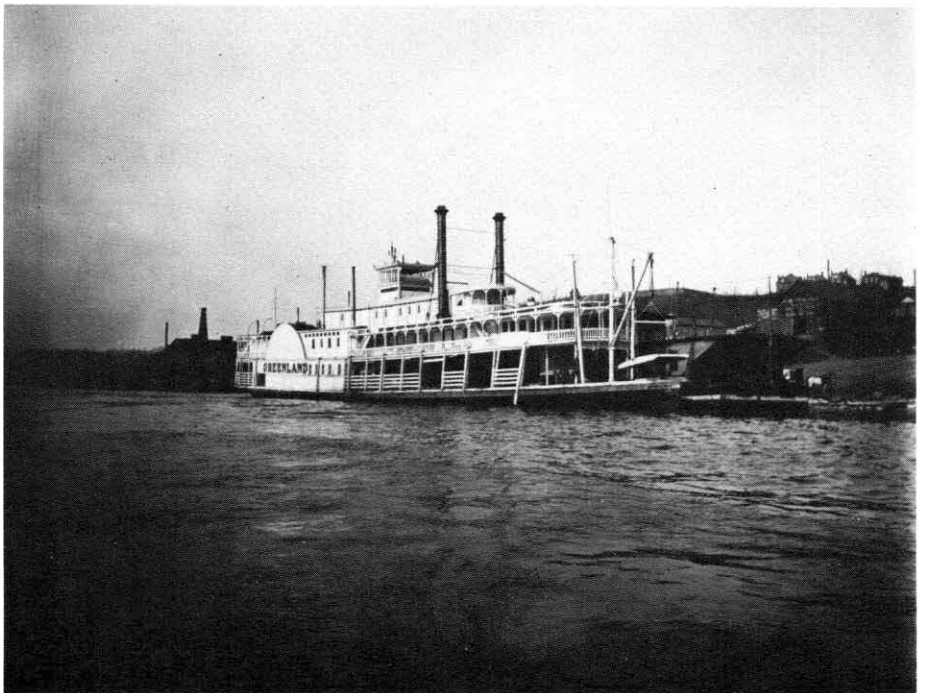
The GREENLAND was sent to Cincinnati and was incorporated into this fleet. So actually her days as a Pittsburgh-Kanawha River boat were few. The GREENWOOD was continued in the Pittsburgh-Charleston trade until the fall of 1907 when, by a shuffle of ownership, Capts. Roe and Noll withdrew from what had become known as the Greene Line.

The reader probably has noted on Captain Hughes' drawing a notation that the GREENLAND had three boilers 24 ft. long. The boat was so insufferably slow that something had to be done. The two ZANETTA boilers were removed and three new ones placed. Also there was an exchange of engines. The HENRY M. STANLEY had been lost by sinking and fire at Gallipolis in 1907 and her engines were put on the GREENLAND, bigger in diameter by 1". Extensive hull repairs also were made.

As her two sons Chris and Tom grew to school age, their mother spent a good bit of time running a comfortable Cincinnati home. But Mrs. Greene never for a moment relinquished her duties as "head housekeeper" for the family boats. Not a towel or blanket or sheet was discarded until she pronounced the benediction over it, and not a napkin or tablecloth was removed from service until she had patched it to death. The Texas suite on the GREENLAND was a beehive of industry still dominated by the sewing machine. During summer Mrs. Greene and her boys lived aboard, and when Captain Greene was called



JESSE HUGHES took this early November 1903 picture when the GREENLAND was about ready for trials. It shows to some degree the peculiar "sternwheel" stern of the hull. The ZANETTA is riding light, now shorn of boilers, engines and paddlewheels; several years later the hull was used for the Kanawha River packet J. Q. DICKINSON. At left, on the stocks, is the towboat WINIFREDE under construction.



HERE SHE IS at Rochester, Pa. on her maiden trip to Pittsburgh. The crew: Capt. Gordon C. Greene, master; Charles Stalder, purser; Sam Maddy, clerk; William Kraus, third clerk; Alex Shaw, mate; Tom Bennett, second mate; John R. Barrows, chief engineer; Hugh Hicks, second engineer; Jesse P. Hughes and Will Dennis, pilots. Taken in latter November, 1903.

away, as often happened, Mrs. Greene took command. She was a licensed master and pilot, and was not at all adverse to standing forward on the GREENLAND's roof and yelling orders back to the pilot. This all seemed so odd for a rather demure little lady (she stood about 5'2") active also in church work. She was an inveterate socializer, knew all of the passengers who rode her boat, exchanged Christmas cards and wrote notes to many of them; knew all of the crew members, their families, their trials and shortcomings; was quick to applaud a good deed and Heaven help the transgressor who damaged the boat or who wanted his wages raised. She could swear more proficiently than her husband, an art she reserved for rare problems unsolvable otherwise.

Many feature articles were written and published in Valley newspapers about the "Lady Captain of the GREENLAND" which Mrs. Greene saved and pasted into her scrapbook. One she particularly treasured elevated her to the "Heroine Of the Storm" in which she clung to the smokestack guy wires, the gale whipping her skirt about, as she safely landed the GREENLAND along a shore of the Kanawha River during a severe summer thunderstorm, "saving the lives of the imperiled passengers and crew."

During dry summers with the water too low to run above Cincinnati the GREENLAND sometimes was chartered to the Louisville & Cincinnati Packet Co. to run between those two cities. Mrs. Greene was delegated to go along as owner's representative, and sometimes as captain.

CAPTAIN GREENE occasionally was overcome with a yen to land one of his steamboats at Newport, Ohio, where he was raised. In the late spring of 1917 he announced intention of running the GREENLAND between Cincinnati and Pittsburgh during the coming passenger season. He would be stepping on no toes inasmuch as no packets had been running in that trade for a year or more. Accordingly on Wednesday, July 11 she was moored at the wharfboat in the Monongahela River, at Pittsburgh, foot of Smithfield Street, accepting round-trippers at \$16 including meals and berth.

One of the first to plunk down his cash that morning was F. Way, Jr., Sewickley, Pa. The purser handling the transaction was an elderly, white thatched and moustached gentleman, starched collar and cuffs, who hailed from Manchester, O., Preston (Pres) Ellison. We were assigned a berth in Room #51, port side. Our room partner was to be Thomas Noll, Box 88, Hannibal, O., son of Capt. and Mrs. J. Orville Noll who were running the steam packet VALLEY GEM between Pittsburgh and Fairmont on the Monongahela. Sir Thomas, then about 14, was homeward bound to Hannibal. In later years Tom ran a bordello in Steubenville, became fat and reasonably prosperous, but



THE GREENE FAMILY of 1905 photographed on the Texas front porch of the GREENLAND with friends. From the left: Mrs. Gordon C. (Mary Becker) Greene; Thomas Rea Greene (with pinwheel); Henry Wilkins Greene, who died in his youth; Garnet Greene Rea, a niece; Christopher Becker Greene (standing on rail); Mrs. C. R. Spencer and daughter Beatrice who were passengers. Mrs. Spencer, who lived in later years at Akron, O. gave this picture to Mrs. Greene. The Texas gate, mentioned in the text, appears here. Capt. Gordon C. Greene, although indistinct, was on watch in the pilothouse when this was taken. This is the only known picture of Mrs. Greene with her three boys.

at this time---1917---was a genial if somewhat uncut gem.

I don't know what I'd expected, but seemed that this triumphal return of Capt. and Mrs. Gordon C. Greene to Pittsburgh would precipitate a reception of sorts. Here they were with their side-wheel flagship after an absence of ten years or more. Yet there were no flowers, no telegrams---and precious few visitors. Sort of like those who go off to boarding school and college coming home to find strangeness and strangers. Oh yes, Donald T. Wright had come down from Oil City and would ride to Rochester; the Dippold girls, Louise and Mamie, were riding down to Lock 3 (they held a perpetual Greene Line pass, and that is a story in itself), and J. Frank Tilley, secretary of the Coal Exchange, was shaking hands. Captain Greene was in command, and Mrs. Greene was along complete with sewing machine, and I was introduced to their son Tom, then 13, who had already been given up as a bad job because he preferred athletics and music to learning about islands, reefs and sandbars. His older brother Chris was the hope and salvation--but not aboard on this voyage.

The passenger list was not impressive, maybe 35, very few of them round-trippers; most of them, like Tom Noll, bound hither or yon. We departed from Pittsburgh at 4 p.m. sharp, as advertised, and the supper dishes were barely cleared away when Donald T. Wright left us at Rochester. Below there the dams were down (rain in the Beaver and Muskingum watersheds) and Tom Noll was roused awake to dress and leave us at Hannibal--some ungodly hour before daylight. The morning sun found us approaching Marietta.

At 10:15 that morning everybody was out as we slipped over the pass at Dam 19 to see the mortal remains of the packet TELL CITY draped along the rocky shore on the Ohio side just below. She had sunk there barely two months before. Forty-five minutes later we went over the pass at Dam 20 with another tragedy in view just below on the West Virginia side, the wreck of the showboat WONDERLAND. She had hit a rock and stove. Her consort, the towboat VERNIE MAC, was moored nearby, as though perplexed what to do next. As events turned out, this rising river ended the showboat--she drifted down to Ravenswood and went to pieces.

The third event of that day, and the one leaving the most indelible impression, came while we were coaling the GREENLAND at Minersville, the upper end of Pomeroy. Young Tom Greene decided to go swimming, walked out on the end of the stage, using it for a diving board, and dove into the muddy, drift-laden, swirling current. Good lord, he was but thirteen!

The splash attracted his Dad to the scene as Tom bobbed up and floated swiftly toward the fore-castle.

"How are you figuring to get back aboard?" asked Captain Greene cool as a cucumber.

"I was figuring maybe you'd throw me a rope," said Tom spitting mud.

So that's how he came back a-

board, plus a skinned knee coming over the nosing. "It hurts," said the young athlete in the swim suit, bleeding.

"Limp around and show us how bad it hurts," taunted his father.

Tom limped around. By now the news had reached the ears of his mother and she arrived at the boiler deck rail. For so small a lady her voice carried no mean tonnage of weight. In another instant Tom was scampering up the stairs to get bandaged and dressed and Captain Greene was back to loading the coal.

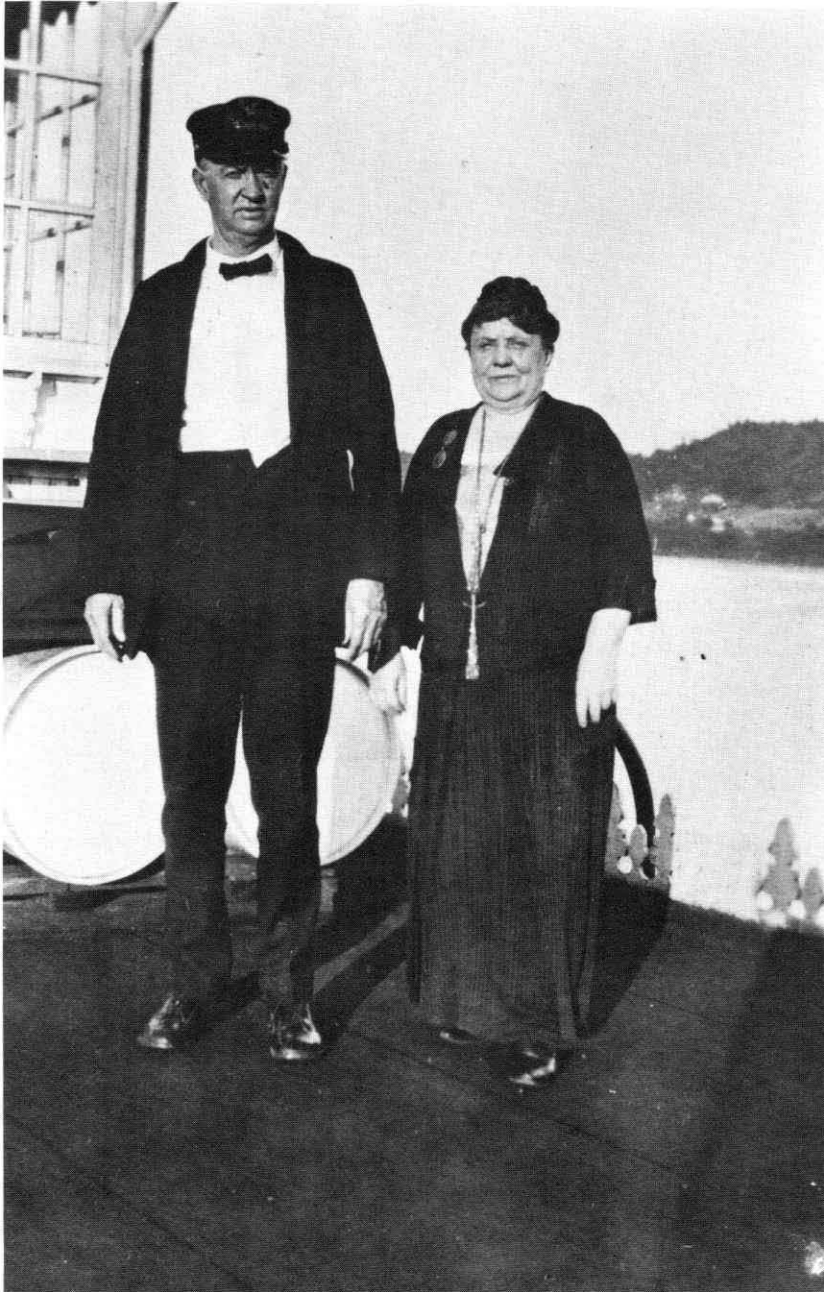
When a boat got to Pomeroy Bend she was "down out of the woods," an expression old as the hills, and the GREENLAND was back in home territory. We loaded aboard a big cargo of barreled salt at Mason City consigned to Cincinnati. The GREENWOOD was called by rousters "ol' salt house" because she carried so much of it. We met her at Gallipolis and Tom Greene took me aboard, my first visit.

NEXT MORNING we were at Greenup at breakfast time, then dropped down to Portsmouth for a 1½ hour stop loading cargo; then a half hour at Vanceburg, shorter pauses at Rome and Stouts, and we rounded to and landed at Manchester, O. about 4:30. The TACOMA was there, upbound. Dam 33 was under construction, but the JIM WOOD was not wrecked on the lower guide wall---that was to come four months later. Spent 40 minutes at Maysville and at 8:30 that evening we landed at Ripley.

The weather was hot, around 80, humid, the sky a solid leaden gray and the river flat and lifeless. Lacking better occupation I walked back on the roof, seated myself on the skylight, and watched the ferryboat RELIEF plodding back and forth, smoke from her single stack going straight to the skies. She was there pinch-hitting for the larger regular ferry PROCTOR K. SMILEY which was at Pt. Pleasant getting reheeled and half-soled. Heat lightning shimmered eratically punctuated occasionally by festoons of thin-veined cloud-to-cloud overhead lightning attended with hollow rumbles of thunder.

The stern jackstaff, no flag on it, was at my left elbow. I heard a peculiar crackling noise, as though from a healthy bonfire, and as it seemed to come from overhead I peered upward. A small purplish plume of fire was dancing on top of the jackstaff, or verge staff you may more properly call it, and was making this crackling sound. The tip-tops of the lifeboat davits aft of the wheelhouses were doing likewise.

I mention the matter in detail inasmuch as it was the sole time during my river career that I witnessed St. Elmo's Fire, so commonly reported by sailors aboard masted vessels at sea during periods of storm. What I witnessed was harmless enough; nothing came of it; in seconds the display was over. What I have related comes under the heading of trivia collected in 1917 aboard the GREEN-



CAPTS. GORDON C. and MARY B. GREENE pictured on the aft texas roof of the TOM GREENE c. 1925 still looking much as they did in their latter GREENLAND days. Captain Greene died at his Hyde Park home, Cincinnati, January 20, 1927 and his remains were conveyed to Newport, O. aboard the TOM GREENE for burial. Son Wilkins died, aged 9, in 1907. Son Chris died at the Greene Line wharfboat, Cincinnati, October 20, 1944. Capt. Mary B. Greene died aboard the DELTA QUEEN at Cincinnati, April 22, 1949. Son Tom died at Evansville, Ind., after having been removed from the DELTA QUEEN, July 10, 1950.



GREENLAND landing at Marietta, O., photographed by local photographer H. P. Fischer. In 1961 we asked Capt. Jesse P. Hughes about this, and he recalled that he had lettered the paddleboxes when she was new, and in 1904 had added PITTSBURG & KANAWHA RIVER and PACKET. These additions, he said, were painted out when she was entered in the Cincinnati-Charleston trade. Also he recalled that the original smokestacks with ornamental rolls at each joint were replaced with new stacks, no rolls, about 1909, an aid to dating photographs of her. Also we asked him if she had ever been above Charleston on the Kanawha? "Yes," he said, "she made one trip to Dana (modern Port Amherst), I think, but never above there."

LAND.

Sometime during the early morning hours we landed at Cincinnati. I came on deck to see the big side-wheeler CITY OF LOUISVILLE laid up across at Covington. Now, sixty years later, and fortified with historical perspective, the significance of this sight, and of others to follow, is the more profound. The "Big Dick" as they called her had been laid up since mid-May 1917 due to soaring fuel costs brought on by the World War. She would never again run in her regular trade to Louisville. Her partner CITY OF CINCINNATI was also laid up, tucked below the Mail Line wharfboat. The LOUCINDA was loading for Madison at the lower door. The L&C regulars at the moment were the KENTUCKY and the TARASCON, the latter under charter. The excursion side-wheelers ISLAND QUEEN and PRINCESS were above our location at the Coney wharfboat, and the snag-puller E. A WOODRUFF was nearby.

What I did not know, and could not know, was that within five months ice gorges were to devour the CITY OF LOUISVILLE, CITY OF CINCINNATI, PRINCESS and, even more improbably, the boat I was standing on, the GREENLAND. The LOUCINDA would be crushed in ice,

but the hull was to be rescued and turned into the ANDES.

No, this was just another day, and a rainy one at that, probably the remnants of the storm brewing at Ripley. Mrs. Greene had on her bonnet and she and Tom were going out home to 3534 Shaw Avenue in Hyde Park. They planned to return that evening to the boat and go up to Newport for a visit with Aunt Carrie and Uncle June. My project for the day was to don a raincoat and take up over those slippery wharf cobbles to hunt up steamboat photographer Richard L. Hunster out on Gilbert Avenue. I had never met him and here was the chance to do it.

GOING BACK upriver was a bit more fun. Captain Greene had taken me for granted following our initial handshake at Pittsburgh (he had the limpest handshake for a big strong man ever I experienced, with the possible exception of J. Mack Gamble) but now he commenced to thaw out. Part of the reason was due to my visit at Cincinnati with Richard L. Hunster from whom I acquired a number of 6½ by 8½ photographs which Dick had taken in the cabins of the TACOMA, COURIER, BONANZA, TELEGRAPH and others showing crew mem-

bers seated at dinner tables. These struck his fancy; he named the people he knew and experimented with those he didn't. Above Portsmouth he asked me to the pilothouse and delighted himself going over them again, and showing them to Capt. William C. Lepper, Jr. who solved several of the mysteries. Captain Lepper had come aboard at Portsmouth and was riding up to Point Pleasant--he had recently joined the insurance firm Neare, Gibbs & Lent (now Neare, Gibbs & Company) as a marine surveyor. I had met him the year before when he was captain on the HOMER SMITH during the Mardi Gras and Easter tours of 1916. "Billy" Lepper was a noteworthy conversationalist and story teller, and the persons in these pictures set him off. When Captain Greene laughed he laughed all over, his shoulders and body shaking. Needless to add, I sat there on the lazy bench mentally congratulating myself on my investment--which but 24 hours before had spelled financial disaster to my spending money, all of \$8.50.

Presently we met the GREENWOOD and after the exchange of passing whistles Captain Greene blew four short toots, presently answered by the GREENWOOD in kind, the signal

that the boats were to come alongside of one another. This accomplished and the business at hand attended, Captain Greene on impulse asked his son Chris, who was clerking on the GREENWOOD, would he like to transfer over and make the Pittsburgh trip? Chris said he sure would like to.

Ah, but this pleasant idea needed another shift. The clerk on the GREENLAND, working with Pres Ellison, was asked would he mind making a week on the GREENWOOD to allow Chris this chance?

These 60 years later I have forgotten that clerk's name, if ever I did know it. He said to Captain Greene, "No, I was hired to work with Mr. Ellison on the GREENLAND and I propose to stay here."

That young man, who could not have been much older than Chris or I, would not budge. With about forty passengers standing around taking in the show, plus the crews of both boats, matters rose to a vortex. "I never liked you anyway," Captain Greene was saying, "ever since I first lay eyes on you I never liked you--"

Chris, visibly embarrassed, was pouring soothing syrup by repeating it didn't really matter, and Mrs. Greene getting in late on the argument had to be told the facts, and so it went with no compromise from either side. When the boats withdrew from one another Chris remained on the GREENWOOD and Pres Ellison was still in possession of his headstrong young clerk. I would suppose he turned out to be the president of the National Cash Register Company perhaps, and if so, reason aplenty why the Greene steamboats never carried cash registers while Captain Greene presided.

My first view of Chris Greene was limited to the above circumstances.

CAPTAIN GREENE was the only one aboard who knew the river and had a pilot's license above the area of Pomeroy Bend. Capts. George Hamilton of Gallipolis and Arthur Spurlock did the Cincinnati-Pomeroy circular work. We landed in at Reedsville, O. and got Capt. E. Dayton Randolph to share watches with Captain Greene up and back to the head of the hollow. Dayton had done but little side-wheeler work and, being somewhat uneasy about handling, was content to have Arthur Spurlock assist on his watches. George Hamilton left us at Gallipolis.

The upper Ohio was at a very fair stage to run, dams down, and the water lapping over the outside lock walls. Captain Greene, due to long absence, was a bit rusty on changes. He had a passion for exploring up behind islands and so had used the narrow gutter behind Buffington and others. We had passed Bellaire, O. and were coming up on the foot of Boggs Island shortly after supper, Captain Greene on watch sucking a toothpick. "Ever had a boat up behind Boggs?" he asked Dayton, back on the lazy bench.

"Can't say as I have, why?"

"You know anything to prevent?"

Dayton paused a bit. Then he inquired, "You been back there, Captain?"

"No, I ain't. But seems to me the LIZZIE TOWNSEND used to do it about forty years ago."

"She's still probably prowling around back there looking for a way out," commented Dayton dryly.

"You'd say it's chancy?"

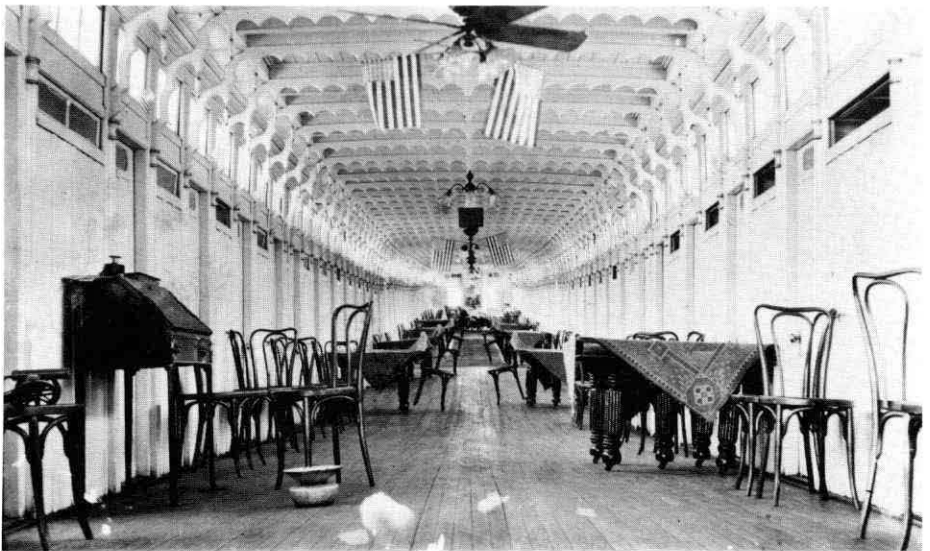
"Writing a letter is chancy; some turn out good, some don't."

And so Captain Greene aimed the 210-foot GREENLAND up that narrow, willow-trimmed channel in quest of the LIZZIE TOWNSEND.

The first couple of hundred feet were pleasant enough. Then comes a rather abrupt bend to the starboard with trees bending out from both sides caressingly. Captain Greene was steering it perfectly under full headway when there popped into view almost under the shadow of the stage about fourteen boys stripped bare standing on a small shore bar. "Kay--rice--tt!" yelled one, pointing to the looming monster. There wasn't enough river to contain boys and boat, so they leaped for the timber. "The river is that'a'way, not this'a'way!" cried a head and bare shoulders over a bush.

I would suppose there still are Bellaire families whose grandpas tell about the evening the big side-wheeler surprised them up behind Boggs Island.

This was the first summer rise in the Ohio River back to pre-Civil War times when a parade of towboats hitched to laden coalboats and barges didn't leave Pittsburgh for the south. The "Combine" had given up its lower river trade and many of its larger steamboats were advertised for sale. Below Gallipolis we had met the Combine's towboat TORNADO flying light, with only a fuel flat, and the word was that she'd been sold to Mexico. Other good towboats during the past several years also had been sold foreign, taken to Tampico, the HELEN WHITE, CRESCENT, VOLUNTEER and LENA MARMET. Packet operators were retrenching, witness the CITY OF LOUISVILLE and CITY OF CINCINNATI laid up indefinitely. Captain Greene had the old faithful COURIER sleeping beneath the Gallipolis ice piers, pondering whether to junk her or build a new hull (he decided on the former) and Capt. Fred Hornbrook was reduced to the R. DUNBAR between Pittsburgh and Charleston, having lost the TELL CITY in April and just a month ago his RUTH had sunk at Grandview, O. and now was on the Pt. Pleasant Docks. Lawmakers in Washington were crying "pork barrel!" when river improvement funds came before them, pointing to dwindling tonnage figures and the fast disappearing steamboats. Many, including rivermen, were ready to turn the Ohio River back



CABIN OF THE GREENLAND photographed in July 1917 by Ye Ed while she was at Cincinnati. The desk in the left foreground belonged to Captain Greene and there's where he ran the company's business matters, all correspondence and check writing done longhand. He never mastered a typewriter. The toy cannon on the chair (extreme left) belonged to Tom Greene. The cuspador was for the benefit of purser Pres Ellison who chewed Polar Bear while in the boat's office just out of sight on the left. The chairs probably were bought at Marietta. The dining tables with casted legs were extended to 12-foot length, boarded, and set for meals thrice daily. During idle periods, as shown, they were stabled and covered, with a tilted chair placed as illustrated. The overhead blade-fan kept the flies stirred up.

to the Indians in the summer and fall of 1917.

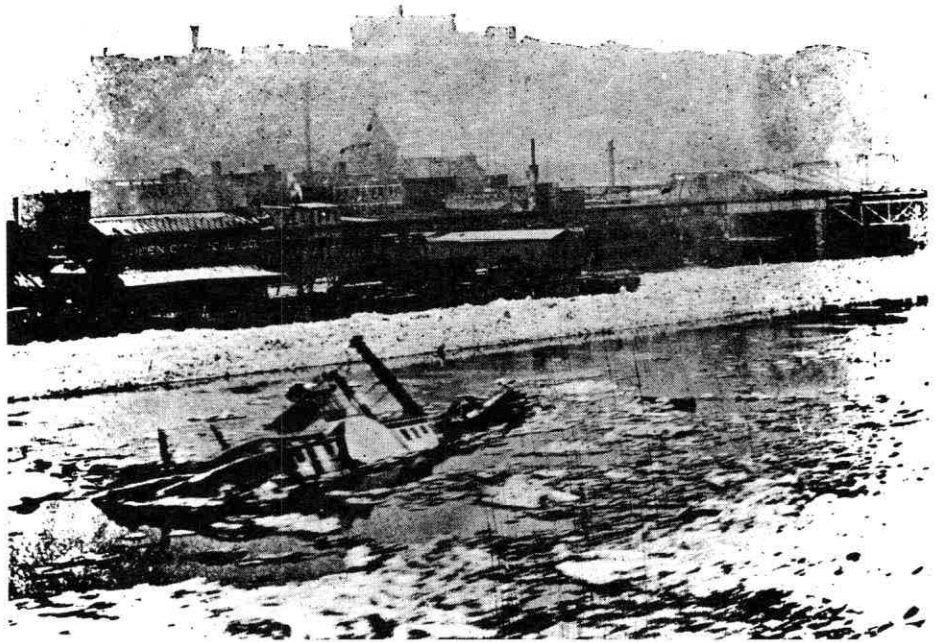
Downbound on the second or third of these Pittsburgh trips, the river back to a summertime low, the GREENLAND rolled over a log and broke a number of bottom timbers. This accident happened at Bonanza Bar above Portsmouth. She was battered and pumped, then proceeded to Cincinnati. Later in the year she was hauled out on the marine ways of the Cincinnati Dry Dock Company. Unusual cold weather set in during mid-December, navigation was suspended, big ice gorges formed and by mid-January of 1918 the situation had progressed from worrisome to dangerous to critical. A series of freezes and thaws blocked the channels with mountains of ice, the likes of which no riverman remembered, beyond belief. Steam was raised on the CITY OF LOUISVILLE and she was brought over to the Cincinnati landing for safety, but within hours she went down, her paddlewheels working full steam ahead. The CITY OF CINCINNATI and the LOUCINDA were reduced to kindling. Somebody cried "Look!" and Captain Greene went to the riverward window of his wharfboat to see the Texas and pilothouse of the GREENLAND born along in midstream by ice.

She lodged temporarily near Sedamsville close to shore. Some plucky individual managed to remove her whistle and salvage a coil of manila rope. What happened to the rest of her when the ice again moved is anybody's guess.

"She was the only one of my boats I wasn't giving a thought to," recalled Captain Greene later. "She was clear up on the marine ways out of reach of the ice. But a gorge backed the water up, floated her off, and she's the one we lost."

"Oh mercy no, I didn't lose my sewing machine," said Mrs. Greene. "When any of our boats go to the docks I take everything off; you never know about those dock people, they're a bunch of thieves if you ask me, and they've got pry bars and claw hammers to get into rooms, or about anywhere, and wheelbarrows to lug the stuff home in, and wives who'd as soon sleep on pillows stolen from us as not--sooner, maybe, I sometimes think--Oh, my no; I had my sewing machine sent out home to Hyde Park when the boat laid up. Yes, it was a real shame about losing the GREENLAND--I have so many good memories there--but I've got a husband who loves me and two fine sons and we'll get along somehow. Did you want something sewed up?"

The Alaska Journal, slickstock historical quarterly and liberal user of full color illustrations, has a new editor. He is William S. Hanable, chief of History and Archaeology in the Alaska Division of Parks. Bill is an S&D member of long standing and has contributed pictures and articles of Alaskan steamboats to the S&D REFLECTOR. His first issue of the



WRECK OF THE GREENLAND photographed from the Central Bridge, Cincinnati, ten minutes after she broke away from the Cincinnati Dry Dock Co. and about three minutes before Captain Greene saw her from the wharfboat, foot of Sycamore Street. This is made from a post card distributed in 1918.

Journal was Vol. 7, No. 1, the Winter '77 issue. He was born and raised in Sewickley, Pa. (Lady Grace Way is his aunt) and was with the U.S. Air Force for twelve years, and then attended Alaska Methodist U. where he received his degree in history in 1970. His wife Eloise (Wasson) Hanable is from Greenville, Miss. and their daughter Amy is three. They reside at 508 West 75th Court, Anchorage 99502.

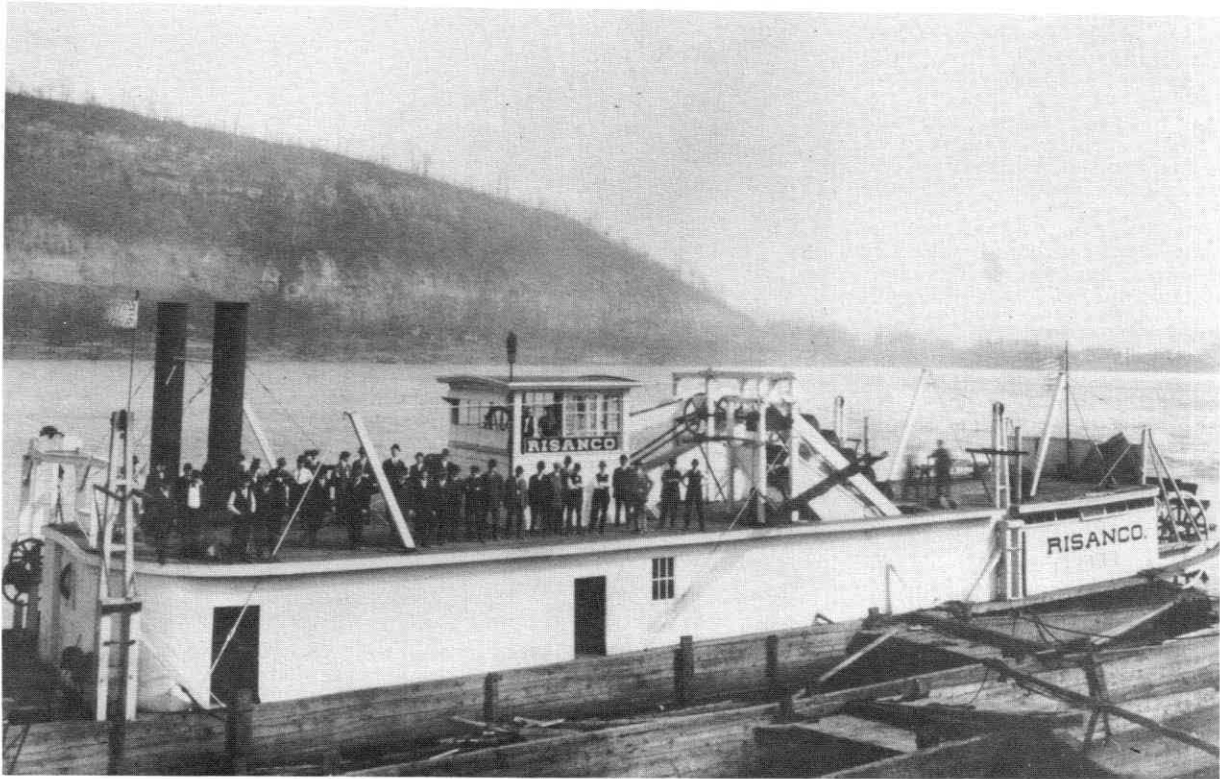
The color pictures of ex-president Gerald Ford and of the NATCHEZ featured on the back cover of our December '76 issue were procured through arrangements with International Marine Photos, owner of the copyright. The photographer was Harry Reineke, P.O. Box 2301, New Orleans 70176. Thanks to all concerned.

Among other things that went on at the last S&D meeting was an unexpected reunion between Capt. Bert Shearer and Frank J. Larkin. They found themselves shaking hands, not recognizing one another, aboard the DIXIE. Then came the dawn; they had shared an experience during the 1937 Flood. Bert had the JAMES NELSON at the Gallipolis Locks (under construction) and Frank Larkin was employed by Dravo, the contractor. They decided to go to Gallipolis, and Bert, piloting the NELSON, and with a new Dravo barge ahead, took off through the cornfields of West Virginia to get there--and made it. They came back into the river at Gallipolis Ferry, and tied up

across the swollen stream in City Park. Frank J. Larkin, now retired after a long Dravo career, lives today at 29 Carleton Drive, Pittsburgh 15243.

Since writing the above item we learn of the sudden death of Frank J. Larkin, 65, in the Mercy Hospital, Pittsburgh, on Tuesday, January 11, 1977. Mr. Larkin had recently retired from Dravo after a career with that firm dating back to 1934. He was a native of Bethlehem, Pa. and an engineering graduate of the University of Alabama. Much of his Dravo career was with the Construction Division based on Neville Island, Pa. He served in World War II and was a retired Lt. Col. of the U.S. Army Reserves. He leaves his wife Barbara Davies Larkin, one daughter, Mrs. Ann Wertz; a son, Richard F., and five grandchildren.

Thomas L. and his wife Louise Hornbrook Bush are presently writing a book-length story of the Hornbrook family. Mrs. Bush is the daughter of the late Capt. and Mrs. Fred Hornbrook. Her father owned and ran many Ohio and Kanawha packets including the RUTH, R. DUNBAR, TELL CITY, VERNE SWAIN, GENERAL WOOD, LIBERTY, and was in charge of the SENATOR CORDILL when she sank at Ohio River Lock 14 in 1934. The Bushes are living at the Marjorie Lee Retirement Home, 3580 Shaw Avenue, Cincinnati. Their phone is 871-6793.



THIS IS what was called a "sand digger" along the Upper Ohio, Monongahela and Allegheny rivers some years ago. She was more than that; she scooped up glacial material from the river's bottom, spit out the boulders, delivered triple-washed sand through a chute to an awaiting barge on one side, and triple-washed gravel to another barge on yon side. She had a paddlewheel and pilothouse and all the trappings to turn herself into a towboat. The sorting of material was done by passing it through revolving cylindrical screens meshed to meet the needs. By a simple change of screens you could order up "fine" sand for railroad engine sand-boxes or "coarse" sand for making concrete. You could screen fine gravel, medium, or coarse.

This picture of the RISANCO comes to us from William E. (Slim) Brandt, and he says it was taken when the digger was delivered new to Steubenville, O. in 1911. She had a wood hull 121 by 24 by 3.5 built at Clarington, O. Her owner was the River Sand Co., Steubenville. Largest supplier of sand digger haberdashery, including buckets, links, gears, screen frames, etc. was Goodman Engine & Machine Co., Pittsburgh. Her "ladder" with the digging buckets unfortunately is on the starboard side and does not show in this view. One digger, the PROGRESS, had ladders on both sides. The MONARCH had a center frame. Most of them had electric light plants and could rattle and bang all night long.

Sirs: First let me introduce myself. My grandfather was John E. Massengale and my father was J. Rhea Massengale who ran the St. Louis & Tennessee River Packet Co. for a good many years. I am the Jane Rhea for whom the little diesel towboat was named.

Before my father died he started a collection of pictures of all the boats the company had owned. With the help of Andy Franz and Donald T. Wright he got most of the pictures he wanted. After his death the album was put away and nothing more was done about it.

A couple of years ago it dawned on me that my son knew nothing about that way of life. Unless I do something about it he never will.

My father's album has all the pictures in it, but there are no descriptions or information. He had intended to supply all this, but never got around to doing it.

I decided to tackle the job and soon discovered "Way's Directory of Western Rivers Packets." The

Waterways Journal has a copy which Jim Swift has let me use at the office only. Ruth Ferris loaned me hers for a short time but of course I returned it. I want a copy so badly and I have no idea where to get one. Do you have one I could buy or borrow? Perhaps you know of some other source?

I will appreciate it so much if you can help me out some way.

Jane Massengale Stuessie,
(Mrs. Edwin F.)
1424 Bridle Road,
Webster Groves, Mo. 63119

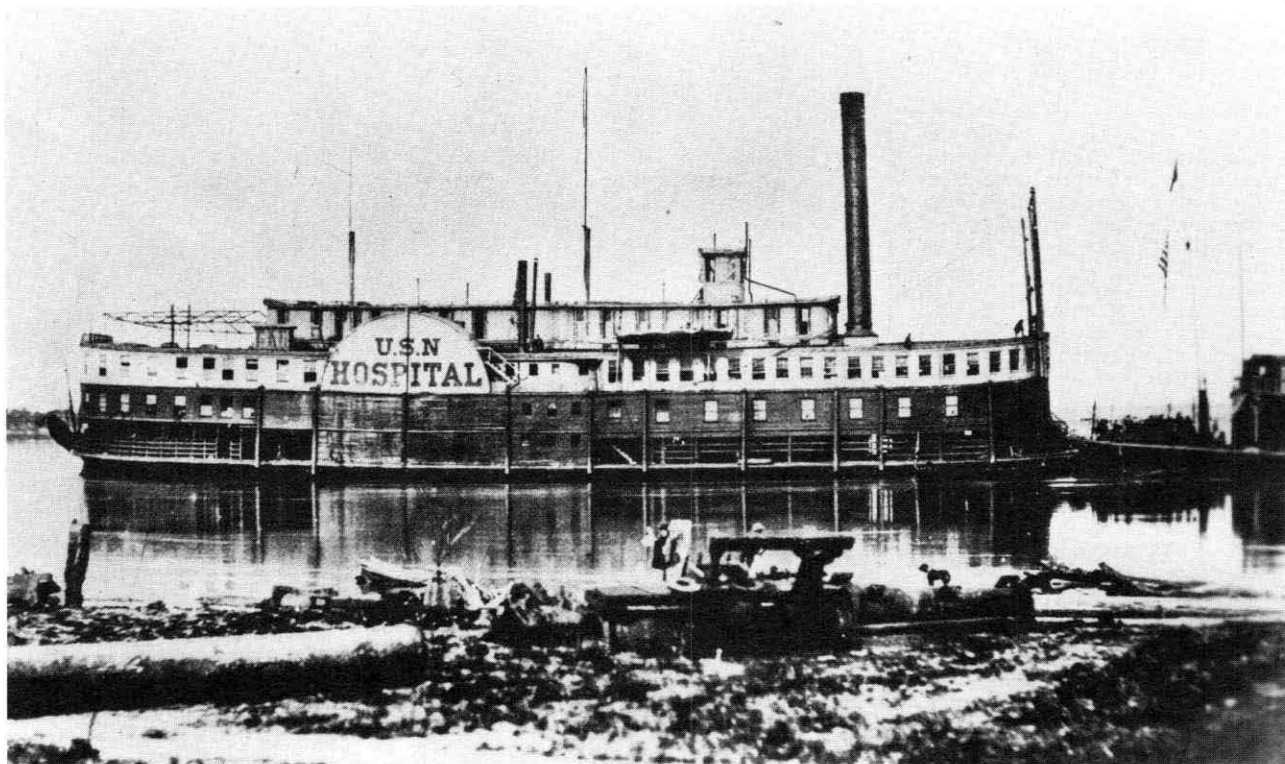
=Cries such as this come to our desk weekly. The Directory to which Jane Rhea refers, issued in 1950, has not been available for the past twenty years or more. At the present time plans are afoot to prepare and issue a new and much expanded edition, hopefully to be ready by the end of next year. For another letter from Mrs. Stuessie, who has just joined S&D, see page 43. -Ed.

Three of the photographs shown in our December '76 issue taken at S&D's annual meeting were wrongly credited to Allen Hess who first noticed the error and wrote us about it. They were taken by Chris Eaton. We've just heard that Chris was injured in pursuit of his duties aboard an Ohio River towboat and tow during the January freeze-up. Nothing too serious let us hope.

Sirs: Greetings from the Big Sky Country. Off and on I have been gathering data on the FAR WEST so that I can make a model of that worthy mountain boat. Have started an oil painting of Reno's wounded on the FAR WEST at the junction of the Big Horn and Little Big Horn.

Don Powers,
1109 Yale Ave.,
Billings, Mont. 59102

=Oh boy oh boy oh boy, see pages 44, 45 and 46 this issue. -Ed.



WE FEEL URGED to identify this side-wheeler inasmuch as no name appears on her and she deserves notice of a permanent sort. This is the RED ROVER built at Louisville, Ky. 1859 on a wood hull 256 by 40'10" by 7'6". Her engines were 28" dia. by 8 ft. stroke powered by five Western boilers. Prior to the Civil War she operated in a "line" between Nashville and New Orleans teamed with the JAMES JOHNSON and JAMES WOODS, and is so noticed in Leonard V. Huber's "Advertisements," page 36. Her master 1860-1861 was Capt. William Strong, and she was called "Fife Major's boat" for reasons unknown to us. She was purchased by the Confederacy Nov. 7, 1861 for \$30,000 and pressed into transport service at Columbus, Ky. and then at Island 10. At the latter place she was hit by a shell, disabled, and tied to shore. After the U.S. forces had taken Island 10 they captured RED ROVER lying along the Tennessee shore along with three other steamboats. Engineers from the gunboat MOUND CITY put her back in operating shape and next day she was sent under her own steam to Cairo. Shortly thereafter she was taken to St. Louis where the U.S. converted her into a hospital boat. The changes included bathrooms, a laundry, two separate kitchens, a 300-ton ice box, gauze blinds on the windows, an operating room, an elevator from the main to the boiler deck, a medical dispensary, plus necessary beds, furniture and sanitary stores. Her first mission was to the relief of the MOUND CITY which had been hit by a shell in one of her boilers at St. Charles, Ark. with many wounded and kill-

ed. She took the wounded to Memphis. Sister Angela, the Superior of the Sisters of the Holy Cross Order in the Memphis area kindly offered the services of the Sisters on board the RED ROVER. These volunteers became the forerunner of the U.S. Navy Nurse Corps. The wounded from the MOUND CITY were taken to the Mound City hospital. The RED ROVER then was hauled out on the Mound City ways for needed hull work, after which she was dispatched to Vicksburg and got there just in time for the ARKANSAS engagement wherein many were wounded aboard the CARONDELET. Later she was at Helena, Ark., caught fire, but was not badly damaged. Repairs were made at Mound City, at which time her decks were closed in, etc. for winter operations. While she was there the Navy took over. Early in 1863 she was sent to Vicksburg and helped support the operations during the siege. She was utilized in that area, with a trip to Memphis with wounded, until Vicksburg's capitulation. The next spring she was sent to New Orleans distributing medical supplies along the way, and later that summer repeated the mission to Donaldsonville, and then again to New Orleans. Early in 1865 she departed Memphis for Mound City where she spent her remaining active days as a U.S. hospital ship. Sold at public auction on Nov. 29, 1865 at Mound City to A. M. Carpenter for \$4,500. She never ran again. Other U.S. hospital boats on the Western rivers during the Civil War were the CITY OF LOUISIANA (renamed R. C. WOOD), the D. A. JANUARY, IMPERIAL and EMPRESS. All were equipped by the Western Sanitary Commission.

Our local townsman J. Judson Brooks asked us to lunch at the Allegheny Country Club the bitter-cold noon of sunshiny January 27th last. His other guest was Frank Carver, president of the Beaver (Pa.) Area Heritage Foundation who has created something of a stir in his home community, and who we had not met until now.

Frank is a nut on Western Penn-

sylvania military history. Two or three years ago he persuaded the town fathers in Beaver to let him dig holes and scratch around in the riverfront park, high on the bluff at Beaver. Frank wanted to discover the location and foundations of ancient Fort McIntosh built there in 1778 which was some long time ago when you figure that Fort Harmar at Marietta didn't get

built until seven years later.

Aided by volunteers from the Society of Pennsylvania Archeology Frank struck pay dirt in 1975, broken tools, nails, etc. Now he aims to reconstruct the fort, having gained a pretty fair idea of how it was situated. He is a well preserved senior citizen, full of zip, with the drive to get the job done. What he needs most is cash.

GORDON C. GREENE
by Alice E. Glotzbach CGA

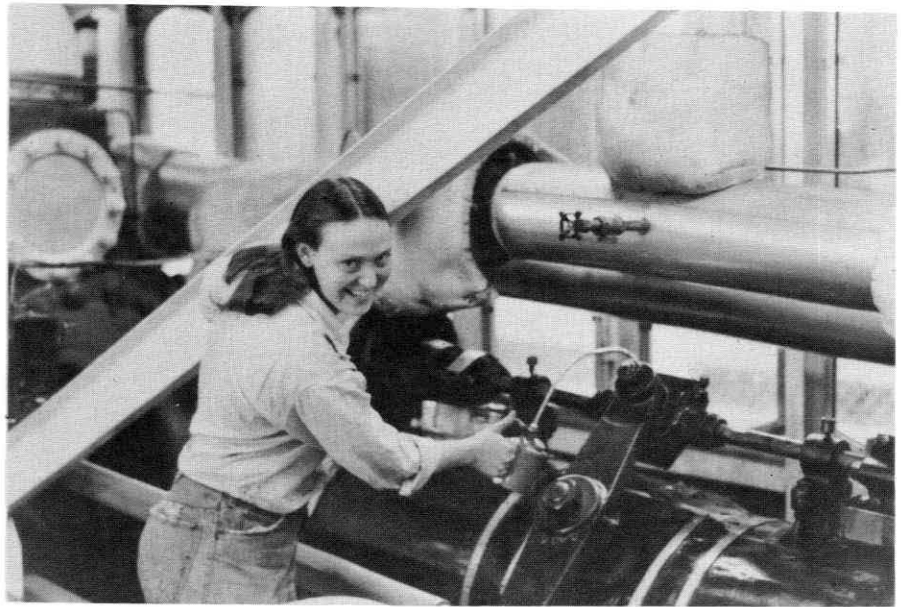
For the benefit of those who may have missed the last issue, we printed a letter penned by the late Capt. Gordon C. Greene and requested an analysis of his character based solely on his handwriting.

Gregory W. Schaefer, 111 E. Kellogg Blvd., Box 1302, St. Paul, Minn. 55101, purser of the Midwest Riverboat Buffs, procured such an analysis from Alice E. Glotzbach, 171 McKnight Road, #316, St. Paul, Minn. 55119. She is a certified graphoanalyst, a member by invitation of the International Graphoanalysis Society of Chicago, and consented to do the analysis as a friend of the Schaefer family. That she had no knowledge of the late Capt. Gordon C. Greene is evidenced by her references to him as "Mr. Greene." Her findings are based solely on the handwriting exhibited in the letter in our Dec. '76 issue. -Ed.

Mr. Greene had an alert and active mind. He followed the natural way of gaining knowledge - first he would investigate, then analyze and store in his memory for future use. He had good organizational ability for making the plans and for having the ability to carry out. He had good comprehension and the courage to enter areas of thinking that were other than the known concepts. His thoughts flowed along fluently, following thoughts as they developed. Intuition was of great help to him.

Mr. Greene was a self-directed man. He set goals for today and planned goals for the future with confidence. When he would daydream, which was seldom because he was a practical man, he would attempt to curb his dreaming and return to reality. He usually had enough drive, persistence, tenacity and determination to complete his projects. He had too much pride to fail - he had to succeed. He was not a procrastinator himself, but would use the most direct means to complete his job. In attempting to complete anything he would persevere - first using one method and then another, drawing upon the memory of other times until he would succeed. When a need for action would arise, he could find a method to solve it - he would see the need and take quick action. There would be no lost time or energy. He knew what he was capable of doing and would stay within those limits. If necessary he would give attention to details himself.

Mr. Greene was a man with sympathy for others but would temper his emotional response with good sense. Scars from emotional ex-



MARY KAY TERHAAR

This young lady with the oil can is striker engineer on the NATCHEZ at New Orleans. Mary Kay was one of the MISSISSIPPI QUEEN crew dismissed last fall when the super-duper blooped. She (and about forty others) came to the NATCHEZ on bended knees wanting work. Unlike the others, Mary Kay went back to the engineroom and stated her case to chief Bob Brewer. Bob signed her on. The others were regretfully turned down. Did she shake hands with President Ford last Sept. 25th? She sure did, all a-twitter, for she was tending throttle and was expecting bells. For the interesting picture we are indebted to Jim Sutton, 16, 1012 Beverly Garden Drive, Metairie, La. 70002. BULLETIN: News comes mid-January from reliable sources that Mary Kay has put down her oil can. She has been reassigned to the MISS-Q, come what may.

periences would stay with him for quite a while. Balance in everything was a strong trait of his - it was used in this area too. He was a naturally conservative man in most areas, but would give generously of his time. He did wish to acquire and retain that which was necessary for his comfort. He appreciated all things that would give pleasure to the senses. He had a good understanding of the feelings of others and used avenues such as diplomacy and yielding to maintain a good relationship. He dealt with people in an assertive way, but not in a harsh manner. Neither sarcasm or temper was in evidence even though he may have been irritated. If anyone confided in him, they could be assured he would keep it to himself, the same way he kept his personal problems to himself. He was loyal to his friends and in any ideas in which he believed. On occasion he would enjoy a discussion and give voice to his ideas and opinions. His independent thinking permitted him to live his own life-style, because it gave him the courage to do as he wished, regardless of established customs. Friends would find him sympathetic, sincere and loyal. Intuition helped him in thinking and dealing with people. This intuitiveness gave him an in-

born understanding and appreciation of music even though he may not have played any instrument. He wanted a life that included culture. He was an impatient man who probably was never late himself and disliked procrastination in others. Anyone working for him would find him "the boss." He was an opinionated man and retained his own ideas - it was difficult to change his mind. He did not want anyone to question his ideas or opinions, so was on guard against intrusion. He was not interested in physical activity such as in sports, unless it may have required precision, instead of mainly activity.

Mr. Greene had many aptitudes to be a successful business man - organizational ability, an alert and active mind, decisiveness, initiative, determination, fluidity of thought, persistence, independent thinking, self-confidence and imagination.

These are my findings and interpretations made by the application of the principles of Graphoanalysis, without prejudice and without liability to the analyst.

Jan. 20, 1977.

-Gauge the accuracy of above by reading "GREENLAND" this issue.

PRESIDENT FORD'S CAMPAIGN TRIP
ON THE NATCHEZ

by William P. Dow

Preliminary Log

In the summer of 1974 on a hot, sweltering day at the Bergeron shipyard, when absolutely all was going against us, Earl DeRouen and I were at low ebb trying to get the NATCHEZ built. Earl was doing the electrical work. He wondered to me what was the "uselessness" of all of these trials of Job we were subjecting ourselves to? To bolster his spirits, and mine also, I waxed poetic and said to him something like this: "What we are doing, Earl, is a concept so fine, and so elementally American, that one of these fine days we'll find the President of the U.S. riding aboard." Earl reminded me of this conversation on The Big Day.

We had no inkling of what was brewing behind the scenery when our assistant manager Bob Huene-mann, about Sept. 9, 1976, met with a gentleman claiming to represent I.T.T. He asked for a firm quote on a two-day charter, Sept. 24-25, for a trip to the Houmas and Oak Alley plantations. He was provided with a five-figure price, took it very casually, and said no problem, he'd take it. About a week later Bob pressed this person for a business card or credentials and then learned, in turn, that he carried with him carte blanche authority from the President of the U.S. This was how we learned that Gerald Ford was planning a campaign swing through the South, using the NATCHEZ as the vehicle for his kick-off. No announcement had been made in the public press, and it was not until 1600 on Friday, Sept. 17---several days after the news had been confided to us --that the President's news secretary Ron Nessen sprung the surprise at a White House press conference.

I have since learned that the idea of using the NATCHEZ was suggested to Mr. Ford by Bob Goodwin, of the White House staff. The President was handed one of our brochures, read it, became enthusiastic, and could hardly wait until he had showed it to his wife.

Monday, Sept. 20

This morning there are about twenty persons (male, white) on board the NATCHEZ representing the President. The political campaign contingent is headed up by Dave Cavendy and Bob Goodwin. John Schleeze will be in charge of events on the boat. The Presidential party will board us at the ferry landing, Lutcher, La. There will be intermediate stops at the Reserve, La. ferry landing and at the Destrehan, La. ferry landing, the trip to conclude at the Toulouse Street wharf, New Orleans, a downstream journey on the Mississippi of 53.2 miles. Date of the trip to be Sept. 25, 1976.

There will be advance men in charge at Lutcher, Reserve and Destrehan. About five others will orchestrate the doings at the Toulouse Street wharf and in Jackson Square. Dave Cordonnier heads the political communications. The non-political communications, covering the President's functions as U. S. chief, are headed by Mel Barefoot, the only Southerner in the contingent. Secret Service is headed by Dave Carpenter who, in addition to watching the President's welfare, is arranging for Harbor and City police, Coast Guard escorts, and a Navy demolition team to check the boat's hull at every landing.

During the course of this day we also are visited by a representative of the President's doctor (who will be aboard set up in the chief engineer's room) and by the Chief Steward of the White House who will likely command the galley. We will be mandated by demanding personages. I shudder to think of the daily cost of moving this man, President Ford, about the country. The question I ponder; is this same scene going on in all the other places he will visit? Probably yes.

Tuesday, Sept. 21

People are coming out of the woodwork asking for a ride on the boat. The answer is a universal and necessary "no." Only the crew and employees of the boat can ride while President Ford is aboard. During the day more communications equipment comes aboard. Bob Huene-mann is invited to go for a Coast Guard helicopter ride with the Secret Service for some reason. But it is pouring at Callander Field and no liftoff. Meanwhile the sun is breaking through at Toulouse Street. In the afternoon Capt. Doc Hawley and John Schleeze go upriver to check out the ferry ramps. These must be removed to allow the President to walk ashore. Find some cooperation, some resistance.

By evening there are about 40 in town of the advance White House party and we threw an hors d'oeuvre and booze party for them on the 7 p.m. trip. Good idea by Heunemann. Phones continuously in action, press calls, papers, suppliers, all wishing to sell goods especially for this trip. Absolutely every one wants to ride, but no real pressure as yet.

Tuesday, Sept. 22

In elevators, in offices, and on the streets I hear people talking of the NATCHEZ bringing the President to town. Saturday is the big topic. Those phoning the office for any reason get around to the subject. When I go out for meetings we first must discuss Saturday. A little premature to judge whether this event will help our business, but today two large charters confirmed, along with six groups.

The last President to ride a steamboat on the Western Waters, while in office, was Herbert Hoover. He rode the U. S. steamer

GREENBRIER from Cincinnati to Louisville in 1929 during the ceremonies and parade staged for the completion of the Ohio River dams and locks. Many presidents before Hoover's time rode the boats, but seldom to New Orleans. William McKinley made a harbor tour aboard the side-wheel CITY OF ST. LOUIS at New Orleans in May 1901.

The TV major networks, all three, see this as unique and will do live coverage.

Thursday, Sept. 23

Actually not much to report for the day. Arrangements seem to be going quite smoothly; our people are properly briefed. We may need the wings of an eagle to make the required downstream schedule. Must arrive at New Orleans by 1715 Saturday to get live coverage. I confess doubts, but chief engineer Bob Brewer is all confidence and in the past year and a half he has not let me down. The first of the Ford-Carter debates has the emphasis today, to be aired on the TV programs this evening.

Under way for Lutcher at 1300, a dry run to case the landings we must make Saturday.

Friday, Sept. 24

Much activity at the Toulouse wharf this morning. We have removed the Gift Shop stock, the racks and showcases from the aft texas deck, all bar stools from both of the bars, all cocktail tables from both bars, the commissary glasses and crockery, and half of the tables from the dining areas.

The equipment and goods brought aboard is impressive.

A public address system so the President can speak to the crowds ashore.

Complete set of furniture for the President's 15 by 40 suite in the texas deck.

All commissary goods for two days' feeding.

Ice.

Forty long tables for the press room in the main bar.

Twenty five cots for the crew Friday night.

Doors to close off the texas passageways.

Flagpole for the President's flag.

Communication equipment galore. National security requires that the President can communicate by phone from the NATCHEZ with any country in the world. This nerve center is in the texas. In the President's suite are four phones direct to the White House. The press have 40 phones in the main bar.

A Ford Victory Banner, tied to the boiler deck railing.

Bales of clean linen.

On the Toulouse Street wharf a reviewing stand is being built 30 feet high, 60 feet long, facing the river. This morning telephone men were everywhere, absolutely everywhere.

Our scheduled departure for Lutcher was slightly delayed, but we got away at 1335. Our friend Bill Heuerer is pilot (he piloted

us to Vicksburg last January). We went up to Lutchter in a little over 4½ hours averaging 13 mph, no problems. Made a practice landing at Lutchter ferry, and then dropped down to cement landing a half-mile below for the night.

Then the election segment of the President's party decided to rearrange benches, furniture, etc., with the result that Doc, Roddy, Ernie, Bob--everyone--worked until 11:30 p.m. Then it became obvious that our 25 cots were not enough, due to the swarm of communications persons. Bill Heuerer stretched out on the pilothouse couch. Doc and John Schleeze flattened on the couches in the Presidential suite, with Roddy on the floor.

Let me say that the President's suite is as elegant as anything ever seen on the rivers. The Press Room in the main bar is most impressive---looks like it had always been waiting for this purpose.

Saturday, Sept. 25

The great day dawns with very low overcast which should break off, and does, about 8:30 a.m. The rest of the day was warm and excellent. There were rain clouds around, but they stayed away. Wind southeast, but never enough to be a hindrance. In retrospect all of our important days thus far have been so blessed.

Everyone aboard the NATCHEZ saw the dawn. In one way or another. Chief Brewer was awakened at 4:30 a.m. by the Secret Service who had found his shaving kit in the washing machine and thought it was a bomb. He rushed down and gave them hell. Captain Heuerer was awakened at 5 a.m. by a munitions' sniffing dog breathing in his face.

Those of us who had remained in New Orleans also were early risers to catch a bus at the Toulouse wharf for Lutchter at 0630. As car parking on the wharf was taboo many walked to the landing. At the appointed hour all but six of the 45 of us were there. Rodney Richardson had a car accident on the way in and missed the bus. We pulled out at 0645.

Just past Williams Boulevard on I-10 and Blum one of the dual back tires blew out. We limped slowly to the first exit where the driver called back to Orleans Transport and arranged for a relief bus to gather us up. Then we phoned the boat, patched through the White House switchboard, to tell them we would not arrive until at least 8:30 a.m. This was shocking news to Ernie Elfer, our steward, who must feed a multitude aboard the boat with many of his helpers so delayed.

The scene at Lutchter when we arrived about 8:30 was almost beyond the telling. I would judge the crowd at about 3,000, plus bands, horses, buses, police everywhere, flags, Secret Service, many signs about vetoing the grain bill, subsidies for sugar, etc. Our bus moved through a cordoned-off alley to the top of the levee. Secret Service men check everything we

are carrying. Then down to the river we are stopped again and again.

About 0915 the Presidential party and dignitaries are working down through the crowd to board the NATCHEZ. The President, accompanied by Mrs. Ford, shakes many hands and is waving between shakes. Included in the group are Secretary of the Treasury Simon, Secretary of Agriculture Butz, Bo Calloway (previous campaign director), Rogers Morton (present campaign director), Strom Thurmond, Ron Nessen (his news secretary), Mrs. Edwards, wife of Louisiana Governor Edwards---she's just come out for Ford despite her husband being a Democrat, the Governor of South Carolina, former governors of Louisiana, Mississippi and Georgia, three congressmen, 250 of the news media including John Chancellor, Douglas Kirker, Roger Ward and others familiar on TV screens. Walter Cronkite had to cancel out at the last moment.

We had six girls dressed as Southern belles awaiting. Then I was shaking his hand and saying, "Welcome aboard the NATCHEZ, Mr. President." He was guided to the Texas deck where he delivered a well received speech.

Then we were under way for Reserve. An extraordinary event now took place. The last person to come aboard at Lutchter was the elderly Negro editor of a Mississippi newspaper. His steps were uncertain. About twenty minutes out he dropped over with a heart attack. The President's doctor, an Admiral, attended him with a will, pumping his chest, and injecting him in several places. A nurse gave mouth-to-mouth resuscitation. The old gentleman came around after a few critical moments. They bore him on a stretcher aboard a Coast Guard boat awaiting alongside, rushed him to the Ochsner Clinic, and he survived. How lucky for this editor that he had picked this time and place for his seizure! Any other time and he would have remained dead. This day on the NATCHEZ nothing could go wrong.

Our arrival at Reserve was at precisely the minute scheduled, the landing operation perfect. The calliope wails, the bands play. Incidentally the advance White House persons vetoed playing "Hail To the Chief" on the calliope, didn't sound dignified. The President introduces Betty Ford as his "bride" and shows off Mrs. Edwards, the governor's wife. He leaves the boat, walks across the ferry float, and mingles ashore with the crowd. The people congregated at Reserve are visibly pleased and excited.

Now we stretch off to Destrehan, 17 miles. Ahead is the Coast Guard cutter POINT SPENCER. To the rear is a press boat, an Army gunboat, another smaller C. G. boat, and two Harbor Police boats. Chief Brewer is turning 20 rpms and the flotilla moves smoothly. There is an Army helicopter hovering ahead, and we see police cars

paralleling us along the levee tops on either side.

During these early hours of the trip President and Mrs. Ford expressed interest and were conducted on a tour of the NATCHEZ with Capt. Doc Hawley as guide. They met and were introduced to most of the crew. President Ford, wearing his special "steamboat" cap took a turn steering the boat and made himself quite at home.

On the stretches between landings the main lounge area is the scene of press conferences. The typewriters are clicking. Strobe lights are spotted on persons known nationwide as they are interviewed. Ex-governors and others are endorsing Ford. The booze is flowing. On the decks musicians play jazz. Some are lounging, some are sleeping. There are huddles at which serious discussions ensue. At no time did these people act like they were on a good-time party binge, mostly relaxation or business. General professionalism all around.

The President was not about the boat very much after his initial tour. He spent most of the time in his Executive Suite. At least six Secret Service men were stationed in that vicinity, the area restricted to dignitaries who came and went.

We arrived at Destrehan on the button, a tight downriver landing with no hitches. Some 3,500 on shore await him, and Mrs. Ford is always at his side. He appeared on deck wearing a red polo shirt, and no tie. In all he wore five shirts that day. His speech was well received, and here again he went ashore to personally greet the multitude. He is a warmer and more genuine man than I had anticipated. He wore no tie during the trip.

Now we are racing to New Orleans on a very tight schedule. Chief Brewer has her up to 21 rpms and the flags are straight out. Every ship and tug we meet wants to exchange the New Orleans harbor salute; they blow three long, we answer three long, they acknowledge with one short, we sign off with one short. Each vessel wants this individual attention, tugs, anchored and moored ships both U. S. and foreign, many dressed in ship flags. Rogers Morton is in the pilothouse chatting with Doc Hawley, both talking about Louisville where Morton is from. The President sends up word to belay the whistling; he can't hear himself think there in his Texas Suite.

This order held until we were near Audubon Park where a thousand or more well-wishers were grouped. Here we opened up again on the whistle contrary to orders.

The advance scheduling required us to pass under the Mississippi Bridge at 1645. We are a bit behind. Capt. Doc asks Chief Brewer to pour it on, and he does. We meet the steamer PRESIDENT with her calliope tootling---guess what---"Hail To the Chief"---and Jerry Ford appeared from his Texas Suite

and gave them a big wave. We pass under the Mississippi Bridge at precisely 1645. We have made every point on the schedule at the exact time stated in the itinerary so now John Schleeze is in a lather that we won't make the loop in front of the Moonwalk and land at precisely 1710.

We were calculating on 1715 so Captain Heuerer rounded her to below the Toulouse wharf, hard down, the main deck awash, and we hauled up at the landing at precisely 1710.

The President spoke to an estimated 10,000 people from the aft texas deck, his message carried on three networks live TV. Everybody is pleased with the performance of the NATCHEZ, and this is the first campaign function to rate A-1 this year.

If it comes as any news to you and this we doubt, Jerry Ford did not win the election. But whatever the future has in store nobody can possibly take away the warmth of the man, and of his "bride," and of the accomplishment of the NATCHEZ and all associated with her operation that day.

Our thanks to R. M. Durbin of Montgomery, W. Va. for a front page clipping dated Nov. 10 last, of the Charleston Daily Mail. The sternwheel excursion boat P. A. DENNY was taking off from Charleston for New Orleans, Capt. Donald J. Sanders, master. She was under contract to the New Orleans Steamboat Co. into February '77 spelling the COTTON BLOSSOM on regular tours to Bayou Baratataria, and then the NATCHEZ on New Orleans harbor excursions. During the charter term both COTTON BLOSSOM and the NATCHEZ were refurbished.

The P. A. DENNY carried U. S. Mail on her southbound voyage with a special cancellation. We are indebted to Capt. Donald J. Sanders and to Nelson Jones for letters carried by "Paquebot" from the West Virginia capitol to the Crescent City.

In our Sept. '76 issue, page 36, we ran a picture taken at Point Pleasant, W. Va. c. 1897 showing a barn in the background with a MAIL POUCH sign painted on it. One thing often leads to another, so now we are informed that the era of MAIL POUCH barn signs is not yet a dead one. The Bloch Brothers Tobacco Co., Wheeling, has been marketing Mail Pouch chewing tobacco since they started business there in 1879. A little over a year ago the firm was merged with the General Cigar and Tobacco Co. of N.Y. under the umbrella of the Culbro Corp., a conglomerate of tobacco, snack and drug companies. General Cigar keeps one man employed painting MAIL POUCH barn signs.

He is Harley Warrick, Belmont, O., aged 51. He's been at it 31 years, uses a 4" pure bristle brush and homemade paint. Trouble is he's running out of barns. The job once kept eight men constantly

employed, and now Warrick works only 16 weeks a year. Modern billboard laws require a barn must be 660 feet back from the highway. The farmer gets nominal recompense for allowing his barn to be used for a MAIL POUCH ad, from \$1 to \$20 a year.

Warrick now has a side line. He will fix up your rumpus room with a genuine MAIL POUCH sign, or put one on your toolshed, or even do an oil painting for you. Examples of his art are displayed in the Historical Museum, Charleston, W. Va.

During packet days the Wheeling wharfboat often bulged with cartons of Mail Pouch consigned to river cities. Large metal drums of glycerine used in the preparation of chewing tobacco were regularly shipped from Cincinnati by Procter & Gamble to Bloch Bros. at Wheeling. Most wharfboats had an enameled Mail Pouch thermometer nailed prominently. The interurban street cars plying between Parkersburg and Marietta carried signs stating DON'T SPIT OUT THE WINDOW.

Sirs: Believe it or not S&D held its afternoon meeting last Sept. 11th on what once was the local Town Cow Lot. I have been looking at the picture (Dec. issue, page 6) and am reminded that we boys played ball there with cows staked out at 1st, 2nd and 3rd bases, made sliding easy. Slaw Baugh's bull came down off of the town hill and wouldn't go home, so they had to come with a sled for him. As a young boy I have fished all along the Muskingum there, even

where the Ohio River Museum stands today. I am snowed in now; will have to saw the ice around the house before this goes out.

Lou Seshar,
2515 Mercantile St.,
McKeesport, Pa. 15132

Sirs: Regarding the picture of the C. D. O'CONNOR downbound at old Lock 5, Brownsville, Pa., (S&D REFLECTOR, Dec. '76, page 44):

I was pilot on her at the time the picture was taken, working five days as pilot, five days as master. Capt. Anthony Comer was the regular master.

Capt. Walter A. Smith, Jr.,
720 Water St.,
N. Charleroi, Pa. 15022

=See elsewhere in this issue the picture by Bill Reed taken when original name SAILOR was being changed to C. D. O'CONNOR. -Ed.

Alan L. Bates for some time past has been researching the "racer" ROBT. E. LEE, and has completed a set of drawings scaled 1/8" to the foot. Various by-guess--and--by-gosh drawings of this boat for model builders have been marketed in the past, usually with glaring inaccuracies. Alan was spurred on when he located the original hull lines. These, plus photographs which have recently surfaced, plus new documentary information, have resulted in a set of drawings of great worth. Address him at his home, 2040 Sherwood Ave., Louisville, Ky. 40205.



THIS ONE RUNS

Taken at Bath, Maine in 1976, C.W. and Lucy Stoll climbed aboard the local MISSISSIPPI QUEEN of Small Point, Maine and posed for this picture.

The BECKY THATCHER, already in hock at three Marietta banks to the tune of a total of \$125,000 in mortgages, nevertheless is the winner of a thorny battle for Federal funds. On November 4th last, announcement was made that the Economic Development Administration (EDA) is releasing \$150,000 to Ohio Showboat Drama, Inc., owner of the boat. The money will be applied to restoration and conversion.

The application was made in early May, 1975, approved a month later, but release of the funds was held up because of the bank mortgages.

The Washington County Taxpayers' Association objected in a letter to EDA that they do not believe the project will economically benefit the city of Marietta.

Nevertheless a waiver was granted, despite the mortgages, inasmuch as EDA feels the money will create jobs during the boat's renovation, and also that the local economy will be stimulated by the purchase of renovation equipment from local businesses.

"And, as an end result," said an EDA spokesman, "more jobs will be created when the restaurant is opened, and more jobs will be created for the maintenance of the completed project."

Harry Robinson of the Lafayette Motor Hotel, Marietta, has signed a long-term lease to operate a restaurant on the BECKY THATCHER. He is also president of Ohio Showboat Drama, Inc.

Further BECKY THATCHER financial news comes to hand as we go to press. According to a story in The Marietta Times, in the Dec. 15, 1976 issue, Ohio Showboat has a total of \$248,000 in state and federal funds to pursue work of conversion into a showboat-restaurant. Not enough.

Bids were opened December 14th at the Lafayette Hotel by David B. Baker, secretary of the non-profit Ohio Showboat Drama, Inc. (ODS), owner of the boat. Apparent low bidders were the Cisler Corp., Marietta, \$247,000 for general contracting work; Bergen Bros., Marietta, \$42,200 for plumbing and \$9,700 for heating and air conditioning; and Wente Construction Co., Inc., Parkersburg, \$36,488 for electrical work.

A total of these figures amounts to \$335,488, or \$87,488 over allotted state and federal funds.

Alternate "bone-paring" bids also overran the budget by \$38,855.

ODS now has several choices: try to raise more money; rebid the project; forget the idea and sell the BECKY.

Sirs: The cover picture for the December '76 issue sure is appropriate with all that ice.

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

=Jim was clerk on the BETSY ANN in the Pittsburgh-Cincinnati trade.

S&D's Middle Ohio Chapter explored old locks on lower Green River in Kentucky last October 23. Three cars conveyed 14 members.

Old Lock #1 is at Spottsville on the west side opposite new Lock #1 using the same dam location. The old lock is now blocked off on the lower side by a concrete dam, and is completely filled in on the upstream side which was behind an island, something like the Muskingum River canals. Despite an intermittent rain several members walked up through portions of the old chute to discover the head of the guide wall nearly covered with mud and vegetation.

Then to new Lock #2 at Calhoun. The lockwall and houses of old Lock #2 are directly opposite at Rumsey, Ky. Had lunch in the Lighthouse Restaurant at Calhoun with an excellent view of the river. The LITTLE EAGLE III towing four loads downbound locked as we ate.

Thence to Island, Ky. and across the river on the Point Pleasant ferry to Mantanza, Ky. and back a local road to the Rough River Lock. The last lockage here was in 1950, but the locks and gates seemed in remarkably good condition. The upper approach is silted in, and a tree is growing on the upper mitre sill. The dam has been breached.

A visit was made in Central City to the comfortable home of Mrs. John H. (Agnes) Harrelson who received the group and served hot coffee and lemonade. "Mrs. H." as

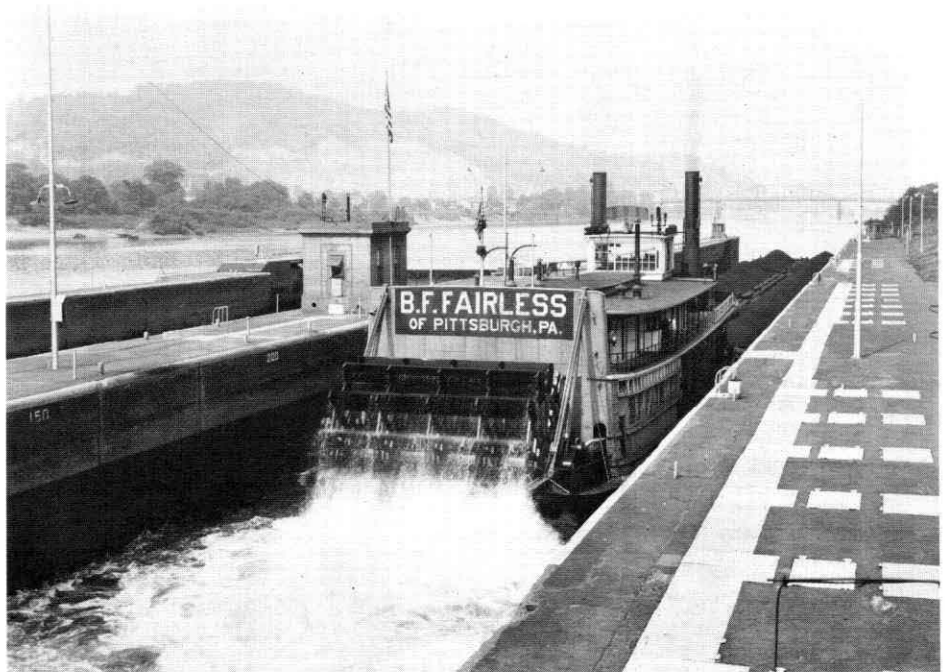
she is known in Muhlenberg County, amazed all with her many river scrapbooks and her beautiful display photographs of the Green River and its former packets.

The cataract at Dam #3 from the Skylesville side is impressive. We crossed the Rochester ferry and 45 miles later were in Owensboro at Gabe's Tower Inn for dinner and a Board meeting. Jack E. Custer presided and Sandie Miller did the secretarial duties. A future trip to explore Green River locks 4, 5 and 6, as well as Browns Lock on Barren River, was suggested.

Thanks was extended to Morris Carlock, a Green River enthusiast of Philpott, Ky. for his assistance in getting permission from the present owners to visit the old Rough River Lock, and for his help in guiding the tour group from Calhoun to that place.

The unexpected surprise of this expedition was to discover that coal is again being towed out of the third pool in Green River. An average of two barges a week are loaded at a mine some 9 miles above Lock #3 destined to a power plant on the lower section of the river. Small barges are used, and the towing is done by a former ferry flat converted into a power unit.

Coal in even smaller flats is being towed from a mining area on Rough River below abandoned Lock #1, six miles above the mouth at Livermore. -C. W. Stoll.



TAKEN BY the U. S. Engineers, Pittsburgh District, on August 20, 1951. The B. F. FAIRLESS is leaving Lock 3, Monongahela River, downbound from the mines to the Clairton Works of U.S. Steel with six loads of coal. In the distance is the Elizabeth (Pa.) Highway Bridge, since replaced with a modern structure. The Elizabeth Marine Ways, discussed on page 43 this issue is below the bridge at the extreme right, not visible.

Sirs: In the last issue I was indeed interested in the article on the CITY OF FLORENCE (page 26). I well remember when she sank--I think I do. Anyway I do remember seeing her wreck on trips up the Tennessee River which of course I took many times each summer. Several years ago I had some correspondence with a gentleman of McKenzie, Tenn. who said he had located the wreck and had brought up a good many things. He sent me a list three pages long.

The article also mentions the WILL J. CUMMINS. I have a picture of her so I judge Grandfather either owned or chartered her at one time.

The mention of the CITY OF CLIFTON really rings a bell. My father was a clerk on her at one time, and always insisted that she was the most beautiful of all the boats he knew. I remember seeing the remains of the hull at Clifton when the water was low.

By the way I have a picture of the CITY OF FLORENCE taken after she sank.

Jane Massengale Stuessie,
(Mrs. Edwin F.)
1424 Bridle Road,
Webster Groves, Mo. 63119

=For a rundown of Mrs. Stuessie's identity see another letter on page 36, this issue. -Ed.

THE TASHMOO'S WHISTLE



It was cruddy when Harry D. Barry got it home but now it is restored. The bell is 10" by 29" and she's piped for 3" I.D. line. That's Harry in the picture.

The most exciting race ever staged on the Great Lakes happened in 1901 when two 300-ft. side-wheelers sped the 94 miles from Cleveland to Erie averaging 21.7 mph. The walking beam CITY OF ERIE nosed over the finish line 45

seconds ahead of the triple-inclined TASHMOO. The course for the most part was too far offshore for viewing, but at Fairport business was suspended, the schools closed for the day, while thousands cheered the black-smoking rivals 2½ miles out on Erie.

The TASHMOO was an excursion boat. In 1936, with 1400 aboard, she hit a rock below Detroit, gashed her hull, and was quickly docked at Amherstberg on the Canadian side. Everybody was brought safely ashore and then she sank in 15 feet. A local wrecking firm called McQueen Marine Limited tore her up for junk.

Her brass bell today is exhibited in the Ford Museum at Dearborn, Mich. The pilothouse wound up as a summerhouse along St. Clair Flats. Lately an S&D whistle fan, Harry D. Barry, West Lake Road, Ripley, N.Y. 14775 wrote a "fishing expedition" letter to McQueen Marine Limited, Amherstberg, Ontario. Yes, in their store room they had an old whistle taken from the TASHMOO. Harry D. Barry laid \$120 on the line and bought it.

Steve Mackinack, 502 First St., Elizabeth, Pa. 15037 has been investigating the history of the marine ways at his home town presently owned and operated by the Consolidation Coal Company.

The Elizabeth Marine Ways Co. was organized on May 1, 1896. The incorporators and original officers were Capt. W. W. O'Neil, president; William Wiegel, manager; W. J. Cassidy, secretary-treasurer; John Wiegel, Jr., yard superintendent; Philip Wiegel, river superintendent. They constructed 14 ways staged on three terraces capable of hauling six boats. The first six hauled for repairs were the W. W. O'NEIL, BOAZ, FALLIE, OLIVETTE, BOB McCONNELL and F. A. GOEBEL.

The first boat built was a sand and gravel dredge, W. S. GRAHAM, launched Jan. 1, 1898. This was followed by the dredge J. K. DAVISON, launched April 14, 1898. The large towboat RUSSELL LORD was next, launched July 26, 1898, and then the mammoth towboat TRANSPORTER, launched Sept. 13, 1899. She was taken to Marietta for machinery and was renamed J. B. FINLEY before entering service.

The Monongahela River Consolidated Coal & Coke Co. (Combine) acquired the ways in 1899. Under their ownership the first three boats built were the towboats BRADDOCK, launched Jan. 11, 1900; TIDE, launched Jan. 20, 1900, and JUNIATA, launched Feb. 15, 1900.

The passenger register of the famed side-wheel packet BALTIC, which raced the DIANA from New Orleans to Louisville in 1858, still exists. It was picked up in a second-hand shop not long since, and has been acquired by Bruce Zoller, 621 Upland Road, Louis-

ville 40206. Some unhistorical person used many of its pages for a scrapbook. These pasted clippings mar the earlier years, but the penmanship of first clerk George P. Jouett is firm and clear elsewhere. Capt. Charles H. Meekin is listed as master. The register was used apparently for the entire span of the BALTIC's career in her trade, 1857-1861.

Sirs: My grandfather was Henry E. Corbyn who was identified with Missouri River steamboating early as 1867 on the DEER LODGE. I have a large pair of gold antlers that family tradition says came from that boat. You may recall my father Henry E. Corbyn, Jr. of Dallas, Tex. who died in 1948. I am his only son.

Richard C. Corbyn,
Box 7351,
Amarillo, Texas 79109

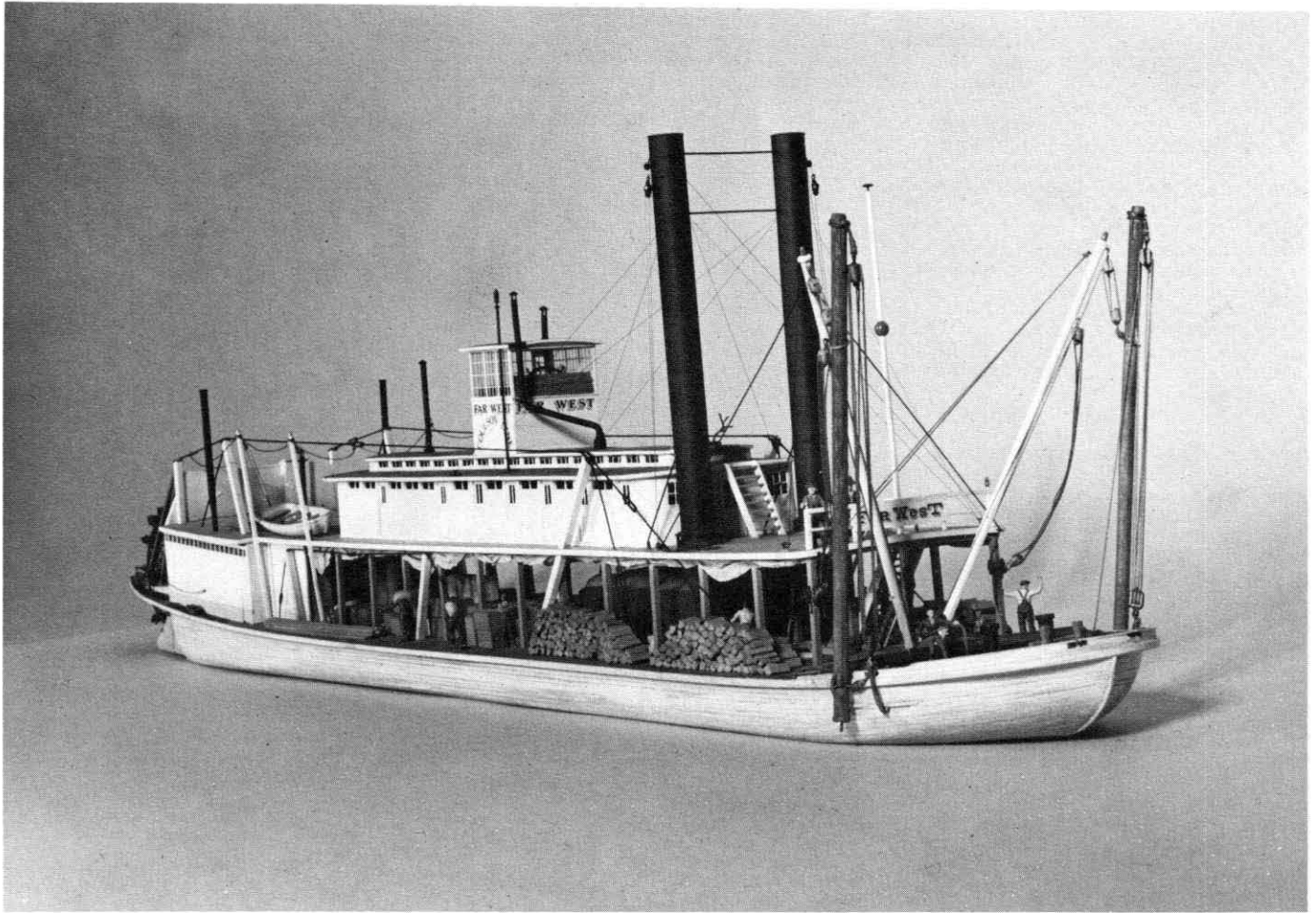
=Major Corbyn served in the last three wars and his steamboating is limited to having been aboard the BELLE OF LOUISVILLE in 1963 when she raced the DQ at Louisville. A few years later he rode the DQ on a St. Louis-Hannibal round trip. His grandfather H. E. Corbyn, Sr. long was first clerk on Anchor Line side-wheelers. -Ed.

The Beauregard House, New Orleans, was the scene of a lively send-off party for C. W. and Lucy Stoll prior to their boarding the ROYAL VIKING SEA for an extended cruise. The early January affair was hosted by Capt. Doc Hawley. In attendance were:

Capt. Verne Streckfus
Mrs. J. Curran Streckfus, Sr.
Capt. and Mrs. J. Curran Streckfus II
Capt. and Mrs. J. Joe Deccaroix
Capt. Donald Summers
Capt. and Mrs. Gilbert Manson
Capt. and Mrs. Sam J. Centanni
John Hartford
Michelle Kingsley
Philip Puneky
Allen Hess
Vaughn Glasgow
Mr. and Mrs. Leonard V. Huber
Robert C. Brewer
Bob Huenemann
Nomi Leininger
Dennis McHale
Carroll Fuller
Norma Switzer

Geneva Robinson prepared and served the meal. Rodney Richardson attended to arrivals and departures at the door.

John Hartford was in the city to stand examination with the USCG for his first license (and got it, 100 tons). Vaughn Glasgow is collection curator at Louisiana State Museum. Dennis McHale is ticket manager for the New Orleans Steamboat Co. Philip Puneky, watchman on the NATCHEZ, will be getting future coverage in S&D REFLECTOR inasmuch as he also is a talented artist. The other guests have been introduced in prior issues.



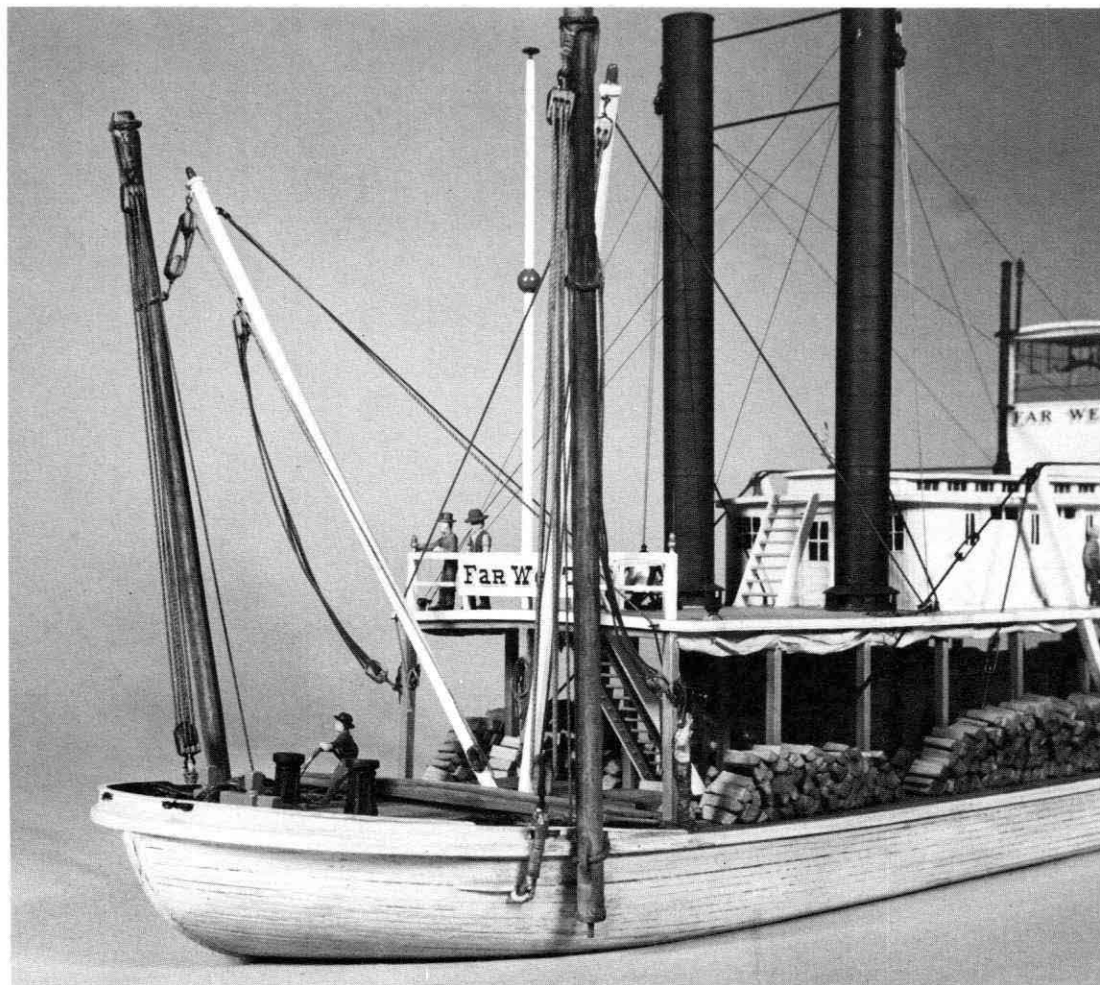
STEAMBOATS may come, and steamboats may go, but one of the immortals is the FAR WEST. She hurtled down the Yellowstone and Missouri rivers bringing to civilization the survivors and the news of Custer's Massacre, Capt. Grant Marsh in command.

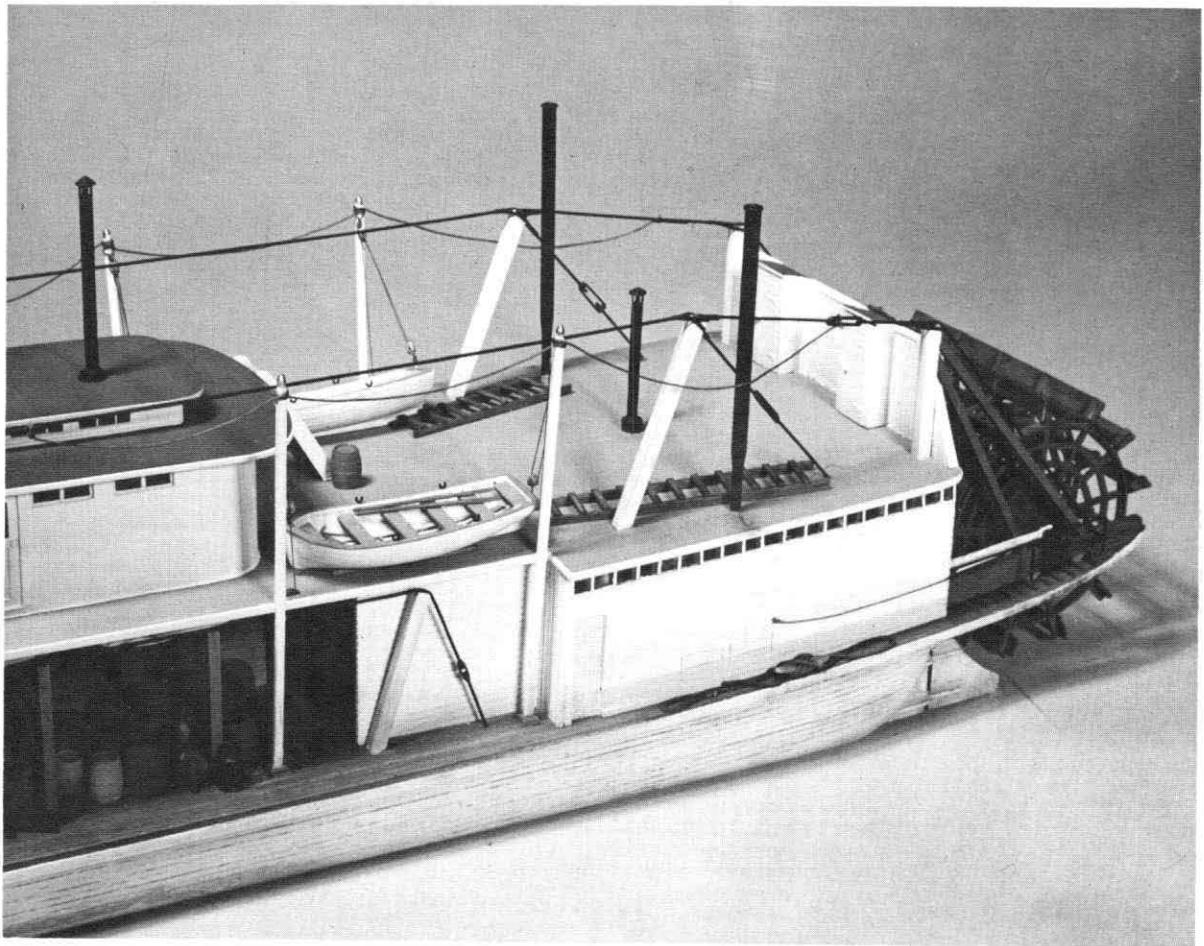
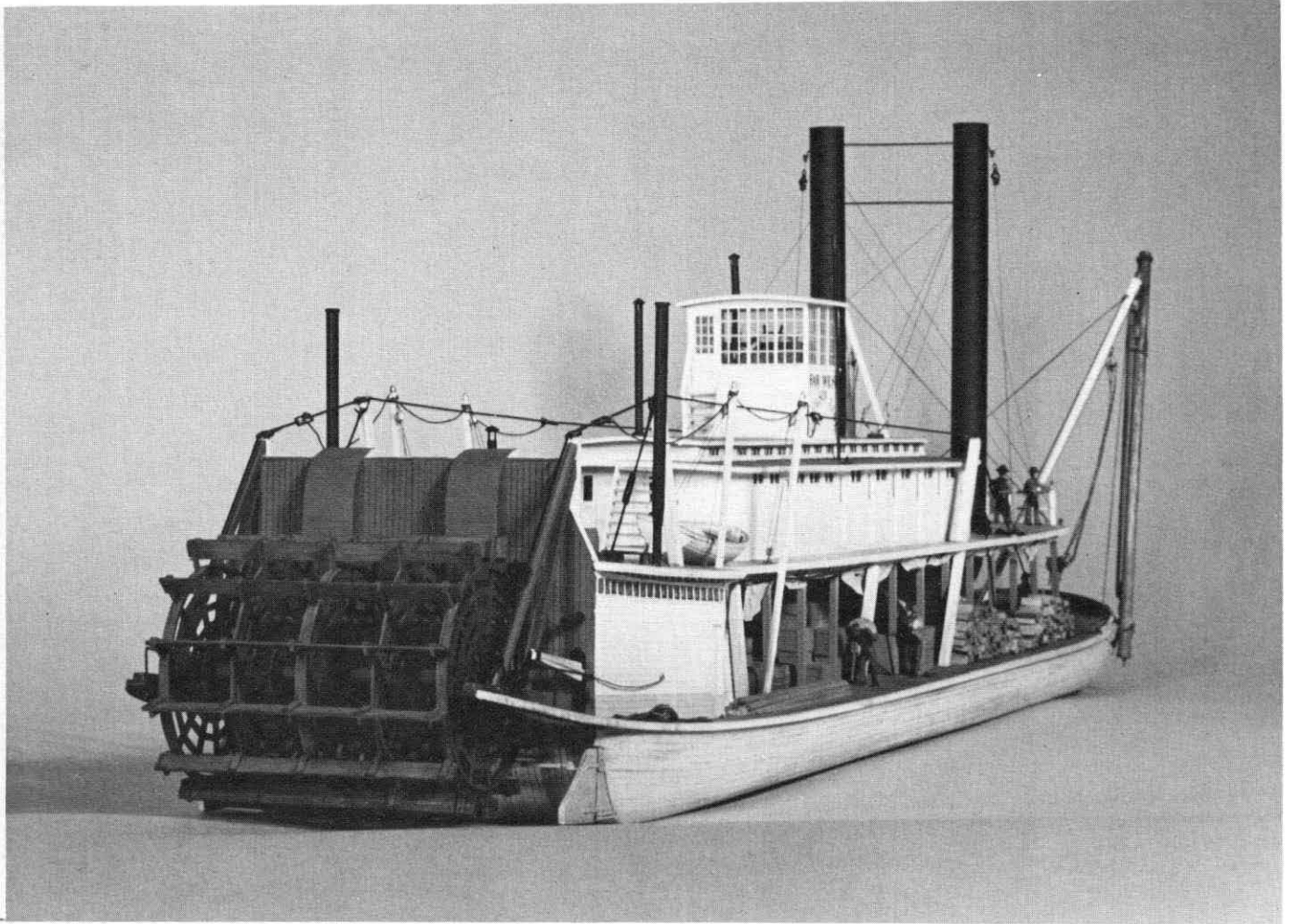
On this and the next two pages are exclusive photographs of the model of FAR WEST built by John L. Fryant for the Smithsonian. John says: "She's built to scale of 1/8" to the foot and is about 27 inches long. Materials used were basswood, brass, styrene plastic and plexiglass. I haven't figured the hours involved, but she evolved over a ten-month period."

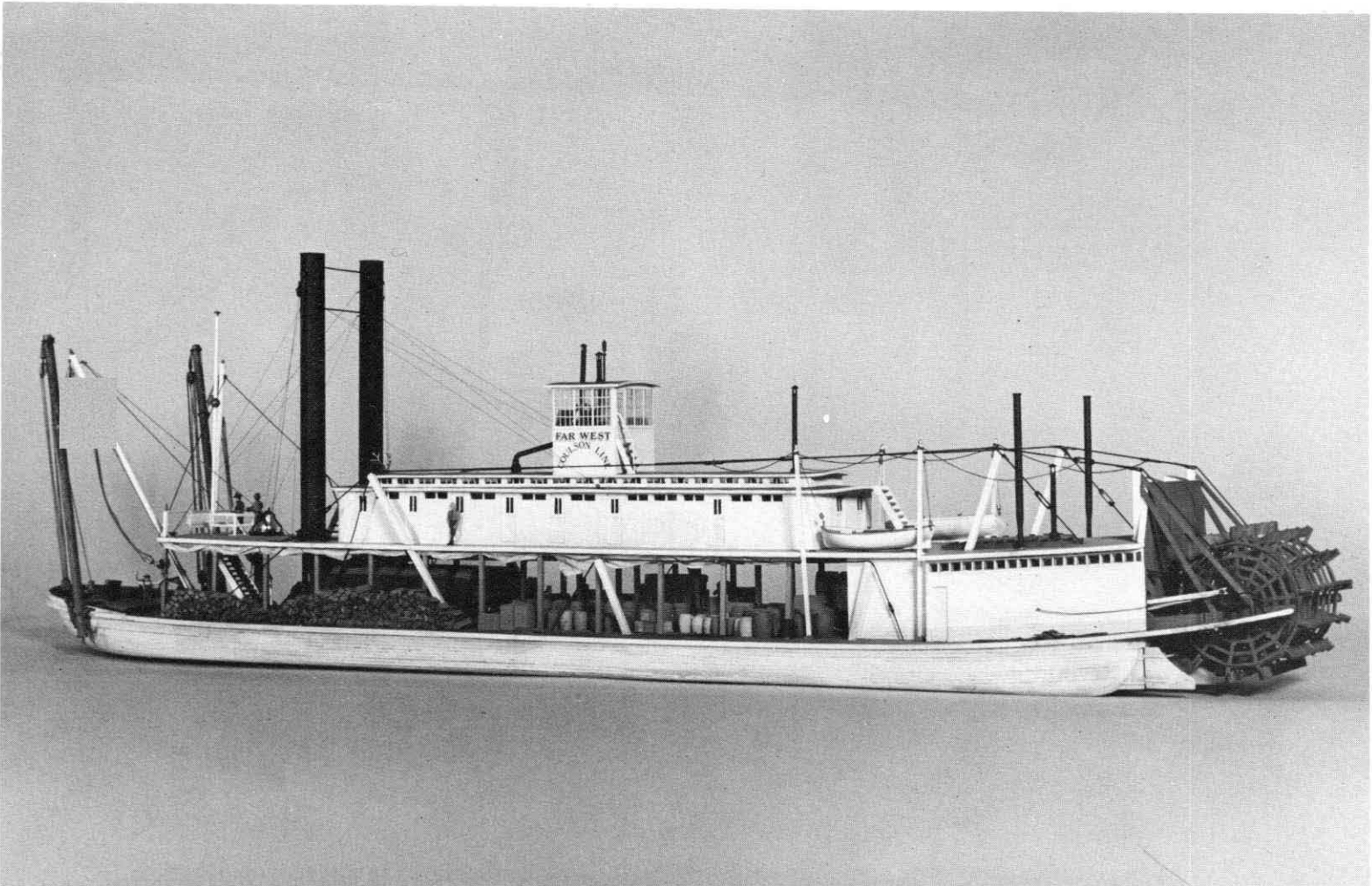
This is how the FAR WEST looked when she participated in the Custer campaign, and as originally constructed at Pittsburgh in 1870 for the Coulson Line. Later on her "bob tail" cabin was extended fore and aft.

She burned cordwood which may be seen in the lower picture on this page. "It's real wood, but I didn't cut it," says John. "Believe it or not there is a guy in Anoka, Minn. who sells cut firewood for model railroads --by the cord, no less!"

The finish on the model has been weathered to simulate exposure to muddy river water.







ACTUALLY about ten years of research went into this FAR WEST model, principally in learning how the hull of a "mountain boat" was formed and planked. Three contemporary photographs and the hull dimensions assured accuracy. John Fryant gave her a roof bell, although, he says:—"I find no evidence of one on the real boat; if she did have one it definitely was not on the skylight roof." Although wedded to Missouri River commerce, the FAR WEST came with freight and passengers to Pittsburgh early in 1871. She

made 18 trips to Fort Benton, and in the seasons 1876-77 was on the Yellowstone on government work. She ran a famous race, Sioux City to Fort Benton and return to Sioux City, a round of 2,800 miles, vying with the NELLIE PECK, and won by three hours a contest 17 days 20 hours long. She was snagged and lost about seven miles below St. Charles, Mo. on October 30, 1883. There was no loss of life, and the FANNIE LEWIS removed the cargo. So ended a famous "mountain boat" which now will endure in model form.

MARIETTA TO PITTSBURGH - 1845

The Rev. Charles Haskell Lawton journeyed from his home at Barlow, O. (near Marietta) to Pittsburgh and return in July, 1845. He and a companion came overland to Marietta where this portion of the diary starts. We are indebted to Jerry Devol for a typed copy of the original. Jerry added the parenthetical remarks which appear in the text. -Ed.

ON 7 JULY we arrived at Marietta about noon and were welcomed by some of our acquaintances. We immediately crossed the Muskingum and took our baggage to Hall's wharfboat, but no steamboat came along to carry us up the river. Here we had to wait for

several hours which we spent in strolling about town with a feeling of impatience well known to those who are placed in like circumstances.

Night came on and we took up our lodgings in the wharfboat, while the mesquitoes made music in our ears. For my part I thought it doubtful about my getting to sleep there very soon, but my cousin said that he had hard work to awaken me about 11, when he heard a boat coming up the river. We however arose and hailed the boat which we found to be the TRIBUTARY. After paying our passage which was \$5.00 for both of us, we were shown our stateroom where we found two berths, neat and comfortable, except rather warm. There I tried to go to sleep, but the continual rocking and everlasting puffing of the boat together with some other things,

drove sleep from my eyes.

Traveling on a steamboat is indeed a new thing with me, and I did not get to sleep until after 3 in the morning. About 4 I heard them ring the bell and supposed we had got to Wheeling, but great was my surprise when I learned they had only stopped to take on wood about 20 miles above Marietta.

They fastened on two wood-boats. One of them belonged to a man who had married my own cousin. I was very much pleased to see him.

While eating breakfast we passed Sistersville, quite a pretty looking village on the Virginia side. Not long afterwards, we passed Whartonsville (New Martinsville), a very small village on the Virginia shore; and we have just passed Sunfish (Clarington) on the Ohio shore. The face of the country appears much the same thus far. 12 o'clock. We have just

left behind us the village of Captina (Powhatan Point) on the Ohio side. Half past one. We are now passing Moundsville on the Virginia side, probably so called from the celebrated mound which is there. It is a fine looking village, consisting mostly of brick houses. Elizabethtown (Glen Dale) is situated in the upper end of this village.

The TRIBUTARY is certainly a slow-going boat, but I would much rather it would go slow & sure than to go so fast as to be in danger of bursting. The NATIONAL, a large boat, came up and went ahead of us a short time ago. Our boat is mostly laden with freight. There are however about 15 or 20 passengers. 4 or 5 of them are Germans, though they can speak English tolerably well. The rest generally appear to be men going to Pittsburgh on business. But among them all, with very few exceptions, I do not behold anything that appears like religion. On the contrary some of them can say almost anything without any apparent remorse or conscience. This however is the case with but one or two of the passengers, and they all manifest a peaceful disposition. The Captain, officers and hands are all peaceful and very obliging, but I fear that most of them are profane men. Swearing is a habit with them, especially those poor negro firemen seem as if they try to see which can utter the greatest number of horrid oaths. O, that something might be done to resist the influence of wickedness on these boats.

I see that they keep a "Bar"

here, but it is my opinion that very little liquor is drank among the hands, though I cannot say certainly about this. I did see the steward give one of the firemen some once, as I supposed. Since I wrote the above, I asked the steward if he gave liquor to the hands. He said, "very little," but acknowledged that they as well as every other person would be better without it.

About 3 (o'clock) we passed Bellaire, a little village about 6 miles below Wheeling on the Ohio side, and in about 45 minutes we reached Wheeling in a shower of rain. Here a great deal of freight was taken out and we remained some time. I did not go out into the city as much as I wished to go, but can say that it is the greatest city that I ever saw.

Wednesday morning (9 July 1845). Went to bed last night at dark and found no difficulty in sleeping soundly until after daylight this morning. During the night we passed by Steubenville, Wellsburgh and several other villages. This morning we passed Wellsville and (East) Liverpool, both of them tolerably fine looking villages on the Ohio side. At the latter we beheld a Roman church that was lately burnt.

We have taken on quite a number of passengers this morning at different places along the river. We are now passing the little village of Industry where they build boats.

Our accommodations on the boat with regard to eating and sleeping are good. As I look around on

THE BACK COVER

A paddlewheel that's right is the first order of business whether the boat is 27 inches long or 379 feet long. Get it right and everything else falls into place; get it wrong and you are banished to work for the Three Quays Marine Services Ltd. Here under construction is the sternwheel for John L. Fryant's FAR WEST. There are over 400 pieces of basswood, glued with a space age adhesive called alphacyanoacrilate. Construction time about 30 hours. The glue with the name long as MISSISSIPPI QUEEN is in the dark bottle.

the table I find I am the only one that uses cold water instead of tea or coffee. Alone in my stateroom with the doors closed, I have the privilege of communing with God. Prayer is sweet wherever it is engaged in.

Travelling in this way affords an opportunity for many interesting thoughts, and many things I might have written here that I have not.

Half past one. We just passed by Beavertown (Beaver), though it is so far back from the river that I could not see much of it. A little farther up we called a few moments at Bridgewater which appears to be considerable of a town for business, and quite pleasantly situated. On the shore I saw my mother's uncle but did not speak to him. Opposite this place is a little village called Phillipsburg. A little beyond is considerable of a town called Freedom on the side hill. It appears to be quite a place for business. A short time afterwards we passed Economy, though I could see but little of it except the courthouse steeple.

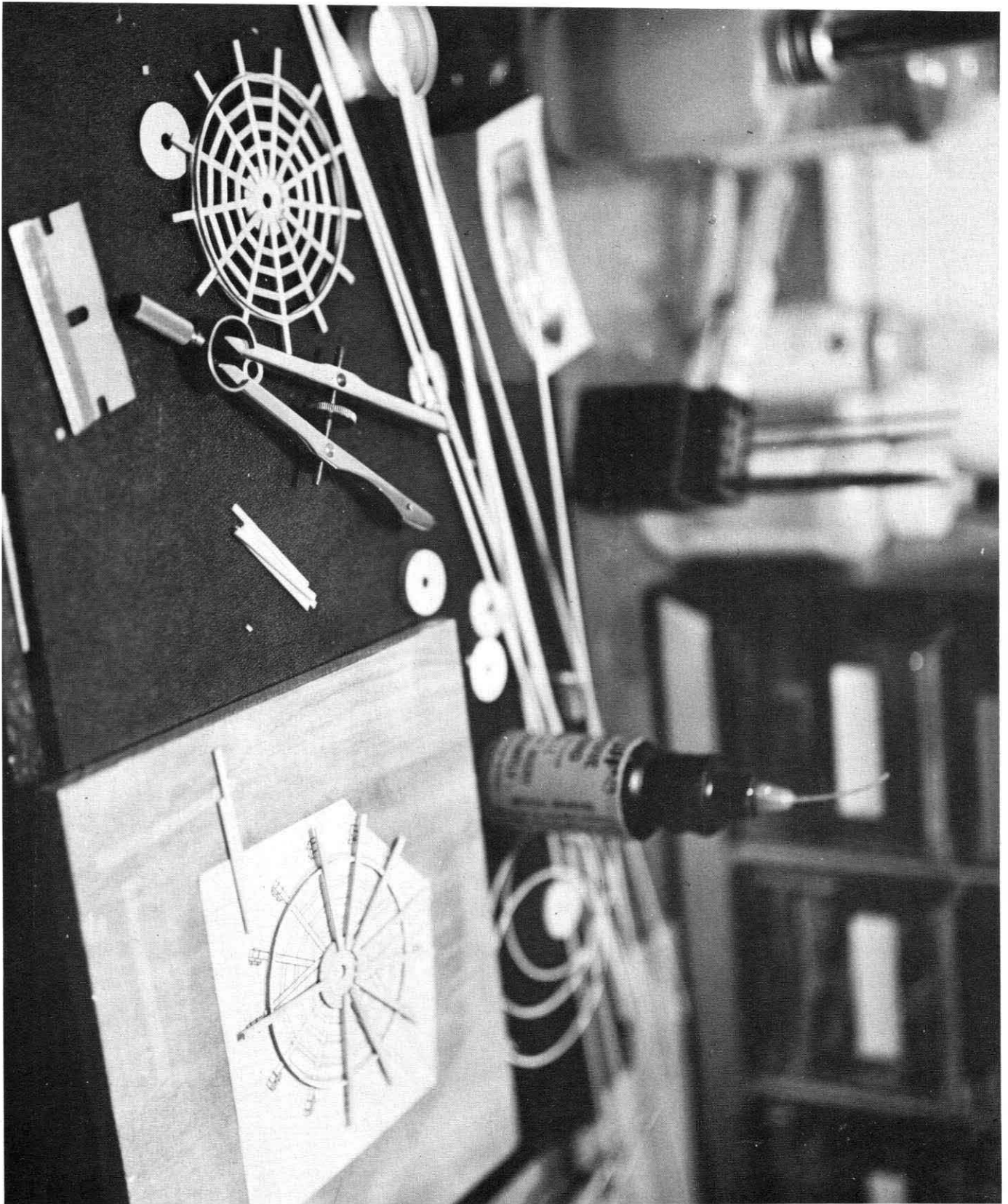
In the latter part of the afternoon we came to White's Riffle or "The Trap," which latter name it very rightly deserves, about 10 miles from Pittsburgh. Here the water is so shallow the boat refused to go. The hands after some difficulty in wading through water fastened a rope to the dam built from the foot of an island some distance down and drew the boat by levers in the capstan. 9 o'clock. We have just got started again and with much further difficulty arrived in Pittsburgh at 9 in the morning Thursday 10th.

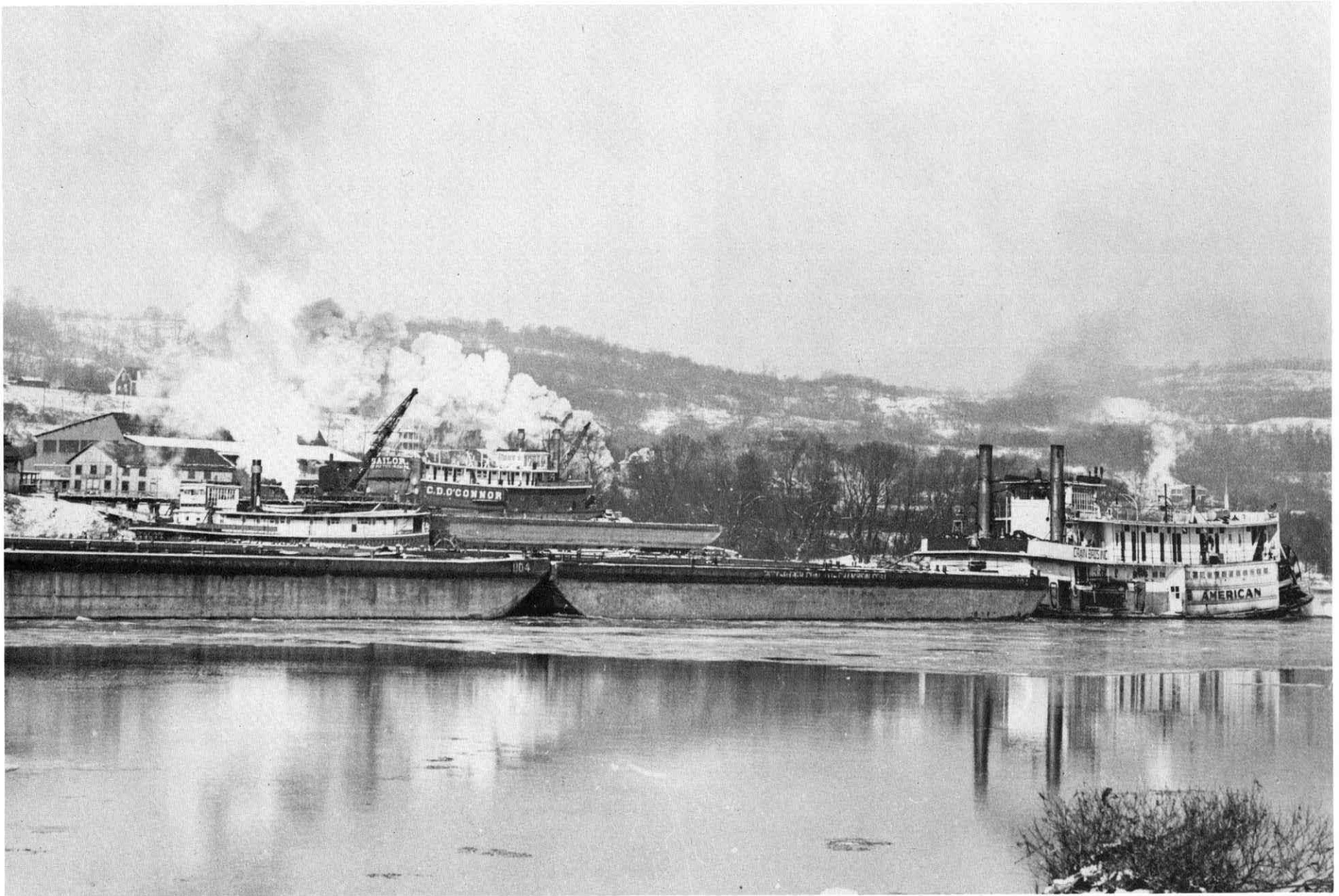
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=The TRIBUTARY which the Reverend Lawson and his cousin boarded was a small side-wheeler built at Pittsburgh that same year, 1845, Capt. J. Klinefelter. There was a U.S. Marshal sale at Louisville in November 1848, at which she was sold to Capt. James W. Denny and several others. On December 29, 1848 she burned at the foot of 5th Street, Louisville, floated down against the ARKANSAS MAIL, set her afire, and both were lost. -Ed.



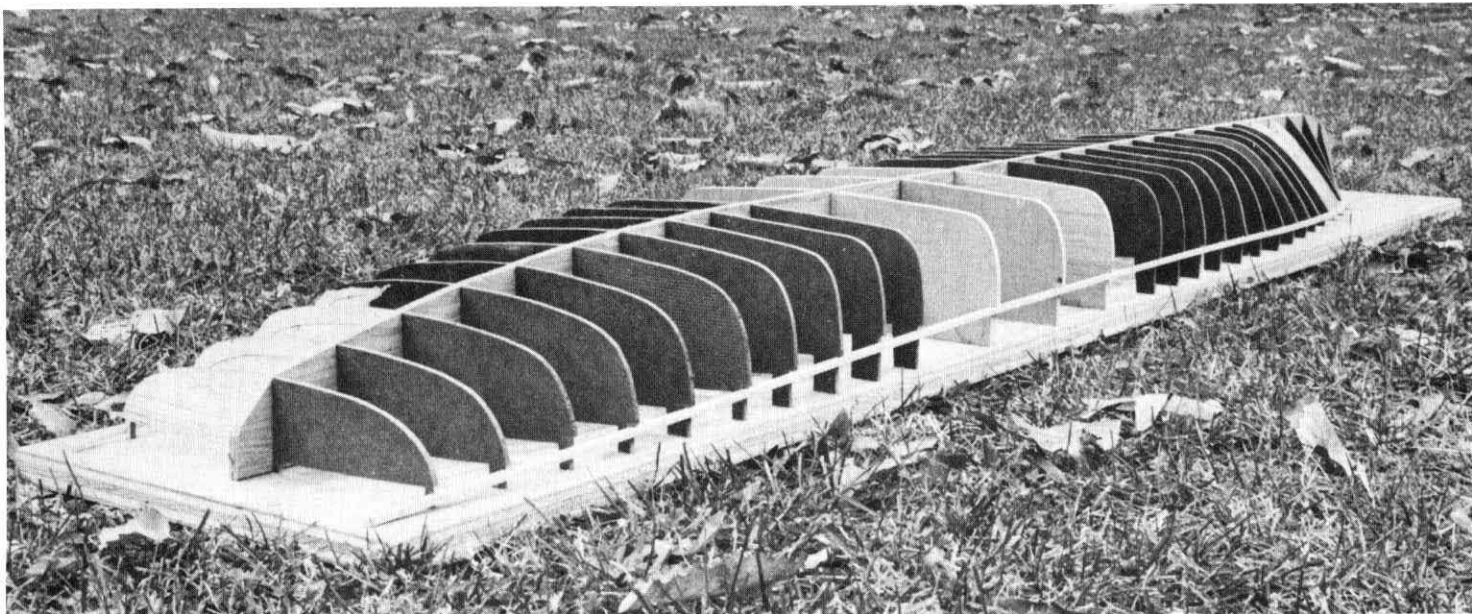
IN OUR JUNE '76 issue, page 17, is a portrait of Capt. Peter Sprague, the gentleman for whom the great towboat SPRAGUE was named. Later in the year Jack E. Custer sleuthed in the Allegheny Cemetery, Pittsburgh, and took the above. See page 12 this issue for further news and comment regarding the Sprague family.





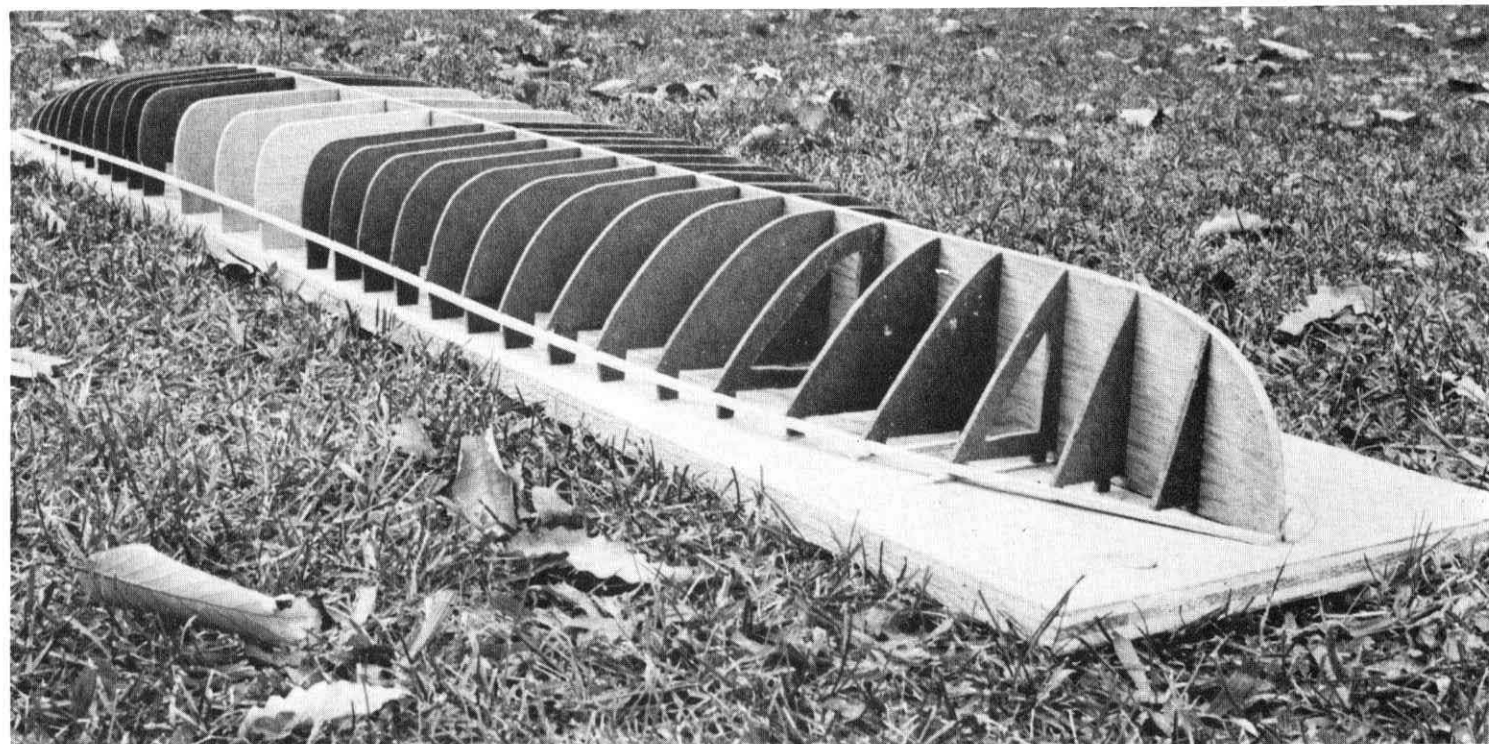
AN UNUSUAL PICTURE Taken on the Monongahela River showing the marine ways of the Jones & Laughlin Steel Corporation (left) at Floreffe, Pa. Pulled out on the ways is the J&L towboat C. D. O'CONNOR and if you look again the stern bulkhead reads SAILOR. This is Bill Reed's answer to the question posed in our last issue, page 44. The SAILOR, built 1924 at Pt. Pleasant, W. Va. had

her name changed to C. D. O'CONNOR during the winter of 1950-51 so here she is pictured with both names during the process. The single stack towboat behind the barges is J&L's TITAN. Upbound at the right is Crain Brothers' AMERICAN. Within two years all three in this picture were retired and scrapped. The diesel age had arrived.

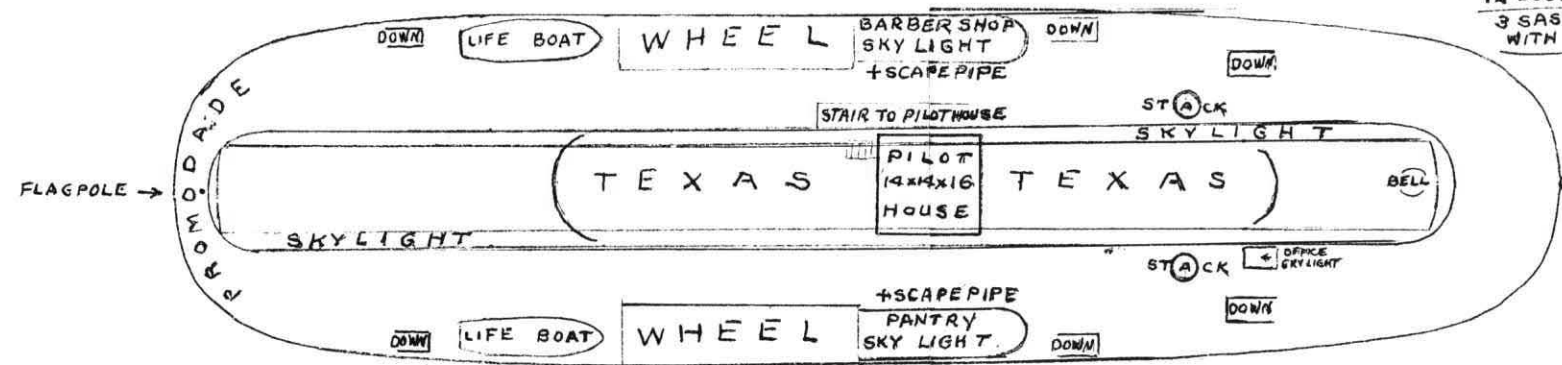


John L. Fryant, 6508 Dorset Drive, Alexandria, Va. 22310 has framed a hull model of the fast ROYAL of Evansville (see story next page.) He is building her hull upside down on a piece of 3/4 plywood, using 3/8" to the foot scale. The three light colored frames form the dead flat in the hull's belly. When he gets it planked and completed he may use it as a "plug" for a fiberglass mold, or a mold for a vacuum-formed plastic hull. In this view the stern is at the left.

In this view the ROYAL's stem is at the right. If all goes well, John Fryant plans to build the boat complete, power her by steam, with radio control. Meanwhile John is hopeful that someone in S&D may know or have access to information about C. G. Pierce of Kingston, Ontario, "the noted ship designer" credited with the original hull shape. The Fall River Line's PRISCILLA was designed by George Pierce, Boston---could there be a tie-in? Same person?

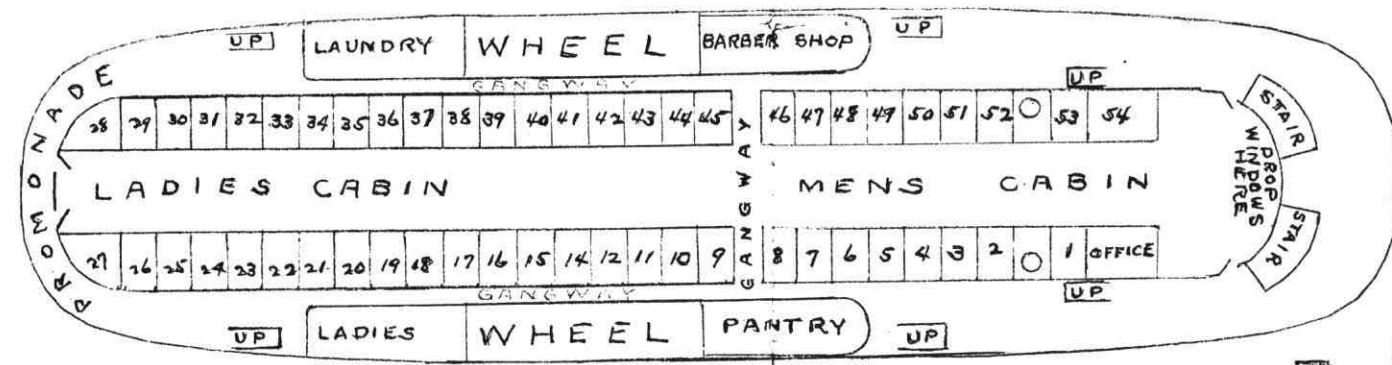


12 DOOR EACH SIDE TEXAS
3 SASH IN PILOT HOUSE
WITH 4 LIGHTS GLASS EACH



HURRICANE ROOF PLAN

SCALE
16 FEET TO ONE INCH

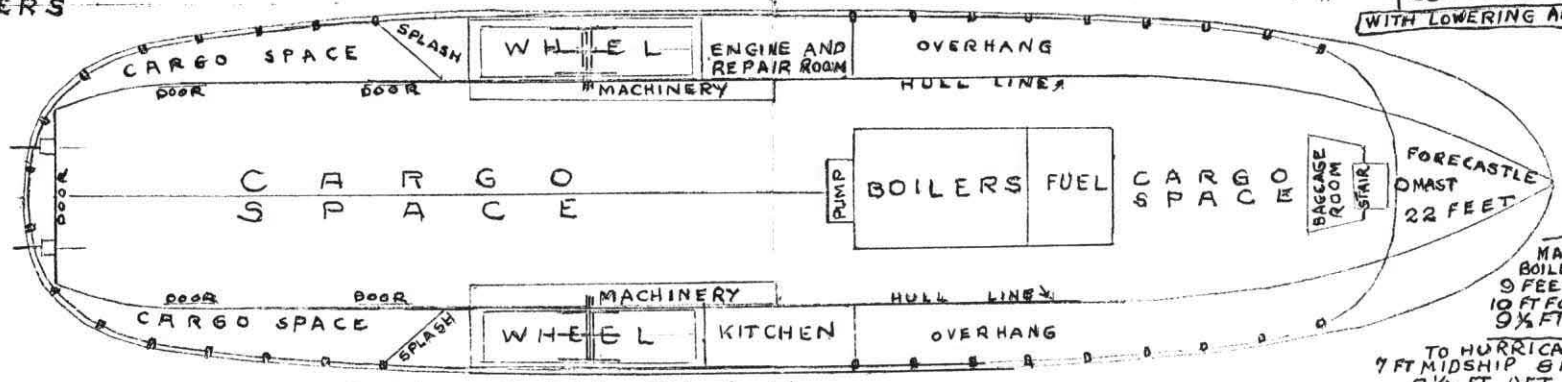


MAIN CABIN PLAN

HULL DIMENSIONS:
210 X 32 X 6 1/2
7 FT STERN 7 1/2 FT BOW
OVER ALL
210 X 49 FT

WHEELS 28 FT DIAMETER
BUCKET 6 1/2 FT LONG
3 BOILERS 24 FT LONG
STACKS 28 IN DIAMETER
26 FT APART CENTER
WITH LOWERING APPARATUS

WIDE STERN AND 2 RUDDERS



HULL LINES AND MAIN DECK PLAN

MAIN DECK TO BOILER DECK
9 FEET MIDSHIP
10 FT FORWARD
9 1/2 FT AFT END
TO HURRICANE DECK
7 FT MIDSHIP 8 FT FORWARD
7 1/2 FT AFT END

FREEHAND DRAWINGS of the GREENLAND by Capt. Jesse P. Hughes, prepared and presented to Robert Thomas, Powhatan Point, Ohio in 1938. Bob Thomas was wanting to build a model of the boat, and did, using these guide lines. The original drawings have been reduced to accommodate this page-size, so the indicated scale "16 feet to one inch" does not apply. Captain Hughes used contemporary information he had saved in notebooks plus details he had stored in his amazing memory.