

S & D REFLECTOR

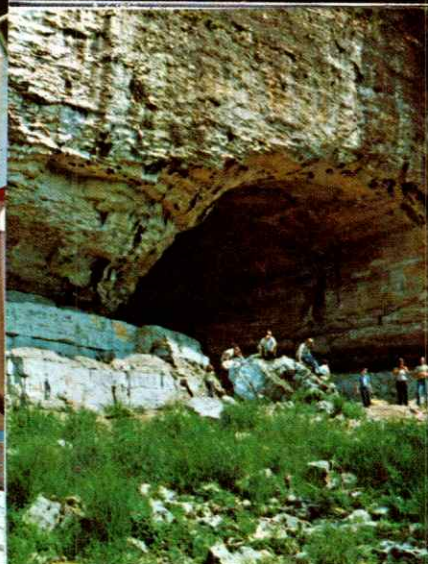
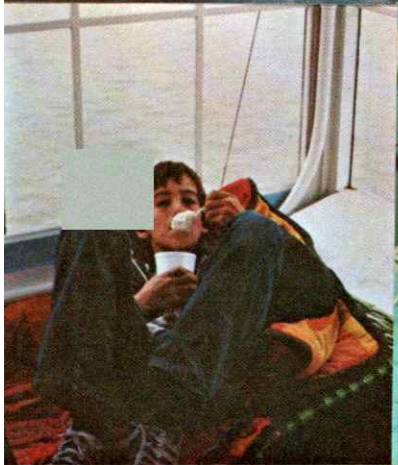
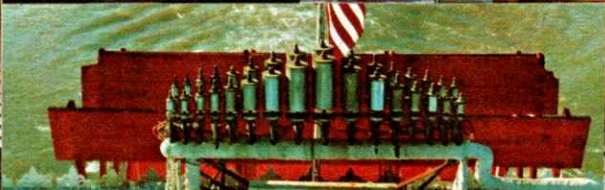
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 4, No. 3

Marietta, Ohio

September, 1977



ON THE GALA DAY when the famed Brooklyn Bridge was opened, Thursday, May 24, 1883, newspapers in Brooklyn and New York announced that Commodore Joe Tooker had chartered the mammoth excursion steamer GRAND REPUBLIC and planned to steam up and down beneath the bridge and fire guns from his decks as well. "Belling, steam-whistling, and band-playing are among the incidental attractions offered the patrons of this boat," the papers reported.

Since learning the above on page 520 of Pittsburgh-born David McCullough's "The Great Bridge" which lately has attracted readers too numerous for the GRAND REPUBLIC to contain them, we've concluded that Vic Tooker has missed an ancestor somewhere along the line.

Vic and his mother Alice Moore Tooker of course are, and have been, since 1968, two of the main reasons Plush People return time and again to the DELTA QUEEN. A major river tragedy was that Monday, September 16, 1975 when Vic's father, and Alice's husband, Guy Tooker (just short of his 86th birthday) suffered a fatal heart attack while uptown from the DELTA QUEEN at Memphis. A trooper to the end.

Commodore Joe Tooker of the GRAND REPUBLIC, who helped open the Brooklyn Bridge, may have been related. But Vic's great grandfather was not Commodore Joe; he was Thomas Tooker, an entertainer. Vic's grandfather was Victor B. Tooker of fiddle and banjo who lived at Wilmington, O. and there managed the railway express agency. Vic's father Guy left Wilmington High in 1909, went to Madison, Ind. and joined forces with one of the numerous French's NEW SENSATION showboats. This meant play acting, hawking cracker jack, playing trumpet, and, between acts, being a magician and a juggler.

On Sunday, January 25, 1976 everybody who is somebody in Wilmington gathered at the hometown Murphy Theater to honor Vic and his mother. Special awards were handed to them like awards were going out of style. David H. Miars, president of the Clinton County Historical Society, wrote, for the occasion, a "paper" about the whole Tooker tribe. No mention was made of Commodore Joe Tooker, maybe because he is not a relative after all, or maybe just a 42nd cousin. But the Commodore sounds worth a bit of investigating, don't you think, Vic?

John and Kate Louck, 1434 Wayne Road, West Bend, Wis. 53095 have sold their diesel excursion boat CITY OF WEST BEND to Gene Lister who took it to Huntington, W. Va. this past July. From what we gather Gene is operating her at Camden Park, and the boat's name has been changed to CAMDEN QUEEN. John and Kate Louck attended S&D last year, and when they wrote in July had high hopes of again attending this year.

Louise Hatfield Stickney died at Covington, Kentucky, on Saturday, July 16, 1977. She and her sister Virginia Hatfield visited with U. S. President Gerald Ford and a picture and description of the meeting appears on another page of this issue. Mrs. Stickney was born in Cincinnati (Westwood) and was a student at Science Hill School, Shelbyville, Ky. Upon graduation from the College Preparatory School, Cincinnati, she attended the University of Cincinnati, and studied at the Metropolitan School of Art. She won the national contest for her design of crest and letterhead used by the Association of Junior Leagues of America. Mrs. Stickney was former city editor of the Cincinnati Junior League and Junior League news sheet. Her parents were the late James T. and Ellen Methven Hatfield. In addition to her sister Virginia she is survived also by another sister, Mrs. Ruth Hatfield Gordon, Glendale, Ohio. Services were held at the Trinity Episcopal Church, Covington, and interment was in the Highland Cemetery.

Sirs: I just got a letter from Mr. James V. Swift and he answered a little more of my question about the ZANETTA's whistle. He told me that in 1946 the whistle was being used as a factory whistle on the plant of the National Battery Co. in Zanesville.

Jeffrey Spear,
613 Washington St.,
Marietta, Ohio 45750

=Clyde Swift tells us that the National Battery Co. now is the Gould Battery Co., still at Zanesville, where the ZANETTA's whistle continues in daily use. -Ed.

THE RESTORATION of the old TELL CITY pilothouse is under way. The contract for the work was awarded to Cecil Schwendeman, Lowell, O., on June 14th last. High hopes are entertained that the work will be well along by September 10th when S&D meets. The job includes concreting the oval area where the pilothouse will be displayed. As this issue goes to press Mr. Schwendeman has prepared much of the fancy work at his shop in Lowell. Bert Fenn phoned us in mid-July to say he had built the decorative finial, scaled to a drawing prepared by Alan L. Bates, and was shipping it from Tell City to Marietta. Chuck and Catherine Remley procured a #3 Burnside eggshell stove at a sale in Ravenswood, W. Va., their contribution to the effort. Gene Fitch is the person who "discovered" Cecil Schwendeman while sleuthing at Lowell for beaded lumber to match the original pilothouse sides. Gene not only found Cecil, but also located the lumber at Cecil's shop. Bob Thomas is the source of much know-how. George W. Schotten's model of the pilothouse, shown at last S&D, was an inspira-

tion to get the job going. S&D is picking up the tab for the cost of the rebuilding through a grant from the J. Mack Gamble Fund. The Ohio Historical Society, owner of the pilothouse, will maintain it.

Paul R. Coppock, feature writer with the Memphis "Commercial Appeal," is preparing to do a story on Capt. Nettie Johnson and her steamboat namesake NETTIE JOHNSON as we go to press. The story and picture in our last issue, page 32, got him hopped up.

OUR FRONT PAGE

MICHELE KINGSLEY, 3364 Hewitt Ave., Apt. 301, Silver Springs, Md. 20906 has our thanks for the colorful montage arranged from candid shots taken aboard the JULIA BELLE SWAIN within the past year or so. On the left, pensively smoking his pipe, is Paul Anton. Under his picture is Robert Trone, younger son of Capt. and Mrs. Dennis Trone. Upper center (left) are Dennis and John Hartford discussing ships & shoes & sealing wax, and to their right is Bob Anton with son Nathan, and the small insert just under with the smile and the derby is Dennis (awake) and in the orange sleeping bag is Dennis (asleep) little suspecting he would be lending color to a magazine cover. The serious looking engineer, bottom center, is Tom McMillan with a degree in chemistry. The featured gold antlers since have been transferred to the DELTA QUEEN, and the hole in the hill (lower right) is Cave in Rock, Ill. featured in our last issue. The wharf scene (bottom left) was taken at Evansville, Ind. As you may rightly suspect, Michele Kingsley is something of a pro when it comes to shutter-bugging.

One of the more startling bulletins crossing our news desk is the disappearance of the superlative model of the J. M. WHITE from the Smithsonian at Washington, D.C. This quarter inch to the foot model was built a few years ago by Jack Leslie and Ralph Hitchcock and had its debut swimming in the reflection pool at the Ohio River Museum, Marietta, during an eventful S&D meeting. The builders presented it to Smithsonian where it was the object of considerable attention. One of our Eastern sleuths, who's been keeping an eye on it, recently found it conspicuous by its absence. Upon inquiry he was told by a Smithsonian person that the Powers That Be have placed it in storage.

The June '77 issue of the Phillips County (Ark.) Historical Quarterly, published at Helena, Ark., features pictures and the story of the Longworth family steamboat CO on a hunting and fishing expedition up' the St. Francis River. The text and the photographs appeared in the March '70 edition of S&D REFLECTOR, and copious credit is given.

Members of the Historical Society got an unexpected dividend along with the June '77 issue. A handsome picture album, compliments of the First Federal Savings and Loan Association of Helena, was mailed along with the Quarterly. Eight-by-eleven-inch pictures of the transfer steamboat PELICAN, the last KATE ADAMS, the ferry A. C. JAYNES, the towboats MARY WOODS NO. 2 and CITY OF HELENA, and others are featured.

An AP dispatch datelined Cincinnati, O., July 23rd last, revealed possible jeopardy for the Delta Queen Steamboat Co. Officials of the company testified July 21st before the U.S. House Ways and Means Committee, seeking relief from a House version of a proposed waterway user tax which does not exclude overnight passenger opera-

tions from tolls or fees.

Company president Betty Blake said if the tax is passed it would catch the company when it is already "pretty far down" because of the unexpected problems with the \$25 million MISSISSIPPI QUEEN.

According to the AP story, the big steamer ran up a \$4 million loss after launching due to unforeseen lay-ups necessary for repairs and readjustments, covering almost half a year.

"We are already in the red. This (user fee) would just take us deep," she testified.

Passenger carriers are excluded in a study ordered by the U.S. Senate, which instructed the Secretary of Transportation to limit the proposed cost-recovery fee to cargo shipments moved by barge.

Carl Randall, 4169 Westport Road in Louisville, ordered and sent a check for eight sets of those six back issues offered in our last issue. A few more sets are available if you are interested. The six are Vol. 7 #2; Vol. 8 #3, #4; Vol. 9 #4; Vol. 10, #2, #3. All six for \$10 and we pay the mailing charges. No substitutions please. Address F. Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

S&D'S ANNUAL MEETING

Last call to those few who may not be aware of S&D's convention scheduled at Marietta, Ohio, the week-end of Saturday, September 10th.

Friday evening a grand display of fireworks over the Ohio River.

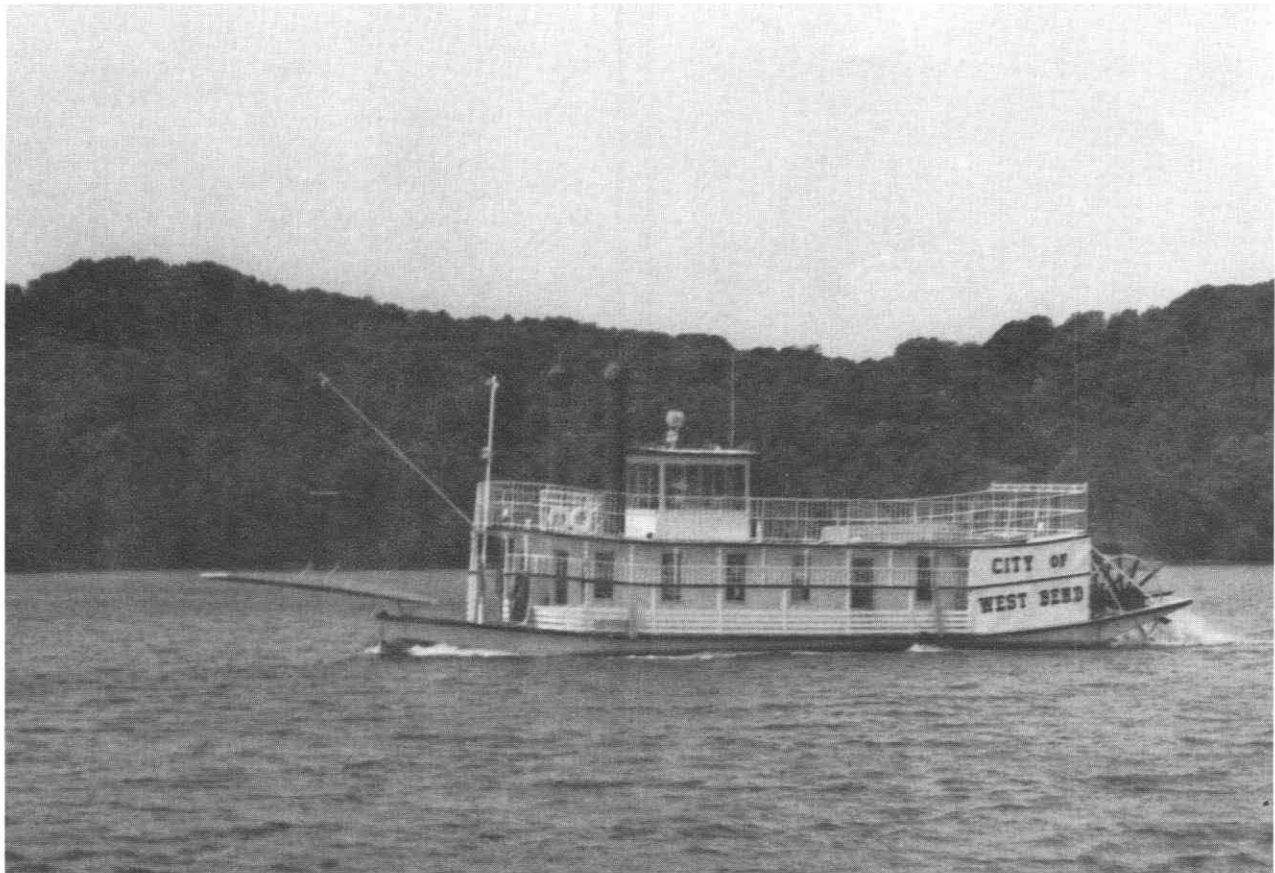
Saturday 9:30 a.m. Board of Governors meet in the Ohio Valley Room, Lafayette Hotel. Coronation of the Sternwheel Queen at the Ohio River landing.

Noon buffet luncheon at the Marietta Boat Club followed with a short program.

Band-O-Rama Parade of 40 bands in town.

Annual dinner at the Lafayette promptly at 6:30.

Alan L. Bates is the featured speaker at the evening meeting. Premiere showing of Eastman Kodak's "Legacy of the Mississippi" by special arrangement.



CITY OF WEST BEND photographed below Lock and Dam 24, Clarksville, Mo. on the Upper Miss. She was on her way to Huntington, West Va. when Ray Spencer took the picture on July 12th last. For particulars of the transaction see page

2 this issue. This handsome passenger carrier was built at West Bend, Wis. in 1973 on a steel hull 76 by 16 by 4. She made her debut in the S&D REFLECTOR in the Dec. '73 issue, page 2, when Capt. John M. Louck had recently completed it.

S&D REFLECTOR

Published by Sons and Daughters
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VOL. 14, NO. 3

MARIETTA, OHIO

SEPTEMBER, 1977

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa. and printed and mailed at Marietta, O. Membership in S&D entitles each \$10 member to one copy per issue. Application to join should be accompanied with a check for \$10 (individual) plus \$1 additional for wife and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$10; if you and wife join send \$11; for you and wife and one child send \$12, etc. Remit to:

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

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

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

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

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

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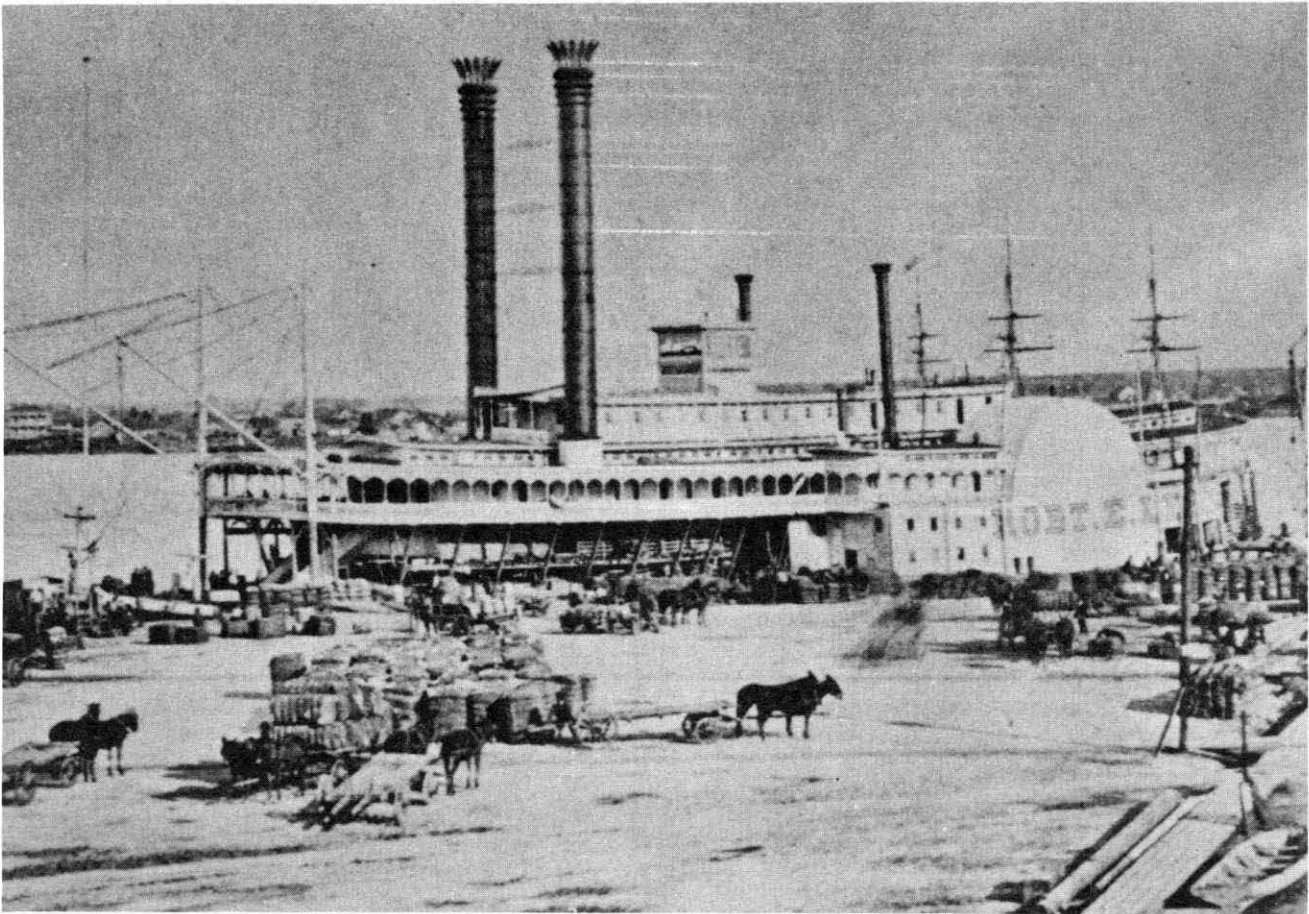
Capt. Thomas E. Kenny
Bert Fenn
William Barr

JOHN HARTFORD had the good fortune to have a chalk-pitchin' steamboat buff grade school teacher named Miss Ruth Ferris. She was honored at a St. Louis dinner party and to commemorate the event John composed a jingle, set it to music, then played banjo and sang the piece for a taped recording which was featured at the party. Keith Norrington engineered the latter part and has kindly supplied us with the words. We are informed through unimpeachable sources that Ruth was "deeply moved," although for the present there remains the doubt whether by surprise of by a teacher's instinct to hand John a flunking grade for such D-minus doggerel. After reading the thing we elected for the latter, but did a round-to after hearing the show first-hand, alive, from John & banjo. Said Ruth later: "I have shamelessly taken to heart all of the tributes, the song, honorary captain's commission and the attention showered on me at the Gala River Weekend April 23. It was a genuine surprise and much appreciated. But now I can't sit back on the lazy bench. I'll have to be up and doing to justify all that tribute."

MISS FERRIS

By John Hartford

I had a teacher when I went to school;
She loved the river and taught about it too;
Well, I was a bad little somethin', but she called
my bluff
With a great big collection of steamboat stuff.
She had log books and bells and things like that;
She knew the old captains and where they were at
She rode the ALABAMA and the GORDON C. GREENE
As the CAPE GIRARDEAU was later renamed.
But her very favorite, as you all know,
Was the GOLDEN EAGLE, Cap'n Buck's old boat.
This old sternwheeler sank and went to heaven
When I was in the fourth grade in 1947.
Well fashionable St. Louis society
A first night out on the Mississippi,
Asleep in their bunks with an after-dinner drink--
They didn't think that the boat would sink.
Well I know Cap'n Buck was a very sad man
When that old wood hull went into the sand.
And Miss Ferris--she was sad for sure--
But immediately her mind went to work.
Well she did some politicking that was tricky and
hard
And got the pilothouse for the schoolhouse yard.
And--so--instead of studyin'--I became a dreamer,
A'dreamin' 'bout boats on the Mississippi River.
Now the St. Louis levee was away downtown;
It was the lowliest, and the funkiest, and the
furthestest down
An elevated track and a cobblestone grade--
You'd go down there and get hit in the head.
But the river was life; it was changin' all the
time.
It was the street and the sluice. It was the
ol' main line.
I started readin' The Waterways Journal and all,
A'followin' Cap'n Fred Way and C. W. Stoll.
I used to work real hard to get my schoolwork done
(You couldn't fool Miss Ferris none)
And if I went to sleep or I weren't supposed to
talk,
She was a dead shot with a little piece of
chalk.
Oh my, oh my, how the time does fly---
Time and the river keeps a goin' by;
Now I'm not a student, and she's not a teacher,
But we both still love the Mississippi River.
Now I went to see her this Christmas last,
And we took a little trip back through the past
On the E. Z. ROCKER. We looked at pictures---
And dreamed our dreams of the Mississippi River.



ACTUAL PHOTOGRAPHS of the racer ROBT. E. LEE are not plentiful. Bert Fenn unearthed this one some while back, taken at New Orleans some few years after the celebrated race of 1870 with the NATCHEZ. New smokestacks had been installed, and double swinging stages placed. She wore this same appearance when in 1874 she came in to New Orleans with her banner cotton trip, 5,741 bales. A harkback to the LEE came this past March when the Highland Presbyterian Church in Louisville, Ky. was the recipient of a be-

quest in amount of \$35,000, by terms of the will of Ronald A. Shadburne, Bethesda, Maryland. The good church deacons were somewhat embarrassed to know or remember who Mr. Shadburne was. C. W. Stoll tapped his think-box and came up with a recollection that Shadburne was a descendant of an engineer on the ROBT. E. LEE. Good work, for Shadburne was great-grandson of chief engineer William Perkins, at the throttle during the LEE-NATCHEZ race. Still to be explained is why the \$35,000 bequest was made to the Highland Church in Louisville.

YOU probably know that the DELTA QUEEN won the big steamboat race at Louisville this past May 4th. She did it easily. We were somewhat surprised to find Capt. Ernie Wagner---the gentleman we officially retired and put in moth balls (see March '77 issue, page 26)---wearing the Big Hat. "I'd sure like to win this race," he said beforehand, "it may be my last one." Ernie trimmed the DQ, head down and wheel up, and let her roll to victory. As reward he recaptured the antlers which for the past year have been in the Peoria-Chattanooga trade. They again grace the top of the DQ's pilothouse, gold-leafed to eye-hurting splendor by Lexie Palmore.

The score now stands:
 DELTA QUEEN 7 wins
 BELLE OF LOUISVILLE 6 wins
 JULIA BELLE SWAIN 1 win

From a dead start, the B/L took the initial lead upriver, the JBS about a length behind, and the DQ

lagging behind. Then things changed. The DQ overtook the JBS at Jeffboat. At the Louisville Water Works the DQ and B/L were neck-and-neck, with the JBS lagging about four lengths. During the turn-around the B/L lost her lead and never regained it. The DQ rolled that big wheel at 16 rpm and came back to Louisville an easy victor.

Harry Loudon piloted the DQ to her 1977 win. John Hanna was the first mate. Tug assistance was provided for all three contestants for the turn-around at the head of Six Mile Island. MISS IDA, owned by Norman Wooten, and in charge of James Bennett, turned the DQ.

The JULIA BELLE SWAIN spun so handily at the turn-around that the JOE TAYLOR wasn't needed at all. The DAVID R. LeMAY turned the BELLE.

We were perched on a stool in the JBS's pilothouse thanks to Dennis Trone. John Hartford did

the piloting---this boat steers by hand. Downstairs during the course of the race Dennis assumed an unusual role for a riverboat captain; he up and married Sharon Martin, 31, and R. C. Williams, 34, both of Chattanooga. A little later Dwayne Estes, Evansville, played "Memories" on the calliope.

Capt. Ernie Wagner was admitted to the Lucerne General Hospital, Orlando, Fla., for surgery this past mid-July. As we go to press he's doing nicely and a second operation is scheduled within the week, usual procedure. By the time these lines are read he will be convalescing at home and might appreciate a note. Address him at 4507 Crichton Lane, Orlando, Fla. 32806.

WHEN A CREW of students from the Jamestown, N. Y. High School agreed to help Russell A. Fuscus salvage what is left of the steamboat CITY OF CINCINNATI, they considered the project his version of a pipe dream. At least that's how it seemed at first.

The hull of the Chautauqua Lake excursion steamer was left to fill with muck in a slip off the Chadakoin River near Jamestown after it burned to the waterline nearly 40 years ago. Fuscus heard about the CITY OF CINCINNATI after an article in the Jamestown "Post-Journal" told about his efforts to save items from the steamboat CITY OF JAMESTOWN, which was being cut up for scrap last year.

Fuscus has been collecting memorabilia of Chautauqua Lake's steamboat era for a restaurant and amusement center he is developing at the village-owned Casino at Bemus Point, N.Y. The Casino is being decorated along the theme of "The Great White Fleet," and will include a display of whatever Fuscus can collect about the fleet of Mississippi-style river boats that ruled the lake around the turn of the century.

Fuscus doesn't seem to have a favorite among the fleet, although he says, "A lot of people are really taken with the CITY OF JAMESTOWN." (That boat, formerly the CITY OF CLEVELAND, was called "the grand lady of the lake," and she sailed the lake well after her sister ships had disappeared.)

"But the CITY OF CINCINNATI was a great one, too," Fuscus says.

Indeed she was. The boat was built in 1881, her 132-foot keel made from just two pieces of white oak. She was run by the Burroughs Brothers and normally laid overnight at Mayville. The CITY OF CINCINNATI, once recognized as one of the two fastest steamers on the lake, was the "theater boat," because at night she made trips to take people to performances at the Celeron amusement park.

Homer Danielson notes that the boat was heavy at both ends and there was a slight kink between the pilothouse and smokestack. Pictures of the steamer show a truss rod running overhead, held up by two masts. She could carry about 750 passengers and reports indicate that during the "steamboat war" races, the CITY OF CINCINNATI often led the way.

But when the boys started the salvage operation in November of last year, she was nothing but a hulk, hidden by thick undergrowth and forgotten.

"If we hadn't known she was there, we couldn't have found her," Fuscus said, telling how the brush had to be cleared before the volunteers could begin the back-breaking task of shoveling the mud.

They went to work in November. Two pumps were used to clear some 65,000 gallons of the Chadakoin River out of the hull. They recovered ornate mahogany railings, which are being refurbished for the Casino, and windows from the

clerestory, which was aft of the stack.

The crew also found a lot of interesting structural things in the remarkably preserved hull. Since not much has been written on the actual construction of the boats, Jamestown High School senior Brian Johnson took a lot of pictures.

An argument got started between the local experts on steamboats, men who had a personal acquaintance with the CITY OF CINCINNATI. The big question was whether the propeller was still there. Some said it had been salvaged years ago. Danielson told Fuscus that if the boys found the prop shaft, they would also find the prop.

Winter weather in December forced work to stop just as the crew was getting close enough to the stern to answer the question. But they were back at it this spring and Fuscus said the most exciting day of all was when they poked a hole and found the prop shaft. As Danielson had predicted the prop was secure on its end.

They also found the rudder, which has metal plates over a wooden core. It stands well over five feet tall and will be displayed along with the rudder from the CITY OF JAMESTOWN.

Glen Solomonson, the last surviving steamboat pilot from the heyday of the fleet, was called in with his salvage barge and crane to remove the find. Fuscus also has one of the two keel pieces and everything has been taken to the Casino for display.

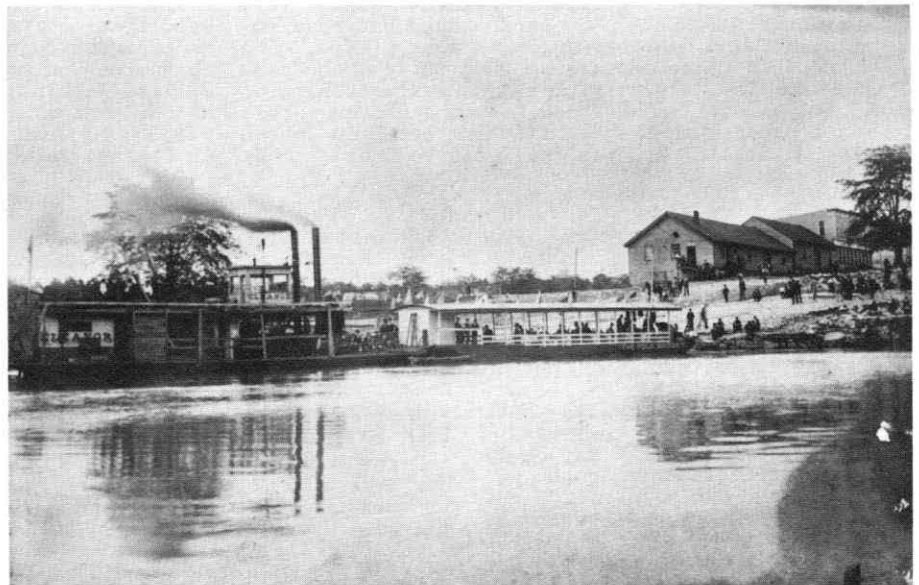
As for the crew that did the work, Fuscus is a pretty proud man.

"People malign teen-agers for some of the things they do," he said. "Well, I'm really proud of these kids."

Fuscus added that they are sort of proud of themselves. "They are impressed that they started something like this, and they completed it."

The items from the CITY OF CINCINNATI will be displayed along with the other items Fuscus has collected. In addition there are more than 1,000 pages of steamboat information compiled by his son David which will be indexed and placed at the Casino.

=For the above we are indebted to a story in the Post-Journal authored by Cristie Herbst, sent to us by Chase Putnam, long-time S&D treasurer, from his home in Warren, Pa. A few further facts:- The CITY OF CINCINNATI was laid up in 1925 at which time her engine was removed and sold. In 1927 she was bought by a man figuring to use the steamboat as a summer home placed on property he bought along the Chadakoin. He dug a channel, floated her through, filled behind as he went, and planted her. She burned in a mysterious fire on February 15, 1935, at which time she had been abandoned for some while. The young archaeologists on Russell Fuscus's team are Kevin and David Fuscus (sons), Mike Robertson, Jeff Becker, John and Jim Felton (brothers), and their cousin Larry Felton, with Brian Johnson as project photographer.



THE CITY WHARF at Bowling Green, Ky. is shown in this picture as it looked in 1905. The warehouse on the grade was used in connection with the packets. The ELEANOR (left) with the excursion barge POLK BADGET is at the landing. Capt. Joseph Williams owned this outfit, brother of Capt. Richard (Dick) Williams of the J. C. KERR, and uncle of the Williams boys around Evansville. This picture was handed to us by the late J. Porter Hines. Many tid-bits in the S&D REFLECTOR come regularly from Mrs. Roy B. (Jane Hines) Morningstar, 621 East 13th St., Bowling Green, Ky. 42101.

MOST PEOPLE are aware that Johnstown, Pa. has had yet another flood, staged this past July. The Conemaugh River is formed at Johnstown where the Little Conemaugh (about 18 miles long and drops 1,147 feet in that distance) comes in from the east, and Stony Creek arrives from the south, the larger of the two. South Fork Creek, tributary of the Little Conemaugh, was the site of the notorious South Fork Dam which let go May 31, 1889 causing a life-loss of 2,209 people.

Briefly, the Conemaugh, west of Johnstown, joins up with the Loyalhanna which comes up from the south, and below this junction the stream is called the Kiskiminetas, or "Kiski" for short, which drains into the Allegheny River above and opposite Freeport, Pa., 30 miles above Pittsburgh.

No control measures were built for the protection of Johnstown after the 1889 Flood for the plain reason that the disaster was man-made, the failure of a dam. It was not rebuilt, and hence the menace no longer existed.

All went well until torrential rains unleashed what later became known as the "St. Patrick's Day Flood" at Pittsburgh in 1936. A substantial portion of the run-off came from the Conemaugh-Kiski watershed, bad news for Johnstown which was socked with a flood crest second only to the 1889 debacle. Following this, the U. S. Engineers were handed the job of containing Johnstown's unruly streams. They were widened and concrete-walled to become enormous gutters with capacity, hopefully, to carry off flash flooding.

In a broader sense the program initiated in 1936 was designed to protect Pittsburgh. A series of control reservoirs were built, one of them on the Conemaugh River below Johnstown. This one, between Saltsburg and Blairsville, caught the whole of the run-off of July 19-20 last quite successfully, drift, rubbish and all. The only evidence at Sewickley, 12 miles down the Ohio, was a slight rise and a change of color from the usual summertime green to a light tan.

The late Col. Gilbert Van B. Wilkes, of the Pittsburgh U.S. Engineers, after completing the work at Johnstown said, "We believe that the flood troubles of the city (Johnstown) are at an end." This hopeful prediction held good for almost 40 years, save for a brief crisis in latter June 1972 when Tropical Storm Agnes sent most of Pennsylvania's streams over their banks.

Then, about 9 p.m. on Tuesday, July 19th last, rain commenced to fall in the Johnstown area. Six hours later one official gauge had collected 12 inches. The gauge at Johnstown at the end of seven hours had collected 8.5 inches. The normal rainfall there is from 4 to 4½ inches for the whole of July. Johnstown is in a deep ravine, like in an enormous hole in the Alleghenies. Some wag once

observed that the sun at Johnstown "rises at ten and sets at two," and it was not too great an exaggeration.

The Greater Johnstown Water Authority's Laurel Run Dam, about five miles northwest of Johnstown, broke about 2 or 2:30 a.m. as the storm was raging hard. The caretaker and operator, Timothy Lantz, told reporters in flashes of lightning he saw water raging over the breastwork and then he heard a "gigantic roar louder than thunder...I thought the side of the mountain was coming down." The concrete filtration plant at the dam was wiped out completely. By daylight there was no trace of it.

The community of Tanneryville, in Laurel Run valley, was virtually wiped out. Trees, rocks, cars, trucks---even a trailer house full of people---tumbled into town.

Sandy Run Dam, a few miles east of Geistown, almost within hollering distance of the still-remaining abutments of the 1889 South Fork Dam, also failed.

As daylight dawned on Wednesday, July 20, 1977 at Johnstown, Pa., there was no electric power, no telephone service, no railroad, no drinking water, and practically every highway in or out was impassible. The Bethlehem Steel plant, mainstay for many of the 42,000 population, was shut down cold.

The massive storm had been carefully watched on radar as it formed in northwestern Pennsylvania. It seemed to be moving eastwardly, and then by some strange admixture of isotherms and isobars it changed course, drifted southwest, stagnated over Cambria County, and dumped its load. Many of the victims were found in automobiles partially or completely buried in mud and debris, as though they were trying to escape to high ground. The miraculous part of this Johnstown Flood of 1977 is that so few were killed. The toll has not yet been ascertained as this piece is typed, but seems to be less than 80.

Joseph Ellam, Pennsylvania state dam safety inspector, surveyed the scene of the Laurel Run Dam from a helicopter. Gaylord Shaw, reporting for the Los Angeles "Times" was with him. "For nineteen years I've been trying to tell people they had time bombs up every one of these hollows. They didn't believe me," said Ellam.

By "time bombs," Ellam was referring to scores of aging dams which dot the narrow valleys of southwestern Pennsylvania. Laurel Run Dam, built 60 years ago to supply water to Johnstown, suddenly became an instrument of disaster. Ellam cited "grossly inadequate spillway capacity" as the probable cause of the overtopping and subsequent failure of the dam, and said that the same problem plagues many of the state's 900 other large dams.

The Los Angeles "Times" earlier this year did a month long investigation of dams to discover that of the nation's some 50,000 of them, hundreds are aging and defective, posing the potential for catastrophe.

There remain alive about 100 survivors of THE Johnstown Flood of 1889. Every year now on May 31 they hold a dinner at the local Sheraton Inn. A microphone is passed around and each is invited to retell his or her harrowing tale.

Mrs. Deaise Heslop, 94, is one of these. "My father was a blacksmith," she related to Michael Miner, reporter with the Pittsburgh "Press." "He came over from Wales when he was young, and he made all the iron fences in Johnstown."

"Listen I was only six years old then. I had the measles and was in bed all day. We lived at the corner of Conemaugh and Walnut in a big brick house. My father called us. He said, 'Run up to the third floor.' But he never made it. A big log caught his arm. So he was drowned. And my grandmother was washed out of a third floor window."

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GLADIATOR!

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Will leave on *Wednesday* the *17th* inst. at *4 o'clock.*

For Freight or Passage, apply on board, or to

ROBERT G. THOMAS, vice president of S&D, boat builder, steamboat engineer, foundry foreman, and builder of about anything made of wood from pilot-wheels to homes, comes from a river family. There have been so many of these Thomases it is nigh impossible to keep them straight in mind. Not so long ago we asked Bob would he please sit down some rainy afternoon and sort them out for us.

Bob has obliged. Gardner Thomas (1808-1888) was born near Olean, N. Y. of Welsh parents, came by flatboat down the Allegheny and Ohio Rivers to settle first at Woodfield, O. and then at Clarington, O. where he acquired land. He married Matilda Archer and later built a brick house in Clarington which still stands, although altered. Gardner Thomas was a shoemaker. There were four children born to this couple:

Thaddeus S. Thomas	1830-1919
Reuben M. Thomas	1833-1908
Daniel E. Thomas	1835-1864
Delorah P. Thomas	1839-1925

The Clarington & Wheeling Packet Co. (JAMES REES, TELEGRAM) consisted of Steve Thompson, James Gatts, Thaddeus S. Thomas, Reuben M. Thomas and Charles Booth. Reuben M. Thomas went to Cincinnati in 1851, became a machinist, and set up machinery on new steamboats including the early Civil War gunboats built there. He met and married Eliza C. Woodington of Covington, Ky. and they had two children who died in infancy and are buried in Spring Grove Cemetery. This couple returned to the Upper Ohio and Reuben was engineer on both JAMES REES and TELEGRAM. In 1884 he was appointed U.S. Inspector at Wheeling (boilers) and served until 1903. Five more children were born to them:

Charles G. Thomas	1858-1935
Mark Lester Thomas	1861-1951
Elmer Frank Thomas	1871-1958
Edith Irene Thomas	1866-1899
Lydia T. Thomas	1879-1911

Reuben moved back from Wheeling to Clarington and spent his remaining days there.

Daniel E. Thomas, who died 29, was a river captain to New Orleans and ended up with yellow fever.

Of the children of Reuben M. Thomas, the eldest, Charles Gardner Thomas, became a steamboat engineer out of Wheeling (LIZZIE TOWNSEND and others) and then was appointed U.S. Inspector of Boilers at Pittsburgh, and later at Point Pleasant, W. Va. His wife was Louella Mozena 1853-1928, sister to the Mozena brothers who ran the Clarington Boatyard. Charles died in 1935.

Mark Lester Thomas also was a river engineer, and later was a manufacturer's agent for boiler supplies and machinery with his offices at Wheeling. His wife Alice (1864-1939) was a sister to Capt. Edwin A. Price of showboat fame.

Elmer F. Thomas also was a licensed steamboat engineer, although he is better known for his

long association with the Mozena Brothers boatyard, Clarington. He did all of the layout and loft work and was an excellent marine carpenter. He married Olive Mae Smith (1882-1959) in 1903.

Edith Irene Thomas married E. B. Suter. They operated a Frontier store in Lincoln, Nebraska.

Lydia T. Thomas married Capt. Walter C. Booth, Clarington, best known for his long connection with the packet LIBERTY built 1912. Lydia became the mother of Capt. T. Kent Booth, Mark L. Booth, Edith Booth (Mrs. Edward Rice) and Mary Agnes Booth who died in infancy.

Elmer F. Thomas of the Mozena Boatyard and his wife Olive were parents of nine children, one of whom is S&D's Robert G. Thomas.

The nine:

Dorothy Thomas	1905-1907
Robert G. Thomas	1906-
Elizabeth Ann Thomas	1909-
James E. Thomas	1911-
Alice M. Thomas	1913-
Herbert M. Thomas	1916-
Edith Irene Thomas	1916-
Reuben M. Thomas	1918-
Cora Ethlene Thomas	1920-

Of these eight still living, one is actively on the river, Reuben, engineer on the largest of modern diesel towboats. Edith (Mrs. Weisman) gave unstinting care to J. Mack Gamble during the period when he was an invalid prior to his death, February 13, 1973.

Now, back again briefly to Capt. Thaddeus S. Thomas 1830-1919. He married Ruth Ann Roman 1836-1921. This couple were the parents of twelve children:

Clinton C. Thomas
Daniel E. Thomas
Mary Jane Thomas
Ellie Thomas
Infant unnamed
Clara R. Thomas
Allena E. Thomas
Reuben Mason Thomas
Everett A. Thomas
T. Selby Thomas
Arch S. Thomas
Pet Thomas

Of these, Everett was a riverman, captain on LIZZIE TOWNSEND, GAZELLE and others in the Wheeling area. Clinton was in the cigar and stogie making business at Clarington, later ran the wharfboat, and went to Steubenville in charge of the sand-digger RISANCO. Reuben Mason Thomas was engineer on many Wheeling locals, LEROY, T. N. BARNSDALL, LIBERTY, and also on the towboat D. A. NISBET. Daniel E. Thomas was lost in the SCIOTO-JOHN LOMAS collision, 1882.

Gardner Run at Clarington is named for the pioneer Gardner Thomas.

Addenda:- First of the Thomas family known to Ye Ed was Charles G. Thomas when he was U.S. Inspector of Boilers at Point Pleasant, teamed up with Capt. William H. Clark, U.S. Inspector of Hulls. These two ran a tight ship. Any licensed riverman notified to appear in their office first made mental inventory of all of his

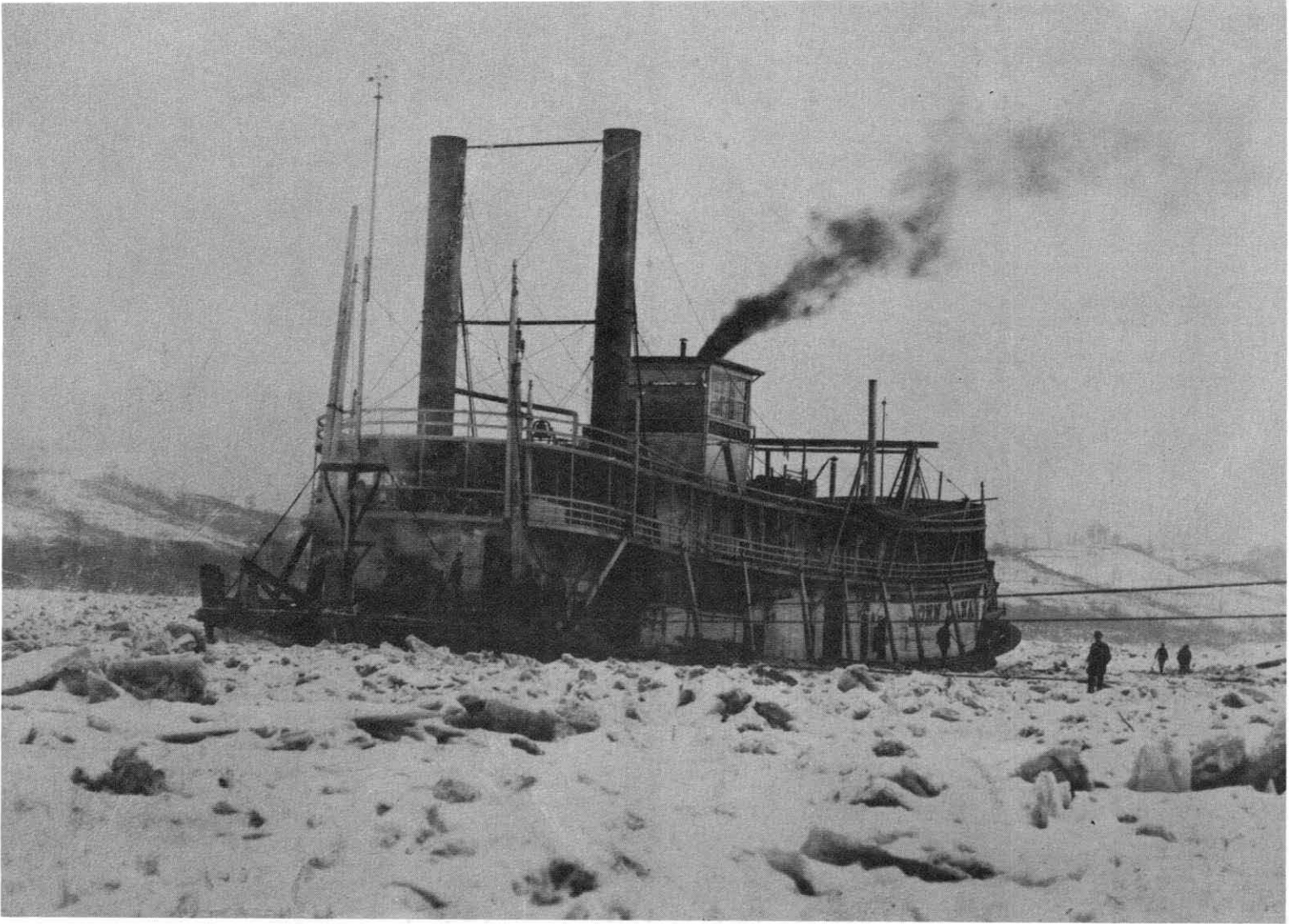
sins before opening the door. Clark and Thomas were not adverse to getting in a rowboat to board steamboats at the Kanawha's mouth. Charles Thomas on such unannounced "raids" would bee-line to the engine room, attach his official steam gauge, and take a reading. If the boilers were "hot" with pressure in excess of what the law allowed the engineer could depend on an enforced vacation, his license lifted. Inspector Thomas and his wife Louella had three children, Ethel, Walter and Wilbur. Wilbur became a river engineer probably best remembered with the Island Creek Coal Co. out of Huntington. He died at Huntington in 1940.

Capt. Reese Lloyd gave us a call recently to say that the Union Mechling picture album issued last Christmas (extolled in our March '77 issue, page 17) was largely the handiwork of William A. (Bill) McCormick, to whom credit being due is cheerfully thanked.

After looking at the strange little whistle perched atop of the LORENA's pilothouse (page 23 last issue) Robert H. (Bob) McCann was reminded of a conversation he once had with the late Ben Richardson, Malta, O., whose father Capt. W. W. Richardson was the LORENA's master. As Bob recalls, the small "tooter" in the picture was the original one placed aboard when the LORENA came out a new boat in 1895. Ben told Bob it was not satisfactory, and could not be heard at a distance. Capt. James A. Henderson, president of the Pittsburgh & Cincinnati Packet Line, offered two large whistles rescued from the wreck of the IRON QUEEN which had just burned at Antiquity, O. These two IRON QUEEN whistles were coupled up with the original, an odd looking sight, but that's the whistle the LORENA wore. As a P.S. to this tale, we may add that when the LORENA burned in 1916 she was owned by Capt. Fred Hornbrook. He bought the TELL CITY to take her place and, needing a whistle, used several parts rescued from the LORENA fire and another, and that's what she was blowing until she was wrecked at Little Hocking, O. in 1917.

Manfred H. Mueller, P.O. Box 1223, D-8788 Bad Brueckenau 1. Western-Germany sends good wishes to his S&D friends. He's been working long hours and apologizes for not properly tending to his correspondence.

Jerry Sutphin has amplified our file of old-time photographs and line drawings. Two of the drawings appear in this issue, one of Marietta in early times, and one of Patriot, Ind. Curiously no good photograph has been found of the side-wheel GENERAL BUELL seen in the Patriot drawing.



THIS PICTURE of the Kanawha River towboat JOHN DANA was made in 1940 from an original photograph taken in Sugar Creek Bend, Ohio River, in December 1892. The location is pin-pointed as Norse's Landing, Ind., 5 miles below Patriot, almost in eyesight of where the UNITED STATES and AMERICA collided disastrously on December 4, 1868. The JOHN DANA, pride of the Campbell's Creek Coal Company, was caught in an ice jam. The critical problem of the moment was to conserve fuel, so the main boilers were cooled down and the smudge of smoke seemingly coming from the top of the pilothouse actually is from the stack of the auxiliary boiler in the fore part of the engine-room, starboard side. This steam-source was ample to operate her capstans and assure taut lines run to shore anchorages. She carried a full crew composed of Capt. Joe Burnside, master; Charles Morris and Tom Wright, pilots; William D. Curry, cub pilot; John Calloway and Harry McFarland, engineers; George Torrence, mate; Percy Spencer, watchman; Harry Frashier, lamp trimmer; John Greenlee, cook; Belle Stribling, chambermaid; Walter Ailer and Sherman Floyd, firemen; and four deckhands who were Bert Mage, George Butcher, Tom Butcher and Lou Hess. The JOHN DANA had been built at Madison, Ind. in 1888--about four years

prior--on a wood hull 153.2 by 30.7 by 4.4. Her owners had lost by fire a towboat of identical size, the GEORGE F. DANA, in 1885 at which time Capt. Joe Burnside had impaired his health while saving the boat's books and papers, due to smoke inhalation. Cap'n Joe was father of Capt. E. A. Burnside who spent the whole of his adult lifetime with Campbell's Creek Coal. But to get on with the crisis depicted in the above picture, the gorge broke, carrying the JOHN DANA with it. She had steam on her main boilers when this happened, but nevertheless was at the ice's mercy. She was swept down through Vevay Island, past Vevay and Ghent, ran Craig's Bar, worked over to the Kentucky shore, and almost providentially escaped into the mouth of the Kentucky River, a run of 22½ miles. This adventure got high priority in river life and lore. On April 14, 1893, barely four months later, the JOHN DANA burned to the water's edge at Campbell Creek's Kanawha River headquarters, Dana, West Va. In retrospect we've often wondered, and never have learned the answer, as to how a photographer happened to be on hand at such an out-of-the-way place as Norse's Landing, Ind. to take the above picture? Our thanks to the late H. B. Spencer, Charleston, for bothering to save it.

Sirs: No mention was made of the most unusual aspect of Stoddard's calliope pictured on page 35 last issue. It had no keyboard.

Stoddard's calliope was played like a music box, and the horizontal wooden drum is visible in the photograph. The drum was fitted with pins which struck the levers of the whistle valves, opening and closing them as the drum turned.

Part of the gearing for the manual turning of the drum can be seen near Stoddard's left hand.

Ingeniously, several tunes could be pegged on one drum. When the drum had made a complete revolution, the first tune was played out. Then the drum was moved axially, so bringing another set of pins into place, another tune. Calliopes were built with drums loaded to play 6 or 8 pieces of music.

Of course if you didn't shift the drum, she'd continue playing the same piece over and over.

This axial shifting of a pegged drum dates away back---before 1800 ---on parlor organs. From the foregoing one assumes that Stoddard was concentrating on "packaged music" at the turn of a crank.

How deliciously ironic that the MISS-Q stores tunes on computer tape (last issue, page 28) for playing her calliope. Old Josh would have been happy if he knew!

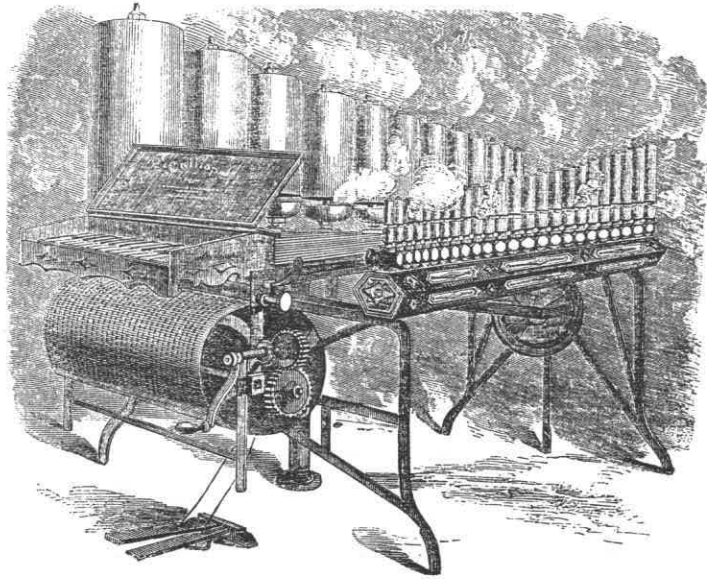
C. H. Milster, Jr.,
Pratt Institute,
Brooklyn, N.Y. 11205

William L. (Bill) Talbot gave an illustrated lecture "River Boating on the Upper Mississippi" to members and friends of the Muscatine Art Center, Sunday, May 15th last, at the Laura Musser Museum, Muscatine, Iowa. A special showing was made of river treasures from the collection of the late Mabel Bartenhagen, former member of the Board of Directors of the Muscatine County Museum and Fine Arts Association. Max W. Churchill is president, Board of Trustees, of the Art Center.

Sirs: I well remember the old wood double-hull wharfboat at the foot of Main Street, Cincinnati, which served the Louisville & Cincinnati Packet Co. and lastly the Greene Line (see page 46, Ed.). While the big side-wheel CINCINNATI was tied up there awaiting somebody to buy her and hack off the cabins, etc., I was drifting down from a trip to Dayton Bar, looking over the boats at the Cincinnati wharf. The CINCINNATI had quite a pile of drift against her outboard wheel and in this I spotted a "sunked" rowboat.

I extricated it and towed it on down and across to the Willow Run area, later selling the rowboat for \$5. This was the only money I ever made on the river.

J. P. Hutchins,
Shannon, Ala. 35142



COMBINATION DRUM-KEYBOARD CALLIOPE

THE ABOVE ILLUSTRATION appeared in The Illustrated London News, issue of December 3, 1859, and later was reproduced in the book "Clockwork Music" by Ord-Hume. Arthur S. Denny brought the instrument to London from America and claimed himself as the inventor. The text under the picture in "The London News" is interesting:-

THE CALLIOPE. A musical instrument by the above name has been lately brought over from America by the inventor, Mr. Arthur S. Denny, and is now being exhibited for the first time in England in the central transept of the Crystal Palace. It may be characterised as a steam-organ, and consists of a framework of iron supporting two cylinders, upon which are arranged a series of brass tubes, answering to the open diapasons of an organ, but bearing a strong resemblance to the ordinary steam-locomotive whistle. From a boiler situated beneath the flooring the steam is conveyed into the cylinders, and from them admitted to the pipes, which produce the notes, through double balance valves, opened by levers in connection with wires acted upon by ordinary pianoforte keys, or by pegs on a set cylinder similar to that of a barrel-organ. The instrument at the Crystal Palace is the softest tone ever made, and is played upon at a pressure of 5 lb. to the square inch--the maximum pressure employed in the church organ being but five ounces. The peculiarity of the invention consists in the fact that instruments are constructed in which the force of steam may be increased to the extent of a hundred and fifty pounds to the square inch, producing musical sounds thirty times as powerful as those of the calliope now exhibiting; and such is the volume of sound given forth at this high pressure that the instrument is asserted to have been distinctly heard at a distance of twelve miles. The compass of sound is almost unlimited, from the soft tones of a music-box to a power sufficient to afford music to a whole city.

On account of the quantity of steam given off during the performance the instrument has not been hitherto available for indoor exhibition; but if, in place of steam, it be used with condensed air better music is produced and an equally powerful effect.

Various are the uses to which it is suggested the power of the calliope may be applied, amongst others as a means of conveying the orders of a General on the field of battle by signals to be

heard by the whole army; it is also capable of being used as a substitute for a chime of bells, and in St. Louis and New Orleans it has been employed in this manner. A lighthouse belonging to the English Government, and situated on the coast of Nova Scotia, is provided with a calliope for making signal; the Pacha of Egypt has one fixed on board his private steamer as a musical instrument; and in this way they are frequently used in the United States.

Although the harmonies are, from the employment of steam, not always perfect, still the effect of a melody is decidedly pleasing to the ear; and, as a musical novelty, the calliope must be considered to possess many claims on the attention of the public.

Ed. Note:- His Highness the Pacha of Egypt had a steam yacht 282 by 40 named FAID GEHAAD. Apropos of the discussion elsewhere in this issue about double cylinders, the engines on this yacht each (she had twin engines) had two cylinders set vertical, 68" bore by 9 ft. stroke, the piston rods attached to a common cross-bar shaped like the letter "T" with guides at each side and at the base. The two cylinders of each engine used low pressure steam direct from the boilers. They were the handiwork of Messrs. Maudslay Sons & Field, London. She was a side-wheeler vintage 1855.

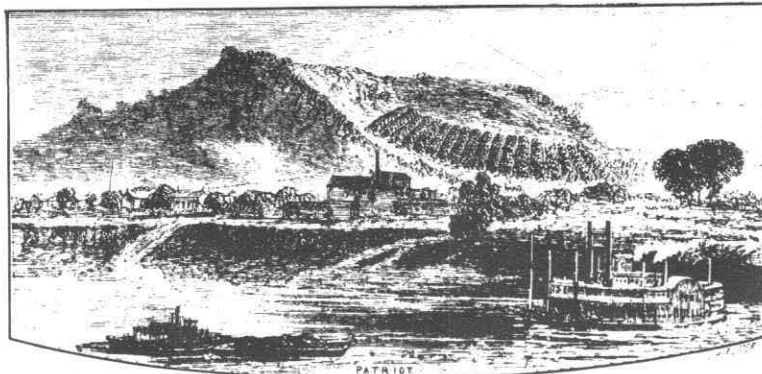
Sirs: The Stoddard calliope that was used on the FLOATING CIRCUS PALACE (last issue, page 35) saw duty during the Civil War. According to circus historian John Kunzog in an article in the 1976 Clyde Beatty - Cole Bros. Circus program the instrument was carried aboard the steamer JAMES RAYMOND which accompanied the showboat. When Louisiana seceded in 1861 the RAYMOND was commandeered by Gen. John C. Fremont's men.

Showman Dan Rice acquired the JAMES RAYMOND and departed New Orleans with her in early February, leaving the circus behind. The RAYMOND was converted into a tin-clad having one-inch iron plates bolted to her sides. The calliope was still aboard. She is given credit for patrol duty on the Ohio River and Kunzog adds: "in old newspapers can be found mention of the calliope on the gunboat being played as the boat sailed over the starlit waters."

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

=Playing Pop Goes the Weasel no doubt. -Ed.

The J. A. CRESAP, built at Clarington, O., 1923, is still afloat. She was advertised for sale in The Waterways Journal this past July, P.O. Box 733, Winona, Minn. 55897. Mention is made in the ad that she still has her Cat diesel, 80 hp. She was built for Joe Cresap of Moundsville, W. Va. and when sold in 1943 to Crain Bros., Pittsburgh, was renamed SKIPPER, the nickname of Clifford H. Crain, younger brother of Graydon H. (Bub) Crain. They sold her in 1946 to the late Leroy Coss, Rayland, O. Shortly thereafter she was badly damaged in a fire, but Leroy Coss painstakingly rebuilt her. Upon his death, the SKIPPER went to Clyde Daily, Toronto, O.



PATRIOT, IND.

WE CONFESS being startled to discover that the editors of "Picturesque America" long years ago picked this hamlet for inclusion in their Volume III. It borders the Ohio River a mile or so below Big Bone Island in Switzerland County. The artist sketched in the U.S. Mail Line's packet GENERAL BUELL (1862-1877), named for Gen. Don Carlos Buell born near Marietta, O. in 1818, who in the early part of the Civil War took Bowling Green and Nashville (see page 44 this issue).

who renamed her LOUISE in 1968. Capt. Tom Corley came up from Panama City, Fla. in 1969 and took her there. Then in 1970 she was sold to Clyde Ryberg, Chaska, Minn. and was taken there under her own power from Panama City. She's been swapped around a time

or so since. She's still called LOUISE. Somebody ought to put her in a glass case.

Our thanks to Capt. William S. Pollock for a candid photo taken in 1937 of Capt. Buck Leyhe on the roof of the GOLDEN EAGLE.



HIGHLIGHT of the dinner last April 23rd at the Bel Air Hilton, St. Louis, was the presentation by C. W. Stoll (center) of a framed Honorary Captain of the BELLE OF LOUISVILLE certificate to the honor guest Ruth Ferris who, in this picture, has just accepted it. Beaming at the left is the occasion's m.c. William L. Talbot. Ruth had just given great joy to the 106 present with a talk she titled "Leafing Through Letters and Logs." She disclosed that she is 79. Our thanks to Max W. Churchill, 914 Cedar, Muscatine, Iowa 52761 for the picture.

AERIE OF EAGLETS

WILLIAM L. (BILL) TALBOT of Keokuk has been researching old newspapers of Keokuk and Warsaw, Ill. seeking origins of the Eagle Packet Company. What he has unearthed discloses that Henry Leyhe, later known as Commodore Henry Leyhe of the Eagle Packet Company, commenced his career of steamboat ownership as a partner with one J. H. (Ham) Brandom of Alexandria, Mo., the small town opposite Warsaw.

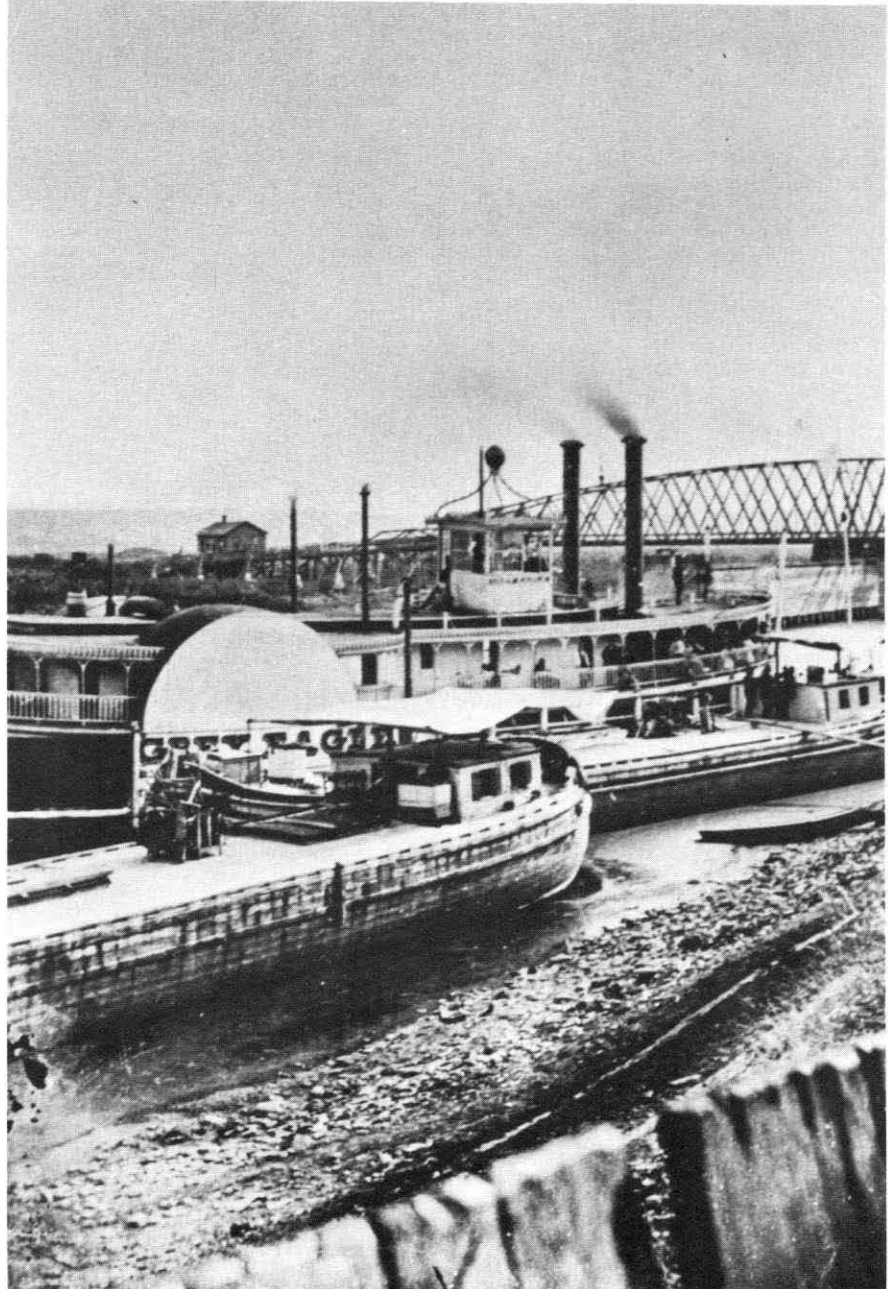
Prior to this partnership Ham Brandom, on his own, had been running a small boat in the Warsaw-Keokuk trade named EAGLE.

Documentation for this early EAGLE has been lost, if indeed she ever was documented. She does not appear in the Lytle-Holdcamper List. However, the Keokuk "Daily Gate City," July 12, 1859 announces that Mr. J. Branden (sic) is running EAGLE in the trade, a side-wheeler 70 by 12, drawing 13 inches, powered by a 12 hp. engine made by the Pennsylvania Foundry, Keokuk. She has aboard a steam-powered saw to cut firewood to fuel the boiler. The account does not state her place of build, but does credit Mr. Brandom as the builder. There was a shipyard at Warsaw operated by A. J. Waird. That spring of 1859 Mr. Waird had justified his yard as a "shipyard" by turning out a full-rigged schooner, christened L. GAGNET, which he delivered to New Orleans. While the 500 spectators were assembled to watch the launching on April 26th, they were given a double treat. A new steamboat hull was launched at the same time. This could have been EAGLE.

By June 1861 something had happened to EAGLE, at which time Ham Brandom procured second-hand a somewhat larger craft, venerable in years for that day-and-time. She was a side-wheeler named MENOMINEE, 100 by 16, built 1856 for Fox River service at Fron du Lac, Wis. She had strayed to the vicinity of Lake Pepin, and there's where Brandom picked her up. She contained "a commodious cabin with rooms" among her other attributes. She replaced EAGLE in the regular Warsaw-Keokuk trade in June 1861.

Now here's where Henry Leyhe got into the picture. He and Brandom, in a joint venture, built a side-wheeler at Warsaw, 1861, which was christened YOUNG EAGLE. She was 80 by 14 by 2.5. Her engine was 8" bore by 16" stroke, powered by a locomotive-type boiler 36" dia. by 10 ft. long, containing 23 1/2" flues.

Capt. Roy L. Barkhau in his classic "A History of the Eagle Packet Company" elaborates on this deal somewhat. Roy reports that Brandom had lost a small steamboat by sinking in the mouth of the Des Moines River, almost opposite Warsaw. Brandom proposed that the machinery and other salvage be used in a new side-wheeler, for which consideration Brandom was to take one-half interest and the Leyhe brothers the other one-half,



GREY EAGLE (1865-1888)

The earlier Eagle Packet eagles seem not to have posed for the camera, but GREY EAGLE did on several occasions. Bert Fenn handed us this picture not so long ago. He didn't know when or where it was taken, and neither do we. The two canalboats in the foreground suggest the Illinois River, and should any S&D sleuth know the identity of the location, the bridge, etc., please write. This two-boiler stiff-shaft packet ran Peoria-Henry under the management of Capt. John Reid Williams, an associate of long standing with the Leyhe brothers (in the accompanying story he is noted as a stockholder in the EAGLE of 1862). Williams was president of Eagle Packet Company 1875-1884, after which he retired to a farm near Warsaw, Ill. and lived to be 108. Capt. Sol York bought GREY EAGLE and ran her Lacon-Peoria until she sank on the west bank of the Illinois just below Henry.

the Leyhes to furnish the lumber and build her.

This account, probably handed along in the Leyhe family, is verified by contemporary newspaper reports. The machinery, etc. in all probability came from Brandom's original EAGLE. The YOUNG EAGLE ran Warsaw-Keokuk in 1861 operated by Ham Brandom and Henry Leyhe. But in 1862 came the terse announcement that the boat henceforth would get along without Brandom; he was out. The new owners were Henry Leyhe, William Leyhe, Albert Wempner, J. W. Bishop and G. R. Smith. The details of the change are not clarified, but Brandom ran the MENOMINEE in competition with YOUNG EAGLE, and in a brief time dropped out of the trade.

William Leyhe, mentioned above, was brother of Henry Leyhe. The Leyhes were living at Warsaw, Ill. at the time. Both boys were mechanically inclined and had become steamboat engineers. Eventually both married and moved to Alton, Ill. Capt. Henry had two sons, Frank and Harry, and Capt. William also had two sons, Henry W. and William H. (Buck).

On Sept. 15, 1862 a new side-wheeler appeared at the Keokuk wharf. It had been built at Warsaw on a hull 102.5 by 18.7 by 3.7. The owners were Henry Leyhe 1/5, William Leyhe 1/5, J. W. Bishop 2/15, G. W. Hill 1/5, J. R. Williams 1/5 and Claus Albers & Co. 1/15. She was completed at Keokuk, and had an engine 15½" bore by 4 ft. stroke, powered by one boiler 46" dia. by 14 ft. long. The side-wheels were 15 ft. dia. She had a cabin 60 ft. long which slept 24, and 24 more were permitted on deck. This steamboat was christened EAGLE, and ran in the Keokuk-Quincy trade, 36 miles. Capt. J. W. Bishop was master.

The next year, 1863, there appeared the R. E. HILL, a stern-wheeler for freight business and towing. She was built at Warsaw, and the hull was 128 by 22 by 4. Owners were G. W. Hill ¼, Henry Leyhe 1/8, William Leyhe 1/8, H. J. Wilsey ¼, E. Hincley ¼. Capt. G. W. Hill commanded.

Also in 1863 the YOUNG EAGLE was sold to parties in Rock Island, Ill.

In 1864 the sternwheel freight boat AMARANTH was launched at Warsaw, the largest built at that place. Her wood hull was 156 by 28.5 by 4. Owners were R. E. Hill ¼, G. W. Hill ¼, Spencer Grenell 1/8, Albert Wempner 1/8, Henry Leyhe 1/8, and William Leyhe 1/8. Capt. R. E. Hill was master.

Then in 1865 the GREY EAGLE was built at Warsaw for the Keokuk-Quincy trade. She had the same shareholders as the EAGLE then in the trade. She was 135 by 21 by 4.5. Henry and William Leyhe superintended construction. She was stiff-shaft, the engine built by Vail & Armitage, Keokuk.

The 1863 EAGLE was wrecked at Quincy in 1868, and was replaced by another EAGLE, almost the same size and description, built at Madison, Ind. that same year. Al-

so in 1868 the same group also had a towboat built at Madison, the LITTLE EAGLE. She was 130 by 22.

The next one was the SPREAD EAGLE (first) built at Madison in 1873. Operations had been going under the name Eagle Packet Co. for some time past (still uncertain about the actual date) but in 1873 Eagle Packet Company was incorporated at Quincy, Ill. to whence they had moved from Warsaw, with 650 shares of stock at \$100 par (\$65,000) issued to the following:- Claus Albers 21 2/3 shares, Henry Albers 10 5/6 shares, John R. Williams 154 3/8 shares, William Leyhe 154 3/8 shares, Henry Leyhe 154 3/8 shares, and Granderson W. Hill 154 3/8 shares.

Bill Talbot also sent along to us a Xerox of an article which appeared originally in the Quincy "Herald" and then was reprinted in the Warsaw "Bulletin" under date-line of Sat. April 9, 1870 giving

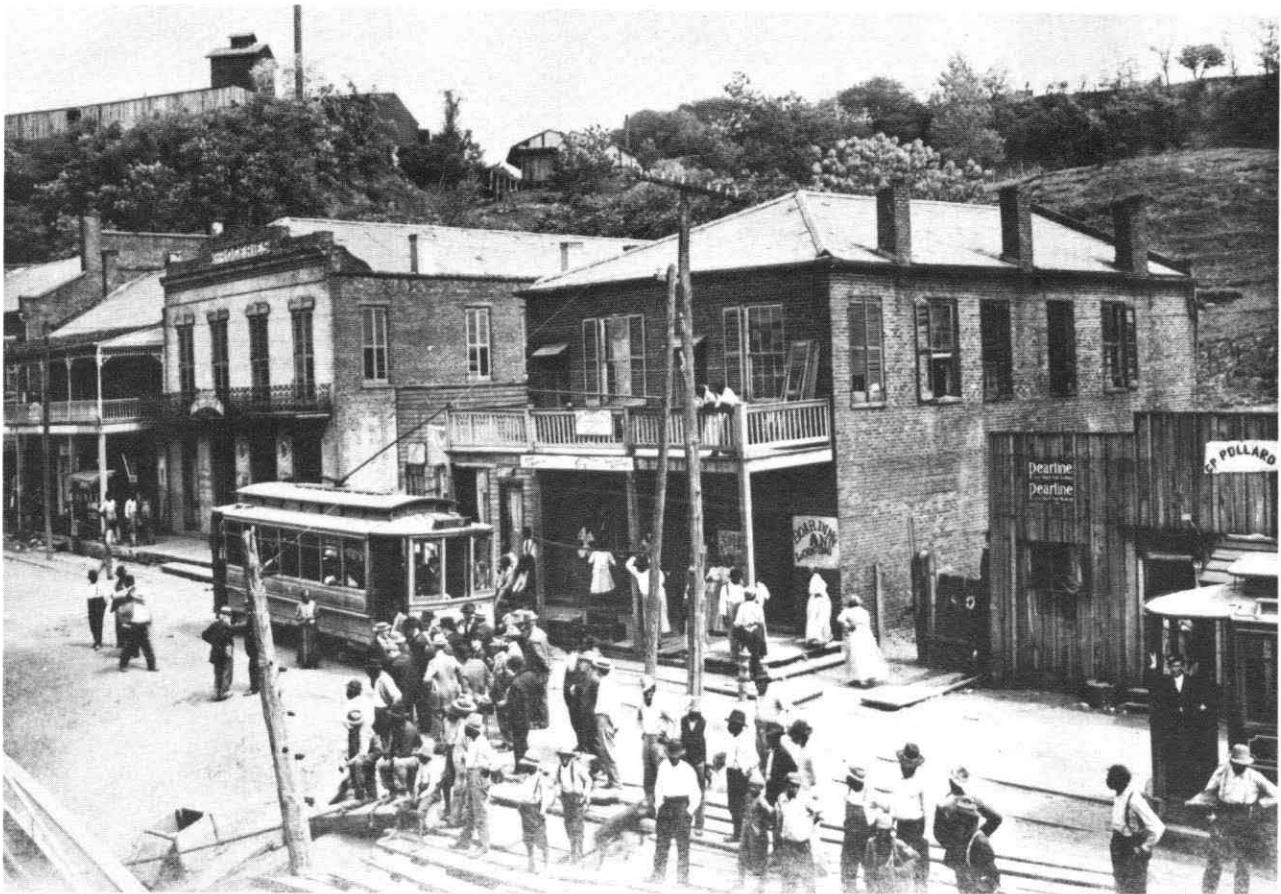
the history of the Eagle Packet Company to that date. The content is very much in line with the facts presented herein. The story bloomed in calling YOUNG EAGLE the EAGLE, etc., misnomers which have plagued the story of Eagle Packet for generations.

When Roy Barkhau wrote his book he expressed regret that he did not have time to search out the early years. The story presented here is to help fill in those gaps and Bill Talbot closes with thanks to Roy for his account of Cap'n "Buck" Leyhe and of the hey-day of Eagle Packet.

Thus, from existing records and documentation, it is not far amiss to conclude that the first EAGLE in what became a long line of eaglets came not from the aerie of the brothers Leyhe, but from the hatchery of one J. H. (Ham) Brandom of Alexandria, Missouri.



QUERY:- Donald Grot handed us this picture of a gasboat named SHAMROCK about which we knew nothing and he knew less. Our first thought was the SHAMROCK built at Higginsport, O. in 1906, 59.3 x 13.3 x 2.7. But then to our humble attention comes the fact that another SHAMROCK was built at Joliet, Ill. in 1911, 54.6 x 11 x 3. To improve the enigma, still another shows up, same name, built at Cut Off, La., 1909, 46.6 x 11.4 x 3.2. We are inclined to dismiss the Cut Off possibility--boat not big enough. We would go for Higginsport except for the decrepit-looking warehouse in the background, and those big boulders in the foreground which are no sham rocks. This puts us on the Illinois at Joliet. Unless, that is, that Ray Brookbank says it's the Higginsport SHAMROCK, forerunner of SHAMROCK NO. 2 built 1907 also at Higginsport.



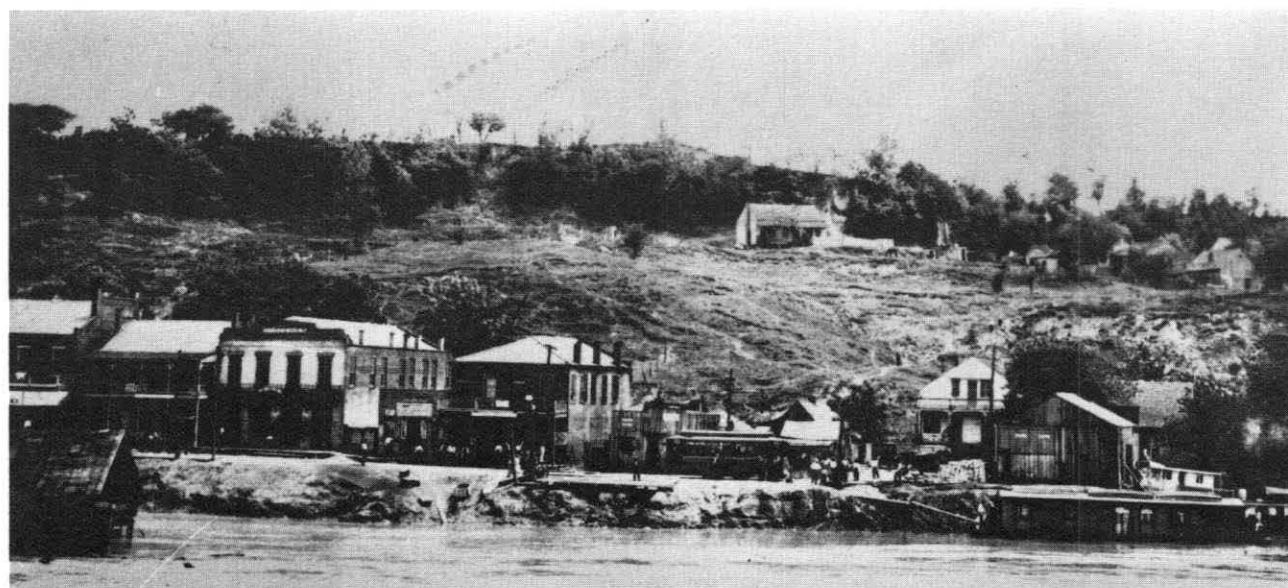
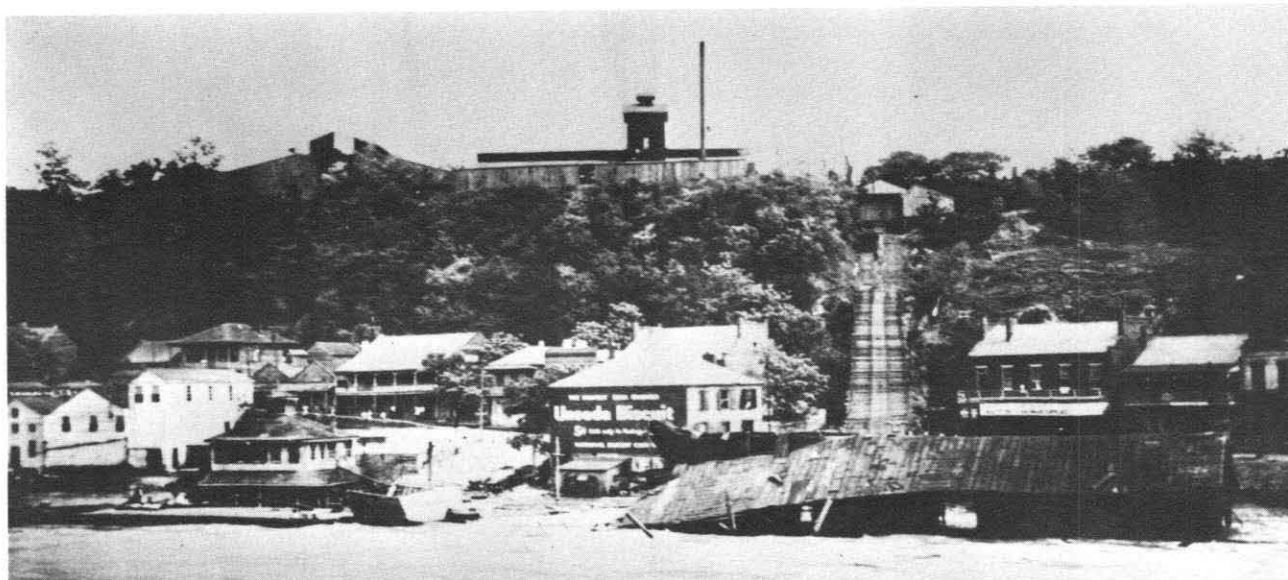
NATCHEZ UNDER THE HILL looked like a well populated area in April 1912 when this picture was taken. Behold not only one trolley car but two! (extreme right with the motorman waving) and the two-story brick with the wooden balcony has a sign at the entranceway BOARDING AND LODGING. The two-story brick with the iron balcony next door has a sign on the eaves GROCERIES. The Mississippi River is at a high stage and the

photographer was situated on the roof, maybe in the pilothouse, of a U.S. Inspection boat surveying the flood. The big news in 1912 as this picture was taken was the sinking of the unsinkable TITANIC on her maiden trip from Southampton to New York, off Newfoundland after striking an iceberg, night of April 14-15, with loss of 1,503 lives computed by the British Board of Trade. Our thanks to Bert Fenn for the picture.



BAYOU SARA, LA. photographed during high water in April 1912. Today there is scarcely a trace left of this once prosperous river port for reasons plainly visible in the picture---the water lapping at the top of the levee is about 15 feet higher than the

lawn in front of the white dwelling and its surrounding community. St. Francisville on a nearby bluff, safe haven from floods, replaced it. Ray Samuel mentioned Bayou Sara in his story on page 35, our last issue. Bert Fenn furnished this one.



PANORAMA of Natchez under-the-hill taken in April 1912. Joined, these two form a continuous scene. The picture on the opposite page showing the two trolley cars is an expanded view of the details showing in the central portion of the lower view, this page. We acknowledge some astonishment at the extent and scope of "under-the-hill" as late as 1912, what with trolley cars, an enormous wharfboat (rather worse for the wear and sunk), and a double-track incline handling freight from river to the

top of the hill---that's our interpretation at least---and our fond hope is that other S&D members acquainted with the locality will fill us in with further information. What, for example, is the purpose of the large building on the hilltop, upper view, with the smokestack? Somebody might even know the identity of the steam tug partly visible in the lower view, hard right. Bert Fenn handed these to us, as he did the two on the opposite page.

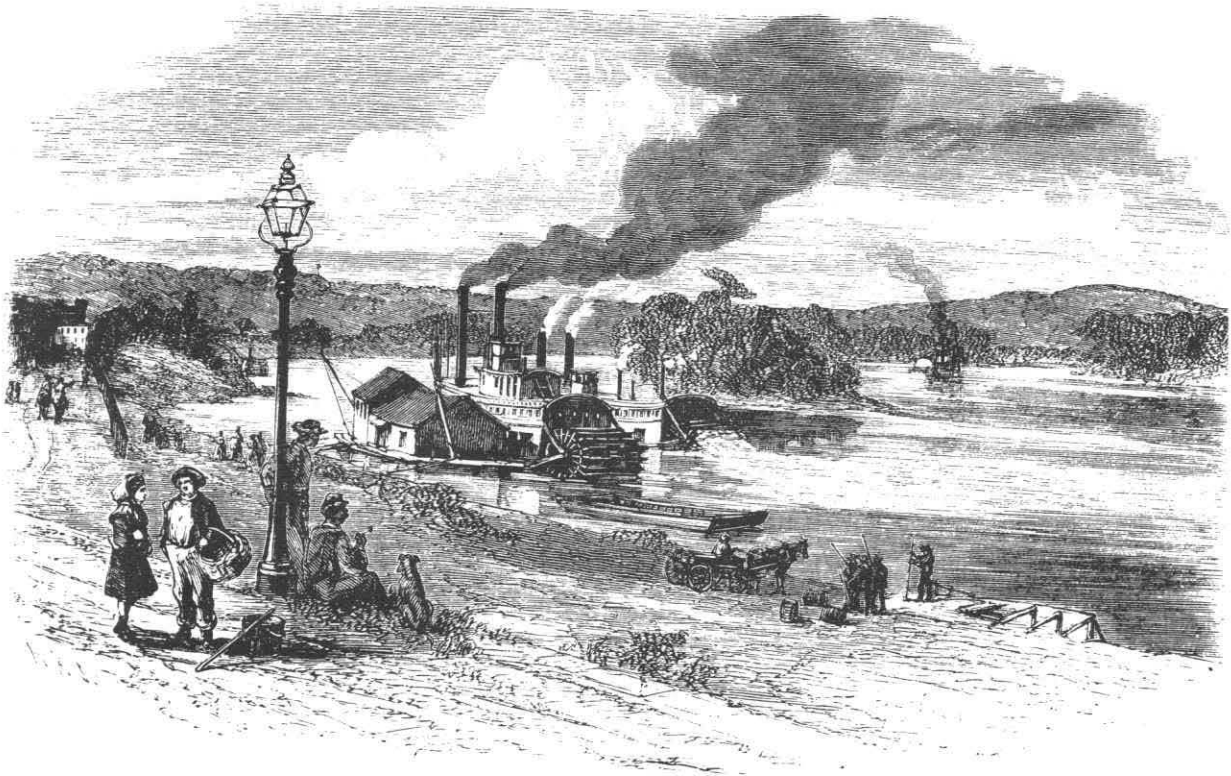
Clyde K. Swift, Glen Ellyn, Ill. draws attention to the arc searchlight plainly visible on the LORENA (last issue, page 23). It is mounted on the forward hurricane roof, starboard side. The arc headlight was something of a sensation along the Ohio River in 1896. The VIRGINIA of the Pittsburgh & Cincinnati Packet Line, new that year, carried such a light, called the "White Squadron" and imported from the East. Clyde says the LORENA's d.c. generator was hard aft of the engine room, in the tiller area, belt driven by

steam.

"You have made a safe decision surmising she is in the McConnellsville canal," adds Clyde. "She lay there a good part of her life, nearly always in July, and during low water seasons otherwise. The area today is changed entirely."

This issue of S&D REFLECTOR, you observant readers may note, has done an extraordinary lot of grazing on the yon side of the fence. The Brooklyn Bridge gets a looking at on page 2; a steamboat wreck

near Jamestown, N.Y. gets space on page 6; we're over in London looking at a calliope on page 10; then on pages 22-23 we're steaming in the Irish Sea, and on page 37 a scene is set at Stockton, Calif. The late Capt. Dick Hiernaux, Sr. (JOHN F. KLEIN, LEONA, RICHARD) once had a pick-up truck and inscribed on its bulkheads were the words "Where There's Water We Go," a boast not without substance inasmuch as for a time he owned and operated the Chautauqua Lake steam prop CITY OF JAMESTOWN.



The Ohio, from Marietta.

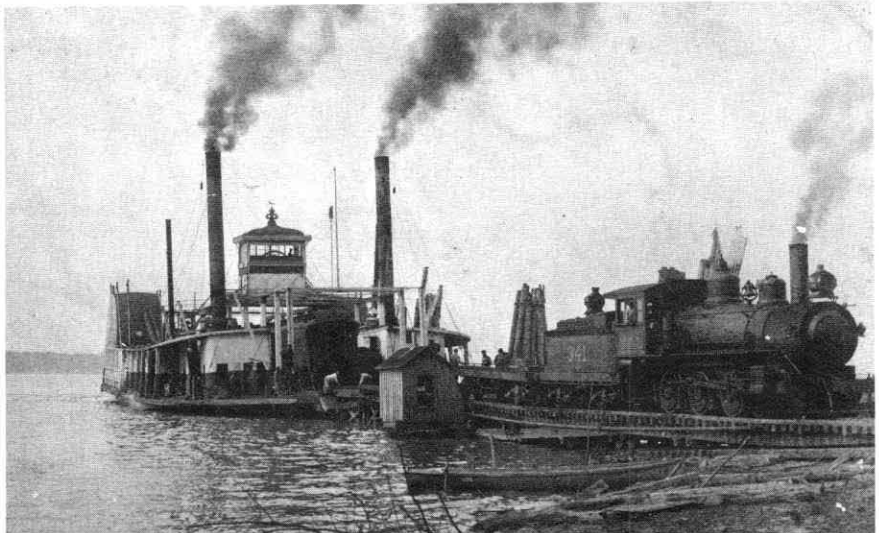
When next you dine in the Gun Room, Hotel Lafayette, Marietta, cast your gaze upon the lively oil painting by William E. Reed which bears unmistakable resemblance to this old sketch contained in "Picturesque America," Vol. III. Our thanks to G. W. (Jerry) Sutphin.



WE WENT on a safari to find out something definite about where this picture was taken. The original is marked Ashland, La., April 1912. Best we can locate of Ashland, La. in 1977 is a small cemetery back of the lower end of Fritz Island, about half way between Natchez and Old River, lower Mississippi. There was a levee at Ashland with cows walking on it in 1912, a fairly

pretentious store and at least one dwelling with a white paling fence. Despite the high water business goes on via rowboats, and in the right foreground is a small cattle barge complete with racks. We've squinted at the flag surmounting the side-wheel paddlebox on the storefront but can't figure whether it is U.S. or Confed. This is another of the recent findings of Bert Fenn.

J. Richard Roe died at Cincinnati, Ohio on Thursday, May 26, 1977 and services were held at Spring Grove Cemetery. The steam packet RICHARD ROE was named for him in 1919 by his father Capt. William E. Roe, manager of the Louisville & Cincinnati Packet Company. Dick is survived by his wife Lucille Bardes Roe; by two daughters, Mrs. Robert E. (Patricia) Tiemeyer and Mrs. David W. (Barbara) Lange; by one son William E. Roe, and by seven grandchildren. He had various brothers and sisters all long since deceased. Dick's father was a well known riverman in his day, raised at Williamstown, West Va., long the owner-operator of the packet KANAWHA between Pittsburgh and Charleston, W. Va., who died in 1937.



IC's TRANSFER W. B. DUNCAN
First picture we've seen of her...

Bob McCann suggests that Capt. Dennis Trone dig around in the files of Dubuque Boat & Boiler and try to locate specifications for the machinery installed on the U. S. Lighthouse tender OLEANDER built there in 1903. Bob recalls that she had peculiar engines, and perhaps similar to those Captain Trone sketched (see June issue, page 34).

The above picture was supplied to ICG News, published by the Illinois Central Gulf Railroad, by S. L. Neal, Paducah, Ky. Mr. Neal believes it was taken at the same location as that of the DeKOVEN (our June issue, page 34); said there was a time when he could make out the name of the boat, "but my eyes aren't as good as they were." Well, if Ye Ed's eyes are up to snuff, the boat above is not the DeKOVEN, but she is the W. B. DUNCAN. She was built at the Howard Ship Yard, Jeffersonville, Ind., 1881 on a wood hull 201 by 45 by 7.4. Her engines were 23 3/4" dia. by 7 ft. stroke, powered by four boilers (two on each side) each 44" dia. by 28 ft. long. She was named for W. Butler Duncan, Esq. and was owned by the Illinois Central Railroad. The IC operated her over the years at several locations, and this picture may have been taken at the Brookport, Ill. terminal. She and the ALBATROSS operated at Vicksburg later, until the bridge was completed in 1931 and both were retired. Howard Sharp, retired conductor from ICG's St. Louis Division, wrote the ICG News to say, "As a teenager, I was at Brookport, Ill. many, many times. To the best of my memory and examination of the physical characteristics shown at the time the picture (of the DeKOVEN) was made, I will offer my belief that it was taken at the 'Cradle Landing' on the Ohio River. Trains were loaded and unloaded there onto the transfer boat and handled between Brookport and Paducah, Ky. Brookport was an extremely busy tie loading center..."

Sirs: The sketch of the compound engine on page 34 last issue is quite interesting. Unfortunately there is no information of its date. If it is post-1890 there can be but little question that the designer was influenced by the Vaucrain compound locomotives built by the Baldwin Locomotive Works. The patent for this was issued in 1889 to Samuel M. Vaucrain, an official of Baldwin, and the first engine of the type was built that year.

By 1905 some 2,000 locomotives had been built on this style, from high-speed passenger engines to little tank jobs for use on city elevated lines.

The high pressure and low pressure cylinders were placed as shown in Captain Trone's sketch, but were in one casting instead of two as shown.

The casting of such a compound cylinder, together with valve chests in a size suitable for a steamboat engine would be a rather difficult and costly project. If such an engine ever was made it would certainly have had two separate cylinder castings bolted together.

Was such an engine ever made? Good question. As a steam buff I've learned that no matter how outlandish something seems, somebody, somewhere, has made at least one.

The weak point of such an engine would be in the bracket connecting the outside ends of the two piston rods. Because of the large bores involved in steamboat cylinders the two rods would be of necessity some distance apart. Now, during normal running both hp and lp cylinders are doing about the same amount of work and so the cross-

bar transmitting the thrust from both piston rods to connecting rod in the middle is evenly loaded.

However, when the engines are maneuvering it takes a half-revolution or more for the steam exhausted from the hp cylinder to act with equal force on the lp piston. During this interval the strain on the cross-bar is very uneven. This would require either a massive cross-bar lending unwanted weight to the engine, or a light one prone to failure. Please note that the crosshead guides in such an arrangement would be of no help; the forces involved are parallel to the guide surfaces.

My guess would be that none such ever was made, except possibly on a small trial engine for a little steamboat.

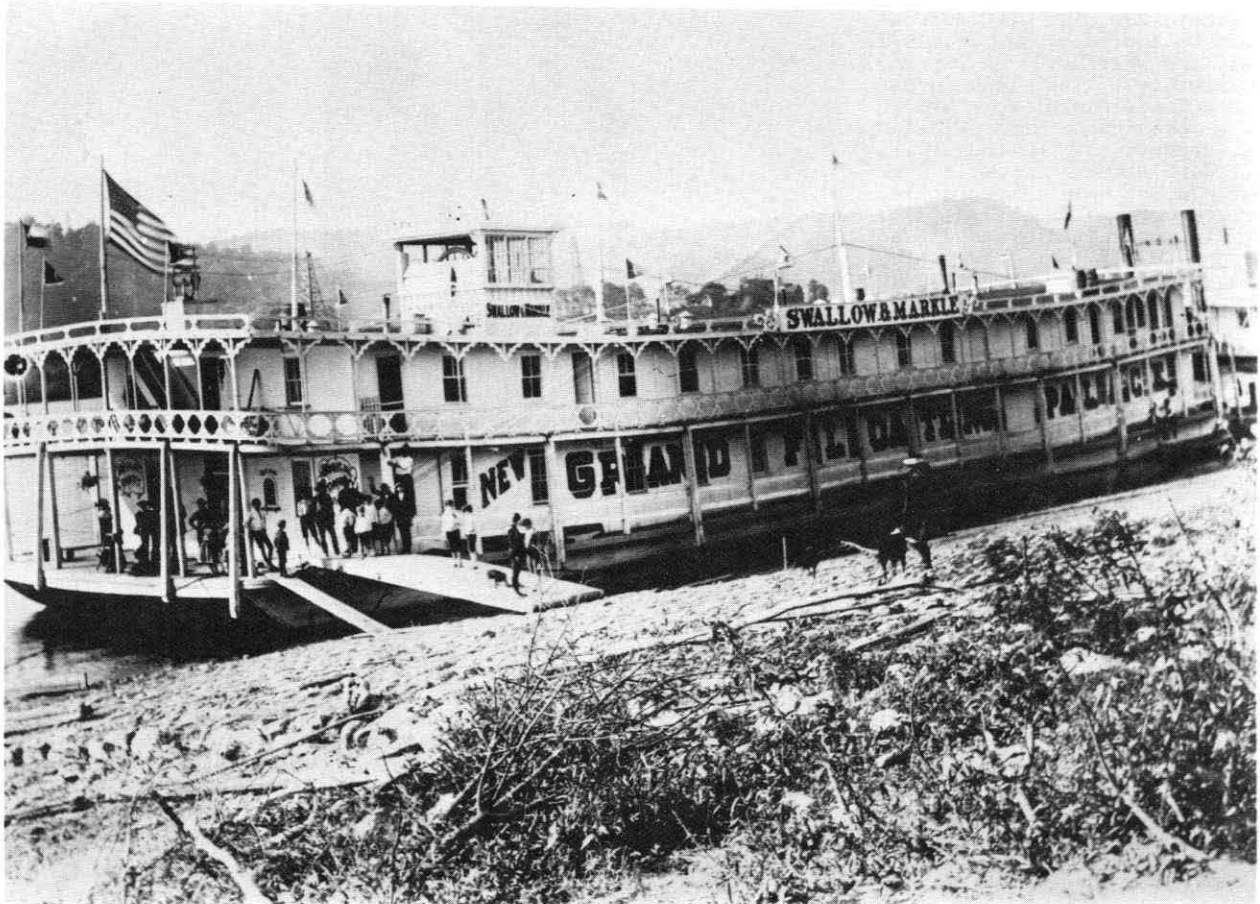
Conrad Milster,
Pratt Institute,
Brooklyn, N.Y. 11205

Keith E. Norrington now is located at 496 Tyler Drive, New Albany, Ind. 47150.

Sirs: I have a letter from a man in Canton, Mo. wanting a picture of the 1876 GOLDEN EAGLE apparently a Northern Line packet, of which apparently no picture exists. I thought he was confused thinking he meant the 1871 Cincinnati-Memphis side-wheeler. But he came back with some details. This party is building a river-influenced dry-land dinner theatre in Canton to be known as the GOLDEN EAGLE.

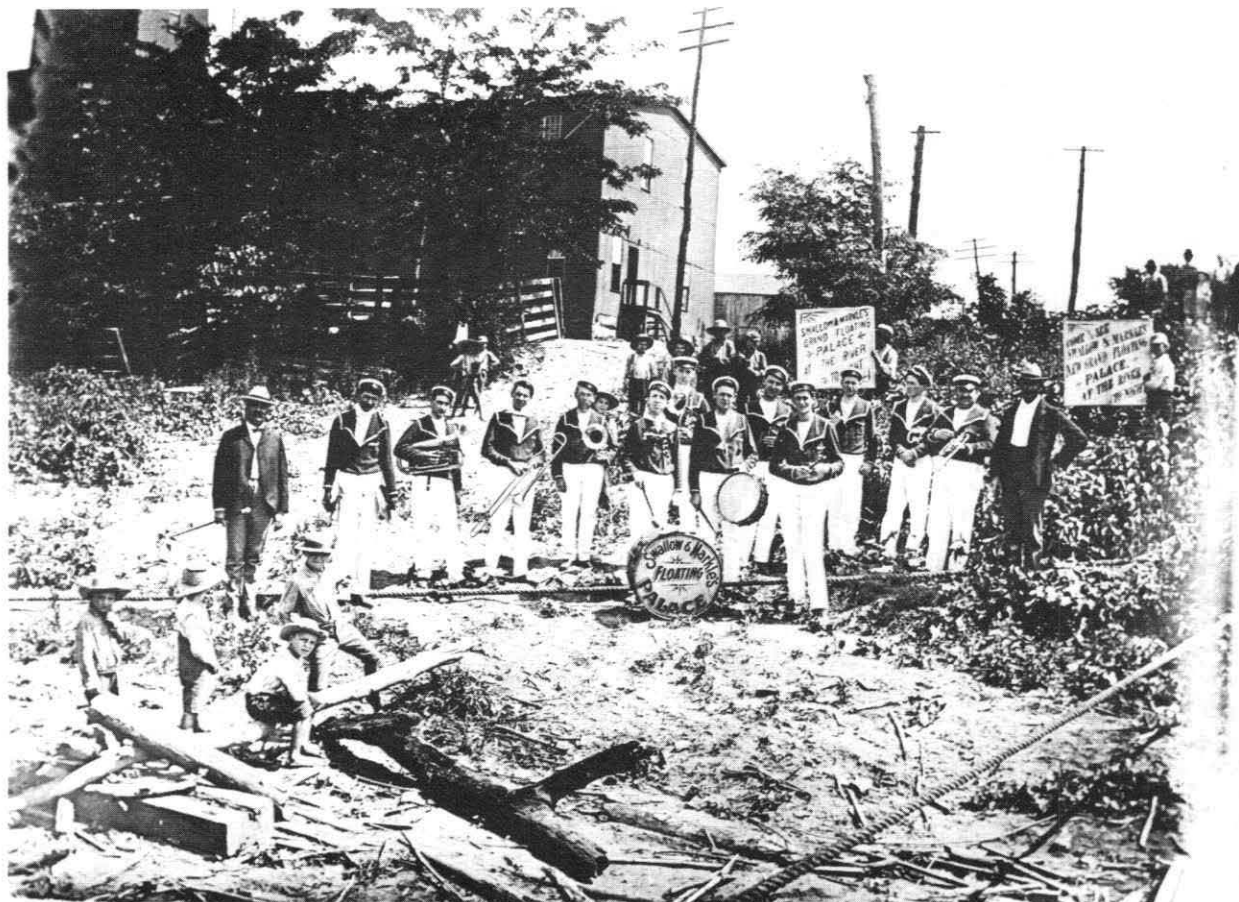
C. W. Stoll,
Rock Hill,
Mockingbird Valley Road,
Louisville, Ky. 40207

=See the write-up on page 42 under the picture of ferry GOLDEN EAGLE. C.W. is right about no picture being known to exist of the 1876 GOLDEN EAGLE built at St. Louis. However, old rivermen recalled her as identical to the WAR EAGLE in size, power, model and general appearance. Several photographs of the 1876 WAR EAGLE have been saved. -Ed.



SWALLOW & MARKLE'S NEW GRAND FLOATING PALACE was the first of five super-showboats built 1901-1909 at Parkersburg, West Va. William R. Markle, Steubenville, O. and Mathew O. Swallow, Belmont, W. Va., had several mutual qualifications; both were gamblers (poker for high stakes) and neither knew much about showboats. Markle had ambition and high expectations but was broke. Swallow's family had hit it big in West Virginia oil fields and he was loaded. The FLOATING PALACE, 152.6 by 38.2 by 3.5, went on tour in 1901 shoved by the CRICKET, with Capt. Jesse P. Hughes doing the navigating. In the fall of 1903, Markle bought the small towboat ANTOINETTE (in the picture below) to do the shoving. The whole affair was a success story from the start, so much so, Swallow & Markle went back to Parkersburg in 1905 and had built a bigger and better showboat they named SUNNY SOUTH.





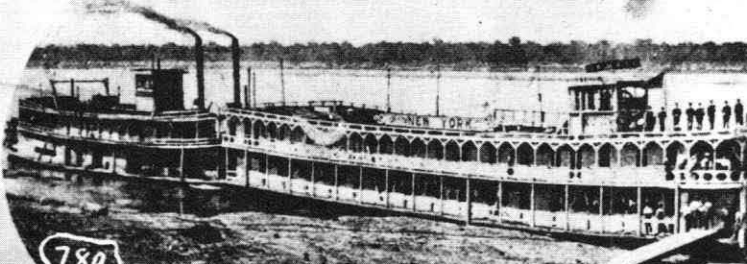
ABOVE is a picture taken by Capt. Jesse P. Hughes in 1901 at Derby, Ind. during the first season of the Swallow & Markle operations. The NEW GRAND FLOATING PALACE carried an immoderately large band which marched the streets and played in each town as prelude to the evening performances. In February of 1906 the NEW GRAND FLOATING PALACE and her consort ANTOINETTE were sold entire to Ralph Emerson Gaches. Swallow & Markle continued operations with their new SUNNY SOUTH, towed by the CONQUEST (see S&D REFLECTOR, issue June '71, page 10). On Sept. 11, 1909 Emerson sold the NEW GRAND FLOATING PALACE to Edwin A. Price, New Martinsville, W. Va. who renamed the showboat GREATER NEW YORK and towed her with the ROBERT DODDS (see below).

GREATER NEW YORK FLOATING THEATRE



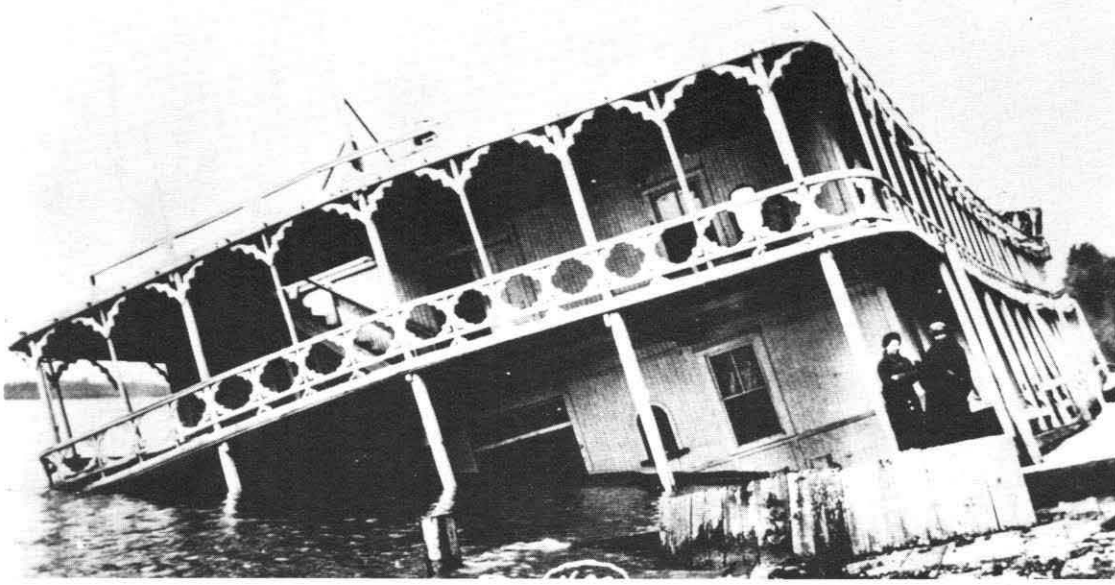
CAPT. E. A. PRICE

SEATING CAPACITY, 1,000
 COOLED BY ELECTRIC FANS
 ELECTRIC LIGHTED THROUGHOUT
 SHOWING NORTH IN SUMMER, AND SOUTH IN WINTER



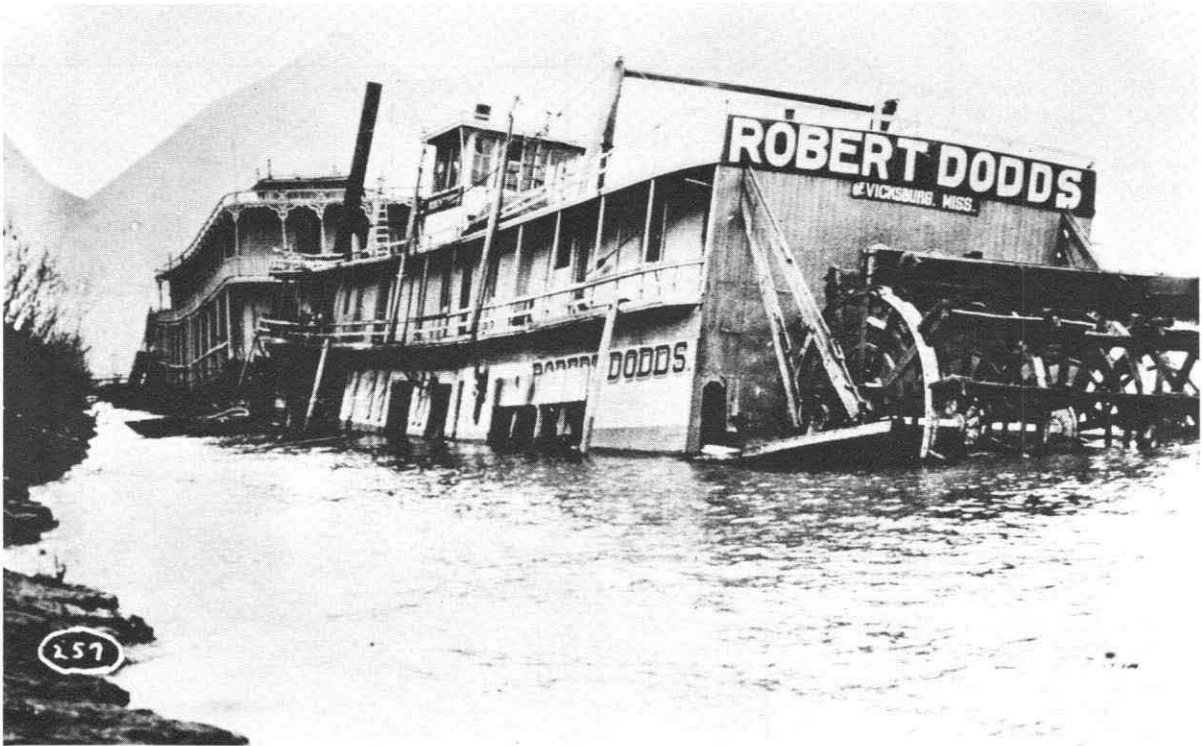
THE PROGRESSIVE BOAT SHOW

Permanent Address
 "BILLBOARD," CINCINNATI



IN 1917 Edwin A. Price sold the GREATER NEW YORK and the ROBERT DODDS to Capt. J. W. Menke. At the time of sale both were moored at Newburgh, Ind. The DODDS was sunk and five days later the showboat sank (see above). The showboat was a complete loss but that fall after the river fell the Menke brothers raised the DODDS, wintered her at Paducah during the big 1917-1918 ice, and towed corn out of the Cumberland River to Brookport, Ill. The ROBERT DODDS was no spring chicken, having been built in 1882 as a raftboat at Stillwater, Minn., named for the river manager of the Schulenburg & Boeckeler Lumber Co., St. Louis. For six years in the boat's career Mrs. Ida Moore Lachmund of Clinton, Iowa ran the boat personally, rode it, and tended to all of the business matters. She was well liked and respected, and deserves recognition.





ABOVE is the ROBERT DODDS when Menke bought her at Newburgh, Ind. and only a day or so before the showboat GREATER NEW YORK sank. Below is a picture of some of the actors and Capt. W. R. Markle (extreme right) aboard the NEW GRAND FLOATING PALACE in 1901, taken by Capt. Jesse P. Hughes. In 1909 Markle had built at Parkersburg the largest showboat of his career, 200 by 45, which he named GOLDENROD. Originally she seated 1400 persons, later 980. The GOLDENROD was sold in 1913 to Ralph Emerson Gaches, and again in 1922 to J. W. Menke. She survives to this day, currently an attraction at the St. Louis levee. The two other Parkersburg-built showboats in the 1901-1909 period were the EISENBARTH-HENDERSON FLOATING THEATRE--THE NEW GREAT MODERN TEMPLE OF AMUSEMENT (all one title) in 1903, and the WONDERLAND for James Hagens, Coshocton, O. and J. W. Cooley, New Comerstown, O., in 1906.



AVERAGE WAVES IN UNPROTECTED WATERS

WHAT is about to be related is a bit removed from the Western Waters. Also it may not exactly be classed as an epic voyage over open water. But for a 693 ton steam side-wheeler rescued from the wrecker A.D. 1974 by a gang of steamboat fans, and taken to sea this past summer, where she was not designed to go, there is a story here quite worthwhile. -Ed.

THE WAVERLEY was built in 1947 to replace another WAVERLEY which was sunk evacuating troops at Dunkirk. Her original owner was the London and North Eastern Railway Company, and she was designed primarily for the sheltered Arrochar and upper-firth services in Scotland. In later years under the nationalised shipping company Caledonian MacBrayne, she covered most of the steamer routes on the Clyde.

In 1973 she was withdrawn from service, too costly to maintain and operate. One year later the Paddle Steamer Preservation Society bought her for one pound. They formed Waverley Steam Navigation Ltd. and WAVERLEY was returned to public service on the Clyde in the summer of 1975, complete with her original livery, red, white and black funnel colours.

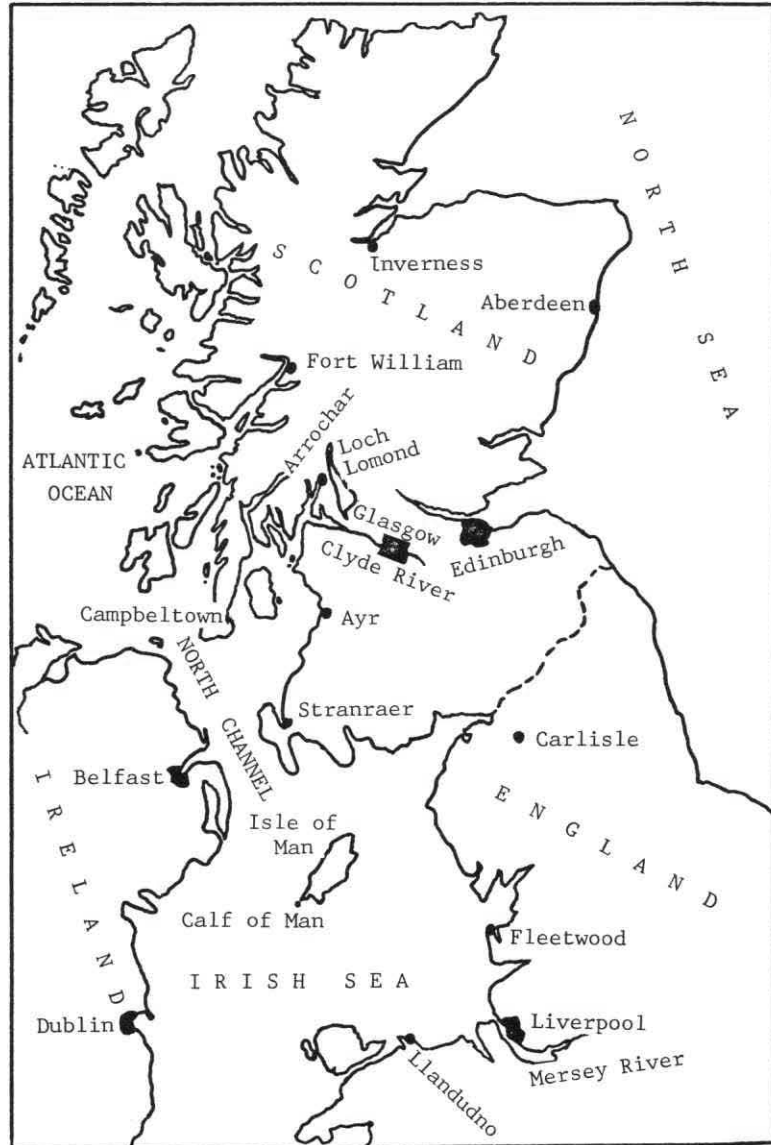
In 1975 she carried 121,000 passengers. In 1976, 194,000.

The success story continues. This year her operators embarked on an ambitious scheme--a two week trip out of the Clyde to Liverpool. Ambitious is the right word; this could involve a 16-hour non-stop passage across open sea, something never before attempted by a small Clyde steamer. Although WAVERLEY is confirmed by Lloyd's as being the last sea-going paddle steamer in the world, she had never gone to sea. Her open water experiences had been limited to frequent trips from Glasgow to Campbeltown and Stranraer.

Thus it was, after months of preparation and planning, WAVERLEY sailed from Glasgow early on the morning of April 27, 1977 for Campbeltown enroute to Liverpool.

Eleven invited passengers were aboard for the unique voyage. At Campbeltown storm boards were fitted over all hull port holes and windows, extra cargo was made secure, and engines and paddlewheels were checked. At 00.33 hours on Friday morning, 29th April, Capt. David Neill headed her down the loch toward the open sea.

For a first-hand account of the voyage S&D REFLECTOR is indebted to John M. Beveridge, 1, The Grove, Bishopton, Renfrewshire. John is assistant secretary of the Scottish Branch, Paddle Steamer Preservation Society. His story follows:-



THE BLACKNESS of the night seemed to envelop the ship. The bright lights of Campbeltown were soon lost to sight as WAVERLEY rounded a headland. As open water was reached, WAVERLEY's bows dipped to the slight swell of the Atlantic Ocean. It was a beautiful night. The stars were shining brightly and the air was cool, but still.

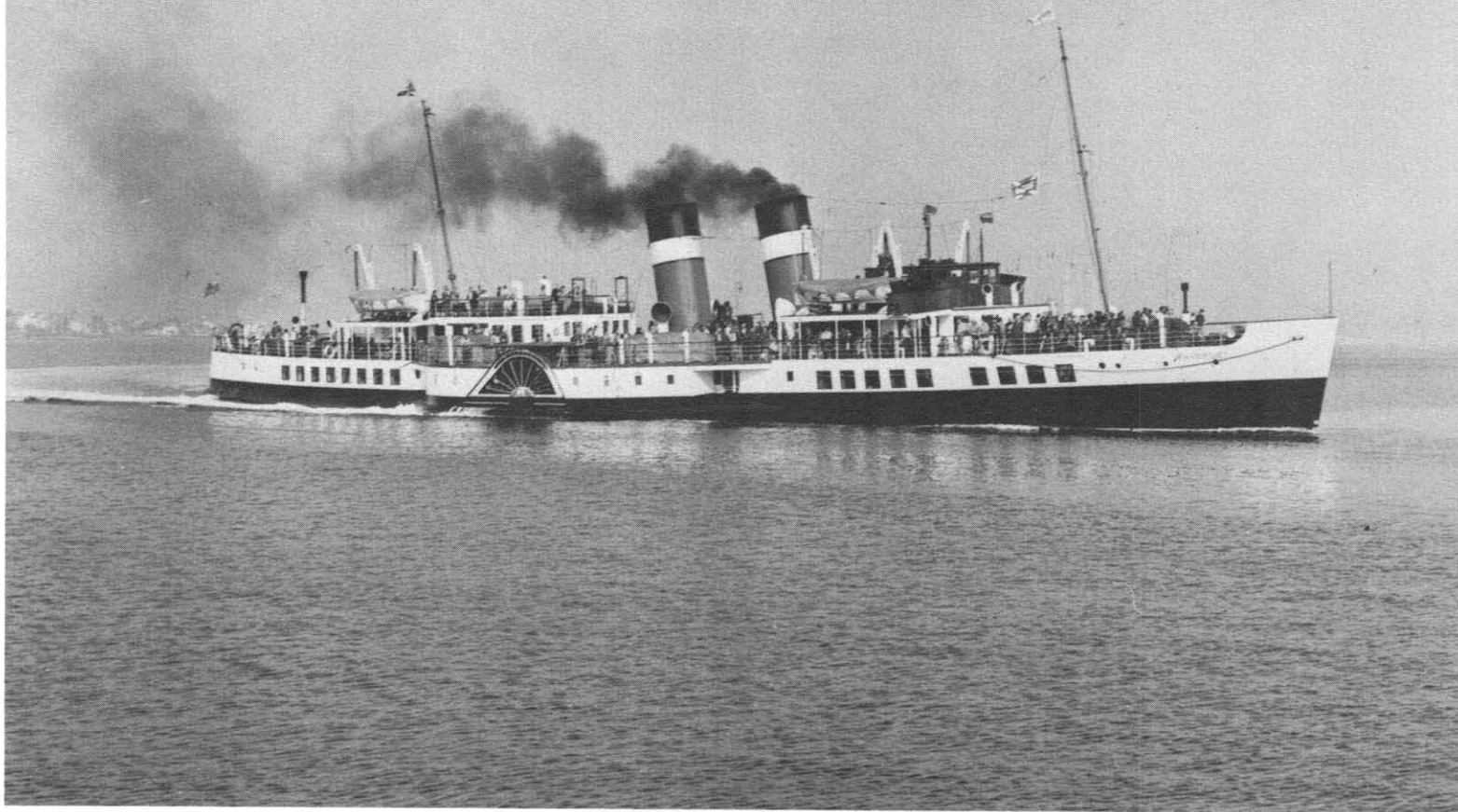
Just prior to our departure however, the Captain had received the latest weather forecast. Storm Force 8 - imminent. WAVERLEY is not permitted to sail above Force 5. But to delay our departure would possibly jeopardize the ship's programme at Liverpool. It was therefore decided to make a dash for Stranraer where WAVERLEY could shelter from the storm and at least complete one more leg of her voyage.

Suddenly, as if to confirm the forecast, heavy cloud blotted out the moon and the stars. With not a little apprehension, we wondered

what lay in store ahead for us. How would WAVERLEY handle in a rough sea in completely open waters? Would her wooden paddle floats stand the strain of a frenzied sea?

Captain Neill reassured us somewhat by making a final check on our course then, with a cheery wave, retired for the night. He would be on watch again at 0800 hours.

Almost as suddenly the cloud lifted and the sky was filled with a faint glow of the heavenly bodies. Occasional sparks flew out of the funnels and were whisked off into the night. Only the sound of the paddle beats, the wind whistling through the rigging, and the wailing of the radar disturbed the awesome stillness over the great, empty expanse of water. We were completely alone - not even the lights of a fishing boat. Some of us stayed on deck till around 0300 hours when, overcome by a mixture of tiredness and



WAVERLEY arriving at Rothesay, near Clyde's mouth, 1976
-Photo by John Goss

excitement, we, too, sank into our sleeping bags. These were laid out on the floor of the bar as WAVERLEY has no cabin accommodation for passengers.

At 0600 we were again on deck to watch the Isle of Man slowly pass on our port side. The wind had become stronger, and the ship was pitching a deal more, too. The occasional wave now was breaking over the deck. The paddle beats raced slightly because of the deeper troughs. Wind was gale force 4, and rain showers were frequent. The Force 8 gale was still expected, so we were heading as speedily as possible down past the west (outside) side of the Isle of Man. The thinking here was that when we rounded the southern tip of the island, and if the gale did materialize, the change of course would put the wind on our stern. Already one or two of our passengers (and crew) were noticeable by their absence.

Around 0800 hours WAVERLEY rounded the Calf of Man and was taking the seas beam on. She now developed an alarming roll--there were moments when one paddlebox was 2/3rds submerged in seas, the other spinning uselessly clear of

the water. A cafeteria window was smashed by the seas at this stage, and a liberal amount of galley crockery suffered equal fate. No cooked breakfast was served this morning; the menu was cornflakes and bread.

After rounding the Calf, the course was set for Liverpool itself. With the wind and swell more or less to our stern we made good time to the Mersey. The sun broke through as we left the Isle of Man and the day became beautiful. Lunch consisted of oxtail soup, a delightful ham salad, then ice cream and fruit.

The low-lying English coastline appeared over the horizon, and just before 1500 hours we picked up the bar pilot from the Mersey pilot ship. The wide approaches narrowed. Frequently spaced marker buoys lined the shipping channel. One hour later we arrived at the famous Liverpool landing stages. There were salutes from the Liverpool ferries, and WAVERLEY berthed at Princess Landing Stage astern of the Isle of Man steamer BEN MY CHREE. We had arrived 16 minutes late from our projected ETA, and our telegraphs rang "Finished with Engines" at

1630 hours.

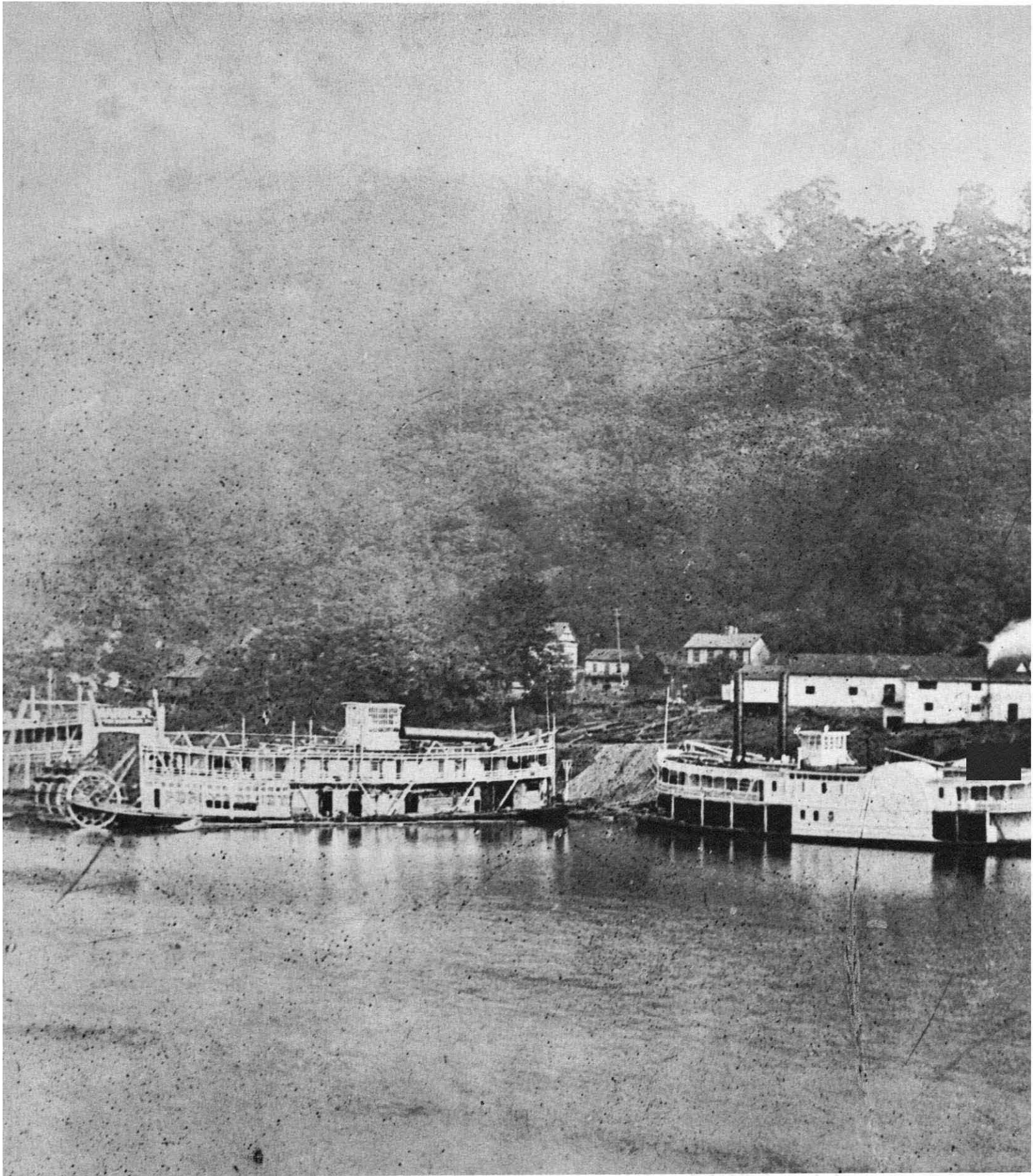
The Lord Mayor of Liverpool was the first to board.

WHILE AT LIVERPOOL, WAVERLEY undertook special sailings to Llandudno, Fleetwood, Morecambe, and ran school cruises up and down the Mersey. This was the first time in 40 years that a paddle steamer had sailed from Liverpool. The welcomes at Llandudno and Fleetwood were rapturous, with over 3,000 people lined at the pier to welcome her.

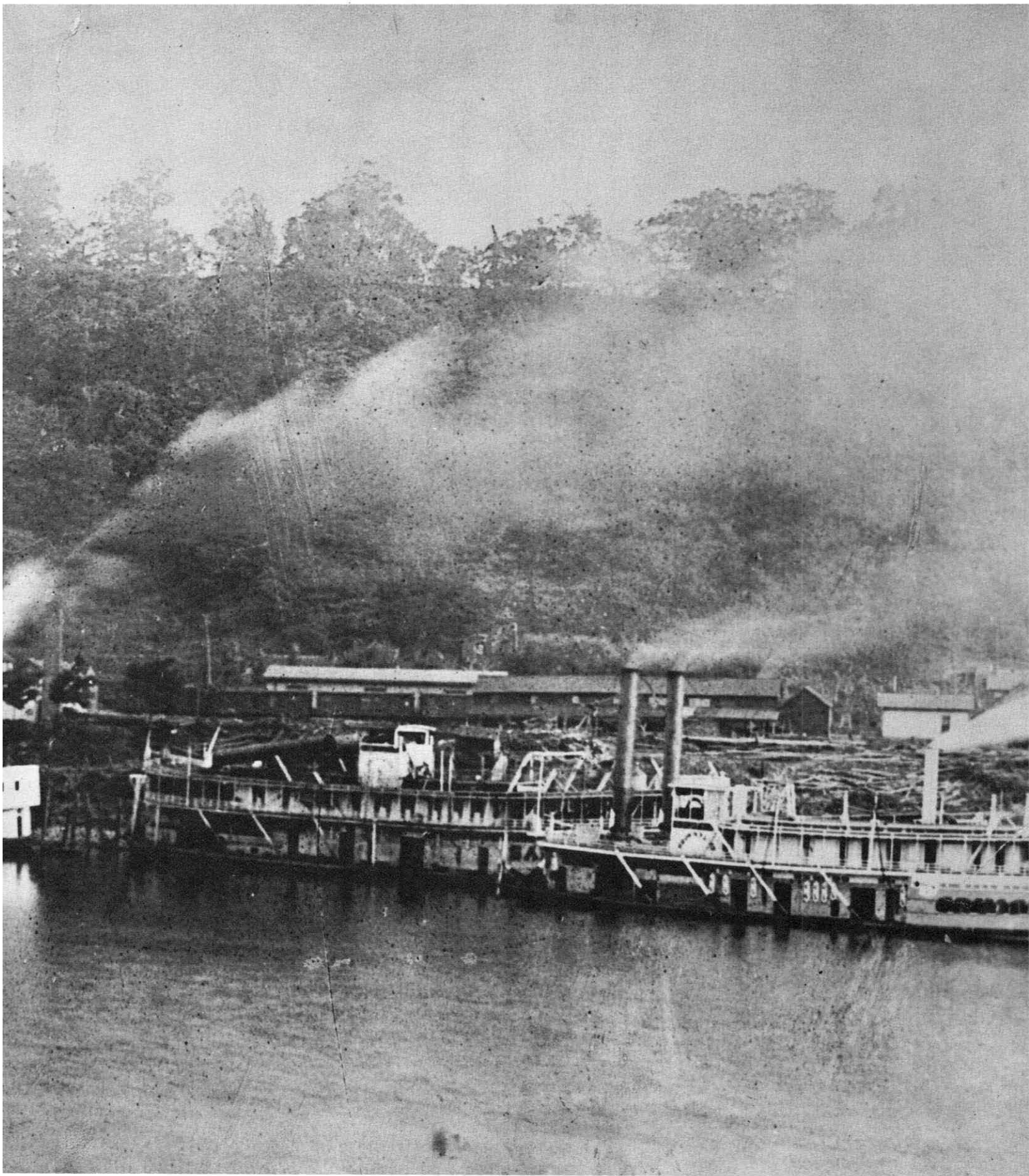
On May 9, 1977, WAVERLEY cleared Liverpool for a fast passage back to Ayr, arriving there at 0130 hours, Tuesday May 10th. This summer through September she has been running scheduled trips from Glasgow and Ayr.

There is a 34-page illustrated booklet available which tells her whole story from launch to preservation. Write Waverley Steam Navigation Ltd, 34 Anderston Quay, Glasgow, Scotland.

S&D REFLECTOR is grateful to the author John Beveridge, and also to G. Robert Torrance, 5700 Fifth Ave., Pittsburgh, Pa. 15232 for procuring the photograph, map and text.



BOAT YARD AT WEST BROWNSVILLE



PA. See Page 26 for story.

WEST BROWNSVILLE BOAT YARD
(Center-spread, pages 24-25)

THIS was taken at Mile 56 on the Monongahela River in the early 1890s when a boat building and repair yard dominated the landscape opposite Brownsville, Pa. below the bridge. Capt. Samuel S. Brown, Pittsburgh, owned the property and also held financial interest in all of the steamboats in the scene.

Partly showing at extreme left is the towboat MARINER. Nosed head-on into the shore is the PERCY KELSEY. In the center is the Monongahela River side-wheel packet ADAM JACOBS. Behind her is the SAM BROWN and at the right is the CRUISER.

The yard was managed and operated by short-built Andrew (Andy) Axton, who sported a goatee and in those years was hard of hearing. In his day he had built 92 steamboats, and in July 1906 died of injuries sustained when he was struck by a train. Capt. Sam Brown had died the year prior.

In 1952 we visited with Frank P. Silliman, president of Hillman Barge & Construction Co. and in his Brownsville office this picture, framed, hung over his desk. Noticing our interest in it, Frank unhooked it, handed it to us, and said, "My compliments."

Steamboat traffic on the Yukon and tributaries, particularly during the Gold Rush (1897-1899) rose to spectacular proportions. Most were sternwheelers designed to cope in rock-studded rapids and spar themselves over mudflats. Much of the know-how, the engines, equipment, the pilots and the engineers were imported from the States. The present-day editor of The Alaska Journal, William S. Hanable, is seeking documented articles to expand and illuminate this river traffic in Alaska and northwestern Canada. Manuscripts of 2,500-6,000 words accompanied by photo support are preferred. Appropriate bibliographic references and footnotes are required. Authors are paid for acceptable material. Editor Hanable may be contacted at The Alaska Journal, Box 4-EEE, Anchorage, Alaska 99509.

Jim Hutchins sends us a dispatch dated Mobile, Ala. saying that the famed Battle House, one-time luxury hotel there, is closed and is up for grabs. Suggestions have been made to turn it into everything from a medical student's dormitory to an office building. A committee of bankers is studying a request to issue \$7.5 million in bonds and reopen it as a luxury hotel.

A TENT SHOW is floating its way down the Mississippi. The River Raft Revue will show at Greenville on Sept. 7; at Mayersville, Miss., the 9th; at Natchez, the 12th; Morganza, La., 15th; Baton Rouge, 17th; St. Gabriel, La., 19th, and the windup is at New Orleans on the 23rd.

Based at New Orleans, the group calls itself the Otrabanda Company. It all started five years ago when a few students from Antioch College of Yellow Springs, O. rafted down the Mississippi on a pleasure jaunt. They got to thinking about giving shows, so the following year they built a raft from oil drums and lumber, rounded up a circus tent, and secured a \$15,000 matching grant from the National Endowment for the Arts.

What they offer is a razzmatazz of magic, juggling and music. They've learned fast, and sometimes the hard way. Once they kept looking for Rosedale, Miss., overshot it 40 miles, and had to get back overland to do the show.

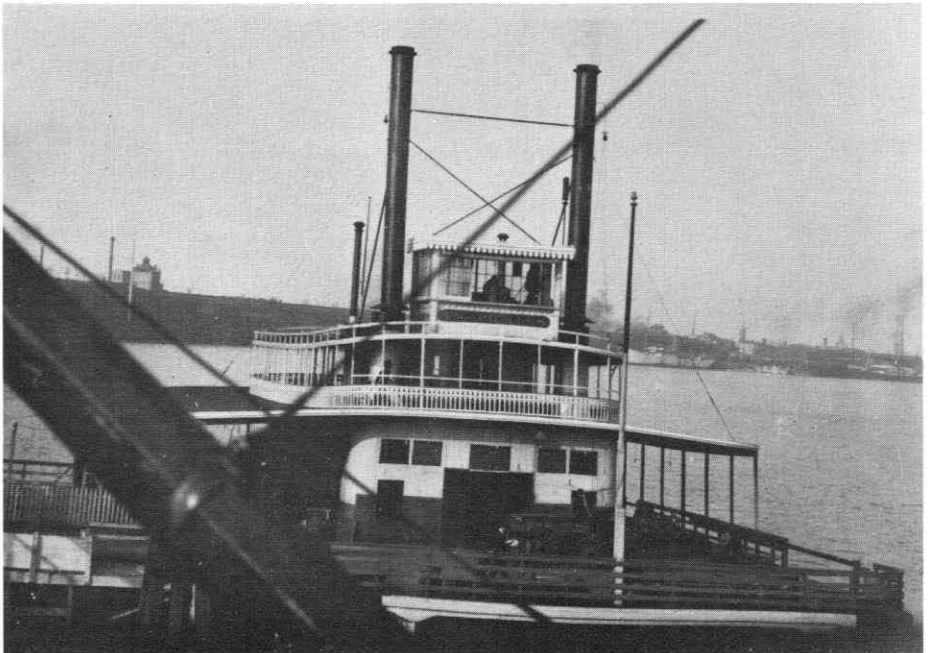
--And they dream. As one of them mused: We were on the river when the JULIA BELLE SWAIN came down to Natchez for the filming of Huckleberry Finn. Early one morning as we were drifting along, I looked through the haze and saw this beautiful boat coming toward us. And I thought, 'To have some-

thing like that! It would be just too perfect.'"

Performances are free and the schedule is subject to wind, fog, and the perils of navigation. The headquarters are at 301 Pacific Ave., New Orleans, La. 70114.

"River Ripples" made its debut this past spring, official newsletter of the Midwest River Boat Buffs. William L. (Bill) Talbot, Keokuk, is the editor. Same page size as S&D REFLECTOR, the typing is a pro job, the right margins automatically justified, using a pleasing brown ink. The fledgling has four pages containing signed articles by James V. Swift, R. Allen Coleman, Roy V. Heatter and Bob Miller. Three offset photographs are well produced. Enclosed with "River Ripples" is a 5-page typed supplement containing notices and a lengthy article by Gregory W. Schaefer. Memberships are accepted at \$3 (individual) and \$5 (family), mailed to Gregory W. Schaefer, 111 E. Kellogg Blvd., Box 1302, St. Paul, Minn. 55101.

Bert Fenn has our thanks for the loan of valuable documentary records to assist in preparing the listings for the forthcoming new and greatly (enormously) expanded edition of the Packet Directory.



SOMEbody, SOMETIME, took this picture. It's the catamaran steel hull ferry THOMAS PICKLES. Looks maybe like she's at Baton Rouge, but maybe not. She was part of the usual landscape at New Orleans for over forty years, first owned by the Union Ferry Co. Howards built her at Jeff in 1892 and she measured 125 by 53 by 7. She had 17" dia. engines, 6 ft. stroke. Two boilers, each 42" dia. by 22 ft. long. Later on the Algiers Public Service Co. ran her at New Orleans, and then she was transferred to Baton Rouge. Last we heard the Bissos at New Orleans had her in 1962. She may have burned coal in her early days, but later was converted to fuel oil. Handled 50 cars and 250 passengers. We'd like to hear from someone who knows her final fate.

The one and only Ruth Ferris tells us that the two stargazers in the pilothouse of the BALD EAGLE (June issue, page 16) are Capt. Charley Abrams, left, and Capt. Harry Leyhe. This and other of the pictures appearing in the June issue were taken, says Ruth, by a St. Louis dentist, Dr. William Swekosky.

"Dick Lemen was fortunate in knowing Dr. Swekosky and equally fortunate in borrowing some of his original glass plates," Ruth tells us. Dick, an excellent photographer in his own right, supplied Swekosky pictures to some of his friends, among them Capt. Roy L. Barkhau. Ruth Ferris also has a set.

Capt. T. H. (Tommy) Utter, Route 2, Box 330, Decatur, Tenn. 37322, confirms to us that the picture of the sunken JAYHAWKER, as we surmised, was taken in Sheffield Cut, Tennessee River. (See last issue, page 45). "I was pilot on her at the time," he recalls. "I was the one who tied her up there and went home--she sank that night."

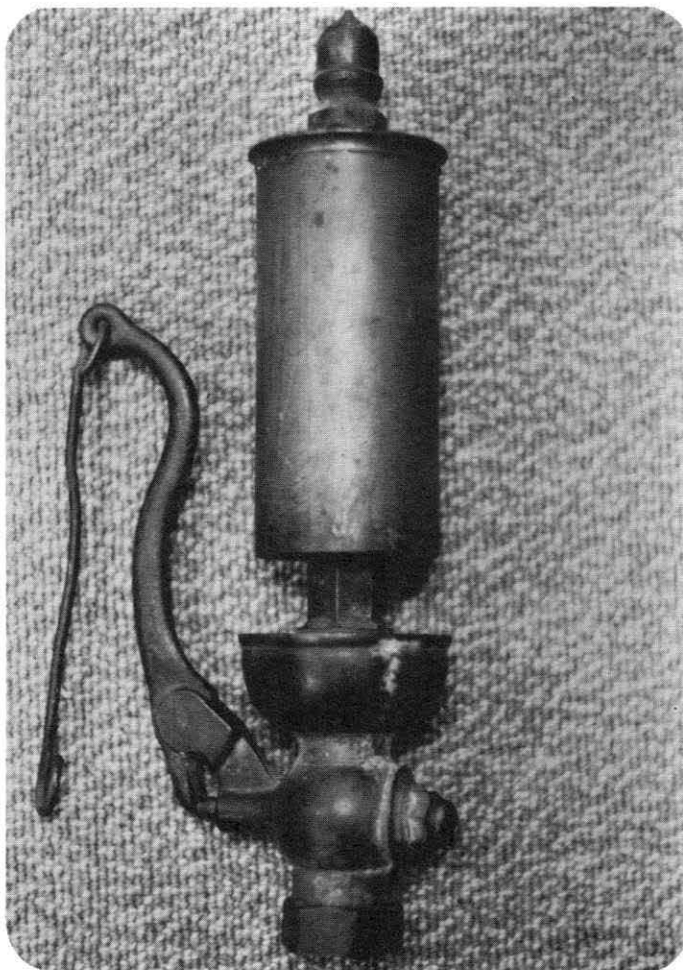
"Her next sinking was above Chattanooga below the site of Chickamauga Dam on January 25, 1938, says Tom. "We had made a trip to Paducah and Capt. Tommy Dunn rode down along to post up from Pickwick Dam down. Capt. Arthur Ritchie was skipper. I had to leave at Paducah so Captain Ritchie and Tommy brought her back up the Tennessee. Captain Dunn was on watch when she sank that time."

Tom says he doesn't think Dave Wilson stands much chance of getting a photograph of the last and final sinking--she went down clear out of sight, stacks and all.

Now, about where that name JAYHAWKER came from:- Tommy Utter says Col. L. E. Willson bought the BEN FRANKLIN NO. 2 at a U.S. Engineer's surplus sale, and renamed her JAYHAWKER inasmuch as Kansas was his native state. "She had a white oak hull and her cabin was of yellow poplar," he concludes.

Capt. Tommy Utter (see above) also has some comments on the picture in the last issue, page 39, of the sunken CLYDE. "The JAYHAWKER was owned by the Tennessee Valley Sand & Gravel Co., Col. L. E. Willson, president. When she had her final sinking Col. Willson went to Paducah and bought out the Arrow Transportation Co., owners of the TOMAHAWK and CLYDE. The picture of the sunken CLYDE in the June issue was taken before the Colonel bought Arrow."

Capt. Utter further says: "I was the last captain on the CLYDE. After they retired her I towed her from Florence, Ala. to Hobbs Island, Ala. for use as a quarter boat. That's the last I know of her. She was 81 years old when she died."



FIRST WHISTLE UP COAL RIVER?

Capt. William A. Griffith may have disturbed the serenity of the Coal River in West Virginia for the first time by blowing this whistle on his steamboat PEYTONA. It's not a big whistle, but neither was the boat. The PEYTONA was a 34-ton propeller job built at Wheeling in 1867 designed to bring canal coal from Coal River mines to the Kanawha.

Today the whistle is owned by Mrs. Vaughn Miller, direct descendant of Capt. Griffith. Her son David exhibited the relic at the spring meeting of the O-K Branch of S&D last March 20th. In 1873 the PEYTONA was rebuilt at Peytona, W. Va. and thereafter was called PEYTONA NO. 2 with Captain Griffith still at the helm. The whistle continued to toot until the boat wore out in 1885.

Herschel Burford sent us the picture, and adds: "Like all claims on firsts, there is controversy on whether the PEYTONA or the CLIFTON was the first to travel Coal River---I always end up with more questions than answers." But C. D. Hereford, in his "Early History of St. Albans" held no doubts. He recorded: "The first steamboat that traveled on Coal River was the PEYTONA, taken up by Capt. William A. Griffith."

A new 4200 hp. towboat is showing bulk liquid chemicals from Baton Rouge to Chicago. She's owned by Dow Chemical, USA, and is named LEVITICUS. The origin of boat names holds for us a certain fascination, and our thanks to C. W. Stoll for supplying the derivation of this one.

She's named for Dow's vice president of operations, Levi Leathers, whose full given name is Leviticus, not for a forebear or a family friend, but for the third book of the Old Testament.

But here's the bombshell--his surname. Levi Leathers is of the same Leathers family noted for Capt. Thomas P. Leathers of NATCH-EZ fame.

These disclosures are contained in an article about the new towboat in the May 1977 issue of The Work Boat.

Not very often does a VIP die and is buried before announcement is made in the public press. But such was the procedure at Alexandria, Va. last June when Dr. Werner von Braun lost his long battle with cancer in the Alexandria Hospital. No word leaked to the press or TV or radio until the graveside services, attended only by his immediate family, had been concluded in Alexandria's Ivy Hill Cemetery.

Dr. von Braun will emerge in the history books as one of the top-flight controversial persons in the 20th Century. He was the technical director at Peenemunde, Adolph Hitler's V2 rocket base. In 1945, near the end of WW2 he surrendered himself and 129 German rocket experts to the Americans. The U.S. hustled the whole crew to Fort Bliss, Texas, and set them up to making U.S. missiles. In 1950 they were transferred to the Army's Redstone Arsenal, Huntsville, Ala.

From Explorer I, first U.S. satellite, to the Saturn rocket which placed man on the moon, Dr. von Braun made enormous contributions to far-out space programs.

One time he told Ye Ed., this about eleven months before Explorer I was orbited, that his delight and avocation was running his motorboat based at Huntsville up-and-down the Tennessee River.

Capt. J. C. Wallace, a noted Green River mariner, was the night watchman on the Evansville, Ind. wharfbat in the early 1930's. He and C. W. Stoll struck up a conversation one night in August 1932 there at Evansville when C.W. was round-tripping from Louisville on the SOUTHLAND very much a fledgling.

"It was a dark and misty evening," related Capt. Wallace to the entranced youth. "I heard a steamboat blowing to land, peered upriver, and there outlined in the gloom was the very cut-and-jib of the old EVANSVILLE approaching.

"But, and hark you this, the EVANSVILLE had burned to the wa-



Capt. William S. Pollock was reminded seeing the picture of the gasboat LEONE (Dec. '76 issue, page 15) that John P. Smith, the owner, afterwards ran the gasboat ST. DENNIS. He took the above picture of her at Pittsburgh. This attractive sternwheel towboat was built at Ravenswood, West Va., 1915, owned by A. C. Ritchie, principal owner and operator of the St. Dennis Mills at that place. Also in the fleet was a decked and housed barge 58 x 12.5 named DAISY built at Millwood, W. Va. 1910. John P. Smith bought the ST. DENNIS, ran her several years, then sold her to Valley Sand & Supply Co., Parnassus, Pa. on the Allegheny River, this on May 4, 1920. The boat burned at Fourth St., Parnassus, Oct. 26, 1920 at 7 p.m. Valley Sand rebuilt her and she came out in June 1922 renamed VALLEY QUEEN. On May 20, 1925 they sold her to J. K. Davison Bro., Allegheny River sand and gravel operators. She was built on a wood hull 60.4 by 15.4 by 2. Anybody remember what happened to the VALLEY QUEEN?

ter's edge at Bowling Green scarce five months before! I passed my hands before my eyes; it was the old EVANSVILLE; it couldn't be! What a start I had! No packet was due, and what else?

"Tush. It was Capt. Way's BETSY ANN on her way to Memphis. They were running single crew and landed in to spend the night with me. But I had a couple of bad moments there---thought I'd taken leave of my senses."

THE MAN WITH THE BROOM

Last issue, page 44, a man is on the pilothouse roof of the CHRIS GREENE holding aloft a broom as she passes under a low bridge.

Aha! The picture was taken by Richard (Dick) Lemen, 1161 46th Ave., East Moline, Ill. 61244 during high water, April 1936, at Cincinnati. The man with the broom is Capt. Pat Mason intent upon measuring the clearance under the suspension bridge. Dick recalls that Pat at the last moment had to duck to save his head.

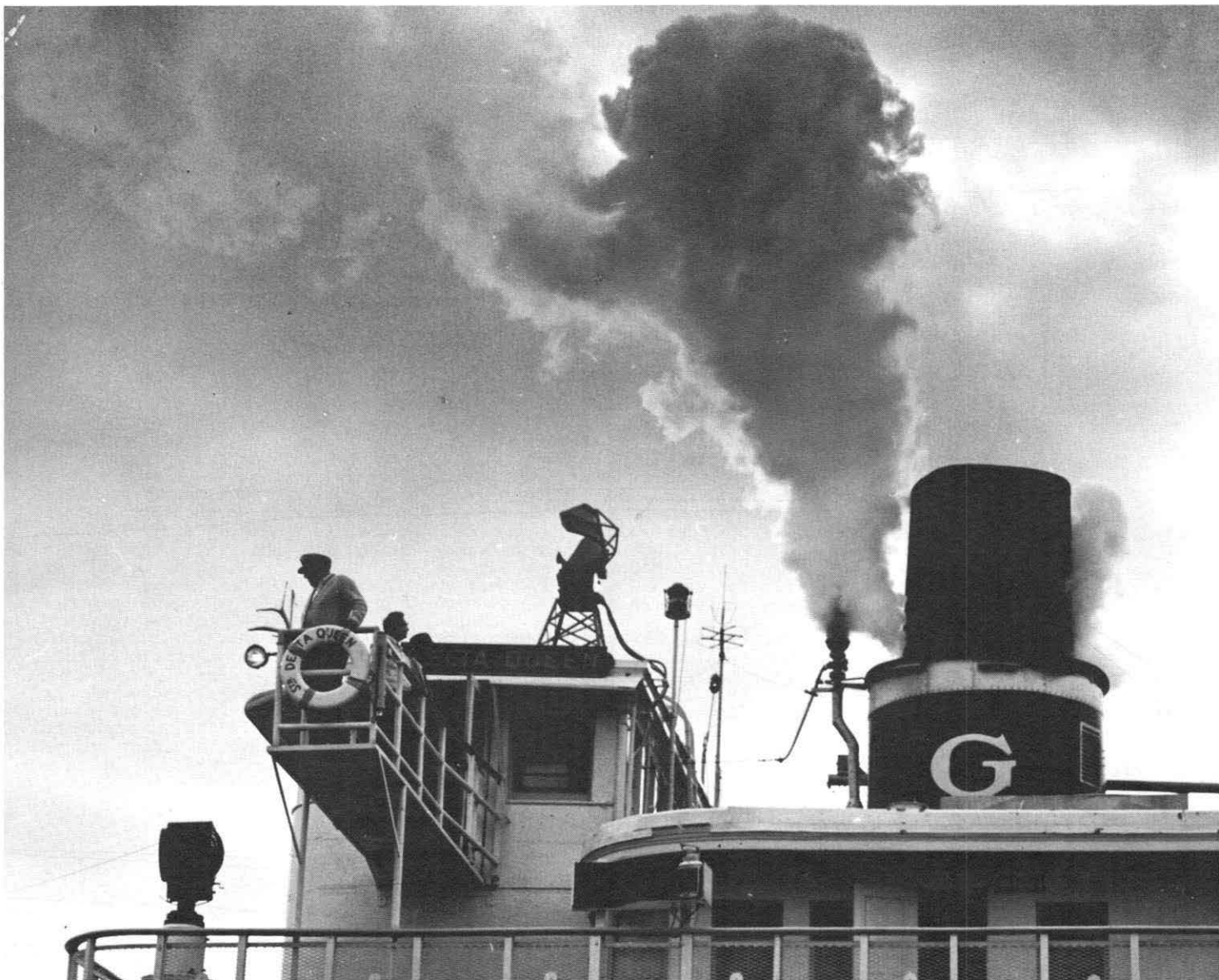
Also in the last issue, page 26, appeared the obituary of Capt. Pat Mason, and you may charge up the coincidence to a whim of Ol' Man River.

Our thanks to Ralph R. Dupae, Murphy Library, The University of Wisconsin, La Crosse, Wis. 54601, and also Ruth Ferris, for supplying details.

Steve Mackinack was the first to recall the five names of the MIKE CREDITOR (see page 21 last issue). Originally she was the VESTA built by Ward at Charleston in 1931, renamed JAMES A. RANKIN in 1948, then MIKE CREDITOR in 1952, then ORCO, 1954, and presently J. S. LEWIS. She was steam-powered until 1955 when Amherst converted her to diesel.

The summer issue of STERNWHEELER contains 12 pages (11 x 17") of news and pictures, and a tip of the editorial hat to editor Jan DiCarlo. You don't have to be a son or a daughter to belong to S&D and neither do you have to own a paddlewheel to belong to The American Sternwheel Association, Inc. Send five bucks to Mrs. Jan DiCarlo, 4600 Lexington Drive, Steubenville, Ohio 43952 and you are in, for a year.

No mention was made in our last issue of Karl Smith's slide show featured at the M.O.R. meeting this past February. Karl hauled out those superb slides of the burning of the ISLAND QUEEN and, as usual, had the audience gasping. He kindly showed them several years ago at an S&D meeting.



STEVE HOAG took this dramatic picture of the DELTA QUEEN at Marietta, O. ten years ago on Monday, November 13, 1967 and that's Capt. Ernie Wagner on the bridge. She was upbound Cincinnati to Neville Island, Pa. to undergo hull repairs at the Dravo Marine Ways, and for a steamboat headed for the hospital was in good spirits with 83 passengers aboard. Everybody had a high old time. But the tune changed. After she'd been hauled out on the ways the enormity of repairing her became something of a shock. Dravo officials estimated an expenditure of \$60,000, four times the amount anticipated by the DQ's management. Today such an expenditure seems trivial, but in 1967 it was a cliff-hanger. Worse the more of it, Richard C. Simonton, the big boss, was flat on his back in a London hospital undergoing critical surgery and could not be consulted for a yes-no on what course to pursue. On the evening of Wednesday, November 15 the doorbell at 121 River, Sewickley, rang. There stood Bill Muster, Betty Blake, Capt. Ernie and Doc Hawley. They were the

bearers of frightful news. Dravo officials had recommended to them that they should seriously consider abandoning the proposed repairs, drop the DQ back in the river, and close up shop as gracefully as possible. The DELTA QUEEN, which had become famed in California, which had successfully survived a lengthy sea voyage to New Orleans, and which had been financially rescued by Dick Simonton, was to die a quiet death because of a looming repair bill. Incredible! As we pondered the plight, Bill Muster said he could scour the bottom of the barrel and rake up \$60,000, but was he right in authorizing such a capital outlay--what would Dick Simonton think of it? So that night by the fireplace in the livingroom at 121 River we made a decision. Next morning Bill Muster told Dravo to go to work and he'd put the money on the barrelhead. And so on Friday, December 8, 1967 I boarded the fully repaired DQ, and helped pilot her back to Cincinnati. This is the story the above picture tells.

Finally the time has come. The side-wheel PRESIDENT, if plans go as expected, will be under tow on her way from New Orleans to St. Louis even as S&D convenes Sept. 10 at Marietta. She's to be converted to diesel, similar to the

ADMIRAL. During the interim while this surgery is performed, the ADMIRAL will take the PRESIDENT's place at the foot of Canal Street, New Orleans.

By the by, this will mean one less operative calliope. We are

uncertain about where the 28-whistle instrument now on the PRESIDENT came from. We have posed the question to Capt. Doc Hawley and he says it may have been on the GREATER NEW ORLEANS, but he wants to check this out.

THE SEARCH FOR WHITE OAK

Fifteen months before he died in 1905 John C. Howard, younger brother of Howard Ship Yard's founder James Howard, wrote his recollections of locating and rafting timber to Jeffersonville from forest stands in West Virginia and Indiana. John was a partner in the Yard from Civil War days until 1884, but his timber experiences date prior--from 1853 to 1863. Some of his story has been lost but what remains is revealing. In making the following presentation we have taken the liberty of amplifying and editing to clarify nameplaces and a few terms John took for granted. In no case have we tampered with his story. -Ed.

ALECK HANLEY got rich furnishing timber to the Howard Ship Yard before the Civil War and afterward. When I first knew him in the early 1850s he had 40 acres at the mouth of Twelve Pole Creek, about half way between present-day Huntington, West Va. and the Big Sandy River. Hanley's Landing is still known to pilots even as I write these lines on August 15, 1904, situated above the creek's mouth where it joins the Ohio River. After the war he bought other acres in the area, and built a fine residence. But finally he became involved, lost everything, and died in poverty.

I first saw Hanley in 1853. He and Charley McCormack, a Big Sandy timber operator, had cut and hauled a lot of logs during the winter just past to the Big Sandy. They came to our yard and wanted to sell them to us. The two of them made a good impression, and we agreed to take the raft if they would run it to Jeffersonville.

Both of them knew the river and were good pilots. So in due time they arrived at the Yard afoot, with the news they had the raft moored upriver at Six Mile Island, and were wanting to determine just where we wished the raft placed at the Yard. All rafts, flatboats, etc. in those days were run by hand, for towboats were not known.

We picked the landing place and Hanley and McCormack went back to Six Mile prepared to make delivery. The river was at a good stage, with about a four-mile current running. They were confident with a new 1 3/8 check line about 1,000 feet long, which they ran ashore above the Yard, made fast to a stout mooring tree, and did their checking from the raft.

Charley McCormack was an expert checker and did the job beautifully, knowing exactly how much strain the line would bear without parting. Trouble is, he ran out of line just before the raft came to a complete stop. Taking a very big chance he took the necessary extra wraps on his raft's check

post, held tight with the few feet of line still aboard, with the result the line stretched beyond its utmost and snapped asunder with the noise of a pistol shot.

This was bad news indeed, and everybody knew it. At Jeffersonville there is not much distance downstream until the Falls is reached, certainly no safe place for a free-astray raft which, once broken up, is as good as lost.

When the line parted Aleck Hanley was on the head of the raft. He grabbed the end of another line coiled near him, jumped in the river with it, clenched the line in his teeth, and swam shoreward with it. I might remark that he was in cold water, for this happened in March. He came out at a small branch or inlet we called "Deep Diggin's," pulled the line to a tree, made fast, and this allowed Charley McCormack on the raft to check to a complete stop.

I developed a great respect for the resourcefulness of Big Sandy raftsmen, and after the above episode, for these two in particular.

One time later on Aleck Hanley and Charley McCormack ran another raft for us, and landed above at Four Mile Springs. Charley came to the Yard on crutches. He and some of the rafters had been running a foot race and Charley had measured his length after fouling his ankle in a tree root. "By God John Howard three things I'll never do again are fight fair, or wrestle, or run another foot race" he announced, his eyes snapping.

WHEN I FIRST CAME to the Louisville area many called it "the grave yard of the West." Mosquitos were so thick, especially at Shippingport, that you could hardly see the sky, especially if you wore a black hat. The natives had developed sort of an immunity, but newcomers such as I were almost certain to come down with what was popularly called "fever and ague," the term for malaria. I got it, and it was awful. Quinine brought relief, but despite medication recurrence almost certainly came on the seventh, fourteenth, or twenty-first day, with continuing intermittent seizures for a year or two. Such was my case.

The Howard Yard used a great deal of timber, mostly white oak, and I was given the job of seeking it out. My first such trip was in the fall of 1853, to Cincinnati by packet, and then another packet to Twelve Pole. It was on this latter boat that I had a recurrence of fever and ague, a hard shake, followed by fever so severe I came delirious. The boat's steward, lately from the Coast and unacquainted with malaria, kindly attended me, convinced I would not survive to destination.

The boat landed at Twelve Pole about one in the morning, the steward begging me to remain aboard, but I was feeling quite up to myself. Such are the whims of malaria. The fever had passed. I went up through the woods heading

for Hanley's house, but his dogs got after me and treed me on a high rail fence. Between the yelping and my hollering Hanley was attracted to my rescue.

That day the two of us rode 30 miles horseback hunting for timber. I felt pretty good. But the next day I had the shakes again and we had to lay by. During the balance of the journey I was sick one day and well the next, and on the well days attended to business.

One evening, following a full day on horseback, we came into the bottom above Catlettsburg, Ky. and came upon a number of men clad only in their drawers, mounted on their steeds, having a Quarter Horse Race. The starter's pistol cracked, a most uneven start, the horses helter-skelter. Hanley looked meaningly at me and said, "Let's clear out--this is going to end up in one grand fight." He lit out as fast as possible. I was a little slow mounting. One of the irate spectators grabbed my bridle yelling, "I'll whip any damned man who says that 'was a fair start!" At that moment my attacker had other interest to attend; another of the gentlemen had taken him on. I got away and did not learn how this all turned out.

Returning from that timber trip I stopped three days at Cincinnati to consult with a physician of big reputation. He gave me one-grain quinine pills to be taken every hour day and night. They had no effect whatever. Back at Jeffersonville I looked up old Doctor Field. He loaded my system with a 40-grain dose all at one time. The chills were checked.

IN ADDITION to the timber from the region of the Big Sandy, we depended on large stands of white oak in Indiana. This was hauled or dragged to the Ohio River below Madison at the mouth of Saluda Creek and at Plow Handle Point. Many a rough trip I've had in those neighborhoods. Also on the line of the Jeffersonville, Madison & Indianapolis Railway when it was building---all before the Civil War. These supplies were soon exhausted.

In that day and time, the companies insuring steamboats required us to use the natural turn of the wood, for the turn of the knuckle and other places, and root knees were used everywhere. To get these roots we had to grub the trees, and cut around the roots, felling the tree in this manner. It was hard work in the woods to do this, and a foolish requirement. In our experience such root timber soon rotted, with the consequence that many a steamboat hull lasted but four or five years when it should have lasted twice that long a time.

One time Aleck Hanley and I rode horseback up Guyan River about four miles above the Guyandotte bridge to look at a raft. That accomplished, I was about to backtrack to the bridge and up the other side to inspect another raft

across from and above the first one. Hanley said, "Where are you going?" He had his clothes peeled off, jumped in the Guyan, and swam over. Soon I followed the leader. We bought both rafts.

On land about where the city of Huntington now stands I once bought a stand of 100 choice white oaks at \$5 per tree. The Yard was badly in need of such oak, and the price I paid was then a record. The usual purchase price was 75¢ to \$1.25 a tree. I was very unpopular amongst timber-buyers over that one.

Speaking of Guyandotte, once I had a large raft at the wharfboat about fletted up and ready to start. This was on the 3rd of January and weather signs pointed to a freeze coming. Above all things I did not want to get caught in ice, almost the sure recipe for losing a raft. The oars were not all hung, and doing this and other preliminary work were local laborers.

I cast off with the intention of sending this crew back home to Guyandotte from Catlettsburg. They had been taken unawares, and resented it, which made for a fight. My regular rafters got the better of the fray, fortunately, and we set the workers ashore by yawl. They walked back. The weather took a turn for the better and we ran that raft to Jeffersonville and landed it safely--almost unheard of in January.

These rafts were managed with huge oars. The ones at the front were the "gougers," the ones at the stern were the "steering oars" and at the sides were what we called the "sweeps." It is astonishing what could be accomplished by a crew of experienced men. They seldom tied up enroute save for high wind swells.

During my period of activity as a timber buyer the toughest period was during the Civil War. Timber was very scarce and prices went about out of sight. Up in the Big Sandy region I seldom was sure when a man approached in the woods whether he was Reb or Yank.

Sirs: Sorry to read of all the fine old-timers passing away. I can still hear "L.D." Poor knocking on the striker engineer's door aboard the GORDON C. GREENE trying to wake me up--and hear his call for "grub pile!"

Dick Carmell,
6510 Arborcrest,
Loveland, Ohio 45140

Gene Grate, assistant v. p. of Citizens National Bank, Middleport, O., and Ted Reed, president of Farmers Bank, Pomeroy, O., accompanied by Mrs. Reed, enjoyed a ride on the DELTA QUEEN from Parkersburg to the Racine Locks and Dam this past June 22nd. "The one and only Capt. Gabe Chengery surely rolled out the red carpet for us," says Gene.

AFRICAN QUEEN

In the James Rees & Sons catalogue, page 13, is a photograph of the prop steamer OREGON built in the company shop along the Allegheny River wharf at Pittsburgh in 1909 for missionary work. She was shipped knocked-down to the Congo River in Africa. Jack Custer has sent us an account of the ceremonies as reported in the Pittsburgh "Dispatch" on October 17 that year. We quote:-

"We want \$6,000 and we want it in six minutes," was the first sentence of the address made by F. M. Rains, treasurer of the Foreign Missionary Society of the Christian Church, in opening the dedicatory exercises of the missionary boat, the OREGON, at the James Rees & Sons company plant at Fourth Street and Duquesne Way last evening. And it took just about that much time to get the money. More than 5,000 persons were present at the big plant of the shipbuilders when the boat was formally dedicated. Delegates in attendance at the church convention from every state and territory in the Union were there, but of course those from Oregon predominated. Oregon was proud that it has successfully carried to a conclusion the enterprise of building and equipping a model boat to be used for missionary service on the Congo River, Africa, and citizens of that state were present in large numbers and

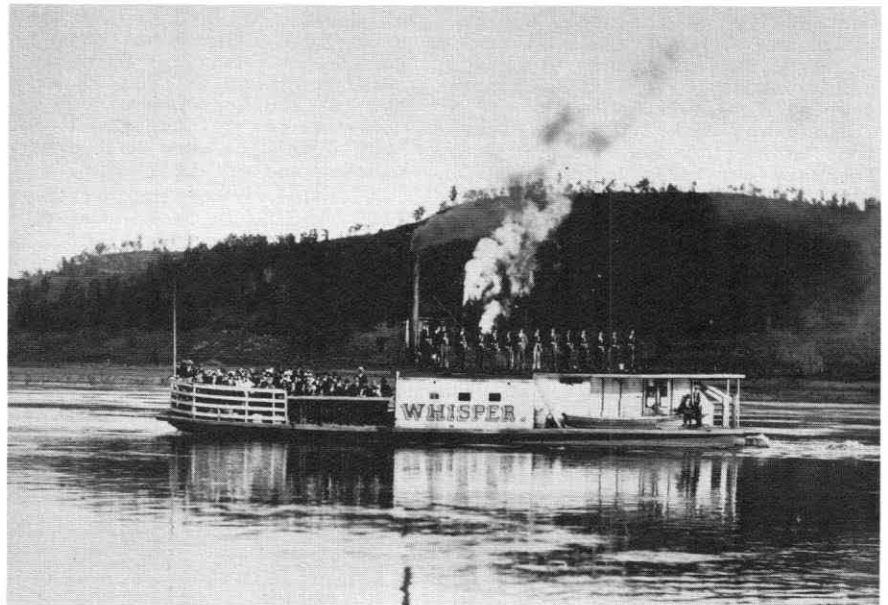
naturally held the "center of the stage" at the ceremonies.

The boat, which is a steamer of 30 tons capacity, has a draft of only three feet, and is designed to thread the devious ways of the African river, which at certain seasons of the year is very shallow.

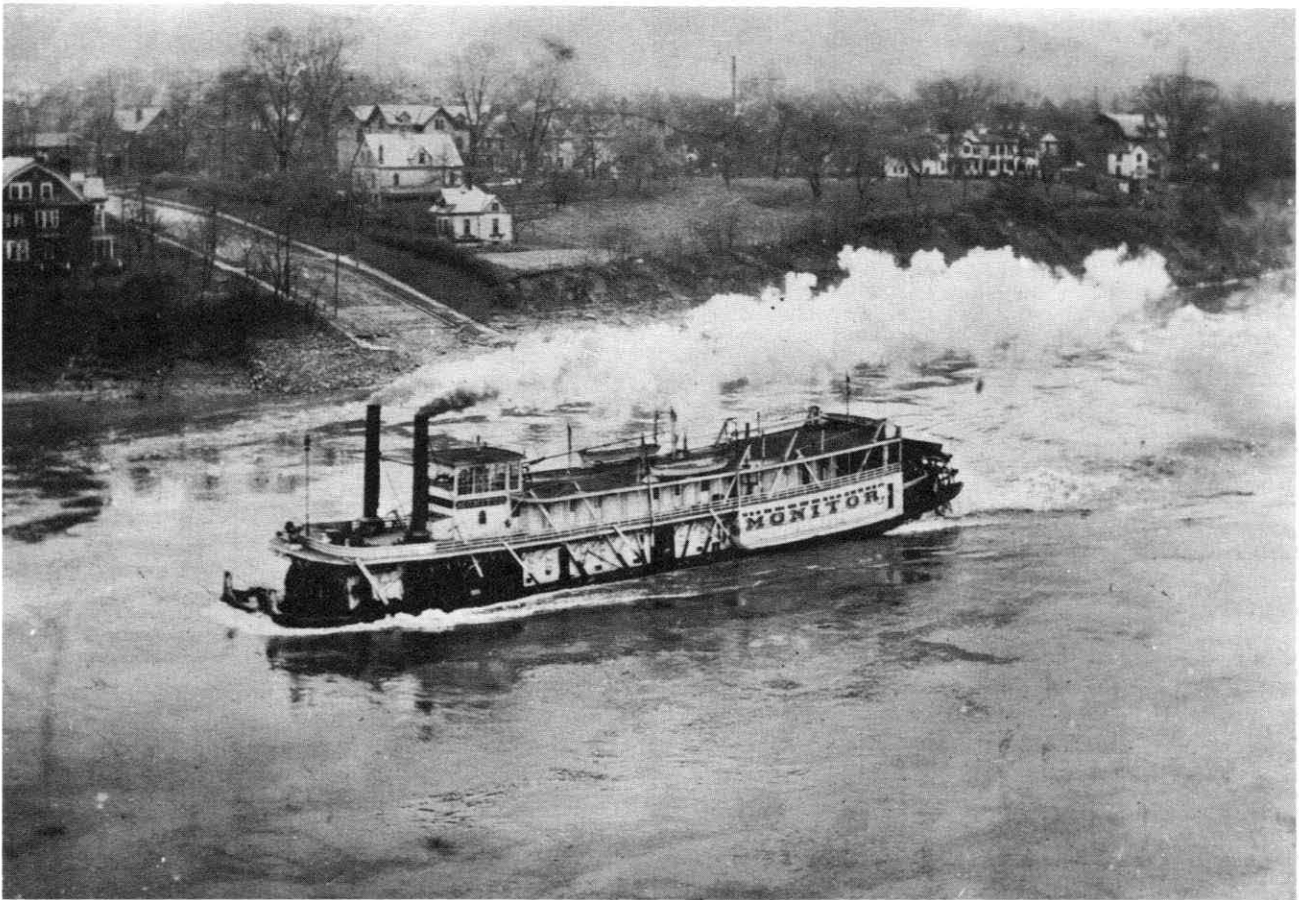
It was built in sections and within the next few days will be taken apart and shipped to Matida, at the mouth of the Congo. There it will be reassembled and put in commission. It will be in charge of R. B. Wilson, a missionary who has spent years in the work in Africa. The captain will be a white man, and the rest of the crew will be composed of natives. Captain and crew have not yet been selected. It is expected to have the boat in commission by the beginning of the coming year. The first cost of the boat was \$14,500 and of this more than \$12,000 was contributed by people of Oregon.

Every one of the vast audience was anxious to go aboard, and the builders had to station employes at the gangplanks to keep the crowd off, only the speakers and specially invited guests being allowed aboard until after the dedicatory services.

=Of interest would be further news of what happened to this 75-footer prototype of the AFRICAN QUEEN and we'd like to think that Humphrey Bogart was selected as captain and Kate Hepburn first mate. -Ed.



THIS PICTURE looks like it was taken at Augusta, Ky. on the Ohio River. One time we asked the late Fred Cramer about the WHISPER. He said, yes, it ran at Augusta then owned by L. W. Parker and the Edgingtons. The ferry was built at Ashland, Ky., 1881 and measured 75 by 20 by 3.2. She was built "boot-jack" style with a recessed stern wheel, and had a single 6 by 8 engine powered by a boiler 30" dia. by 12 ft. long. Later she ran Proctorville-Guyandotte owned by Capt. George Smith, who also ran the ferry ARION. In the final wind-up she ran at Athalia, O. and was dismantled there in 1924 when Beckett Bros. built a replacement, named ALCO, using parts of the WHISPER in the process. The gentlemen on the roof are in uniform, some sort of an occasion, and the picture was taken by Thornton L. Barrette.



STEVE MACKINACK, 502 First St., Elizabeth, Pa. 15037 sends us the picture at lower right on this page showing the wrecked towboat MONITOR at the upper approach of Lock 3, Monongahela River. A Carnegie Steel barge is alongside, and moored to it is the Carnegie towboat H. D. WILLIAMS.

There was a heavy fog at Lock 3 the early morning of Saturday, February 14, 1925. The MONITOR, Capt. W. Park Buttonfield, was downbound with six loads of coal, waiting to enter the lock. The LA BELLE, Capt. Robert E. Reed, also hitched to loads, was feeling her way down to the lock oblivious to the fact that the MONITOR was there. The LA BELLE's tow hit the MONITOR's wood hull amidship on the port side, a mortal stab. One fireman was drowned.

Steve Mackinack was there when the accident happened. The MONITOR's crew congregated on the boat's roof. Soon as the fog lifted the EDGAR THOMSON came up light-boat from Clairton and took charge of the six loads, delivering them to Clairton. Then came the H. D. WILLIAMS up from Clairton with the empty hopper barge appearing in the picture. Holes were chopped in the MONITOR's roof and the personal belongings of the crew, and some of her cabin outfit, were recovered.

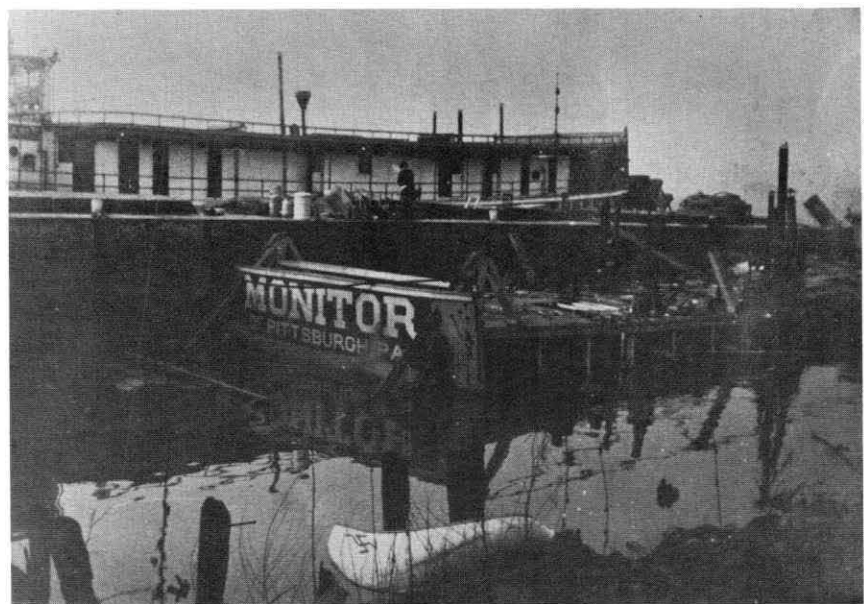
The MONITOR's crew temporarily went aboard the H. D. WILLIAMS, until the EDGAR THOMSON returned with the prop towboat CLAIRTON and moored it at Old Lock 3, about a mile or so above where the government light now stands. The MONITOR's crew lived aboard the CLAIR-

TON all the while the MONITOR was being torn up, and the H. D. WILLIAMS was in attendance.

There was a lighter side to all of this. Mr. and Mrs. James Manning lived in a home closeby Old Lock 3 (Mr. Manning formerly was chief engineer at Lock 3) and they had a daughter who played lively dance music on the family piano. Many evenings were enlivened with dancing and entertainment.

A sequel to the loss of the MONITOR lingers in Ye Ed's mind. On February 14, 1952, twenty seven years after the fateful accident, Capt. Robert E. Reed and Ye Ed

were New Orleans-bound aboard the DELTA QUEEN. Bob Reed invited me into his stateroom, closed the door, and we both sat down. "I want you to be with me for a moment, Fred," he said slowly. "This day is the anniversary of a tragic event I'll never forget as long as I breathe. Twenty-seven years ago this day I plowed the LA BELLE into the MONITOR at Lock 3, Mon River. Nobody else on here knows about it, I don't suppose, except you and me. Now I've said my say, don't offer me sympathy; I just wanted to say it to you, and now let's join the others."



Sirs: Thank you for the superb spread you gave the J. M. WHITE (color cover last issue). You really did me proud. I'd be delighted to offer all the other pictures I have painted at any time you might like to use them.

John Stobart,
Maritime Heritage Prints,
Suite 502,
1055 Thomas Jefferson St.,
N.W.,
Washington, D.C. 20007

=Out thanks to John Stobart for a generous check to help pay the cost of preparing the color separations for the June issue. -Ed.

Conrad Milster, Pratt Institute, Brooklyn, N. Y. 11205 extends an invitation to S&D Steam Whistle Fans. "If anyone is really desperate to hear one or more of his/her whistles drag it or them over here to Pratt this coming New Years Eve for our annual Whistle Blow," he writes. These bashes have been featured at Pratt since New Years Eve, 1964. Also to their credit are two others, held Nov. 8, 1964 and on April 4, 1965.

Str. EVANSVILLE
Cairo-Tiptonville-Gayoso

Capt. William H. Tippitt researched old issues of the Memphis "Commercial" and Memphis "Appeal" and comes up with the following:-

July 22, 1890: The Evansville & Green River Transportation Co. has sold the steamer EVANSVILLE to Cairo parties for the trade between Cairo and Tiptonville.

July 24, 1890: The steamer EVANSVILLE has been sold to Bolen, Barnes and Cassidy of Cairo for the Cairo and Tiptonville trade.

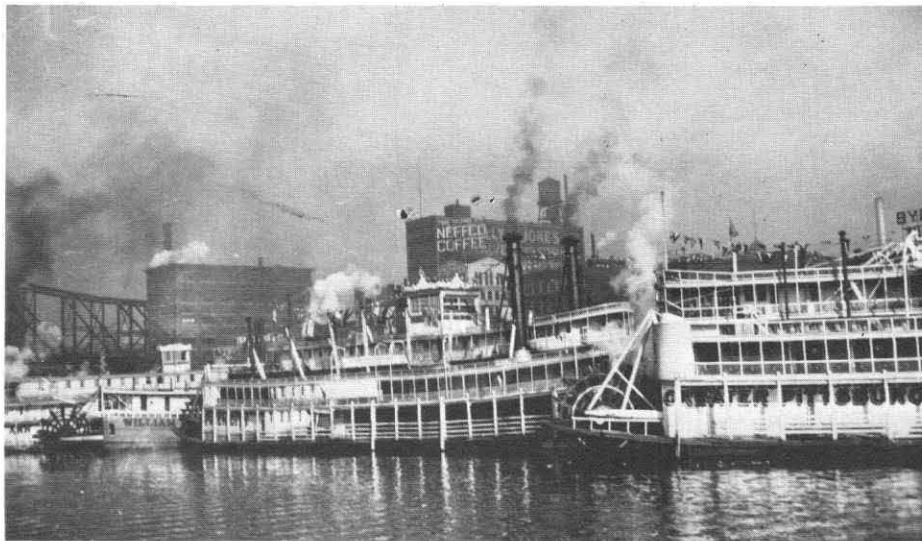
July 31, 1890: After repairs, the EVANSVILLE, Cole Boren, master, and C. J. Howe, clerk, has entered the Cairo and Tiptonville trade.

Oct. 27, 1890: The EVANSVILLE has extended her trips down to Gayoso, competing with the Lee Line.

Nov. 1, 1890: Capt. Elmer Rawley has purchased the EVANSVILLE for \$4,000, now in the Cairo and Gayoso trade. After docking she will resume the Evansville and Bowling Green trade. Capt. John F. Klein is the broker.

Nov. 26, 1890: The EVANSVILLE is now back in the Green River trade out of Evansville.

The above dispatches are adequate answer to a question raised in our last issue, page 42, as to whether the EVANSVILLE actually ran the Cairo-Tiptonville trade. She did. Bill Tippitt also furnishes a clue as to the reason the EVANSVILLE was sold away from the Green River. Competition had raised its ugly head, and the MAGGIE BELL, an independent, Capt. R. F. Williams, was running on opposite days to EVANSVILLE in the Bowling Green trade, with drastic cuts in freight rates. This war



CAPT. FRANKLIN REED was a deckhand on Pittsburgh Coal's towboat VOYAGER in September 1929 when he snapped this picture of steamboats at the Monongahela River wharf, Pittsburgh. The Gateway Clipper fleet occupies this same location in 1977. A great marine parade was in the making to celebrate the completion of the Ohio River's locks and dams, Pittsburgh to Cairo. The GREATER PITTSBURGH (ex-HOMER SMITH) partly shows at the right. The QUEEN CITY occupies the center of the scene. The stern of the Carnegie towboat WILLIAM WHIGHAM comes next, and at extreme left is the packet BETSY ANN. The bridge showing at the left belonged to the Wabash Railroad, long since demolished, but the stone piers still stand. Captain Reed later on was pilot on U.S. Steel's towboat HOMESTEAD when she won two staged races with J&L towboats at Pittsburgh. He was disabled in WW2, now is 80, and lives at 105 Neville St., New Eagle, Pa. 15067. He is an honorary member of S&D.

had started in May 1889. That fall Williams had sold the MAGGIE BELL and had replaced her with the GRACE MORRIS, apparently a better boat. The owners of the EVANSVILLE threw in the sponge in July 1890. In November 1890 the two factions consolidated, at which time the EVANSVILLE was brought back to her regular trade.

THE MYSTERIOUS EAST

The following item appeared in the "I Remember" column of the Brooklyn (N.Y.) "Daily News," Sunday, May 22, 1977:-

Back around 1910, Luna Park in Coney Island had a miniature exhibit called "The Burning of the PRAIRIE BELLE," based on a story about the great Mississippi River steamboats.

After the Civil War, the PRAIRIE BELLE was one of three very fast steamboats plying the Mississippi and competing in carrying cotton and other merchandise. The boat that reached a given destination first and unloaded its cargo had the choice of the market and a chance to make a better profit.

One day a race was set up involving the PRAIRIE BELLE and the two other boats, the ROBERT E. LEE and the NATCHEZ. The three boats were wood burners and, as the pressure went higher and higher in the steam boilers of the PRAIRIE BELLE, the boilers exploded and

set the vessel afire. According to myth, legend and history, the ROBERT E. LEE won the race and became the King of the River.

F. Le Roy Skelly,
Brooklyn.

MORE ON THE JOHNSTOWN FLOOD

The enormity of the Johnstown Flood (page 7) was comprehended when the usual Johnny-on-the-spot Pittsburgh "Post-Gazette" was unable to present its readers with accurate news until ten days after the fact. George Cingle, Jr. of the Pittsburgh U.S. Engineers disclosed that a total of six dams failed that night of July 19-20 last. The Laurel Run Dam unleashed 110 million gallons on Tanneryville and the others that broke were on Otto Run and Sandy Run in Adams Township, Peggy's Run, and two on unnamed streams near Ebensburg and St. Michael, Cambria County. Some 7,000 people lost their homes completely, and 50,000 suffered home damage. Twenty-three bridges were knocked out of commission, and 971 miles of roads were lost or damaged. The Conemaugh Dam below Johnstown caught almost a square mile of rubbish which may contain more bodies. The list of the missing and unaccounted for hovers near the 100 mark.

THE CHANGING SCENE

Women have worked on steamboats since steamboats started steaming. The cook on the 1811 NEW ORLEANS married the captain at Natchez. Even in this Diesel Age female cooks and helpers are not uncommon, usually preferred. Just recently Dave Leherr, staff writer for the Pittsburgh "Post-Gazette," did a story worthy of preservation and you are about to read it. The two ladies he interviewed are Leona Baker, about five feet five with an up-sweep hair-do, dark-rim glasses, with a determined chin, and she is wearing a long sleeve chef's coat; and Peggy Koethe, blonde, short sleeves, a bit taller, and a no-monkey-business countenance. When Dave Leherr's story is finished, he have a few comments of our own to add. -Ed.



SPEAKING of ladies on steamboats we came aboard the DELTA QUEEN at Pittsburgh this past June to discover the above scene. The deckhand forward of the bitts is Diane Harmony, and I mean Diane is employed as a deckhand. Frank X. Prudent took the picture this past May 6th and sent it along to us.

Them's fightin' words telling a woman her place is in the kitchen, but you won't get any argument from Leona Baker or Peggy Koethe--so long as the kitchen floats.

Leona and Peggy are among the cooks for the men on the MATHIES, the IRELAND, the ARKRIGHT and the HUMPHREY.

And in the salty exuberance of the mythical Cap'n Ahab, Tom Sawyer and Huck Finn, they tell you they love every minute of it.

They are the Gallopin Gourmets of the galleys, working the fleet of towboats used by the Consolidation Coal Co. to push the jumbos and stumbos--names for two different-sized barges--that haul millions of tons of coal each year up and down the Monongahela, Allegheny and Ohio rivers.

"You know, everybody has a bad image about women on boats, but let me tell you, you don't get bothered here unless you want to get bothered," said Peggy, who had been working on the rivers for four years.

"My family thinks I'm nuts but you know what? You get more respect on the water than you do out there," agreed Leona, pointing to land as the towboat HUMPHREY chugged lazily up the Mon from the landing at Floreffe near West Elizabeth.

It was supposed to be an interview. But listening to the back and forth banter of the two cooks became so much like listening to seafarers of old spinning their yarns that this reporter forgot most of the questions he was going to ask.

They talked about their specialties like blueberry muffins, banana nut cakes and lemon pies. They talked about making special snacks for the men after dinner, like pizza, sandwiches, hoagies, banana splits, milk shakes and sundaes.

"You make everything from scratch on a boat, right Peggy?" said Leona, of Carmichaels, Greene County.

"Even soup, kid, even soup," re-

sponded Peggy of Butler. "Listen, man, you give them anything out of a can on here and they'll drag you through the river by your heels."

"Yea, you got to treat 'em special," picked up Leona. "I get up at 3 or 3:30 in the morning to get ready for breakfast. They don't like to see you in curlers and bedroom slippers."

"You'll learn, kid, you'll learn," said Peggy. "We're wife, mother, school teacher, nurse, caretaker and lawyer to these guys."

Usually the job entails seven days on the boat, then seven days off. The two earn \$76 a day when working. Neither has yet experienced the glamor of the longer, 30-day voyage from Pittsburgh to New Orleans via the mighty Mississippi.

"I'm not sure I'd want that, it would be too long away from home and my grass would be up to here," Leona was saying, placing her hands waist high.

"I'd go up the Nile if I could," disagreed Peggy. "That grass is going to grow over me when I die anyway, so let it grow."

"I'm 46 going on 13 and I like to do exciting things," Peggy continued. "I just rode a motorcycle for the first time last week."

Of course the job is not without its frustrations. Like the morning Leona baked a banana nut cake, went to her cabin to take a nap and then came back to find her work of art upside down, all over the floor.

Or when Peggy made beef, potatoes and gravy, then stood by helplessly and watched them spill all over the place when the boat accidentally banged against the wall of a lock.

But mostly it's fun, with the

added challenge of coming up with something different each meal. The two have put together their own personal cookbooks with recipes for everything from exotic stews, spaghetti, roasts, stuffed cabbage, pancakes, eggs and omelets to different variations of one of the big favorites--beans.

"Sometimes I think these boats run on bean power, but I'll tell you this, whatever I put on the table I'm eatin' myself, right into a size 16," laughed Peggy, whose figure belies the statement.

"The trouble is you have to taste everything. The guys don't trust you unless you sit down and eat with them."

What do they do when they aren't cooking or washing dishes or practicing other aspects of the culinary arts?

"Oh, we usually sit around and talk or catch up on our sleep," answered Peggy.

"One night I played poker with some of the guys until 2 in the morning. But I don't think they want me back on that boat; I won \$13."

Usually, there's only one cook per boat, but this was a special media tour involving many more people than the usual crew of seven. So both Peggy and Leona were assigned for the day, and by now it was time to get back to work.

"Hey, we're really cadillacking out there now," said Peggy, noting that the HUMPHREY had picked up some speed.

"This is the biggest boat of the fleet. You can bust a bucket working on this one."

Add to the girls afloat:

In recent issues we have mentioned Lexi Palmore, Dona May

Schlesier, Mary Kay Terhaar, Michele Kingsley and other constellations reflecting bright images upon the gleaming Western Waters. Within the past sixty days we have come upon two more of magnitude sufficient to attract an astronomer's notice:-

MARGARET PEABODY on or about Memorial Day A.D. 1977 became the purser of the DELTA QUEEN. This talented young lady of Natchez, Miss. attended Newcomb College in New Orleans and plans to further her education this fall.

DIANNE BARBER, associated with the JULIA BELLE SWAIN, has passed the USCG exam and is a licensed operator.

Meanwhile keep an eye peeled for MARGARET SIMONTON, North Hollywood, Calif., who when we lunched with her last June 21st had that look in her eyes we've come to recognize.

Sirs: The picture of the four gentlemen on page 14 last issue was taken at the marine ways in Paducah. The GOLDEN EAGLE had been hauled out for repairs, hence the presence of Capt. Henry and Buck Leyhe. The gentleman between them is Ed Cochran, long associated with the Leyhes. This same picture showed up in 1948 illustrating a magazine article about the Eagle Packet Company.

See you in September at S&D.

Keith E. Norrington,
135 Adams St.,
New Albany, Ind. 47150

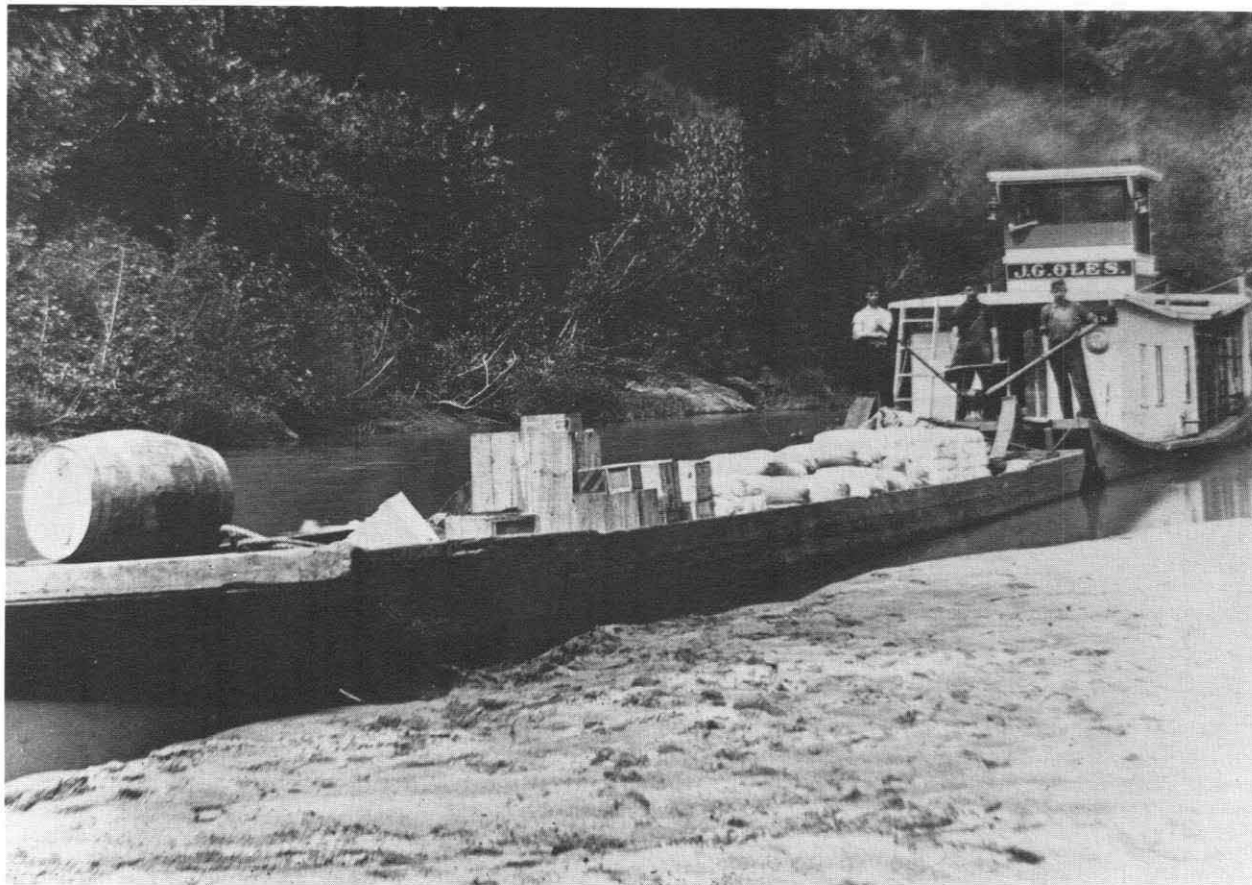
The steepest railroad grade in the U. S., and perhaps in the world, climbs the 5.9 per cent grade $1\frac{1}{4}$ miles from Madison, Ind. to the top of the hill. It dates back to c. 1850 and has been oper-

ated by a succession of owners, latest of which is ConRail.

ConRail has been operating it as a 22-mile line connecting Madison and North Vernon, Ind. where there is interchange with the Chessy Rail System. Lately the tracks so deteriorated that ConRail was about to call a halt.

Then along came Charles Thomas, a Belleville, Ill. engineering consultant, and Michael Klaus, a transportation consultant from Greencastle, Ind. They formed the Madison Railway Company. This past June the Federal Rail Administration approved the take-over. Service is to continue while the roadbed and rails are properly conditioned.

See S&D REFLECTOR, issue of Sept. '70, page 5, for photographs and description of old-time engines REUBEN WELLS and H. G. BRIGHT in service on the grade.



MRS. NELLIE ENGELKE, our sleuth in Glenville, West Va., now comes up with this fascinating scene. All she knows about it is that the J. G. OLES has just returned to Grantsville, West Va. on the Little Kanawha from Parkersburg c. 1910-1912. The locality is "just below the bridge" at Grantsville--which at that time was the first bridge of any sort above Parkersburg in those 80 miles.

The J. G. OLES, wood hull, scow bow, was 51.8 by 8.4 by 1.6, and bragged all of 8 horsepower. She was built at Grantsville in 1912 (which rules out 1910 as the date of the photo) and was named for the manager

of a lampblack factory 4 miles from Grantsville owned by Godfrey L. Cabot. Lampblack was widely used as a paint pigment, and was shipped to Parkersburg in barrels loaded on the light flat the J. G. OLES is towing. On the return trip the flat was loaded, as shown, with groceries, hardware, etc. consigned to Grantsville merchants. A later owner of the OLES was Russell Johnson, of White Pine, West Va. who briefly operated her at Burnsville, West Va. in 1922 and then sold her to Philadelphia Oil Co. with headquarters in Pittsburgh, Pa. They still had her in 1925.



WHEN U. S. President Gerald R. Ford rode the NATCHEZ, September 25, 1976, various S&D members met and talked with him (Dec. '76 issue, et seq.) not suspecting that two S&D members, tried and true, had visited with Mr. Ford in The White House scarcely six weeks before.

Virginia Hatfield (left) and Louise Hatfield Stickney were escorted to the Oval Office on Tuesday, July 13, 1976 to join with the President in the formal dedication of Frederic Remington's bronze "Broncho Buster," a gift to the Nation by the Hatfield family.

James T. Hatfield, well known and respected Ohio-Kanawha riverman and coal operator, father of the two ladies pictured here, acquired the sculpture years ago and during the balance of his lifetime it was a featured treasure in his Covington, Kentucky home.

As souvenir of the dedication Mr. Ford autographed the original of the above photograph taken in the Oval Office, a little to the right of the President's desk. Miss Virginia Hatfield kindly obliged us with a copy for presentation here.

Sirs: Mention of Capt. Fontain M. Johnson in the last issue recalls to my mind the DELTA QUEEN's first trip to Chattanooga in June 1957. This meant the swing bridge at Florence, old Lock One, the old canal and finally the double locks at Wilson. The DQ could not use the locks with her stage sprawled out ahead of her. So it was set on a flat belonging to the U.S. Engineers, detached, and a tug named LAURA S took flat-and-stage in tow and locked ahead of us. Then after the DQ locked through, LAURA S came alongside and the stage was put back in place on the DQ. Capt. Paul Underwood, in command of the DQ, had rigged the idea with cooperation of Bennett Curtis, lockmaster. Paul Underwood said afterwards this was the first and only time he'd ever double-locked a passenger boat.

Anyhow, by reference to the Inland River Record, the LAURA S was listed as owned by Capt. Fontain

M. Johnson. I never knew afterwards what had happened to the boat or to Captain Johnson. Then the REFLECTOR ran a "mystery" picture of an old tug beached at Helena, Ark. and in the Sept. '76 issue Dan Owen identified it as the LAURA B owned in 1957 by Fontain M. Johnson. So now I take gentle exception here---it was the LAURA S. And now Captain Johnson is very much in the picture standing pilot's watches on the MQ and DQ.

Incidentally on that June 1957 trip the DQ did not actually go to Chattanooga. She went to the highway bridge at Rankin's Ferry below old Hales Bar Dam, and from there the passengers were bused to Chattanooga. The DQ was too big to fit the lock. That bus excursion is a story in itself.

Larry Walker,
10552 Breedshill Drive,
Cincinnati, Ohio 45231

=We asked Fontain Johnson about

the incident Larry has related here. He says yes, it was his LAURA S that handled the DQ's stage, but he was not aboard the tug at the time. -Ed.

The Charter Members of the Ohio-Kanawha Branch S&D are announced by the clerk, Herschel W. Burford, to be:-

William R. Barr, Mr. and Mrs. Jack C. Burdette, Mr. and Mrs. R. J. Collins, Ben Gilbert, Bob Kennedy, Mr. and Mrs. Gene LeRoy, Charles H. Martin, James P. Bupp, Herschel W. Burford, Bob Erwin, Mr. and Mrs. John P. Killoran, L. K. Marmet, J. Francis Mullen, Mrs. Ralph Raike, Charles H. Stone, James A. Wallen, Mr. and Mrs. Wendell C. Reynolds and Mr. and Mrs. Gerald W. Sutphin. Two other Charter Members, deceased since the list was compiled, were James A. Harmon and Capt. Ralph Raike.

Sirs: This letter is prompted by the article "1927" in the last issue.

On Friday, May 20, 1927 the DELTA KING and DELTA QUEEN were dedicated at the old Banner Island Shipyard of the California Transportation Co. (formerly the yard of the California Navigation & Improvement Co.) with civic ceremonies and open house for the public. The DELTA KING left Stockton on Saturday, May 21 for bay trials at San Francisco; the DELTA QUEEN left Stockton on Tuesday, May 24. They went into service between San Francisco and Sacramento on or about the first of June, 1927.

Shortly after June 1st the FORT SUTTER and CAPITOL CITY (later appropriately renamed PORT OF STOCKTON) were taken to Stockton for overhaul, and then ran Stockton-San Francisco. Later, when the Stockton service ended, they went back to the Sacramento as local boats.

The point here is that the "1927" article says that the DQ and DK had completed one year of operation in 1927--actually they did not start operations until about June 1st.

The story emphasizes what a remarkable year 1927 was. May 21, 1927 is a date I have always remembered, partly for personal reasons, and also for two events. One was Lindy's landing in Paris. The other was the opening of the highway bridge across Carquinez Straits. Both happened the same day, the bridge of great significance to the growing highway network of State and Nation.

The DELTA KING was launched on May 9, 1925 and the DELTA QUEEN came along later. Apparently the builders wanted the best, and continued making improvements and taking much longer than they had planned. I would remark that the DELTA QUEEN has continued to be the ultimate for fifty years (it's a matter of opinion or definition whether the MISSISSIPPI QUEEN is now the ultimate) and she's still running strong.

The DQ had only 13 years on the Sacramento run, making her last trip the day of the Golden Gate International Exposition, Sunday, Sept. 29, 1940. Then she had about seven years in Navy and in surplus. The chronology of her various Navy jobs has not been written, to my knowledge, and existing references are often wrong. Same for the DK.

Around the first of this year a friend of mine showed me a copy of the Dec. '76 issue of the S&D REFLECTOR. I was surprised by the excellence of the magazine and the jam-packed amount of interesting material in it. So, with embarrassment in not having joined S&D years ago, I hastened to join.

The December '76 issue is especially interesting to me because of the coverage of President Ford's steamboating (as also in the March '77 issue). About eight years ago I started gathering and writing up the travels by water of Presidents of the U.S. with some notes on all

and written up through Andrew Jackson and starting Van Buren, but the project is dormant. I feel George Washington deserves some honorary status in the S&D as a Western Rivers man himself.

Robert W. Parkinson,
3051 Shattuck Ave.,
Berkeley, Calif. 94705

=Bob Parkinson enclosed with his letter a program of events staged at Stockton, Calif. this past Friday, May 20, 1977 honoring the 50th anniversary of the commissioning of the DQ and DK, and the Diamond Anniversary of Stephens Marine, Inc. It was quite a day, featuring bands and speakers, and rides on the excursion boat CHAN-NEL STAR. -Ed.

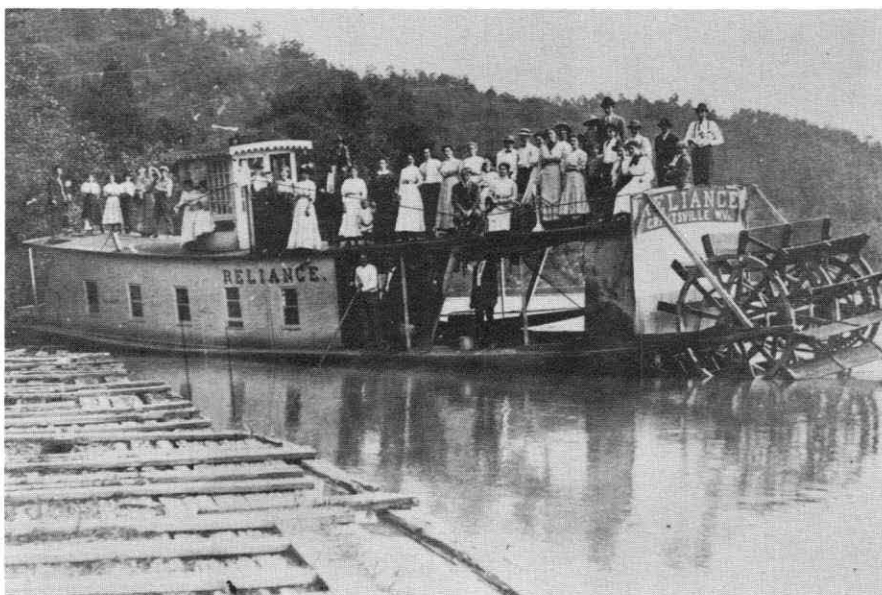
Sirs: I am researching the story of the Atlas Engine Works, Indianapolis. Two years ago while in the region all I could find was that the firm was not listed in the business directory after 1900. Did they move---were they absorbed

by another company? My interest is whetted by an engine casting I own with the Atlas name inscribed.

E. L. MacFarlane,
P. O. Box 1129,
Sedona, Arizona 86336

=Anybody know? -Ed.

The old whistle used on the GORDON C. GREENE has been in New Orleans this past winter inasmuch as Cap'n Ernie Wagner wished to use it on the MISS-Q. It was not used for one reason or another, and was delivered aboard the NATCHEZ in the trusteeship of Capt. Doc Hawley. Doc turned it over to Capt. Gabe Chengery and it started back to Marietta aboard the DELTA QUEEN all safe & sound. Then Gabe got to wondering what it sounded like, and hitched it up for a toot or two. The DQ's steam line was too small of diameter to handle it properly and then, too, it was badly out of tune according to C. W. Stoll. Anyhoo it now is safely back in Campus Martius Museum, Marietta.



YOU MAY RECALL the steam towboat RELIANCE, long in the Union Barge Line fleet, and many of you know the modern diesel RELIANCE of Wisconsin Barge, but here's a RELIANCE you've undoubtedly never met. This long, rakish packet was built at Grantsville, West Va. in 1906 on a wood hull 68.5 by 9.8 x 2.3. In her early days she was owned by Bill Stump of Grantsville, later by Lee Gainer. She was first tried in the passenger trade between Glenville and Gilmer, West Va. but was too long to turn around at Gilmer. Afterwards she was run between Glenville and Grantsville. The date of the above photo is not known, but was taken at Grantsville with an excursion party aboard complete with brass band. You can see the instruments (if you have a magnifying glass) on the roof (if she doesn't turn over before you find the glass). That's a timber raft in the foreground. Note the air conditioned engineer room, an "open style" frequently used on Little Kanawha gassers; the J. G. OLES shown elsewhere in this issue is built this way. In 1916 the RELIANCE was owned by J. B. Roberts, Parkersburg. Our thanks to Mrs. Nellie Engelke, Glenville, West Va. for sharing this "find" with us.



The CAPTAIN ALPHIN is moored at the Governor Nicholl's Street wharf, New Orleans. This "lovely new steamboat" (see Dick Lemen's letter on this page) was built in 1937. Nashville Bridge built the hull 132 by 30 by 6; Iowa Machine Works furnished the engines, compounds, 13" and 24" by 6 ft. stroke; Fowler-Wolfe built the three boilers each 44" dia. by 26 ft. long, 10 6" flues; and Ayer & Lord Marine Ways at Paducah put up her cabins and pilothouse. Capt. George E. Roper named her for J. Hendrick Alphin, cotton factor of El Dora-

do, Ark. and ran her New Orleans-Ouachita River towing freight in barges, leaving New Orleans Wednesdays 6 p.m. Later she was owned by River Terminals Corp., Harvey, La. and did contract towing. As late as 1945 she ran regularly Chalmette-Baton Rouge. Dixie Carriers, Inc. had her briefly, and sold her to Ryan Stevedoring Co., decommissioned in 1948. Ryan, with headquarters in Mobile, made of her a swank clubhouse moored on Mobile Bay adjacent to the Grand Hotel at Clear Point, Ala.

Sirs: The upper picture on page 44, last issue, a whistle silhouette against a cloud background, was taken from the pilothouse roof of the towboat CAPTAIN ALPHIN on the Black River, Louisiana, on or about Labor Day 1938. I think clouds of this sort are characteristic in the region. I was aboard as guest of River Terminals Corp., took the picture, and then wrote up the trip for The Waterways Journal--later reprinted in one or more Louisiana newspapers. The ALPHIN was a lovely new steamboat then.

The picture of the GOLDEN EAGLE on page 41 last issue was taken in July 1935. When she next made a trip down that way, to Tennessee River, in September 1935 two "dog-houses" had been added, one on each side of the hurricane roof.

Dick Lemen,
1161 46th Ave.,
East Moline, Ill. 61244

Elsewhere in this issue Col. Tom E. Tappan contributes a story of U. S. President William Howard Taft's visit at Helena, Ark. while cruising down the river on the good ship OLEANDER. Now Jack Custer contributes another morsel.

On Friday, October 26, 1909 the parade had reached Memphis. The OLEANDER nosed in at the landing alongside the SAINT PAUL. Some of the SAINT PAUL dignitaries including a few governors, invited Taft to come aboard.

"How am I going to get over?" asked the President, standing forward on the OLEANDER's hurricane roof.

Someone on the SAINT PAUL said, "Climb right over, Mr. President." Believe it or not, Mr. Taft got one leg over the OLEANDER's roof rail and was proceeding with the other when one of those Washington "personal escorts" saw what was going on.

"Mr. President!!" exclaimed the

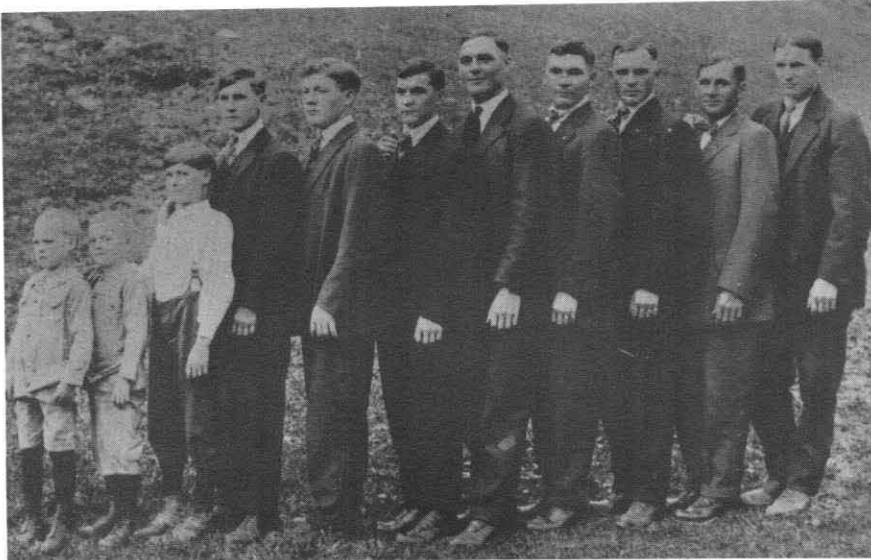
horrified escort, grabbing the portly President by the coat tails.

Meanwhile a bevy of governors leaning over the SAINT PAUL's railing had arms outstretched to assist in the transfer.

Mr. Taft was required to go to the OLEANDER's main deck and board the SAINT PAUL on a carefully prepared wooden gangway.

The event made Page 1 in the Memphis News Scimitar, Oct. 27, 1909.

Capt. Madison Dugan, pilot on ferries between Louisville and Jeffersonville 1866-1917, kept a daily diary. He chronicled much of what he saw, and his total output fills five typed volumes. The Filson Club, the leading historical organization of Louisville, recently has acquired these five volumes.



QUESTIONS asked by readers of the exploits of Nomic Beckwith Boyles, his 18 children, and his Little Kanawha gassers ORION and FLORA B (last issue, page 33) persuade us to reveal the above line-up, snapped in 1916. Here are eleven of the 13 Boyles boys attending a family reunion that year. There's Bush (the youngest) and Dale and Fred and Charley and Ophia and Ernie (Zac), and Earl, and Hoy (Bum) and Roy and Worthy and Fay and Frank. We had one phone call from Cleveland, O. wanting to know what "middlings" are or were (the sacks loaded on the flat contain feed, oats, middlings) and any farmer can answer that one. Then objection was raised by a S&D purist that ORION is not pronounced to rhyme with "carry-on" but there again the old Sistersville ferryboat ORION was "Orry-on" south of the border in West Virginia. Our thanks to Mrs. Nellie Engelke for turning up this picture.

S&D'S O-K MEMBERS HEAR STORY OF HARTFORD CITY, W. VA.

by Jim Wallen

Coal, salt and steamboats were the mainstays of the old Mason County, West Va. town of Hartford, 18½ miles above Point Pleasant on the Ohio River. Mrs. Mildred Chapman Gibbs has authored a book titled "Hartford City, West Virginia 1853-1922" recently published by the Bi-Centennial Commission as an outstanding work of local history.

She was the featured speaker at the June 5th meeting of the O-K Branch of S&D held in the Fellowship Hall of Tu-Endi-We Manor, Pt. Pleasant, where some previous meetings of the O-K Branch have been held.

A retired teacher, Mrs. Gibbs' pleasing personality and distinctive speaking voice attracted her audience as she told of activities at the local salt furnaces and coal mines, and of the comings and goings of towboats and packets that made Hartford the busy river community it was. She mentioned some of the locally owned steamboats and discussed the ferryboats that had run between Hartford and Carletonville on the Ohio side. Mrs. Gibbs was given a standing ovation at the conclusion of her talk.

Jack Burdette of Point Pleasant was appointed to fill the vacancy on the Board of Directors left by

the death of James A. Harmon. Robert Barr of Charleston was elected to the post of chief engineer after it was pointed out that the by-laws require a fourth officer. The first order of business was the annual election, with all of the present officers being returned for another year.

Bill Muller, librarian for the Mason County Library, said the new library building being constructed at Viand Street and Sixth Avenue in Point Pleasant will have space for the storage of valuable documents in a controlled atmosphere, while books, papers and pictures to be available for research will be in the Heritage Room with limited access and close surveillance.

A room to accommodate one hundred persons will be suitable for the projection of slides and motion pictures. After the meeting, a number of the members visited the Library construction site, with Bill Muller and Jack Burdette as guides.

Jerry Sutphin stated that the history of the Huntington District of the U.S. Army Corps of Engineers will be available this fall.

The meeting was opened with an invocation by Capt. Charles H. Stone, after which R. Jerome Collins welcomed those present and gave a brief memorial in memory of Raymond H. Smith and Capt. Clayton Davis, both of whom were well known on the Kanawha and Ohio

Rivers.

During a period of informal discussion, Mr. Collins mentioned the large elm tree at the site of former Lock 11, saying it had survived three lightning strikes, and Capt. Stone added that many tows had tied to this tree in high water.

Bob Kennedy, of Kenova, recommended the use of tape recorders in connection with conversations of historical importance. He described their use in obtaining and keeping historical information provided by those having first-hand knowledge of events.

A Point Pleasant firm, Central Industries, displayed framed reproductions of steamboat paintings by William E. Reed, noted Pittsburgh steamboat artist.

Catherine Remley has our thanks for a pleasing variety of color pix she took during the three-boat race at Louisville (see page 5) this past May 4th. They came too late for inclusion in this issue.

Sirs: You showed a picture of the ferry TRANSFER in the Dec. '76 issue, page 22, and were wondering who owned her and where she ran.

The TRANSFER replaced the older NEW CASTLE in ferry service between Frampton's Landing, O. and 7th Street, Huntington, W. Va. She was first operated by Honshell and Crawford, then J. M. Noble and later Eaton. The landing during this period was moved to 10th St. in Huntington and the landing on the Ohio side changed to Rockwood, which became Chesapeake.

The Eaton mentioned above was Richard M. Eaton. In 1901 J. L. Marr transferred rights to Ben F. and Mary A. Flesher (for \$25) and so came into existence the 10th Street Ferry Co. which operated the CITY OF HUNTINGTON (ex-NEW PIKE), HELEN, LINDA LEE and the CHARLES HENRY STONE, ending up when the STONE sank at Symmes Creek in 1935.

Somewhere in my mind is a notion that the TRANSFER later served the C&O Railroad, but this is just a notion.

Our family operated the 26th Street ferry at Huntington, and also the Proctorville-Guyandotte ferry. Before that, the ferry between Augusta, Ky. and Boudes Ferry, O. I hope to be at Boudes Ferry for the Thomas family reunion (July 31) and hope to see Ray Brookbank, now 93.

Part of the above has come from a scrapbook kept by Sallie Bay Smith and the Bay brothers. Sallie was my grandmother, really she was Capt. Sallie, with a pilot's license--one of the first three--for her ferry.

David F. Thomas,
P. O. Box 11531,
Tampa, Florida 33610

=One of the Thomas ferryboats was named DAVID F. THOMAS. -Ed.

When Dick Bissell died Wednesday, May 4, 1977 his home-town newspaper, the Dubuque (Iowa) Telegraph-Herald, recounted first of all that he was a member of the Sons and Daughters of Pioneer Rivermen.

Which he was, and had been, for years.

He was 63. In that brief span of time he won a permanent niche in the literary and theatrical worlds with his books and plays, but in his own estimation the fact he had been a river deckhand and pilot came first.

Richard Pike Bissell (his full name) harkened back to the river in nearly all his writings. In his book "A Stretch on the River" (1950) he included enough candid, uncensored river dialogue to move some to ban the book in Dubuque.

In his latest book, "My Life on the Mississippi or Why I Am Not Mark Twain" (1973) he twitted at critics who had reviewed his previous writings and had compared him to Mark Twain.

"I wasn't born in a little frame shanty down in Missouri, wouldn't think of it," Dick wrote to set himself apart. "I was born in splendor at the top of the Fourth Street Elevator in Dubuque, Ia., Key City to the West, greatest state in the Union. Missouri--no thanks."

He was born in Dubuque on June 27, 1913. His great grandfather was Frederick E. Bissell, who served as Iowa attorney general from Jan. 12, 1866, until his death the following year.

Dick was graduated in 1932 from Phillips Exeter Academy in Exeter, N.H. It was in a grocery store there that he met Marian Grik, whom he married in 1938. He received a B.S. degree in anthropology at Harvard University in 1936.

Two years later he commenced working in the H. B. Glover Co. owned by his family in Dubuque. The setting provided the inspiration for his book "7½ Cents," which is the amount of hourly wage increase that female pajama factory workers were demanding.

He left the company from 1940-1944 to run on towboats and once was high-and-mighty deckhand on the ALEXANDER MACKENZIE. Central Barge put him to piloting a diesel clunk named SHAMROCK on the Monongahela River in western Pa. chauffeuring coal barges. The experience in prose won him \$1,000 from the Atlantic Monthly in 1949. He called the boat the COAL QUEEN in his yarn.

Eventually he did the Monongahela River for the Rivers of America Series and so immortalized the COAL QUEEN forevermore. Dick and his wife Marian attended several S&D meetings, and also one Whistle Blow. Other than Marian he is survived by a daughter, Anastasia, of New York City; by three sons, Thomas, of Midland Park, N.J., Nathaniel, of New York City, and Samuel of Denver, Colo.; two grandchildren, and a brother, Frederick, of Dubuque.

Services were held in Dubuque, and burial was in the Linwood Cemetery at that place.

QUIMBY'S HARBOR GUIDE started out in 1962 providing vital information for pleasure boaters from Davenport to Minneapolis.

Now it is an 80-page manual covering both Upper and Lower Mississippi, the Illinois, Arkansas and Black Rivers.

The headquarters for this annual Guide are in the home of Mildred Quimby, Prairie du Chien, Wis.

Mildred Quimby is editor, business manager, advertising manager, compositor and proof-reader---the whole works. It's a cut-and-paste publication. The listings are in type. There are hand-written headings and pen-sketched details of boat harbors. Here and there are sketches of ducks, beavers and old steamboats.

She used to travel in her 17½ ft. Larson motorboat. Last summer she didn't even get it launched. Nowadays she packs per pooch "Rip-

ples" beside her in a car and uses the highways.

Mildred Quimby has been written up in the New York Times, Family Circle, and from what we hear she is about to blossom forth in Better Homes and Gardens. She's a 1935 Journalism graduate from the University of Wisconsin, and for a time was a reporter with the Kansas City Star.

Sirs: In the Meriwether Lewis article, page 22 last issue, you wrote of (and titled the story) a flatboat. Lewis used the term keelboat. Do you have information that it actually was a flatboat?

Earl Olson,
120 W. Norris Road,
Norris, Tenn, 37828

=Earl is right. The preliminary correspondence, Lewis to President Jefferson, mentions "keel boat." Our apologies to Earl, and to our readers, for providing to Lewis a practical flatboat better suited to descend the Ohio on extreme low water. -Ed.



FAYETTEVILLE

This picture comes from Jim Sutton, 1012 Beverly Garden Drive, Metairie, La., 70002. Says Jim: "I recently took this picture at Vicksburg of an old diesel sternwheeler moored where the SPRAGUE used to be. The pilothouse nameboards say FAYETTEVILLE but there appears to be a name painted out on the stern. From the looks of the little stack she appears to have been with the Corps of Engineers. Could you give us a rundown?" Well, Jim, little wonder she looks a bit odd; she was built at Charleston, South Carolina in 1924. Yes, she belonged to the U.S. Engineers and for fourteen years was a steamboat. In 1938 she was converted to diesel at the Engineers' own shop at Tuscaloosa, Ala. and long was a fixture in the Warrior and Tombigbee Rivers. Her over all dimensions are 106'5" by 25' and since 1957 she's had a Cat D-17000 diesel rated 150 hp. Finally she became obsolete and was transferred to Vicksburg to become sort of a companion to the SPRAGUE. During her steam career she was on the Cape Fear River attached to the U. S. Engineers, Wilmington, N.C., classed as a snagboat. Hence she is named for Fayetteville, N. C.

HELENA, ARK. WENT ALL-OUT FOR THE RECEPTION OF PRESIDENT TAFT

IN OCTOBER 1909 following an extensive tour of the west, U.S. President William Howard Taft boarded the Lighthouse tender OLEANDER at St. Louis and proceeded down the Mississippi accompanied by a flotilla of other steamboats. Announcement was made beforehand that he would come ashore at Helena and deliver an address. The event did not come off exactly as expected. News accounts of the occasion tell the tale.

Memphis "Commercial Appeal" Oct. 24, 1909:- "With but twenty four hours intervening before the arrival of President Taft and the greatest river pageant in the history of the country the city of Helena is on dress parade. Every wire, building and pole along the line of parade is gaily trimmed and draped with red, white and blue, prominent among which is the waterways slogan FOURTEEN FEET THROUGH THE VALLEY and RIVER REGULATION IS RATE REGULATION. Not alone is there this great bunting decoration, but every forty feet along the line of march is an arch of red, white and blue lights extending across the street. Helena expects to fully fulfill the predictions of Mr. Wheeler, who is travelling in advance of the President. 'Helena will stand out unique.' The great speakers platform, which seats 150 persons, built along the north wall of the Customs House, and 1,000 seats which are prepared for the visitors in general are completed and are decorated as tastefully as possible. The different committees have completed their work and are retiring a tired, but well satisfied, lot of men. That nothing might cause delay, Helena has not prepared a program to include anything except the introduction of the President by Arkansas Gov. George M. Donaghey and the President's speech, but today have asked that Speaker Cannon give a ten minute talk following Mr. Taft's speech, but as yet have not heard whether this will be granted or not. Trains are arriving this afternoon and tonight are bringing in thousands of people and this is expected to continue throughout tonight. Tomorrow more than a dozen trains will be run into the city. It is believed that not less than fifteen to thirty thousand people will welcome President William H. Taft to Helena, Ark. In order that the crowd may be controlled easily, the entire line of march, both sides of the street, and the wharf, will be roped off. Hundreds of deputies will assist the local military company in keeping the enthusiastic hordes clear of the line of march."

News had already come to Helena that the steamer GRAND, of Little Rock, would be unable to join the Taft flotilla because of low water in the Arkansas at Rob Roy.

The confusion seems to have commenced at Memphis where the "over-

flowing of hospitality" resulted in delegates missing their boats. Some caught other boats, and a few missed all the boats. Among the latter was congressman Jos. E. Ransdell, Louisiana, who along with others took a train to Lula, Miss., chartered a special train, and got to Helena just ahead of the OLEANDER bearing President Taft.

Arkansas Governor Donaghey, who was to introduce Taft at Helena, was aboard the GREY EAGLE. This big side-wheeler went to the bank about ten miles above Helena at one a.m. when her furnace grates dropped and she had to pull fires to reset them. Also aboard were Governors Shallenberger (Nebraska) and Prouty (Vermont, Senators Gore (Oklahoma) and Warner (Missouri) and the Missouri delegation.

Not only did these nabobs miss the Helena reception, but in order to keep schedule the OLEANDER arrived at Helena an hour in advance of the straggling flotilla and the parade, etc. was staged without most of the principal actors.

Helena's Mayor Martin went aboard the OLEANDER and in a short address welcomed the President to Helena. Then, according to the "Arkansas Gazette," the President and party proceeded by automobile the entire length of Cherry Street to the Customs House building "where the immense speaker's stand and ten thousand seats had been arranged." The local Reception Committee accompanied them, Messrs Hugh Martin, Greenfield Quarles, E. C. Hornor, S. S. Faulkner, Gilbert Yaeger, Joseph L. Solomon, John I. Moore, Aaron Meyer and Edwin Bevens.

Reported the Memphis "Commercial Appeal" next day:- "The steamer OLEANDER was nearly an hour ahead of the remainder of the fleet. President Taft's immediate party was all that landed at Helena. The President is still very hoarse and it was with great effort that he spoke. He referred to the flotilla jestingly as a travelling show booked for a full performance and he regretted that the OLEANDER was called on to fulfill the entire engagement.

"Some will say," said Taft, "that the trip is merely a free junket, but those who know will understand that the time of these men who are making the trip is too valuable for that. Congress has the power to improve rivers. Much money has been spent, but the Congress has not entered into a general plan. We all realize that to do anything effectively and economically, it must be a general plan. This ought to be done, and done quickly. We should treat the Mississippi like we treated the Panama Canal issue. But not piecemeal. Let us center on a general plan and issue bonds."

As Taft was being escorted back aboard the OLEANDER other steamers of the fleet commenced arriving. Arkansas Governor Donaghey came on the ILLINOIS, having transferred thence from the disabled GREY

EAGLE during the night.

Immediately before departure of the flotilla from Helena, Taft was invited and transferred to the side-wheel QUINCY, shortly after 9 p.m., having been invited there for supper as the guest of the 117 Congressmen aboard. The OLEANDER remained in attendance and took Taft back aboard twenty miles on down the Mississippi.

Concluded the "Commercial Appeal," "The delays have wrought havoc with the schedule for the remainder of the trip. Leaving Helena nearly three hours late this evening (October 27), the President will not reach Vicksburg until 6 o'clock or after tomorrow night, that being his next stop."

Ed. Note:- For the above we are indebted to Col. Tom E. Tappan, 1226 Audubon, Helena, Ark. 72342. He researched newspapers at the Cossitt Library, Memphis, and adds this personal note: "My father told me that the next morning after Taft left Helena, a young attorney here repeated the President's speech verbatim, standing on a cracker barrel in one of the main saloons on the main street."

Sirs: Recently, Mrs. D. T. McBride of Marietta gave me a copy of the Dec. '76 issue of S&D REFLECTOR. Having lived on the Ohio River all my life, I was delighted with the many interesting stories and photographs that you have in the magazine. It's a delightful book.

Mrs. McBride gave me the issue because she knew that we had just opened a new Fenton Glass Museum at our plant in Williamstown. The Dec. '76 issue on pages 31 and 32 show pictures of the packet QUEEN CITY landed at Williamstown loading aboard glassware in barrels.

One thing bothers me. You indicate that Mr. T. J. Farley took the pictures in 1906. We did not start making glass in Williamstown until January 2, 1907.

This letter is being written in hopes that you might check back to see if there is possibility that the date of the pictures is 1907. Otherwise we'll have to figure out what's in those barrels.

Frank M. Fenton, president,
The Fenton Art Glass Co.,
Williamstown, W. Va. 26187

=The negatives were handed to us with no definite information as to dates. We landed on 1906 by guesstimate, and concede that 1907 is equally valid, but no later than that. In later correspondence Frank Fenton is convinced that the barrels contain glassware shipped by his firm during the first year of Williamstown operations. Enlargements of the two views are now displayed at the new Glass Museum, Williamstown. -Ed.

Mr. and Mrs. Jay Frederick Way announce the arrival of a daughter, Jessica Lea Way, at Akron, Ohio, Sunday, May 29, 1977 at 2347 o'clock.



WILLIAM G. PRESTON, Marine Power Inc., 10 South Brentwood Blvd., St. Louis, Mo. 63105, was going on to us over the telephone about a ferry at Golden Eagle, Ill. which has a stepped stern-paddlewheel. So he kindly sent this picture of it. Her name appropriately is GOLDEN EAGLE and she crosses the Mississippi to McCann Landing on the Missouri side, all of this not far above the mouth of the Illinois River. We have more than a passing interest in Golden Eagle, Ill. inasmuch as near there, at Thomas Landing, Ill., a handsome large side-wheeler named GOLDEN EAGLE burned on May 31, 1880. Our surmise is that this incident gave the town its name. Mr. Preston also, on the telephone, told us that the former Mayo steam sternwheel MINNESOTA, now reposing at St. Louis, is being converted into a restaurant of consequence, and has been renamed COTTON BLOSSOM. She will operate at St. Louis, owned by Jere J. Wilmerding.

The 11-foot pilotwheel suspended from the ceiling in the Gun Room at the Hotel Lafayette, Marietta, is the largest extant from a Western steamboat. It was built for the towboat CHARLES F. RICHARDSON in 1921. When she was retired at Cincinnati in 1942 (the diesel age had caught up and passed her) the Mississippi Valley Barge Line generously shipped the pilotwheel to S&D at Marietta. It was loaded in a barge spotted in a 5-length tow shoved by the ALBERT E. HEEKIN.

Capt. William S. Pollock was the pilot on watch about 2 a.m. when the HEEKIN got to Marietta. His understanding was that the U.S. Engineers would come out with a towboat and take off the barge. It didn't work out so handily. No towboat appeared. There was a current running, so Bill dropped down with his tow a couple of miles and tied near the old Argand refinery. Then he broke the barge containing the pilotwheel out of tow and delivered it to the U.S. Repair Station in the mouth of the Muskingum. Fred Downey was the mate on the HEEKIN at the time (who now operates the PEGGY DOWNEY), so Fred used the hoist and winch on the HEEKIN's aft deck to transfer the wheel out of the

barge to a deck flat moored at the Engineer's fleet. By the time Bill Pollock and Fred got the HEEKIN back in tow they had spent the better part of three hours making the delivery.

The pilotwheel was too big to get it in Campus Martius Museum sidewise, endways or upright, and the Repair Station wanted it moved off their flat. So S. Durward Hoag was adding the Gun Room to his Hotel Lafayette. The new brick wall on Front Street was up about chin high. Steve Hoag had acquired four Conestoga wagon wheels and was making them over to become overhead light fixtures. "Why don't you put a real steamboat pilotwheel up there?" we asked.

"Sure," said Steve, "they grow on every paw-paw bush in West Virginia."

"There's one growing in your back yard. Put on your hat and come look."

So that's how come on August 17, 1946 when the Gun Room (named for its collection of antique muzzle-loading rifles) was opened for business, the CHARLES F. RICHARDSON's pilotwheel was the dominant attention-getter. And still is.

Ahoy to Karen Ruch Zimmerman, 27 Mountain Avenue, Cold Spring, N.Y. 10516 for a good letter and a clip from The New York Times.

The Board of Trustees of Ohio Showboat Drama, Inc. issued invitations for the grand opening premiere of the showboat BECKY THATCHER in the Muskingum River at Marietta, O. on Friday evening, August 5th last. Cocktails and buffet commenced at 6:30 on the second deck. The curtain went up on "Ten Nights In A Barroom" at 8 o'clock. A champagne opening night party on the second deck followed. Those receiving invitations were requested to send \$100 per couple (check, BankAmericard or Mastercharge number) with acceptances.

Barfield, Ark. can be a pretty dull town on a hot August day with the bees buzzing in the hollyhocks. About three in the afternoon Junius J. Slocumb and William Wooten got in an argument but it was too hot to fight. Slocumb departed and lethargy once again settled upon the scene. After a bit Slocumb came back and as he entered the door of the establishment, probably the saloon, bang, bang, bang. Two of the shots went wild but #3 went through Slocumb's anatomy. Wooten, who allegedly fired the shots, decided to take a stroll when---bang again--- the wounded Slocumb had whipped out a gun and had caught Wooten in the side. Bang, bang, bang, bang, bang! George Slocumb, June's brother, fired five shots at the fleeing Wooten---four wild and one clipped Wooten's arm.

Barfield had pretty much wakened up ere now. The FERD HEROLD was at the local landing unloading freight, downbound for Memphis. The local MD took a professional look at June Slocumb's anatomy and wagged his head. Nothing short of a Memphis hospital was going to save June Slocumb. Yes, the FERD HEROLD was headed that way but time was the essence.

Somebody who knew about railroads figured out that if the FERD HEROLD could get the wounded June Slocumb to Luxora, Ark., about 25 miles downriver, he could catch the Frisco train---maybe---there wasn't much time to spare.

So the FERD HEROLD lit out for Luxora, ignoring all of the hails from shore, passing all freight stops, with the wounded man and his brother George aboard. She got to Luxora with 14 minutes to spare and the train was on time.

Having accomplished this drama, the Lee Line steamer then retraced her route back to Barfield and came back down along her route tending to business as usual.

This brief slice of history appears in the Memphis "News Scimitar," issue of Aug. 9, 1909, page three. Jack Custer sent it to us, and that's all we know of the matter.



RAY SPENCER and his good wife Harriet in mid-July were houseboating from St. Louis to Hannibal and back. They stopped on July 14 at Timberlake Marina, Elsberry, Mo., where Ray snapped this picture. Far be it from us to steal thunder from Jan DiCarlo's STERN-WHEELER quarterly magazine, but here's a sternwheeler the like of which we've never before seen. It's name is CAJUN QUEEN. Look at the thing! Did you ever in your life see a fearsome paddlewheel such as this one? It's a double wheel

and bless our buttons it's feathered. And--would you look--it's about a mile and 3/4 behind the rest of the boat just like the You-know-what. Details of the ownership, construction, etc. are not available to us at the moment, but doubtlessly we'll learn more. By the way, this Elsberry, Mo. had us stopped; not on the river; back in Missouri from Westport, Mo., about 1/2 way between St. Louis and Hannibal. Art and Viv Hamel run the Timberlake Marina.

The Lytle-Holdcamper List (1975) in what may have been an agonizing shoulder-shrug confesses lack of information about what happened to a steamboat named MARION, ex-SILVER LAKE NO. 2.

The National Geographic Magazine, July 1977, contains a full color map-insert titled "Wild and Scenic Rivers." One of these shows in detail the course of the Missouri, Fort Benton--Fort Peck, and an arrow points to Pablo Rapids, marked "Marion steamboat wreck 1866."

So here is the final resting place of the MARION, ex-SILVER LAKE NO. 2. The inference, according to the map, is that evidence of the wreck still remains there at Pablo Rapids.

During August 1866 the GALLATIN arrived at St. Louis with news that they had seen the sunken MARION on a sand bar below Fort Benton. A few days later another dispatch reported that the boilers, engines, furniture, etc. had been removed and put out on shore, and otherwise MARION was a wreck.

She was owned by Capt. William D. Shanks and others, Capt. Shanks commanding.

This steamboat was built at Wellsville, O., 1861, then named SILVER LAKE NO. 2. The USQMD took her over for war work that same year, used her during the course of the war, and sold her at public sale in 1865, at which time she was renamed MARION.

Now, in 1977, according to the Bureau of Land Management, P.O. Box 30157, Billings, Montana 59107, the wreck of the MARION is one of the visible landmarks on the Wild and Scenic Upper Missouri River.

A set of steamboat engines has been added to the exhibits at the Ohio River Museum. First we heard of this was in a note from Jeff Spear who enclosed a sketch of one of the engines, done from memory after he had seen them. Jeff's drawing was sufficiently accurate to dispel any doubt as to the identity of the machinery.

Many years ago David F. Thomas gave these engines to the Ohio Historical Society. They had been doing service on the ferry PAUL F. THOMAS at 26th Street, Huntington, W. Va. until the ferry was retired in 1948. Prior to that time, they had been on another Thomas ferry, the OWEVA. Originally they were built at the Enos, Hill & Co. shop at Gallipolis in 1890 for the short trade packet CARRIE BROWN.

The Ohio Historical Society accepted the machinery, gathered it up, and placed it in storage.

An odd facet to this story is that about a week before Jeff Spear's letter and sketch arrived on our desk we had received a letter from Dave Thomas down in Florida wondering where in thunderation the old machinery had disappeared to. Another letter, on the general subject of Thomas family ferryboats, appears in this issue on page 39.

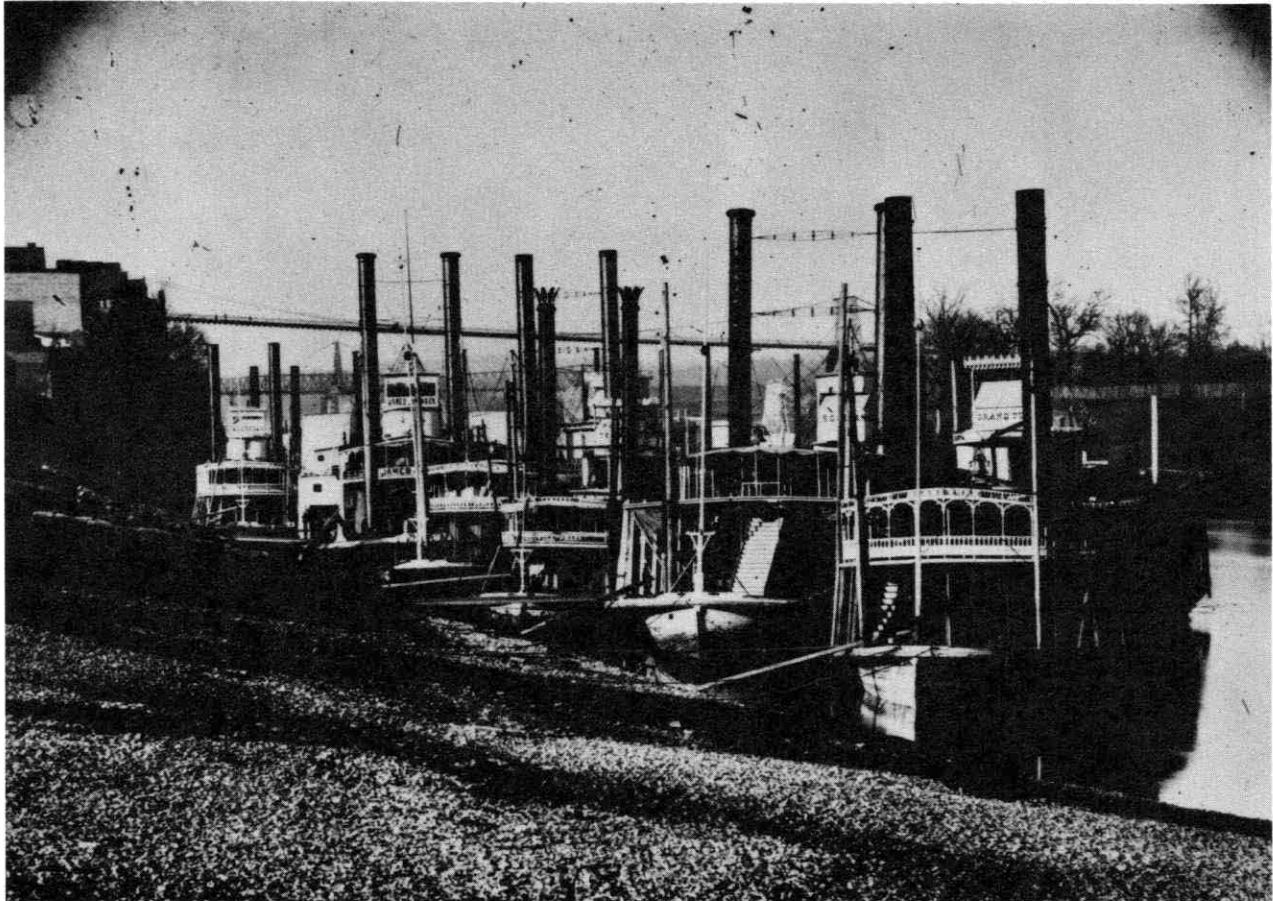
According to our records, the engines mentioned above are 11" dia. by 4 ft. stroke.

Mrs. Nellie Engelke has been lending aid in establishing the date when Stout's Mills Dam in the Little Kanawha, between Glenville and Burnsville, was torn out. In a deed dated Nov. 16, 1901 the dam is specifically mentioned. "...All that water grist mill and mill dam situate on the Little Kanawha River..." It is again specifically mentioned in another deed dated Aug. 17, 1907, same wording as above. Another conveyance dated April 28, 1909 does not mention

the mill dam. One of the principals in these transactions was Will F. May who is credited with discontinuing the dam, and putting in a boiler and steam engine to grind the grain, apparently between 1907 and 1909. Interesting also is a later deed dated March 18, 1913 which makes exception in a conveyance of "that certain turbine water wheel" on the premises, and providing for its removal from the premises.

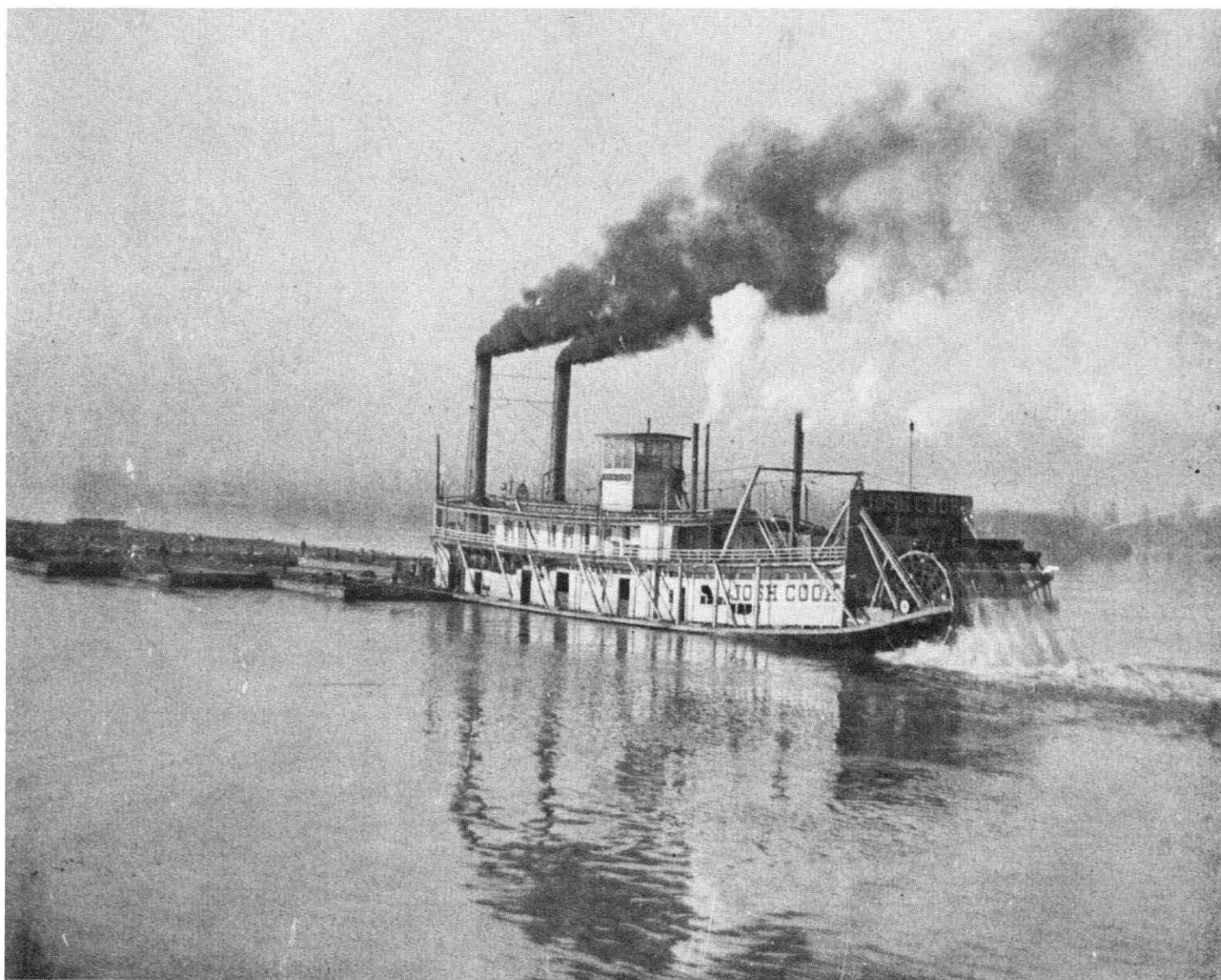
R. A. Darnell, Gilmer, W. Va.,

was ticket agent at Gilmer until 1913. He recently recalled that river traffic began three or four years before he quit. Gilmer is at the dam site, so this dovetails with the other evidence. Today there is a post office at Stouts Mills, W. Va., zip 26439. The mill was eventually run with a gas engine. The Steel family purchased the mill site in 1913 and still owns the property.



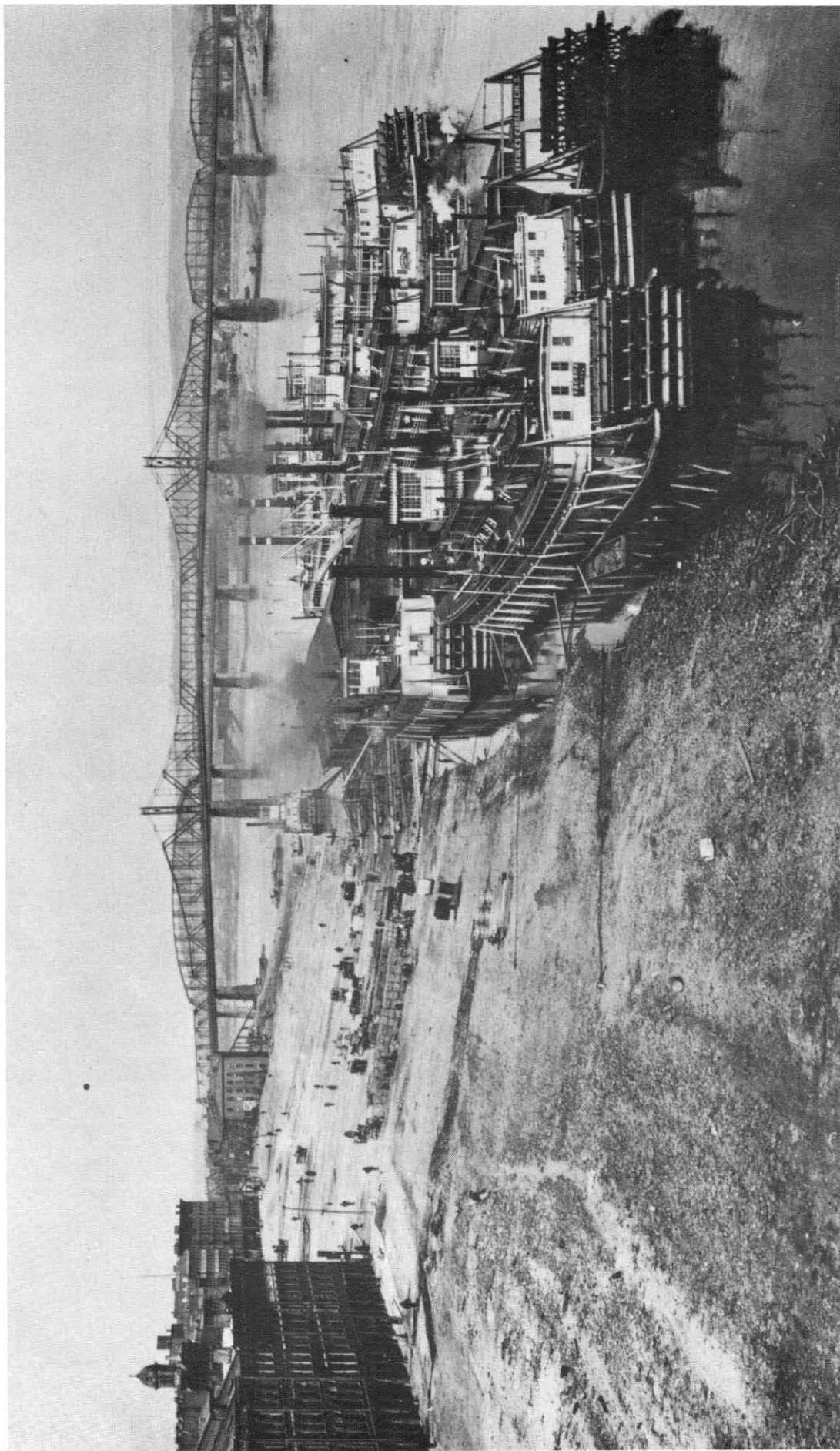
THE SCENERY at Nashville, Tenn. shown in this picture existed only a year or so. In the distant background is the original railroad bridge spanning the Cumberland River opened with elaborate ceremonies on October 27, 1859, built jointly by the Louisville & Nashville Railroad and the Edgefield & Kentucky Railroad. It had two fixed spans and a center swing span, a marvel of engineering. When the Confederates vacated the city in February 1862 it was destroyed by the fleeing General Floyd. The more obvious bridge in the immediate background is the original suspension bridge built in 1850 quite like the one at Wheeling. The cables were made on Wheeling Island from wire furnished by a Wheeling firm, J. Bodley & Co., and shipped to Nashville on the steamer AMERICAN STAR. It also was purposely destroyed in 1862, and was not replaced until 1870. The steamboats, all sound asleep due to low water, are best identified by starting with the GRAND TURK in the right foreground and working down the levee. The GRAND TURK is the oldest of the lot, built 1854 at McKeesport, Pa.

by Capt. A. B. Gallatin of that place for the Pittsburgh-St. Louis trade. Next to her is the side-wheel SCOTLAND built primarily as a freight carrier at the Howard Yard, Jeffersonville, 1855 for Capt. R. L. Desmukes, 225 by 38, designed for the New Orleans-Nashville trade. Then comes the sternwheel TEMPEST (with feathered stacks) operated Louisville-Cumberland River by Capt. Dan G. Parr. She was fatally snagged at Mount Vernon, Ind., Oct. 12, 1860, a fact which narrows the date of this photograph to the period between Oct. 1859 and Oct. 1860, and we elect for the former. Next is the large side-wheel B. M. RUNYAN built at Cincinnati 1858 by Capt. James Miller for the Nashville-New Orleans trade. Beyond her is the even larger side-wheel JAMES JOHNSON, Capt. Jesse Johnson, also in the Nashville-New Orleans trade, built 1856 at Jeff. Last in the line is the small BLANCHE LEWIS built at Dycusburg, Ky. 1855 for the Nashville-Paducah trade. This picture is from the late Byrd Douglas collection, furnished to us kindness of Jack E. Custer, Nashville.



BERT FENN scared up this early-day picture of the towboat JOSH COOK as she originally looked with a "bob-tail" cabin. She was built at Freedom, Pa. in 1876 on a wood hull 165 by 30 by 5. Her engines, 20" dia. by 7 ft. stroke, came from an ancient towboat named EAGLE which had been built at McKeesport, Pa. in 1858. She had five boilers, each 38" by 28 ft. For the first 24 years she towed coal from Pittsburgh to Louisville, and often on south, commanded by Capt. Thomas J. Harper who also was part owner. Then in 1900 she was transferred to the newly formed Monongahela River Consolidated Coal & Coke Co. ("Combine" for short) but existing photographs show that her cabin deck ere that time had been extended aft to the stern splashboard. An oddity about this boat is that her whistle was piped up forward of the pilothouse, starboard side, and did not rise over eight feet above the skylight. When the pilot blew it, he looked down at it. It does not show in the above picture, hidden by the pilothouse. This feature is puzzling to contemplate, as there must have been occasions when

the steam blew back in the pilot's face. Captain Harper was a native of New Cumberland, West Va. He retired from the river in 1903 and died, 78, in North Side, Pittsburgh, in 1911. Two of his sons, James B. Harper and George R. Harper, were rivermen at Pittsburgh. The "Combine" operated the JOSH COOK until June 1909 when they turned her over to the Barrett Line at the Brown's elevator, Cincinnati, at which time she'd been a coal-shover for 33 years. Her hull was getting pretty soggy, 15 cracked floors and some soft planks, so the Barrett Line disposed of her to the Atlas Portland Cement Co. headquartered at Hannibal, Mo. in April 1912. She was given a new hull, extensively rebuilt, and a short texas was added. Capt. Floyd Burress came out skipper on her. She towed cement until cut down by ice at Joppa, Ill. in latter January 1918. So in all she worked over 40 years without a name change, sort of surprising in this modern age. We are not clear as to who Josh Cook, Esq. was, save for a brief note in our file---he died at Port Fulton, Jeffersonville, Ind., in June 1898.



CAPT. JESSE P. HUGHES looked at this picture some years back and had a good bit to say about it. First of all, it was taken by a noted photographer, William Henry Jackson, who had made enduring photographs in the wild and woolly west 1867-1879. His vantage point for this scene at Cincinnati was on the suspension bridge.

Said Cap'n Jesse:- "There is only one wharfboat in sight, at the foot of Main Street, owned by the Louisville & Cincinnati Packet Co. Not long before this picture was made the Big Sandy wharfboat at the foot of Broadway had

been swept away by high water. It sank in the late fall of 1903 and went away in 1904. Away up the wharf near the Central Bridge a packet is tied up, and you see her stern on. That is the BEN HUR, and she had been running opposition in the Cincinnati-Madison trade, had done no good, and was laid up there for a short time where she appears. You will notice no sign of the Coney Island excursion boats because when this was taken they were operating from below the suspension bridge at the foot of Vine Street. Not very long after this picture was taken Capt. J. Frank Ellison tied the old HUD-

SON at the foot of Broadway (she's one of the steamboats in this picture), secured the landing, and the Coney boats moved up from Vine Street and started departing from the foot of Broadway. Ellison and Commodore Laidley of L&C were not the best of friends after this was accomplished.

"The boats in the immediate foreground are the TACOMA at shore, M. P. WELLS, and harbor boat HERCULES CARREL. Just above the TACOMA is the LEVI J. WORKUM which usually plied back and forth to Petersburg, Ky. hauling whiskey in
continued next page.

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barrels from the Freiburg & Workum distillery there. She later became the KENTUCKY of L&C. The HUDSON is at the lower door of the wharfboat loading for Pittsburgh. At the middle door is the PETERS LEE loading for Memphis, and at the upper door is the CITY OF LOUISVILLE loading for Louisville.

"The congestion you see here was alleviated a great deal when the Coney wharfboat, a big one, 266 by 50, went in at the foot of Broadway, at which time the Pittsburgh & Cincinnati Line boats commenced using it, as well as the Coney Island boats. The Lee Line loaded for Memphis there also."

C.W. and Lucy Stoll were at Lake George, N.Y. in latter July looking over the sternwheel MINNE-HAHA in company with Don Ringwald.

John Stobart, eminent marine artist whose painting of the J. M. WHITE graced the cover of our last issue, is completing a canvas depicting river activity in the Monongahela River at Pittsburgh at the turn of this century. He has been invited to unveil the completed work at a gallery in Sewickley, Pa. on November 1st.

Latest on the rialto is that Leonard V. Huber and his good wife Audrey are planning to attend the S&D meeting at Marietta on September 10th. Leonard is "Mr. New Orleans" in the Crescent City. The Hubers attended an S&D meeting many years ago, and the welcome mat will be out for them.

The Ryman Auditorium, Fifth Ave. North in Nashville, Tenn., has a new lease on life. Since Grand Ole Opry moved to new Opryland in March 1974, the ornate brick edifice has been neglected. Now the 85-year-old building is being painted and renovated by its owners, National Life and Accident Insurance Co.

Tourists are taken through at \$1 a head, and last year attendance approached the 5,000 mark.

First called the Union Gospel Tabernacle, it was built by packet operator Capt. Thomas G. Ryman. When he died Christmas Day 1904 the name was changed to Ryman Auditorium. Since 1963 it has been known as Grand Ole Opry House.

S&D REFLECTOR did a story with pictures in the June '72 issue, at which time the building was scheduled to be demolished. Instead, it seems to be doing pretty well by itself. Our thanks to Jack E. Custer for the up-date.

Mention of D. B. G. Rose and his excursion side-wheeler ROSE ISLAND in our last issue (page 14) has resulted in some wondering about the rustic and wooded Rose Island Park. Where was it? What happen-

FEBRUARY 1905 -- OUR BACK COVER

ONE WEEK before this picture was taken the SPRAGUE had passed down at Marietta with 27 loads of coal and the DARLING had helped guide her through the narrow span of the B&O Railroad bridge at Parkersburg. Ice was running heavy. The KANAWHA, downbound from Pittsburgh to Charleston, took haven in the mouth of the Muskingum, soon joined by the U.S. Lighthouse steamer GOLDENROD and the packet LEROY. A freak thaw and heavy rain sent the Little Kanawha River to 14 feet at Creston. Marietta's famed "Two Horn" First Congregational Church burned on February 13th. A wild rumor was abroad that the towboat OAKLAND had been sunk by ice near Rochester, Pa. (false) but telegraphic dispatches told of the sinkings of the GAZELLE at Wheeling, and of the RELIEF at Cincinnati. "A gorgeous sight---the ice gorge moving out of the Ohio River," said the editor of the Marietta "Register" on February 14th. Skaters dotted the ice-locked mouth of the Muskingum, while others promenaded between the KANAWHA and the old ferry PIONEER CITY whose local usefulness was at an end at Marietta since the recent opening of the highway bridge to Williamstown, West Va. It was not until Wednesday March 1st that the Upper Ohio was safe for steamboats, and next day the KANAWHA raised steam and continued her trip to Charleston, having been icebound exactly five weeks. A Marietta photographer, H. P. Fischer, took the picture, and our thanks to William E. Reed for the copy enlargement from which our back cover is made.

ed to it?

Rose Island was no island at all; rather it was sort of a peninsula on the Indiana side of the Ohio River formed by the meander of Fourteen Mile Creek, which, as the name implies is 14 miles above Louisville, and, to completely pin-point the location, is--oh, say--three miles above the head of Twelve Mile Island.

D. B. G. Rose took over the location in 1923 for park purposes, and it had been known before as Fern Grove. Rose named it for himself. There were some twenty cottages for summer residents, a diningroom noted for good food, a roller coaster and a zoo of sorts. There was a dance pavilion ("Tea For Two" and "Always" were popular) and couples went "mountain climbing" up Devil's Backbone.

The popular way to get there was by excursion boat, although automobiles entered by Charlestown Road over a suspension bridge across the creek. The Depression Years knocked out the props, and the 1937 Flood really cleaned it. What's left of an old swimming pool is still there today, but not much else. The property now is a part of the Indiana Army Ammunition Plant.

There was a time when 135,000 people visited Rose Island in a single season.

Carroll Fuller, the Vermonter who has lived in and cared for the famed Beauregard House, 1113 Chartres St., New Orleans, since the late Frances Parkinson Keyes saved it from becoming a macaroni factory in the early 1940s, has retired. Mrs. Keyes died July 3, 1970 and left the historic home to a Foundation. Other than General Pierre Gustave Toutant Beauregard (who rented the place a few years) and Mrs. Keyes (who owned the home and lived in it) the most famed occupant has been Capt. Clarke

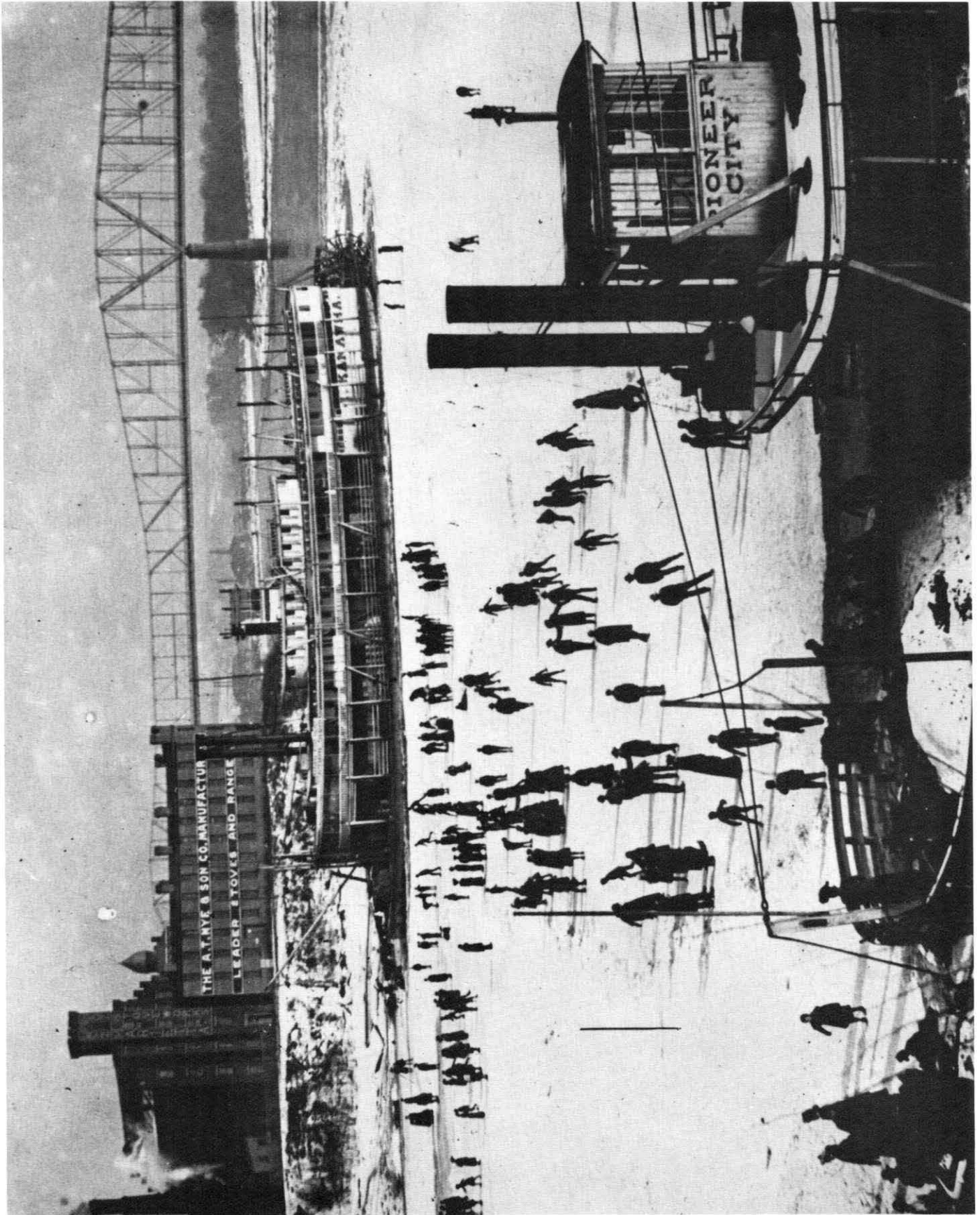
Hawley, who continues to occupy an apartment in the lower level. Carroll Fuller will be missed. He isn't going far--moved one block away on Chartres into an apartment shared with his daughter Mrs. Norma Switzer.

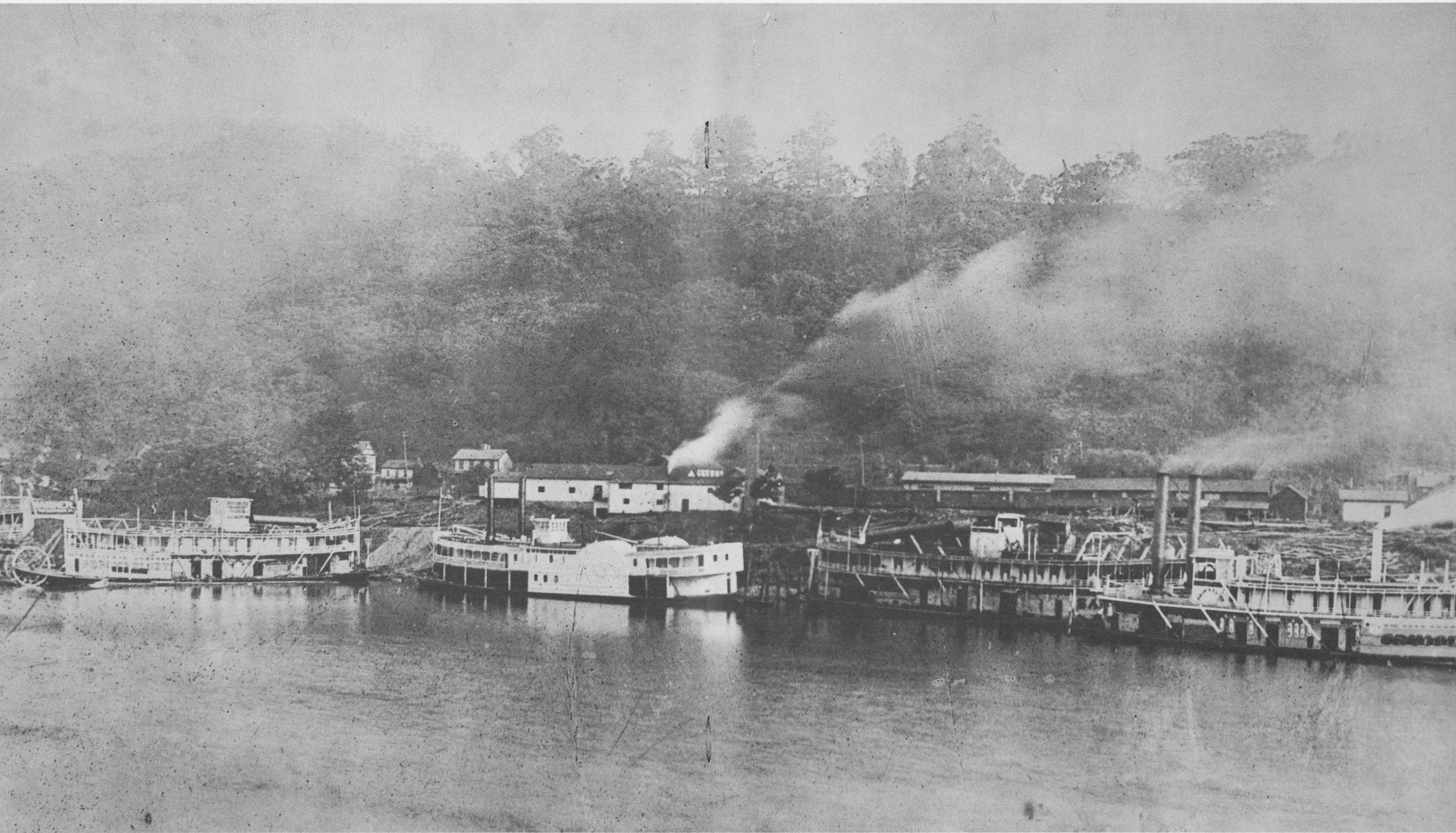
Sirs: The caption under the photo on page 23, last issue, refers to the pronunciation of Clennie Conrad's name as "Coon-rod" in West Virginia. Could well be. I had my own share of grief that way while working on the Hudson River. One engineer delighted in calling me "Connecting-rod" while another alternated between "Coon-dog" and "Boy." The latter gentleman was one of the finest I have ever worked for. He went to his reward about eight years ago. These men were of a cruder breed perhaps than today's engineers, but took backseats to none when it came to maintaining machinery in top condition.

I recall one instance when we were trying to stop a leak on a bulkhead flange on the main steam line. The Chief was on a ladder swinging a hammer underhand. I was holding the ladder for him. Somehow my chin got too close to the hammer--contact. I saw stars, staggered back, and the Chief paused to look at me. Then he remarked, "What's the matter, Boy, ain't you goin' to fall down?" There was disappointment in his voice.

Conrad H. Milster, Jr.,
178 Emerson Place,
Brooklyn, N.Y. 11205

The reproduction of William M. Taylor's painting of the FAR WEST (last issue, page 30) executed by steamboat artist Bill Reed has brought to our ears flattering accolades of praise.





BOAT YARD AT WEST BROWNSVILLE, PA. See Page 26 for story.



CAPT. JESSE P. HUGHES looked at this picture some years back and had a good bit to say about it. First of all, it was taken by a noted photographer, William Henry Jackson, who had made enduring photographs in the wild and woolly west 1867-1879. His vantage point for this scene at Cincinnati was on the suspension bridge.

Said Cap'n Jesse:- "There is only one wharfboat in sight, at the foot of Main Street, owned by the Louisville & Cincinnati Packet Co. Not long before this picture was made the Big Sandy wharfboat at the foot of Broadway had

been swept away by high water. It sank in the late fall of 1903 and went away in 1904. Away up the wharf near the Central Bridge a packet is tied up, and you see her stern on. That is the BEN HUR, and she had been running opposition in the Cincinnati-Madison trade, had done no good, and was laid up there for a short time where she appears. You will notice no sign of the Coney Island excursion boats because when this was taken they were operating from below the suspension bridge at the foot of Vine Street. Not very long after this picture was taken Capt. J. Frank Ellison tied the old HUD-

SON at the foot of Broadway (she's one of the steamboats in this picture), secured the landing, and the Coney boats moved up from Vine Street and started departing from the foot of Broadway. Ellison and Commodore Laidley of L&C were not the best of friends after this was accomplished.

"The boats in the immediate foreground are the TACOMA at shore, M. P. WELLS, and harbor boat HERCULES CARREL. Just above the TACOMA is the LEVI J. WORKUM which usually plied back and forth to Petersburg, Ky. hauling whiskey in
Continued next page.

