

S&D

REFLECTOR

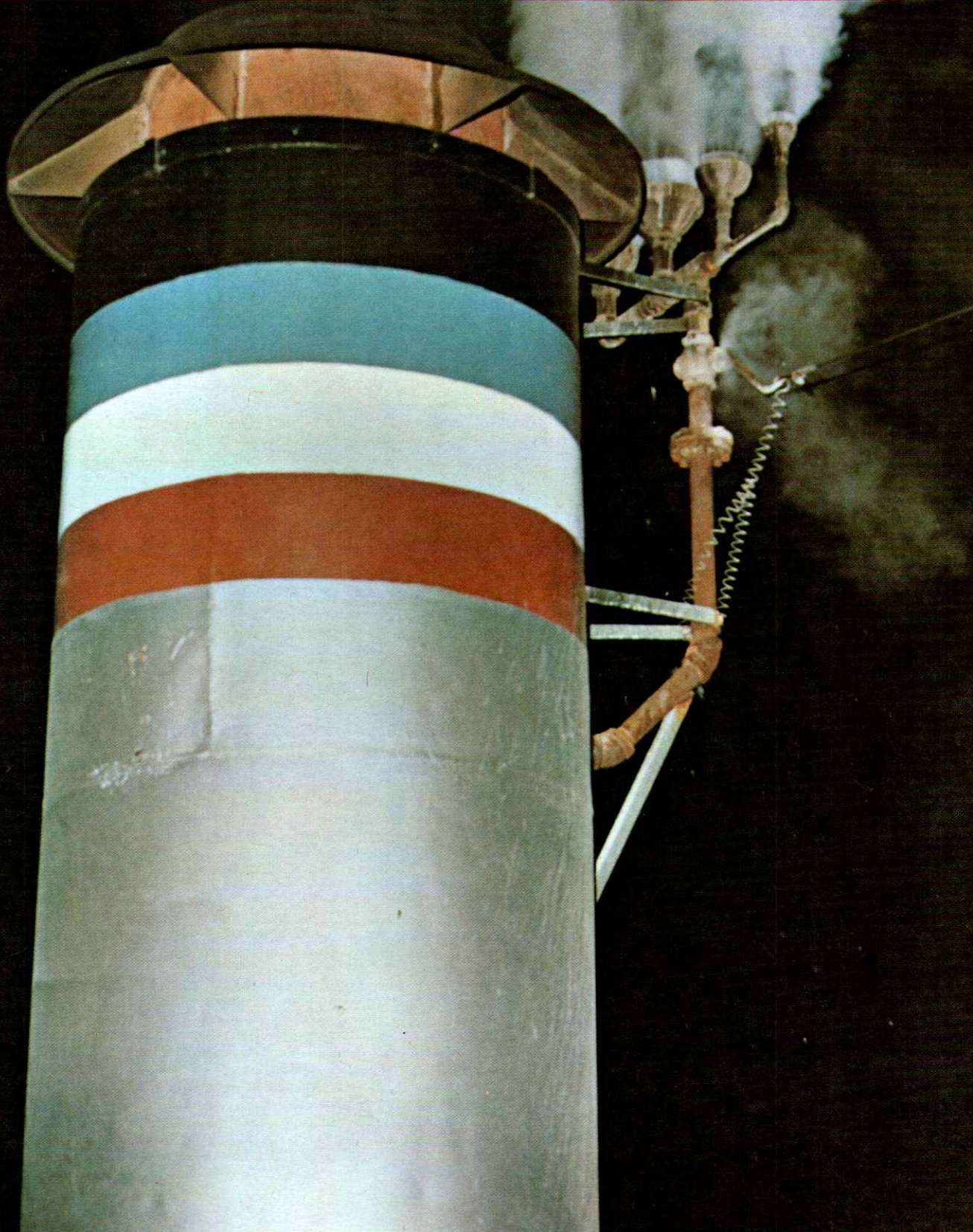
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 15, No. 1

Marietta, Ohio

March, 1976



This past winter when you turned on the TV morning, afternoon or evening more likely than not you saw the DQ or the MISS-Q on a commercial or broadcast. The flood came to a stand for a full week on the Lower Mississippi when Phil Donahue climbed aboard the MISS-Q at New Orleans plus a retinue of fashion models, a band, divers and sundry persons from several walks of life currently in the national spotlight, plus cameras, miles of wire, and equipment galore.

John Hartford got out on the tip of the stageplank, boat under way, and was zoomed in from a Goodyear blimp hovering above. Capt. Carl Shelton pitched for passengers to come ride the boats. Betty Blake, in ante-bellum crinoline and gown, posed on the Grand Staircase, and did a Scarlett O'Hara interview with Donahue. He almost fumbled his lines. Lexie Palmore told what it's like to get a pilot's license. Fred Swain was visibly glad when his part in the interview was over with.

Fortunately there were not too many paid passengers aboard during the Donahue show. Otherwise the wires, lights, crews, etc. would have experienced bedlam. As it was, events went along with comparative ease. Biggest hang-up was the unfortunate scheduling of smut peddler Larry Flynt co-starring with 700 Club's Pat Robertson holding a Bible. For millions of TV viewers it all sounded so honky that Phil Donahue took special pains to explain that Delta Queen Steamboat Company had nothing to do with the programming.

THE FRONT COVER

Deported from the scene is the steam whistle blown by the PRESIDENT. This deep voice came from the QUINCY (see page 23) and the side-wheeler J.S. (see page 28). This unusual photograph was taken by Allen Hess who currently is teaching a course in color photography at Princeton University (see page 5).

An Associated Press reporter, Strat Douthat, did a story on the Ohio River contrasting the ancient with the modern. The illustrations AP furnished included one of Capt. Harry Loudon nonchalantly steering the DELTA QUEEN with his feet draped over the console. Another depicted Ye Ed walking his dog Wrecks along the shore at Sewickley. The story Strat Douthat told was played low key, sort of an oh-hum tale of pilots past and present, devoid of wrecks, fires or explosions. But somehow it caught the public fancy.

S&D members sent us clippings from their hometown papers, for which thoughtfulness our hearty

thanks. We are listing these newspapers not primarily to illustrate the scope of the AP coverage, but rather to display the range of S&D members.

Los Angeles (Calif.) Times
 Visalia (Calif.) Times-Delta
 Buffalo (N.Y.) Courier
 Marietta (O.) Times
 Huntington (W. Va.) Herald-Dispatch
 Akron (O.) Beacon Journal
 Miami (Fla.) Herald
 Cleveland (O.) Plain-Dealer
 Cincinnati (O.) Times-Star
 Henderson (Ky.) Gleaner
 Hazleton (Pa.) Standard-Speaker
 Decatur (Ill.) Herald
 Jackson (Tenn.) Sun
 Pittsburgh (Pa.) Post-Gazette
 Indianapolis (Ind.) Star
 Los Vegas (Nev.) Review-Journal
 Santa Ana (Calif.) Register
 Cincinnati (O.) Enquirer
 Lewiston (Idaho) Morning Tribune
 Alton (Ill.) Telegraph
 Manhattan (Kansas) Mercury

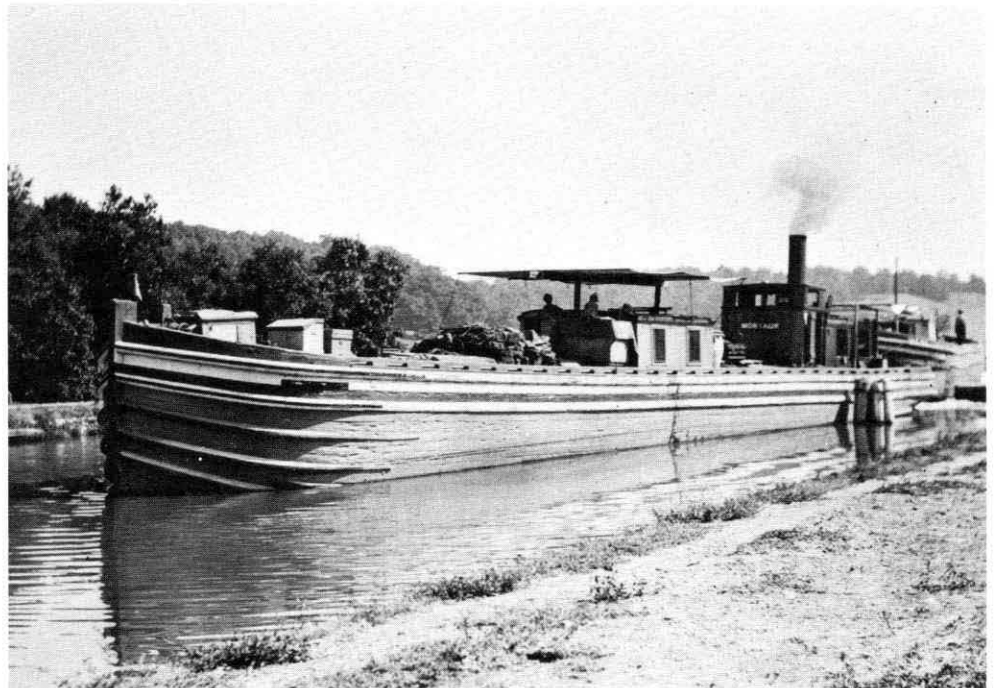
OLDEST PILOTHOUSE

NOW BEING PRINTED, a new book relating the story of the packet TELL CITY. Starts in 1889 when she arrived at Tell City, Ind. and follows the adventures of her pilothouse for 88 years when S&D restored it for exhibit at Marietta.

Color cover, 48 pages, 49 illustrations. Text by Frederick Way, Jr. Printed offset by Richardson Printing Co. Sponsored by S&D.

\$2.50 a copy and we pay the mailing charges. Special bonus (while they last) two new full color post-cards showing the restored 88-year-old TELL CITY pilothouse will be included.

Order from Frederick Way, Jr. 121 River Ave., Sewickley, Pa. 15143. Delivery may be expected within the month.



THE ILLINOIS-MICHIGAN CANAL carried traffic from the south branch of the Chicago River to the Illinois River at Peru 1848-1914. Above, chugging along, is the steam canalboat MONTAUK built at Lockport, Ill. 1875, measuring 98.2 x 17.6 x 6.7. Today at Lockport is a canal museum which in 1971 was cited as "the finest small museum in the Midwest" by the American Association for State and Local History. The museum is operated by the Will County Historical Society, housed in the old canal commissioner's headquarters at 803 S. State St. in Lockport. The museum has been a growing attraction since it was started seven years ago. Curator and past president is Rose Bucciferro. Behind the museum on the shore of the canal the Society is constructing an authentic pioneer village. A log cabin, jail and workshop have already been erected, and in the planning stage are a root cellar, blacksmith shop, general store, chapel and school. The abandoned canal in many spots is overgrown and drying up. In some places it has become a dumping ground. The museum abounds with maps, documents, and memorabilia of the canal including a scale model of the CITY OF PEKIN, one of the largest boats operated on it. Our thanks to Bert Fenn for the photograph, and to Jane Morningstar for the details.

Sirs: You have no way of knowing who I am, but my late brother Dr. Ray C. Armstrong corresponded with you about boat pictures when he lived at Lexington, Ky.

His grandfather and mine was born in New Albany, Ind. some 150 years ago. While young and single he worked on the river for the government and was one of the crew of the snagboat HORATIO G. WRIGHT. He and another man made a model of her which was displayed at the 1904 World's Fair in St. Louis. It appeared at the Century of Progress show in Chicago, 1932, as a part of a U.S. Engineer's exhibit. I had lost track of it until about 20 or 30 years ago when I discovered it on display in the Museum of Science and Industry at Chicago occupying a rather conspicuous place, where it still is.

My father was a ship carpenter at Mound City, Ill. dating back to a few years after the Civil War. So I grew up there while the Mississippi Valley Marine Railway and Dock Company was a leading industry. We referred to it as the "shipyard." Then my father went to work on the side-wheel transfer steamer ST. LOUIS which ferried railroad cars across the Mississippi between Belmont, Mo. and Columbus, Ky. We lived at Columbus at the time, and I was born there. My father and others during extreme low water noticed a chain exposed in the bluff at Columbus, and so rediscovered the Civil War chain the Rebs had attempted to stretch across to block navigation. My father obtained a few links, and I now have them.

But I grew up at Mound City and was present in Cairo when Theodore Roosevelt's parade of boats landed and went by. I watched many, many steamboats get hauled out on the Mound City ways, among them the excursion steamer ISLAND QUEEN (first). Mrs. Armstrong and I took our honeymoon on one of the St. Louis & Tennessee River Packet Company boats, Mound City to the Shiloh battlefield and return.

Of great interest were the large coal tows passing by Mound City. I have seen the SPRAGUE on one or two occasions, the JOS. B. WILLIAMS on other occasions, and of course many others. They started blowing whistles at Mound City to alert the tugs to meet them and help run the IC bridge. The pride of the tugs were the THESEUS and the ARIADNE out of Cairo. We had a smaller tug at Mound City operated by Oscar Keeler. Log rafts were towed up to the Mound City Ways from Cairo by these tugs and most boys recall shedding their duds, swimming out to the raft, take a ride, and then drop off and float back down to our shirts and breeches.

Mrs. Armstrong and I have taken cruises on the DELTA QUEEN and became acquainted with Capt. Ernie Wagner and particularly with Capt. Doc Hawley, the mate. Also with Capt. Charles Fehlig.

I never worked on a boat, but got the "river fever" fully and to the same extent as those who did. I am now 80.

Thomas H. Armstrong,
Armstrong, Winters, Prince,
Featherstun & Johnson,
P.O. Box 967,
Decatur, Ill. 62525

Sirs: The letter of Walt Thayer (Dec. '77 issue, page 32) was of particular interest to me. I have recently had to cope with the same problem with the SSHSA.

Our sister organization, the Steamship Historical Society of America, Inc.--perhaps the term cousin would be more appropriate--recently created a new office of vice-president for Western Rivers. The purpose was to indicate a sincere interest on the part of this primarily East Coast-oriented organization in the history and activities of the Mississippi System, and also specifically to establish a more definite liaison with S&D.

But in setting this up it appears that quite a discussion was

involved. What was the new office to be called? Inland Rivers? Western Rivers? Mississippi System? Since I had been a member of the Board of this august organization for six years, they turned to me and asked my recommendation.

I went down to the BELLE OF LOUISVILLE, already laid up for the winter, unlocked the pilot-house, and copied verbatim the description on the Pilot Rules which, by law, must be displayed, governing the "Western Rivers of the United States, including the Red River of the North." Then I went to the 1972 edition of the U.S. Coast Guard's "Rules of the Road--Western Rivers" to support the authenticity of my contention.

Sorry Walt Thayer. The Mississippi System was/were the Western Rivers of the U.S. when steamboating started. Youse guys didn't get out there until a long time after we were going strong here in the Mississippi/Ohio valley--so I guess you will just have to live with it.

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



THE LAST of the Mississippi's side-wheel passenger boats was towed from New Orleans to St. Louis this past fall for conversion. The PRESIDENT is being changed from steam to diesel-props. The above picture was taken from the DELTA QUEEN at Cairo on Wednesday, Nov. 2, 1977 by C. W. Stoll as the J. S. McDERMOTT passed up with the PRESIDENT in tow. The J. S. McDERMOTT is owned by Federal Barge, built at St. Louis Ship in 1976, triple prop, total 10,500 hp. In our last issue, page 15, we ran a rather sentimental picture of the "farewell calliope concert" on the PRESIDENT at New Orleans and identified the gentleman at the console as Capt. Doc Hawley. Since then Doc has written us a shoulder-shrug note and pleads not guilty. The subject has his back to the camera, and sure looks like Doc, but he ain't, so who is he? Later: The mystery is resolved on page 15.

S&D REFLECTOR

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MARIETTA, OHIO

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

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

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

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

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THE WINTER EDITION of STEAMBOAT BILL did manage to wedge in two good photographs of the wreck of the ALEXANDER HAMILTON (page 202 of their Winter '77 issue) and a five-line account of the catastrophe. According to SB she sank November 7th last at Leonardo, N.Y. during a severe northeaster, caught on pilings, turned on her side, took on water and settled upright in 12 feet. Waves destroyed much of the superstructure. Our first news of this came from Tom Rhodes (see page 33). We would suppose that this spells FINIS to the last of the East Coast side-wheelers.

We don't have northeasters over here on the Western Waters (tornados instead) so what knocked the paddlewheels off our Last of the Mohicans was less dramatic, but sufficient to get the PRESIDENT's steam whistle on this issue's front cover. Not that we've run out of side-wheelers, actually, for up on the Muddy Mo there still are a couple of gigantic specimens of the breed. The PRESIDENT will return to New Orleans in the spring with more power and probably with more dexterity than ever in the past thanks to her new diesels. If the Streckfus boys are losing any sleep it's not over lack of a steam whistle and a steam calliope, but rather--and this is serious--the probable loss of their time-honored New Orleans landing place at the foot of Canal Street. The Mississippi River Bridge Authority is building two new 1,400 hp. ferries and currently is constructing at the foot of Canal Street a new slip facility, and hence the ADMIRAL and her satellites have been ousted and must go where the Dock Board dictates, usually at the Poydras Street dock, but not always. Very disturbing to say the least about it.

We can offer good news about the DELTA QUEEN. In the last issue, page 40, mention was made that she must have major hull surgery before resuming in '78. Well, she's getting it. ---And will have it by the time this is read. The Delta Queen Steamboat Company through its president Betty Blake has furnished to S&D the elaborate brochure which accompanies this issue.

As we go to press this last week in January two very special persons are on the mend. Capt. Ernie Wagner is up and about and those who have visited with him are elated with his progress. William P. (Bill) Dow, stricken in California with a serious illness, is much better.

Chuck and Catherine Remley were due to retire at the end of '77 but agreed to stay on through January '78 until the Ohio Historical Society found a new curator for the Marietta properties. Thanks to Charles C. Pratt, associate director, we are informed that the successor is John B. Briley of Barrington, R.I. Mr. Briley comes with high recommendation and among his attributes is his Master's degree in Maritime History. He and his wife Margaret have four children, David, Christopher, Karen and Eric. He holds an AB degree in history from Harvard and an MA from the University of Connecticut. We were invited to meet John Briley and family at Marietta the week-end of January 28th past but heavy snow, drifted roads and violent winds prevented. Remember that?

The annual S&D meeting has been firmed for the week-end of Saturday, September 9th at Marietta. No definite program can be released at this time, a circumstance not at all unusual, much depending on how a half dozen cats jump within the next ninety days. But mark up the date as a must.

The passing of S&D's Board member Bob Thomas (see page 15) wrenches from our S&D family one of our most versatile and dedicated of friends. Our initial impulse as editor of S&D REFLECTOR was to remove his name from the lists of officers and committee members on page 4. But we didn't. God knows we tried. His successors have not yet been named.

THE HEROISM OF MRS. SARGENT

CAPT. William H. Sargent in 1886 had gone to San Antonio, Tex. for his health. In his absence the small packet IKE BONHAM, out of Vicksburg, left on March 11th with no cargo, bound for Bayou Vidal to take aboard a consignment of cotton seed. Mrs. Sargent was aboard to keep her eye on the family boat, although the master was Capt. E. P. McElroy who also stood watches at the wheel.

When about eleven miles below Vicksburg, a short distance from Bedford Point, McElroy went down to dinner and in his absence the mate, William H. Andrews, held the wheel. The engineer, Charles Girard, tried the gagecocks and found a scant two gauges. Then he went to dinner.

The IKE BONHAM's boiler exploded with great violence, tearing away the chimneys, pilothouse, forward boiler deck, and the front of the cabin including the office. Mate Andrews was blown into the river, as also were six deckhands, only one of whom was recovered. Andrews was drowned. Pilot McElroy and a number of colored deckhands and passengers were injured and scalded.

The IKE BONHAM's wreck drifted to a sandbar and lodged. The steamer H. L. SARGENT, bound for Davis Bend, was about a mile distant when the explosion occurred and came to assist. She was also owned by the Sargents.

Engineer Charles Girard, suffering from injuries and burns, told the following tale when the H. L. SARGENT returned to Vicksburg at 6 p.m. that day carrying the survivors:

"Immediately after the explosion Mrs. Sargent took command, went on deck, and helped launch the yawl to rescue those blown overboard. By this time debris around the boiler had caught fire. Mrs. Sargent seized a bucket, drew water from the river, and quenched the flames. She then took a shovel and rivered the red-hot furnace bricks. Thusly Mrs. Sargent saved the boat from burning. She was not excited in the least, and never lost her presence of mind for a minute. During her exertions her clothing caught fire several times and she tore away the flaming cloth each time."

Mrs. Sargent was not injured, and recalled that she and her husband and three children had been aboard the PHIL MORGAN when that boat's boiler had exploded at Reality Landing in Black's Bayou some nine years since.

The remnants of the IKE BONHAM sunk on the sandbar, and later on the boat was successfully raised and rebuilt. She had been built at Mason City, W. Va. in 1878 on a wood hull 93.4 x 18 x 3.6 at the Mees Yard above the wharf grade.

Capt. W. H. Sargent ran the boat in short trades on the Kanawha River before taking her to Vicksburg where she usually ran on the Yazoo and up Deer Creek.

In fact it was on Deer Creek where the PHIL MORGAN had exploded her boiler on April 28, 1878. In that affair three black deckhands were killed and two others injured seriously. Capt. and Mrs. Sargent were operating her in the cotton seed trade. The PHIL MORGAN was built at Charleston, W. Va. in 1871.

We are indebted for much of the above to Edward H. Mueller, executive director of the Jacksonville (Fla.) Transportation Authority. He culled the item from the Wilkes-Barre (Pa.) "Record," issue of March 13, 1886.

Updating the item on page 18 last issue regarding the steamer CLIPPER (ex-JUNIATA, MILWAUKEE CLIPPER) we have it from "Inland Seas" that the U.S. Coast Guard stepped in and aborted plans to operate CLIPPER at Chicago last summer. After repairs at Sturgeon Bay, Wis. the USCG refused to certify her because of hull deterioration. Illinois Steamship Co., the owner, lacked funds to proceed with this additional work. Currently she is moored at Sturgeon Bay Shipbuilding.

OLD MAN RIVER: THE STEAMBOAT is the title of a series of six lectures offered at Tulane University in New Orleans which began Feb. 15 last. Four of the sessions are at the University (the last two there scheduled March 8 and 15) and two will take place aboard the NATCHEZ March 4 and 25th. Lecturer is Capt. Clarke Hawley of the NATCHEZ who will be spelled by guest lecturers.

S&D PINS

Bronze S&D pins finished in blue enamel are available @ \$6.50.

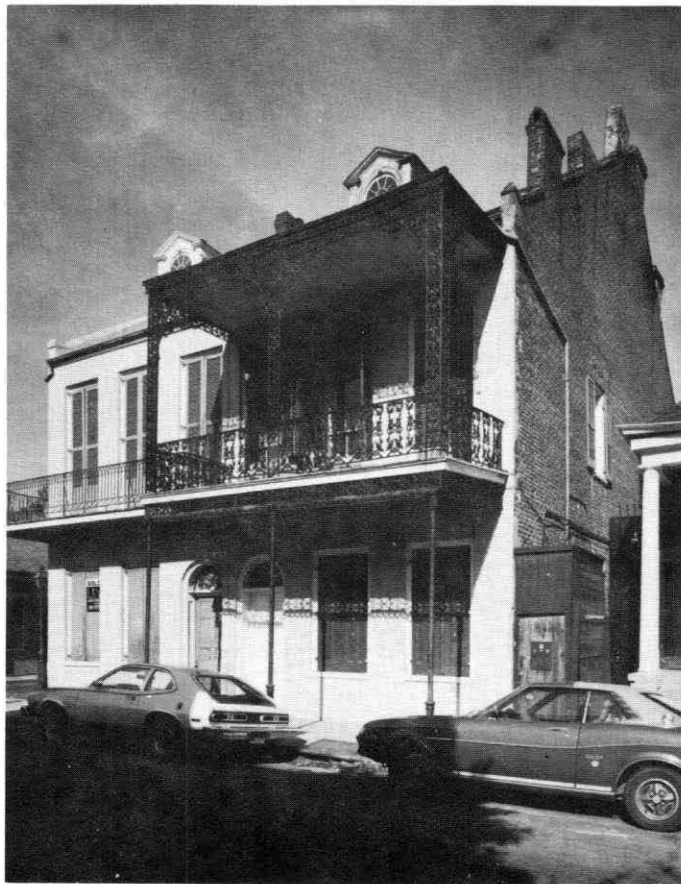
Two types, lapel and pin-on.

These have been made to order by a Chicago firm, finest quality.

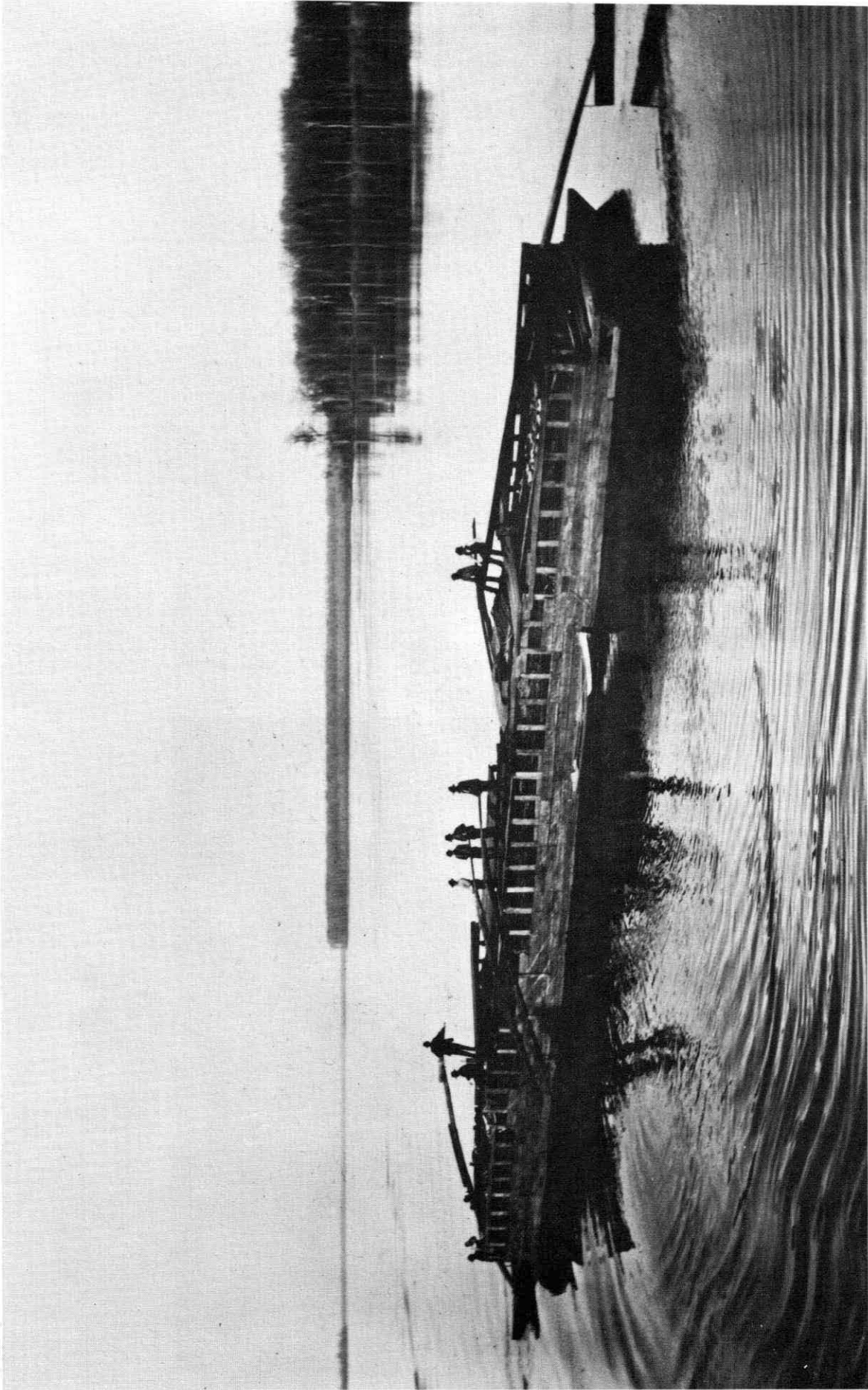
Send orders to our Secretary, Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.

Please state type desired.

Allen Hess, talented photographer, has been tabbed to teach a course in advanced photography at Princeton University this semester, will wonders never cease.



The residence of Capt. Clarke Hawley at 639 Barracks St., New Orleans, La. 70116. Capt. "Doc" bought the property last year and transferred his belongings from his former abode in the Beauregard House. His new home is in the foreground with the fancy iron portico on the second floor's front. It contains two apartments, and at the rear is the former slave quarters redone into a third apartment. We thank Allen Hess for taking the picture.



NOBODY has recorded the actual date or details as to when the last flatboat loaded with merchandise was floated down the Mississippi guided solely with sweeps, gouger and steering oar. Jerry Sutphin found this picture in the Library of Congress marked "Last of the Flat Boats" and dated 1898. Whether it actually is the last one is debatable, but the question does not detract from the quality and value of such a rare photograph. We have no idea of what sort of cargo weighs her down, and she must be all of 90 feet long with a ten-man crew.



DIANNE ROBERTSON DUNCAN and Lee Woodruff were married on Saturday, November 26th last at New Richmond, Ohio. The ceremonies took place in the 123-year-old Franklin Chapel. Among those present were Dianne's sister, Donna Heustis, and Dale Flick. The Woodruffs are residing at 471 Little Turtle Lane (Mount Carmel) Cincinnati, Ohio 45244. Our thanks to the bride's mother, Delly Robertson, for the above photograph she took of the couple on the wedding day.

Sirs: Walt Thayer of Wenatchee, Wash. has not been alone in his annoyance at the use of the term "Western Rivers" (Dec. '77 issue, page 32). A few months ago a friend expressed similar indignation to me. Forty years ago I also held this view. But no more. Let's recognize our heritage from the Ohio and continue the use of this traditional term.

Bob Parkinson,
3051 Shattuck Ave.,
Berkeley, Calif. 94705

Sirs: Being a native of the Pacific Northwest, I can understand Walt Thayer's concern at the lack of coverage on steamboats that operated in the western half of the U.S. However he should realize that in all probability the rivers of the Mississippi-Missouri system were the western rivers of the U.S. In the early days of steamboating when the general title of "Western Rivers" was used for that area. So the early designation has continued in popular useage, and why not?

Ralph C. Hitchcock,
2114 N.W. 94th St.,
Seattle, Wash. 98117

=Right. Little use trying to undo the term Western Rivers, the rivers whose waters flow into the Gulf of Mexico and their tributaries, and the Red River of the North. Never forget the Red River of the North. Walt Thayer, Bob Parkinson and Ralph Hitchcock are in the region of the West Coast Rivers. -Ed.

The sternwheel diesel excursion boat BETSY ANN was in trouble at Chicago on Dec. 14th last. She was on the high way to sinking at her dock at the Merchandise Mart. Two seacocks had been opened by person or persons unknown.

The U. S. Coast Guard brought in special pumping equipment, making the delivery by helicopter, and the hull was pumped dry.

All of which brought forth pictures and stories in the Chicago "Tribune" and "Sun-Times."

The BETSY ANN is operated by Holiday Inns, Inc. under a lease arrangement with the owner, Edwin Bull. On the same day of the incident, both newspapers reported that Mr. Bull was one of five men sentenced in the Sanitary District sludge-hauling scandal.

Robert A. Blackford, 4008 Via Vaquero, Las Vegas, Nev. 89102 was born and raised in Martins Ferry, O. He rode the BETSY ANN in 1927, and later took as his bride Beverly Hubbard of Wheeling, who had been raised at Tiltonsville, O.

Beverly Blackford is daughter of the late Dr. Harry Hubbard who, in the era of 1927, housed his family in an attractive white home facing the Ohio River there at Tiltonsville. Beverly's grandmother was a Witten from Witten's Landing, O. and five of her great uncles back in side-wheel days were noted Ohio River pilots.

Periodically these exiles in a land barren of navigable rivers (closest are the Virgin and the

Colorado) become homesick for the sound of steamboat whistles. They play "Whistle Echoes" and mentally skip stones along an Ohio River shore, watching vainly for the LIBERTY, SENATOR CORDILL or the GENERAL CROWDER.

In 1878--one hundred years ago--the J. M. WHITE left the Howard Ship Yard a new boat.

Jim Greenfield of the Cincinnati "Enquirer" phoned us Nov. 5th last to inquire about the wreck of an old Civil War gunboat named QUEEN CITY. Seems it had turned up on the White River near Clarendon, Ark.

Well, that's where she wound up, no doubt. The Rebs captured her there, stripped off everything worth the taking, and burned her on June 23, 1864.

She started out to be a ferryboat, side-wheel, at Cincinnati, but was impressed into U.S. service fresh from the shipyard. The Rebs, under Gen. J. O. Shelby, made short work of her.

But whether the "bones" recently located near Clarendon by a team from the University of Missouri are actually those of the gunboat is a question still to be studied. The National Park Service also is in the act.

The wreck of the sternwheel packet NEW MATTIE, explored for artifacts when the hull was exposed on White River, Arkansas (see Dec. '76 issue, page 3) was again exposed by low water this past June 14th.

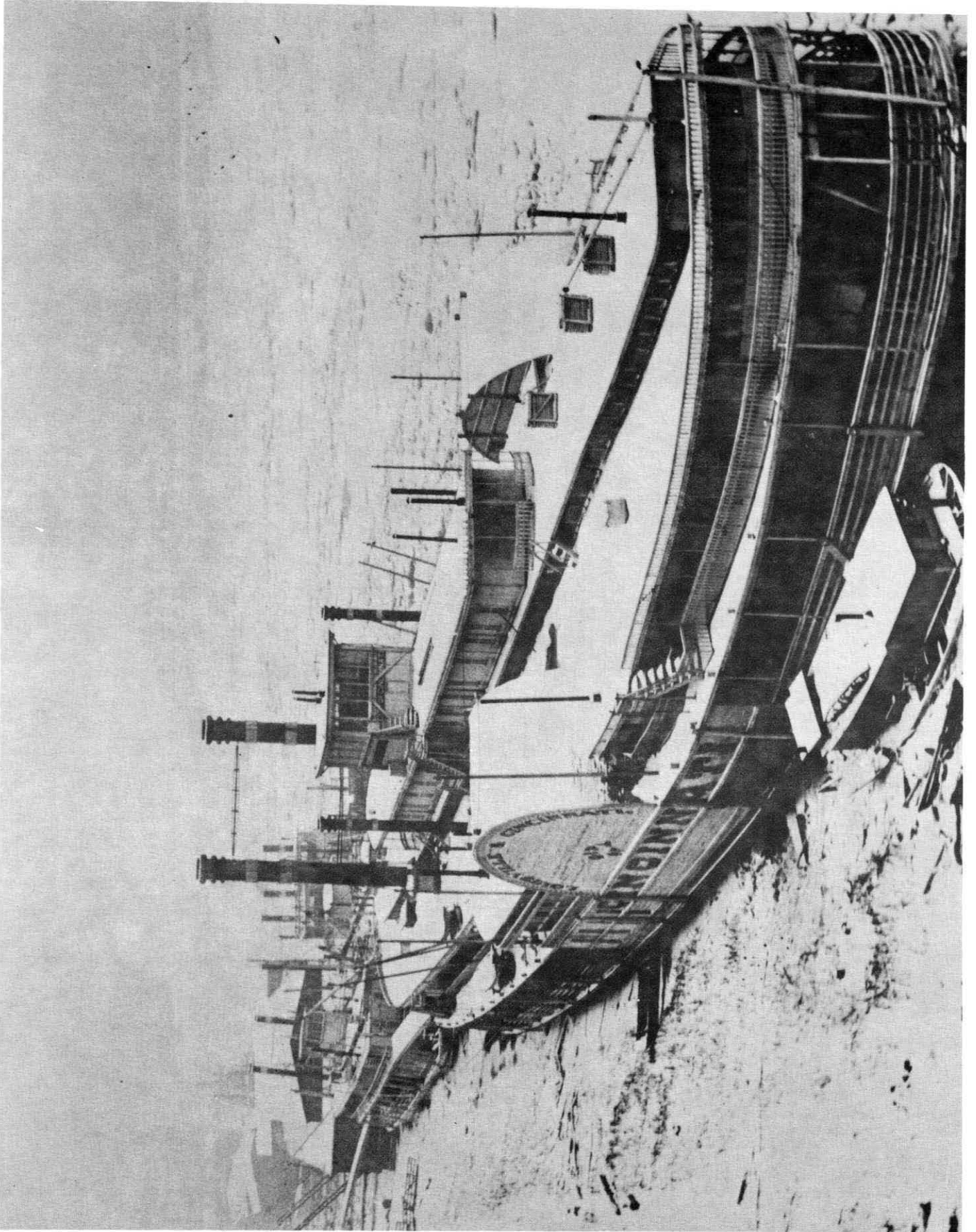
Robert Aud, working with his bare hands in mud waist deep off the stern between the two rudders, came up with three dinner plates, three vegetable dishes, two saucers, plus the pieces of another plate which looked like it might be made whole with Elmer's Glue.

The dishes were marked "Greenwood China, Trenton, N.J." No doubt about the identity of the wreck inasmuch as a pack of paper tickets turned up marked NEW MATTIE.

Bob Aud is 31, of Pine Bluff, and collects old bottles. He had quite an audience as he worked at the steamboat wreck on Goose Bayou. Typical comments: "Feel under one of them plates and see if there's a tip." "There's still egg on this one." "You're about to grab one of them dead deckhands, Robert."

The Arkansas State Commemorative Commission has asked the U.S. Engineers for the forecastle capstan which was found during the first investigation. It will become a permanent exhibit in the First State Capitol. They also will get one each of the dishes, and Robert Aud keeps the rest.

The NEW MATTIE sank there on the 17th of February 1900. Two deckhands were drowned.



PICTURE OPPOSITE

This was taken from the suspension bridge, Cincinnati, looking upstream at an ice-clogged Ohio River in January, 1918. The side-wheel CITY OF CINCINNATI is in good shape--in fact the only evidence of trouble is just above her where the CORKER is slightly caught out on shore. Moored outside the CORKER is the LOUCINDA, and riverward of her is the harbor boat HERCULES CARREL. The L&C wharfboat is above them and in the frosty distance is the big CITY OF LOUISVILLE, upper left. When the ice gorge broke some 24 hours later the CITY OF CINCINNATI, CITY OF LOUISVILLE and the LOUCINDA were wrecked. The others came off safely. Our thanks to Jerry Sutphin for this dramatic view.

Sirs: This is to express the appreciation of Dr. Thomas H. Smith, Director, and myself, as well as the Board of Trustees, for the assistance given by members of the Sons and Daughters of Pioneer Rivermen in the TELL CITY pilothouse restoration project. Through this help another significant remnant of Ohio River history has been saved and added to the growing evidence of Ohio's heritage.

Charles C. Pratt,
Associate Director,
The Ohio Historical Society,
Ohio Historical Center,
Columbus, Ohio 43211

In the October 1977 issue of the Architectural Record magazine appeared an extensively illustrated "blow" for the MISS-Q. "From the exterior, the steamboat is in the spirit of its great predecessors, including the DELTA QUEEN," wrote the author (unsigned), and continued: "The proportions and details are correct..."

This was too much for architect Richard W. Rutter. He sat down to his typewriter and lashed off a single-spaced two-pager to the Editor of Architectural Record: "Dear Sir: I grew up around steamboats and will make some observations..."

Back to Dick Rutter came a prompt answer.

"I am a river girl myself having grown up in Pittsburgh," said the Senior Editor of Architectural Record. "When I was but a draftsman in an office overlooking the Monongahela River, my dreamy days were enlivened by the sight of the sternwheelers--the W. P. SNYDER, JR., the AVALON and many others--as they made their stately way to the Point and beyond. Now, as the editor responsible for selecting the MISSISSIPPI QUEEN for publication and who indeed wrote the story, I am saddened by the news that MISS-Q is a turkey."

The Senior Editor signed herself Mildred F. Schmertz FAIA. Mildred is the talented daughter of late architect-composer Robert (Bob) Schmertz ("Monongahela Sal," et al).

Mildred promptly whipped off copies of Dick's letter to Albert P. Hinckley, Jr., Project Architect; David Beer, Architect-In-

Charge and to Welton Becket, Interior Designer.

Sirs: I come from a steamboating family and always look forward to my vacation back home in Hamburg, Ill. My grandpa, Selby Crader, was a pilot, my dad an engineer. Perhaps you knew my great uncles, the Phillips. Many a night I'd sleep on the old IDLEWILD so mother could be with my dad, grandpa and Uncle Jim and Aunt Bulah. Did you know the old BELLE OF CALHOUN?

Jeanette Crader Lazarro,
(Mrs. Robert)
13996 Pawnee Trail,
Middleburg Heights, O. 44130

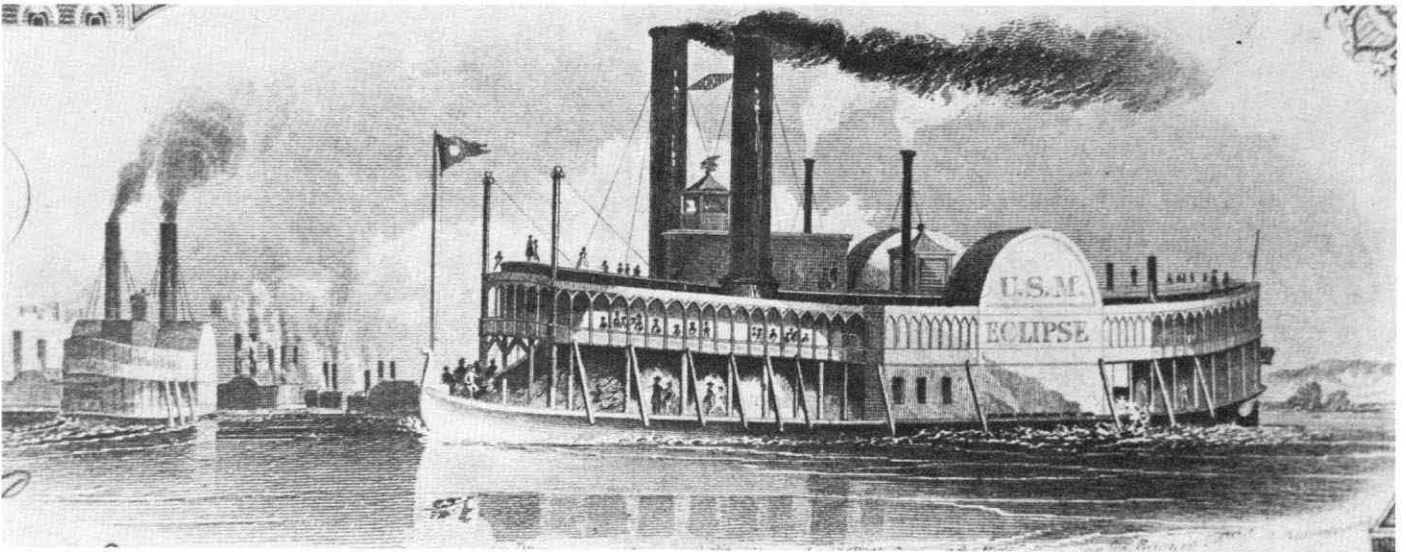
=We hustled off to Mrs. Lazarro a copy of the June '77 issue in which appears a picture of the BELLE OF CALHOUN and mention of her grandpa Capt. Selby Crader. -Ed.

Sirs: The cover picture on the December issue is superb. Jim Swartzwelder really captured the pilothouse and that blue tint adds much.

None of us knows who the person is standing behind Dorothy and me (page 10, Dec. '77 issue). It was a good meeting and we all enjoyed it very much.

Larry Walker,
10552 Breedshill Drive,
Cincinnati, Ohio 45231

=Misery loves company, and by now the world knows Jane Curry, 321 Porter St., Easton, Pa. 18042. -Ed.



LEONARD V. HUBER recently acquired a draft dated October 5, 1859 of the Mechanics Bank at Louisville, Ky. Imprinted on it is the above engraving. Under the vignette in fine lettering appear these words: "Entered according to an Act of Congress in the year 1857 by Draper, Welsh & Co., in the clerk's office of the District Court of the United States for the Eastern District of Pennsylvania." Doubtlessly the artist knew

something of Capt. E. T. Sturgeon's ECLIPSE. He has the eagle on the pilothouse-top, fancy spreader bar between the stacks, Texas well forward, 'scape pipes and even the chicken coop on the skylight between the wheelhouses. How about that fancy stem-piece! We wonder if she really had it? Some sweet day from somewhere a good photograph of this fabled boat will appear. Meanwhile it is interesting to look at this interpretation.

RODDY HAMMETT'S ADVENTURES

Rides the WAVERLEY on Clyde.
Dines at Bristol under fanciful
dome from MAURETANIA's lounge.

FROM AYR, Scotland, on September 22nd last, I set out aboard the WAVERLEY for an all day trip that sometimes took us out of sight of land, then had us weaving through the Kyles of Bute, making breath-taking landings at picture-book places such as Brodick and Largs, then up the Clyde River to Glasgow. The WAVERLEY has the most dedicated crew imaginable since all from the captain and chief on down are steamboat fans who could be earning more money at sea. Picture if you can S&D getting a side-wheel steamer a bit larger than the BELLE OF LOUISVILLE, setting up a company to operate her, then using the membership as employees and crew. That is how it is with the WAVERLEY and the Paddle Wheel Preservation Society who also have another side-wheeler, the smaller KINGSWEAR CASTLE, under restoration in Kent.

The minute you board the WAVERLEY from over one of the wheel-houses, that authentic sort of feeling hits you---like on the B/L---the decks under you are wooden and so is just about all the superstructure. The boilers can be heard below and there is that feeling of power which is not mis-

leading; the WAVERLEY does 18 knots! Inside, a deck below, passengers stand in an open gallery and watch those beautiful triple-expansion engines spin the crankshaft. The wheels are feathered and operate simultaneously. Aft of the engineroom is the dining room where we took meals at the officer's table while watching the Scottish scenery zip past the portholes. Passengers order from a menu. High tea is served 4 p.m.

In the hull I was reminded of the DELTA QUEEN because the general shape and the riveting are the same. The crew quarters down there are just as the old ones were on the DQ, in fact, the little stairways going down are just like the DQ's only smaller.

That night we went past the DELTA QUEEN's birthplace at John Brown's yard (and also the slips where the Cunard QUEENS have been launched.) It's quite a thrill going up the Clyde at night in her polished wooden pilothouse, listening to the thump-thump-thump of her wheels sending you through the water faster than any boat you've ever been on. Glasgow was reached at 10:30 p.m.

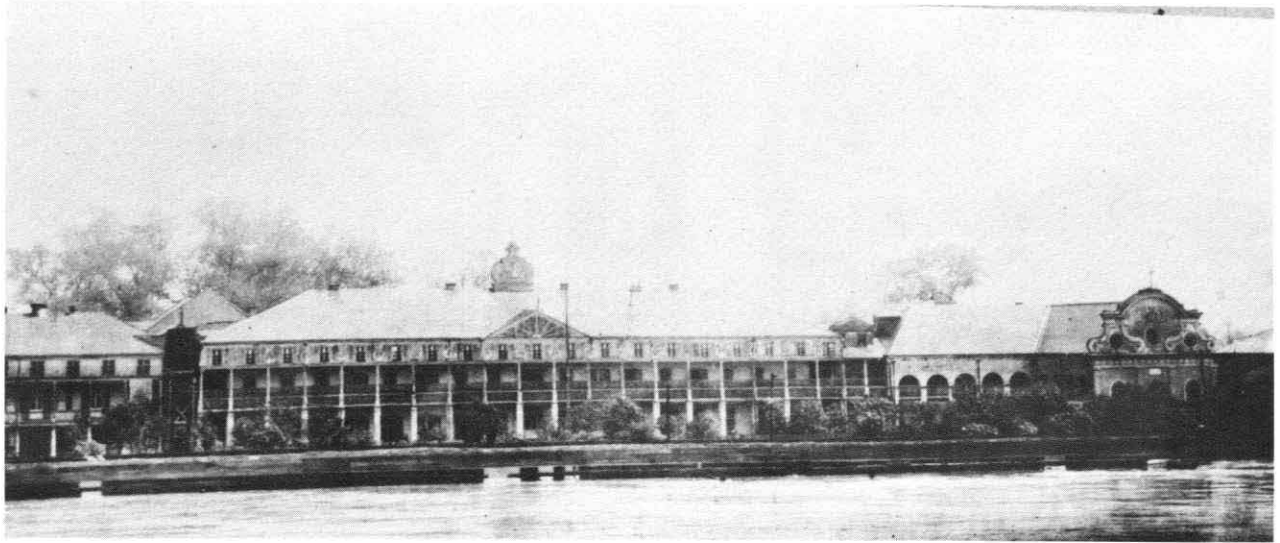
In Hull, England, there is a similar vessel, operated as a ferry by British Rail, named LINCOLN CASTLE. Not only is she a steam side-wheeler but she burns coal and is hand-fired; first time I'd seen that done. A highway bridge is now under construction that will take the LINCOLN CASTLE's

business. The railroad has said they will lay up the steamer when the bridge opens but there is some hope because the P.S.P.S. members are interested in keeping her operating.

The bar in Bristol that bought some of the MAURETANIA's interiors at auction in Southampton years ago is still in business in a taken-for-granted and almost forgotten sort of way. A visit could well be the highlight of a trip to England for one interested in the MAURETANIA, for there are riches to be found inside the handsome building at No. 7, Park Street. Here is the office of the world famous Avery's Wine Merchants where cases of vintage religion is shipped all over the United Kingdom and the globe. But the owners used to be in the restaurant business and that's where the story gets interesting.

In those days, their second-floor dining room was the first class lounge of the HMS MAURETANIA, which had been removed from the ship before she went to the breakers and was perfectly installed, along with three other rooms from the MAURETANIA, in Bristol.

Mr. Newton was there when the work was first done so he makes a knowledgeable guide through these slumbering and now unused treasures, pointing out such things as card tables from the LEVIATHAN. When he takes you into the unlighted and empty diningroom imaginations can't help but running



BERT FENN located this picture, not knowing what it was. Suspecting something in the New Orleans area, because of the singular architecture, he packed off a print to Leonard V. Huber. Back came Leonard's response, and we quote:- "Thank you very much for the print of the old Ursuline Convent on the riverfront near New Orleans. This building was erected in 1823-1824 by the builders, Gurlie and Guillot, for the Ursuline nuns who ran a school for girls. The first Ursulines came to New Orleans in 1728, and they occupied a building built in 1750, which is still standing, on Chartres

Street in New Orleans. The nuns bought a site (the Duplessis plantation) about two miles below the city, and when the local authorities forced them to cut streets through their four-block city property, they moved and built the one shown in the photograph. The river ate into the bank at their location and forced them to move again in 1912 to their present convent on State Street. When the picture was made, they were preparing to leave, as the levee had to be relocated. Today the site is occupied by the Industrial Canal."

wild, for all around is the most beautiful mahogany and walnut walls ever to be seen. The fluted columns are highlighted in gold leaf; the dusty panels still manage to shine like new. Nothing is blemished or scratched. Mr. Newton says they wrote Cunard after purchasing the rooms to find out what kind of polish had been used on the ship. "We used that stuff for years," he said. Across the little hall is another smaller room, also from the MAURETANIA, equally beautiful and forgotten. The street entrance to these rooms is now locked with an iron gate that once was an elevator lift gate on the WATERLAND and bears a bust of the young Kaiser.

Downstairs there is still a MAURETANIA bar and restaurant using two or more richly paneled rooms from the ship, but the operation is now leased out to a new generation. In the restaurant you can sit right down under the leaded glass dome from the MAURY's first class lounge, order from a menu with the ship on the cover and not pay more than about six dollars for the most expensive item. A modest price for bathing in such historical riches and letting your mind time-trip to days of the Blue Riband. It was while eating there that I encountered a young waitress in captivity among all of this who didn't know the rooms used to be inside a ship, let alone know they came from the MAURETANIA, and she didn't know about the old dining room upstairs. But I guess her breed has us outnumbered. I was the only customer.

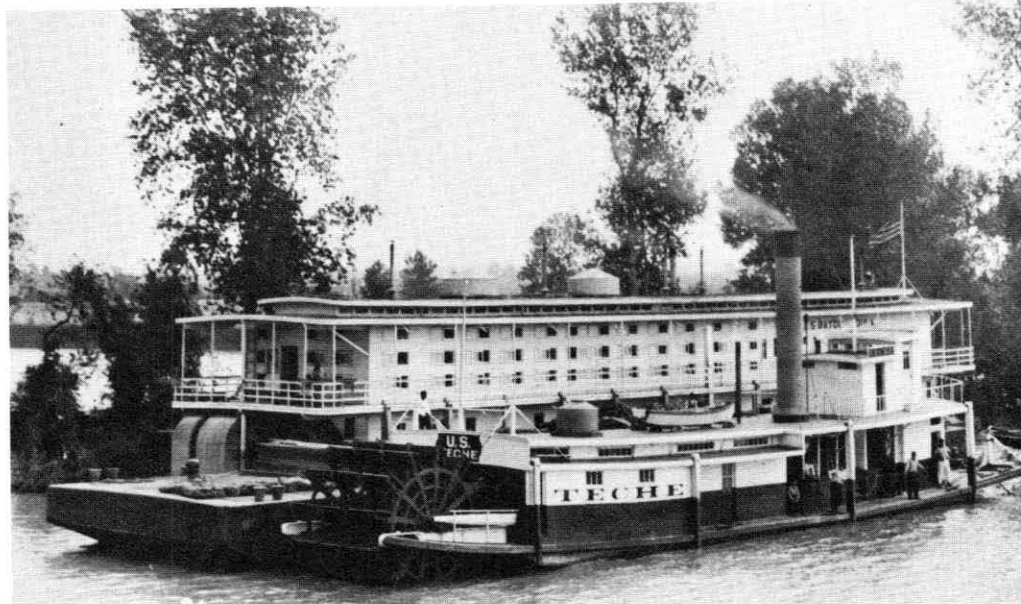
Great Britain abounds in such fun-things. It's still possible to take trains that connect with lake steamers---one a side-wheeler ---to complete the destination. And for someone who wants to enter the British Isles by sea, Cunard will take you from France to Southampton for fifty pounds. Persons doing this cross at night on the QUEEN ELIZABETH 2 in a type of upgraded version of DELTA QUEEN lock-hopping adventure.

Not too long ago these "night-riders," as they are called by the crew, enjoyed the luxury of being able to cross aboard both the QUEEN MARY and QUEEN ELIZABETH in one fling. They could catch the westbound ship to France, then board the homeward bound sister in a few hours. Then, upon arrival back in England, go up to London on the boat train, an institution that still survives.

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

Sirs: Just a note to clear up your question on page 23 last issue regarding the model of the W. P. SNYDER, JR.

It belongs to me and has been around since 1967. I've had it at



TAKEN in the head of Kempe Bend, Mississippi River, in April 1912 during high water. The TECHE was built at the Howard Yard in 1910 for the U.S. Engineers, New Orleans District. She had a steel hull 86 by 19 by 4.5. Capt. Joe Trudell was master in her early years. Later on (1925) Capt. Leon Toomey was master, and Richard Oakes was chief engineer. In May 1937 she was sold to Capt. Sewell Smith who towed gasoline with her between Louisville, Ky. and Ironton, O. His 15-year-old son James N. Smith, on the boat with his Dad, died at Louisville following an appendix operation July 18, 1937. The boat was laid up at the foot of Bell's Lane, below the Standard terminal, in August, and burned there several weeks later, August 30, 1937. Later on she was rebuilt into a diesel sternwheeler and in 1949 was operated by the Independent Oil Co., Dothan, La. Our thanks to Bert Fenn for the picture.

former S&D meetings.

This year there was water in the Reflection Pool at the Ohio River Museum. My wife and I couldn't resist putting her in, on our way to the meeting. That's as far as the spectators let us go. Kids came by the dozens, and the number of questions I could not believe.

The batteries finally went out, but the meeting was over. Some of the S&Ds came by later.

Joseph H. Shields,
684 Ervin Ave.,
Chillicothe, Ohio 45601

Sirs: I have several quick questions to ask you:-

1. Would you be so kind as to send me your autograph, and, if possible, a picture of yourself for my collection?

2. What, very briefly, was the most exciting or dangerous thing, or what memorable experience you had during your long riverboat career?

I'd be very interested in knowing.

Bill Fritsch,
738 S. Muhlenburg St.,
Allentown, Pa. 18103

= 1. Modesty forbids. 2. All wish to know, but none wants to pay the price. -Ed.

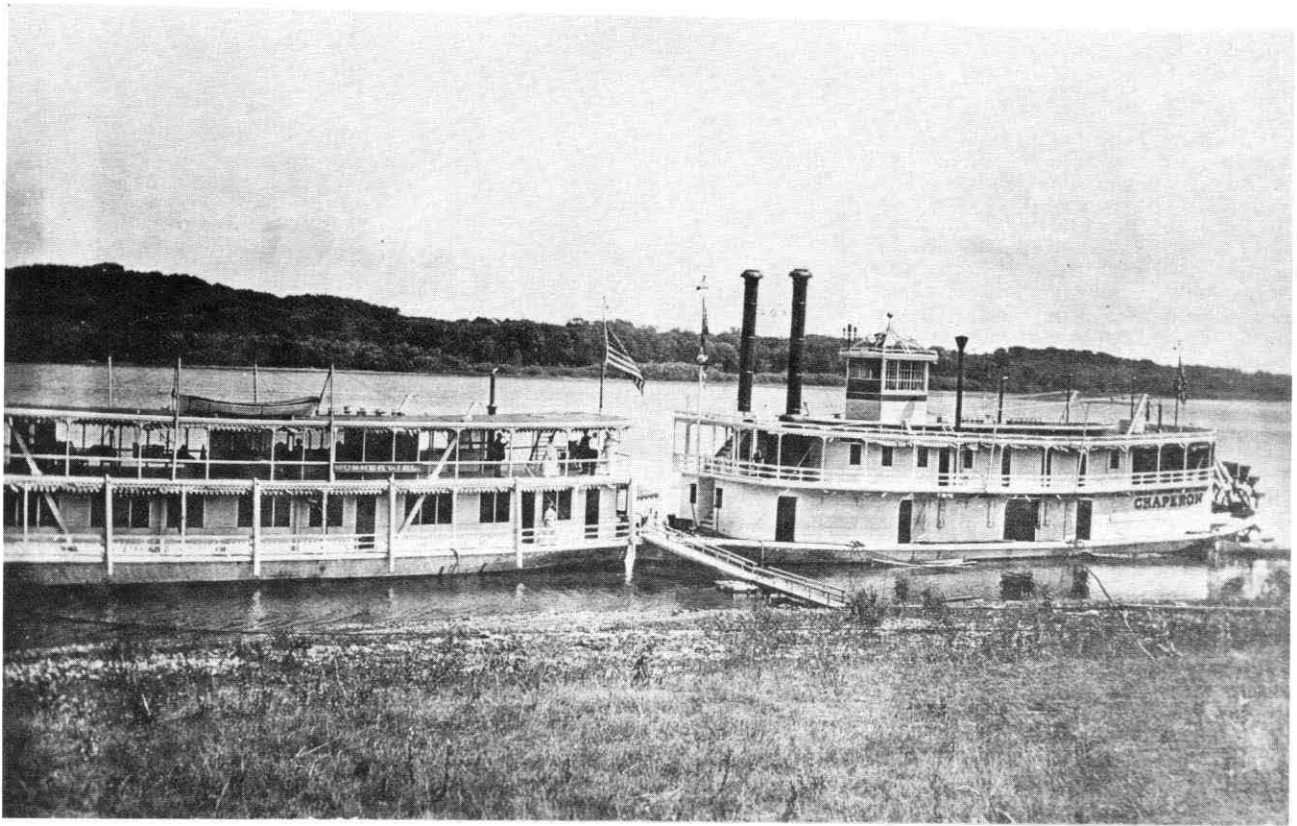
Sirs: The TELL CITY cover on the December issue is colorful. It is hard to believe that river boats of yore had a pilothouse like that on top, so fine with its gingerbread, wood, roof and styling.

Harry Barry,
West Lake SRD,
Ripley, N.Y. 14775

Sirs: Maybe Ralph DuPae mentioned it - I'm writing a grant proposal that if funded will help us put the first 5,000 of our boat pictures into a microfiche format, to serve as an index to our collection. It would be commercially available, subject to copyright provisions on our pictures. This would constitute about a third or fourth of what we think the final collection will be, and additional sets of microfiche would be produced as the project advances. Boy, did we get a tiger by the tail when we took this on.

We like the new look of the REFLECTOR. So much information in the magazine that it's hard to keep up.

Ed Hill,
Special Collections
Librarian,
Murphy Library,
University of Wisconsin,
La Crosse, Wis. 54601



Mr. and Mrs. Garrett E. Lamb's Houseboat SUMMER GIRL towed by the CHAPERON

PALATIAL HOUSEBOAT
SUMMER GIRL

Clinton (Iowa) Lumberman and
Guests Are Enroute

TO THE WORLD'S FAIR IN ST. LOUIS

Consort Steamboat CHAPERON Also
Handsomely Outfitted

-From the Clinton "Herald,"
May 13, 1904.

FLOATING LAZILY on the broad bosom of the Mississippi, undisturbed by the vagaries of wind or weather, is the SUMMER GIRL, daintily in spotless white, like a lily she has been lying on the blue waters, with the leafy greens of the shores a perfect background to the picture-setting; now her chrysalis life is ended and, guided by the CHAPERON, and the pleasure of her owners, she will begin a pilgrimage down the pathless river.

Recently Mr. and Mrs. Garrett E. Lamb took formal possession of this, their luxurious boathouse and, during the afternoon received informally, assisted by Mrs. Artemus Lamb, Mrs. Marvin J. Gates, Mrs. Dwight Lamb and Mrs. L. A. Ellis. Friends from the city drove or 'mobiled to the wharf at the foot of Second Street, where the beautiful boat lay idly rocking. The charm of the river view was overlooked upon the entrance to the forward cabin, which leads one into the exquisite beauties of

the Peacock Room.

It is almost impossible to describe the splendor of the gem-like apartment. Peacock hues are blended into every feature of the furnishing. The console panels and flooring are of hand-polished birch of perfect veining. The windows, proportionate to the dimensions of the boat, are in pairs on the sides of the room, with a broad window at the front.

Above each window are transoms with oil paintings of tulips and carnations covering the glass and softening the light.

The ceiling between the broad panel-reliefs resembles veined marble, so delicately is the stippling done in the lighter shades of the peacock hues. The walls are covered with tapestry wrought in peacock flowers on a creamy background. The window hangings are dull green velvet, the soft Persian rug and the upholstered window seats all harmonize in color. The other furniture is yacht furniture of dull finished wood.

From the center of the ceiling is the peacock chandelier, a veritable triumph of artistic silk. Shaped like an inverted lily-cup, each petal is a peacock with spreading tail of iridescent crystal with gems for the eyes of the feathers. The side lights are in square cups, each face a bronze feather with jeweled eyes. A beautiful reading lamp representing a bronze dragon stands on each side of the tables.

A mahogany piano stands at one side of the room, with a Simplex Special attachment, which is to be placed fourteen feet away, so that the musician can use either the ivory keys or the mechanism which is of the highest type, and acts upon the keyboard at the back of the piano.

Before leaving the room, each visitor registers in the log book of the SUMMER GIRL, kept open on the dainty table.

FROM THE Peacock Room to the den extends a broad corridor in dull red with transoms striped in shades of Pompeian red and soft rugs of the same colors on the polished floors.

Opening on either side of the corridors are the six staterooms and two bathrooms, each demonstrating a central color scheme. The staterooms are roomy, having two berths, dressing table, marble washstand, and low-cushioned Indian stools. The woodwork of these rooms is in ivory white, the coloring being seen in the hand-painted transom, the rugs, curtains, comforters and chair cushions.

Mrs. Lamb's stateroom is in yellow with a dash of violet. The heavy moire curtains which almost conceal the net hangings are of yellow silk with bands of violet, the cushions are of the same, and above the low French windows are exquisite painted transoms in daffodils and violets.

Opposite the Yellow Room is the Room of Apple Blossoms, dainty and springlike in all of its pink accessories.

The Green Room has a soft moss-colored rug, window hangings of Oriental striped silk and a suggestion of autumn woods in the leafy shaded transoms.

The toilet rooms are on either side of the corridor. In one, the Delft Room, are deep blue marines done in oils, with curtains and rugs of the same color contrasting with the white marble of the toilets and bath. The second toilet room is green and white, with pond lilies and their rich green hues brought out by the skilled touch of the decorator.

The closets in these rooms are fitted with linen for the staterooms, each piece embroidered with the words SUMMER GIRL.

With vivid red poppies as window pictures, rich crimson rugs into which one's foot sinks softly, and window hangings of red silk, the Red Room is a truly artistic creation. By dainty contrast is the sleeping place where the forget-me-nots control the covering of the shaded moire curtains, rugs and butterfly-bowed cushions and dressing table.

The Lavender Room seems fragrant with the perfumed blossoms of the lilacs, so naturally painted on the transoms and wrought in the silken tapestry hangings.

The corridor ends at the entrance to the den, a luxurious tempting room with high-backed soft-cushioned settees on one side, the round leather-covered table and Morocco-seated chairs opposite. All of the furniture is yachting furniture, and corresponds with the nail-studded cabinets for all the requisites of a "man's room."

The hangings are of red with oriental embroidered stripes. At one side of the room is a Turkish lamp, a heavy star-shaped vessel of carved iron. From the center, sending gleams of light through the iridescent openings and the rose-colored star-and-crescent is an incandescent bulb.

The central light of the room is veiled by a circular shield of elephant's hide, eighteen inches in diameter, and so finely dressed as to be almost transparent. At the side of the shield are smaller incandescent bulbs shining through globules of shell-hued Tiffany glass. A side light hangs above the table, the covering of latticed red crystal, also a creation of Tiffany's, matching the transoms which are of red, latticed with an interwoven design.

Curios gathered from odd corners of the world hang on the walls or are placed in the cabinets.

THE DINING ROOM extends the full width of the boat and is a perfect model. Four closets of china, silver and cut glass are in each corner, the upper two-thirds having doors of French

plate with beveled scrolls, and below are capacious drawers for napery. The walls are covered with tapestry, woven to represent a woodland scene, long vistas through leafy woods, and tumbling water foaming over rocky steps.

The transoms of this room are painted with clusters of grapes in warm hues, but the commanding feature of the perfect whole is the chandelier, which is composed of shells, delicate hues of mother of pearl revealed by the hidden lights. The shells are set in delicate traceries of wrought iron, the whole forming a coronet-shaped center. The side lights to harmonize were set in shell cups, each petal being a single polished transparent shell.

A short hall leads from the diningroom to the kitchen and opening from the hall are two staterooms and bath for the maids, all finished in snowy white.

THE KITCHEN is roomy and with the refrigerator room and store room is complete in every detail.

The upper deck is approached by stairs at either end of the houseboat and resembles a spacious veranda, with its sides hung with awnings, the rugs, hammocks, chairs and tables. In the center is a latticed room twenty feet square, a retreat for the days when the festive mosquito assails those who travel by the waterways.

Such is the SUMMER GIRL, dainty in all her perfect appointments, ready for occupancy when the owners will to travel in her company. An idea of the roominess of this floating palace can be gained from a knowledge of the dimensions, for the boat is 120 feet long and 24 feet wide.

The SUMMER GIRL resembles a lily of the field in her beautiful helplessness, for without the guidance of the CHAPERON, she would be a creature of the wind and wave.

THE CHAPERON is a perfect model of the Mississippi River steamboat, 110 feet by 24 feet. She is also painted a spotless white and from stem to stern is trim, perfect and new from the hands of the builder. The motive power of the boat is in the two engines, 10½" by six feet. On the main deck are the dynamos and pumping plant, heating and hot water plant, and water filter, the connections with the SUMMER GIRL being completed with wires and hose.

The boiler deck of the CHAPERON is finished in pure white enamel and hand-polished white pine. The forward cabin combines offices and lounging room, and on either side of the corridor are seven staterooms, three of which are reserved for the personal use of Mr. Lamb and his guests. The CHAPERON has a complete diningroom and

kitchen equipment.

The launch, 22 by 4, which accompanies the boats, has a 1½ h.p. gasoline engine, and rejoices in the unique name of LETTER B. Three lifeboats on the CHAPERON and two on the SUMMER GIRL complete the craft of the little fleet which has been duly inspected by the United States government inspectors.

The fleet is in charge of Captain Dolson, one of the best known of the river captains and for many years captain of the Diamond Jo packet DUBUQUE.

Mr. Lamb sails under the flag of the Illini Yacht Club of St. Louis and at the bow of the boat is the mast for the burgee and the blue and white pennant of the Illini. The American flag floats proudly at the stern.

Tomorrow morning the 3-foot brass cannon mounted on the main deck of the SUMMER GIRL will salute the owner and his guests. This little cannon is the gift to the boat from Miss Louise Lamb of Minneapolis who christened the boats at their launchings.

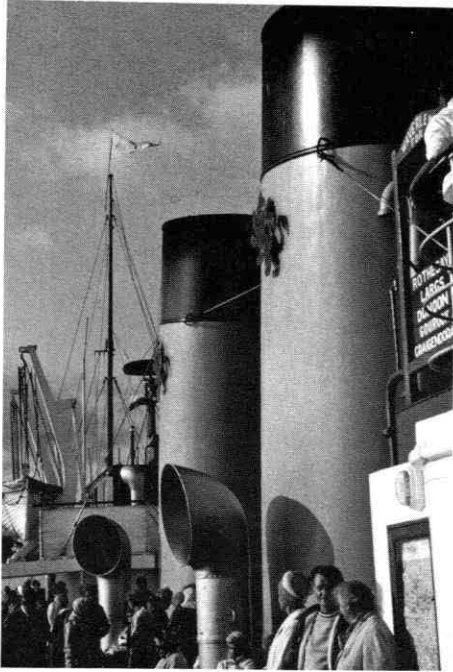
After the salute the CHAPERON accompanies the SUMMER GIRL to St. Louis where Mr. and Mrs. Lamb will entertain a houseboat party during a two week's visit to the World's Fair. Three automobiles are placed on the CHAPERON ready for use during the long tour down the pike and for the pleasant drives in the charming city.

The first guests to be taken on the SUMMER GIRL, and who leave with Mr. and Mrs. Lamb in the morning are Mr. and Mrs. Marvin Bemis Poole of Chicago, H. C. Jones of Minneapolis, Dr. Lyman Ellis, Mr. and Mrs. Marvin J. Gates, Mr. and Mrs. Russell B. McCoy, Mr. and Mrs. Dwight Lamb, and Mr. and Mrs. Frank Ellis.

Forty eight years ago this June the BETSY ANN was hauled on the marine ways at Madison, Ind. for repairs and refurbishing prior to entering the Pittsburgh-Louisville trade. A youngster in town named Frank Froh, aged 11, became enamored of the boat and spent every possible spare moment aboard.

Now lower the curtain from those days of 1930 to the morning of December 4th last. We had a phone call. "I'm Frank Froh, and I've just been reading in the 'Plain-Dealer' about you and a pilot named Harry Louden---can it be that you are the same Captain Way whom I met at Madison on the BETSY?"

Frank D. Froh, who now goes by the name of "Bill," lives at 33635 Coachman Lane, Solon, Ohio 44139, which is practically in Cleveland. He heads the Bilfro Corporation at Latrobe, Pa., manufacturer of auto battery accessories (terminals, gripping tools, etc.). When last we saw him he was standing wide-eyed as we wired a gilded anchor between the BETSY's stacks.



Sirs: Here's my two bits' worth on the WAVERLEY affair--the snapshot (shown above) shows how her stacks are really arranged. This was taken in 1972 before reversion to the original color scheme.

The S&D REFLECTOR keeps getting better and better (I didn't think it was possible) and the color covers are fine. The Stobart J. M. WHITE was glorious!

Ed O. Clark,
P. O. Box 52,
Chalfont, Pa. 18914

=The stacks are set fore and aft; not thwartship. Case is closed.
-Ed.

Sirs: My grandfather, John Shannon McCune, owned in the Keokuk Packet Co. operating out of St. Louis around 1870 or earlier. One steamboat was the ROB ROY, and another was the ANDY JOHNSON named for the President of the U.S. who rode from Alton to St. Louis on that steamboat. Any suggestions as to sources of information or books I might read will be appreciated.

Ruth D. McCune,
Greencroft Manor II,
Apt. 217,
2000 S. 15th St.,
Goshen, Ind. 46526

=We have referred her to Bill Talbot. -Ed.

Bob Parkinson amplifies his letter which appeared in our Sept. '77 issue, page 37:

On Wednesday, June 1, 1927 the DELTA KING departed San Francisco in the evening, arriving at Sacramento the next morning, her first trip in the trade.

On Thursday, June 2, 1927 the DELTA QUEEN departed San Francisco in the evening, arriving at Sacramento the next morning, her first trip in the trade. The two met near Rio Vista.

The DQ was held over at Sacramento, departing Saturday night, June 4th.

Bob Parkinson surmises that the hold-over at Sacramento may have been for the purpose of reshuffling crews of the FORT SUTTER and CAPITAL CITY to the new steamers. The Stockton "Record" of June 8th reports both of the old boats in port there for overhaul prepara-

tory to entering the Stockton-San Francisco run.

The Sacramento "Bee" contains no mention of visits of the DK or DQ to that place earlier than reported above.

A harkback to the LORENA on the Muskingum appeared in the form of a death notice in the Morgan County "Herald," McConnelsville, O. this past November 23rd.

Herman Melvin Ring, 89, resident of Stockport, O., had died at home on Nov. 18th. In his youth he had attended Oberlin College paying his expenses from wages earned aboard the LORENA. He was a vet of WW 1, served in France with the 313 Field Artillery and took part in the battle of Argonne Forest in 1918.

Philip J. McCarroll, 229 Summit Ave., Pittsburgh, Pa. 15202 says nobody goes "downriver" on the Maumee to get from Toledo to the SHAWNEE PRINCESS (Dec. issue, page 14). By all laws of geography and hydrography you go "upriver" to get there.

Sirs: --And doesn't the TELL CITY pilothouse exceed all expectations? During S&D last September Allen Hess, John Hartford and I drove to see it during night time when no people were around. A big moon was at work and the pilothouse was shimmering.

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



William E. (Slim) Brandt, 637 N. Sixth St., Steubenville, O. 43952 sent this photo to friends as a greeting this past Christmas.

The EUREKA and ferry flat are moored at Warrenton, O., in service across the Ohio to Short Creek, W. Va. in 1915. The outfit was owned by George Coss.

EUREKA was built at Bellaire, O., 1907 on a wood hull 48 by 7.7 by 2.

ROBERT G. THOMAS
1906--1978

Robert G. Thomas, vice president of S&D, died following surgery at Columbus, Ohio on Wednesday, January 4th, 1978. He was one of the charter members of S&D and often drove the late Elizabeth Litton "all over the countryside," as he told it, when she sought members and rallied support 1939-1941.

When S&D's River Museum opened with a one-room-show in Campus Martius Museum, Marietta, Bob is the one who built the stands, the railings, and installed the light fixtures. His proficiency as a carpenter was gained in his father's workshop and at the Mozena boat yard at Clarington, Ohio. At the age of 12 he was helping convert the cotton sternwheelers S. L. ELAM and OMAHA into Upper Ohio packets.

Bob became a steamboat engineer and served as striker, second and chief on the two best of the Campbell Line, the JOHN W. HUBBARD and CHARLES T. CAMPBELL. He learned foundry work and for several years was foreman at the Rosedale Foundry at Pittsburgh at which time he turned out the cylinders for several of the latter day steam tow-boats. He also was foundry foreman at Centre Foundry & Machine at Wheeling.

Even while he was an engineer on the river Bob was building steamboat models during his spare hours and turned out several dozen of them. Some of his best are on display at the Ohio River Museum, Marietta. After retiring as a river engineer Bob and his wife Julia settled at Powhatan Point, Ohio. Bob became a full fledged contractor and the area is studded with homes and buildings of his workmanship.

He grew up in a large family and was the eldest, born in 1906, of four brothers and four sisters, and was the first of them to pass on. Consequently the Rush Funeral Home, Clarington, where services were held on Saturday, January 7th last, was taxed to overflowing. The floral tributes were astonishing both in beauty and variety and in sheer numbers.

Although Bob had been ailing for some time he took special delight in turning out several pilotwheels for friends and customers within the past year. He was vastly interested in the renovation of the TELL CITY pilothouse, and from his workshop came bracket-work, the bell-stand and bell-pulls.

The graveside services were held immediately following the funeral services at the Clarington Cemetery, and again we must remark the vast throng who bowed heads that cool, clammy, foggy noon. The Thomas clan had come from far and wide in sympathy and support for Julia and to say goodbye to Bob.

In a larger sense there also were present, in numbers, fellow members of S&D, some of whom had come from rather far places, and all of whom had bucked the dense fog on the highways.

The ladies of the Presbyterian Church of Powhatan Point, all on their own, prepared and served a buffet luncheon--a country dinner, really---and everybody attended. The minister and his wife (whose names unfortunately we did not learn) were most genial, and Julia seemingly was everywhere at once attending her family and guests. We renewed acquaintances with Reuben M. (Rube) Thomas, Bob's youngest brother, who had come in from Cairo, Ill. Rube has been engineer on the W. J. BARTA, first of Valley Line's 10,500 hp. tow-boats, since it went in service. He sends special regards to Capt. William S. Pollock and to Capt. Ross Rogers, Jr. We visited with Bob's sister Edith (Ede) Weisman who introduced us to her twin brother Herbert Thomas. Woody Rutter had driven in from Birmingham, Mich. Chuck and Catherine Remley were up from Marietta. Jim and Katherine Paisley from Wheeling. Jennie McNally and her flock from Crafton, Pa. Fred McCabe in from Beallsville, O. Bob Booth and his wife were there, and Bob and Virginia Smith were down from Sewickley.

Those present left Robert G. Thomas with his parents and kin, and not so very far from J. Mack Gamble, there at the Clarington Cemetery. Many of the mourners felt a sense of elation and a reassurance for the U.S. The moral fibre and welfare of the nation is safe in Powhatan Point, Ohio, a representative small community. Everybody pitches in to assist his or her neighbor in time of need.

Sirs: Please convey my thanks to our friends in S&D for the many letters of sympathy and comfort sent to us.

Julia and Alex and the
family of Robert G. Thomas

Gerard Fowke, famed archaeologist of the Ohio River a generation ago, was christened Charles Mitchell Smith, and legally had his name changed when he was 32.

Our thanks to M. G. Herschler, 3405 Dee Drive, Quincy, Ill. 62301 for news that a handsome plaque has been erected in Quincy at the old Clat Adams Boat Store (now a liquor warehouse) at Front and Hampshire Streets.

The Dec. '77 issue of Phillips County (Ark.) Historical Quarterly features the story of Capt. Nettie Johnson and family, researched and written by S&D member Col. Thomas E. Tappan, Helena, Arkansas.

Sirs: The photograph of the BECKY THATCHER's pilothouse interior (Dec. '77 issue, page 2) clearly shows one steering lever, minus the wooden handle. In some correspondence with Capt. Everett Briggs, a former trip pilot on her when she was the MISSISSIPPI, I was quite surprised to learn that the boat never had but one steering lever throughout her career. Captain Briggs told me that the pilotwheel had been tied off beneath the pilothouse floor and could only be moved a spoke or two in each direction. The reason for this was due to the many pilothouse visitors who sometimes would lean or drape themselves over the wheel. Had the wheel been connected to the steering rig it would have been necessary for the pilot to ask the person to remove himself from the pilotwheel. As the MISSISSIPPI was an inspection boat for the Mississippi River Commission she carried many VIP's and it would have been considered uncouth to ask one of them to get off the pilotwheel! The engine-room indicator was placed in the usual center position, and the control for the searchlights was attached to the brace at the left. A telephone occupied the small box on top of the brace.

The December issue was terrific! I especially enjoyed the color cover of the TELL CITY's pilothouse. Following the Sternwheeler races on Sunday following S&D at Marietta, Lexie Palmore and I drove up to the Ohio River Museum to poke around in the discarded pilothouse material in hopes of finding some unique souvenirs. While there we naturally went inside the pilothouse. Overwhelmed with enthusiasm, we suddenly became the pilots of the TELL CITY, spinning the wheel, shouting orders to the engineer, deckhands, etc. Suddenly we looked around to find a family of six watching intently from the back. The mother spoke up and asked if we were in charge of this "thing." Of course Lex and I were only too ready to explain all about the "thing." As the family (from West Virginia) departed the woman said, "Well, it sure is nice, but they should have gotten a better carpenter because there sure are some places that aren't straight." Obviously she wasn't an S&D'r.

Keith E. Norrington,
496 Tyler Drive,
New Albany, Ind. 47150

Sirs: I neglected to include the calliope player's name (Dec. '77 issue, page 15). He resembles Capt. Clarke Hawley but he is Bob Reed.

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

MEMORIES AND REMINISCENCES
OF AN OLD RIVERMAN

By Austin D. Butler

Capt. Austin D. Butler was a gentlemanly, quiet spoken river engineer who, in our BETSY ANN days, frequented the Greene Line Terminal, Huntington, West Va. He was standing watches on the local ferry CITY OF HUNTINGTON, and was good friend of Capt. Jesse P. Hughes and Lillian Hughes who managed the Terminal. He was a "double-ender" with both pilot's and engineer's licenses. He was born at Cincinnati on January 27, 1851 and in his latter days lived at Ripley, O. He died on September 15, 1947 aged 96. Five years before his death he was persuaded by Jesse Hughes to jot down some of his experiences. He bought a notebook for the purpose and filled 66 pages using pen and ink. He sent this to Captain Hughes with a typed note saying, "Well I've finished this job. I don't know whether it will be satisfactory. I haven't done much writing by hand for several years, or anyway since I was in the Marine Hospital in 1937, and I haven't been able to do any work since. My eyes are a little bad, and I'm just a little nervous with a pen. I hear the GORDON C. GREENE's whistle every time you pass, but I can't always get down to the river. I board out on Third Street. I appreciate your blowing the whistle. Makes me feel some one is remembering me. Truly yours, Capt. A. D. Butler."

We are indebted to Helen Hughes Prater for access to the notebook. -Ed.

I SUPPOSE a person writing of his career so as not to make a blunder is to begin at the beginning of his appearing on the scene of action, so here goes:-

My Father was a sawmill and planing mill man. He used to build flatboats on the bank of the Great Kanawha River at Point Pleasant, West Va. They were built bottom-side up using wooden pins instead of iron spikes, and the pins were man-made. The new flatboat hull was skidded into the river still bottom-side up. Temporary boards were attached to one side to make a barrier. Then clay was wheel-barrowed aboard and dumped next the boards, listing the boat over until that heavy side sunk, and she flopped over right side up. After pumping it out my Father and helpers put in the stanchions and sided it up. Not a nail was used.

The completed flatboat was loaded with salt or coal, mostly, and

pairs of them were floated down the river. After being unloaded along the lower Mississippi they were torn up for firewood. Those unloaded at Louisville were often dragged back by side-wheel towboats which had a center sampson post built in from the keelson up through the hurricane deck and on above. The tow line was hitched from the top of the post leading back to the empty flatboat.

Later my Father moved down the Ohio to Newport, Ky. to saw for Livesy & Walker who had a sawmill immediately above the suspension bridge, this in the winter of 1854-1855. The river froze over that winter about 14-16 inches thick. Four-horse teams hauled iron across from the Swift Rolling Mill to Cincinnati. When the break-up came ice from the Licking River went first, spewing clear across to the Ohio side, cutting down and sinking six or seven steamboats. This happened on a nice, warm Sunday. Father took my baby sister and a brother and myself down to the Barracks about 3 p.m. to see the Licking run out. There were many sightseers on the steamboats which were cut down, and I have often wondered how they got off in time.

The real thriller that day was a woman dressed in black who, accompanied with a big Newfoundland dog, crossed on the ice to Cincinnati that morning. The ice was running when she wanted to cross back to Newport. She was determined to try, and told folks who tried to stop her that she had left a baby over home there in Newport, and she was going back. --And go she did, the dog with her, hopping from cake to cake. There was a large crowd on the shore at Newport to help her make the last steps to shore. That's as fresh in my mind as if it was yesterday.

IN 1858 my mother's Father and Mother lived about one mile below Utopia, about four miles above Chilo, O. Mother and us children stayed with them inasmuch as my Father had gone back to Point Pleasant to saw in the sawmill there. When he sent for us, we went up on a boat named the UNDINE, a very slow boat. She had a stern squared like the GREENLAND, and was the only one of her sort those days. She was running in the Cincinnati-Pomeroy trade. You never hear her name mentioned these days.

In the fall of 1860 my Mother's parents decided to move to Alton, Ill., so our family went down from Point Pleasant to Utopia to visit with them before they left. The boat was named POMEROY. She ran aground on Charleston Bar, above Ripley, O. Capt. Jeff Carrol was in charge, dyked out in broadcloth, ruffled shirt, silk plug hat, black watch guard and a gold watch.

Overboard Captain Carrol went, broadcloth, gold watch and all.

He waded all around hunting water deep enough to float the POMEROY and found none. So he took off across that big wide bar and waded around in the back channel over on the Kentucky side. Then he came back smiling.

He planted an anchor up the shore a ways, and then went to work with line-and-capstan, spars and wheel. Finally we got off and he took the boat around the head of the bar and we went down the Kentucky side. That's the only year I remember when the sand cut so's to make deep water down the back channel at Charleston Bar.

In 1853 we moved from Point Pleasant down to Walnut Grove on the sternwheel SPRAY owned by Capt. George Smith of Racine, O. (Ed. Note:- Captain Butler wrote "1853" in his manuscript but must have intended "1864" inasmuch as the SPRAY made her maiden trip down from Pittsburgh that year and George E. Smith was on her. J. Wallace Weaver, skiff builder of Racine, O., grandson of Smith, has a mirror and table in his home from the SPRAY).

WHEN my Mother's folks moved to Alton, Ill., my grandmother had two brothers in the printing business there. I was twelve years old. One of them took me in to learn the trade. Soon I was sorting type back into the cases. My first week's pay came to \$1.25, which I got in the form of a bill, Illinois State Money, the only bill I ever saw of that denomination. I worked with this brother one year and then went with the other brother on the Alton "Telegraph." Was there a year, and then my health got bad and the doctor said I'd have to get out-of-doors for fresh air. I hated to give up the printing business. Was making \$24 a week.

The Alton "Telegraph" was a morning daily. I was on night shift, consequently, and often read the copy of Civil War battles before the customers. When the Battle Above the Clouds was fought on Lookout Mountain I was quite puzzled as to the "lay of the land." Never did find out about it until years later I was engineer on the towboat SPRING HILL. We lay at Chattanooga doing some repairs one Fourth of July and so several of us went up on the Mountain. An afternoon thunderstorm came up over Mission Ridge, and on over Chattanooga, and on down the river. Up there perched on the mountain the clouds were below us, and the thunder and the lightning. What a grand sight! Little wonder the engagement was called the Battle Above the Clouds.

I remember four early steamboats named OHIO. The first was a stern-wheeler with red chimneys. The second also was sternwheel, and both about the size of the H. K. BEDFORD. #3 was a side-wheeler, a fine one, with fancy chimney-tops. #4 was also side-wheel, but rather

plain compared to #3. All four ran in the Cincinnati-Pomeroy trade between the 1850s and 1875. Capt. Alex Halliday was master of #4. Lang Halliday was chief engineer on both of the side-wheelers. When #4 was dismantled Alex Halliday went to New Orleans, married Capt. Pickles' daughter and thus got an interest in the New Orleans & Algiers ferryboats. Alex's brother was engineer on the ferryboats down there. I met both of them down there later. They were residents of Gallipolis, O. Capt. Alex lost his first wife, who was a Blazer (lived about a mile below Gallipolis in a brick house about half way up the hill), by yellow fever. She was nursing some of the crew of the JOHN PORTER. Alex was Rex of Mardi Gras at New Orleans one year. I think twice, not sure, his daughter was Queen of Carnival---a beautiful girl.

There has been a lot of talk about which steamboat had the first calliope, so let me tell you this:-

When we were living at Point Pleasant, W. Va., about 10 o'clock one morning, the MELNOTTE came up playing one. The Academy had rented a residence to take care of an overflow of scholars, situated along the Ohio River about where the R.R. bridge now crosses. The teacher, Mr. Forbes, let all of the children out to go listen to it. The instrument was sweet and soft-toned just as the name MELNOTTE sounds. This was in 1862. There may have been others before this one on the MELNOTTE, but that's the first I remember.

During my boyhood in Point Pleasant there was a wide street paralleling the Ohio River from the location of the former Silver Bridge to the Point, and it bent around and followed up the Kanawha to Crooked Creek. There was a saw mill between the road and the shore, and a row of houses, on the Kanawha. Just abreast of the old Point Pleasant Machine Works was a big stump out in the Kanawha we called "Old Grant," because a man named Grant was drowned there. Point Pleasant was a prosperous town; two large flooring mills, a saw and planing mill, packing houses.

ONE OF THE GREATEST events of my lifetime happened a mile out from Glenwood, W. Va. There is where I found my wife. Her maiden name was Fox, so you know I was successful in catching that Fox. We were married March 23rd, 1873. You know 23 is a lucky number.

In the 1860s and 1870s the KANAWHA BELLE and the MATTIE ROBERTS and the EMMA GRAHAM were the U.S. Mail boats. The GRAHAM and the ROBERTS ran Gallipolis-Parkersburg and the BELLE Gallipolis-Charleston.

The ROBERTS and the BELLE, being on the same days, laid over to-

gether at Gallipolis. Capts. Christy and Truslow owned the KANAWHA BELLE, Capt. Christy, master-pilot, Truslow, clerk. I don't remember who owned the ROBERTS or who was master, but I think Capt. John Hamilton was one of the pilots, for at that time he had just got his pilot's license.

The crews of these two boats were always playing pranks on one another. Captain Christy had got a hog about 4 ft. long cut out of a sheet of steel--had it painted a gray color with lettering on it, ROOT HOG OR DIE. He mounted it on top of the pilothouse. A week went by and one day Capt. Christy missed his hog.

He'd been uptown in Gallipolis inquiring around, and coming back down the hill the ROBERTS was coming in, and he spied his hog hanging up by the tail between the ROBERTS' stacks. He sure raised Cain.

In 1869 I think it was that Rafe Hamilton and others of Gallipolis built the MOUNTAIN BOY and she carried the U.S. Mail on opposite days to the KANAWHA BELLE. In 1870 Christy and Truslow sold the KANAWHA BELLE to George Cox, a wholesale merchant of Gallipolis. Then Christy and Truslow bought the CLARA SCOTT and ran her in the Pomeroy-Charleston trade. She sank at the foot of Tyler Shoals on the Kanawha River, a total loss. I was striker engineer with Uncle Billy Ward and we were on watch at the time.

My first side-wheel experience was on the old FLEETWOOD when she was in the Cincinnati-Pomeroy trade. One morning between Pomeroy and Point Pleasant Billy Summers, striker engineer, went back to oil the cams and journal. He got his foot too far over the pillow block and the crank came over and cut off about 2½ inches of his foot. At Point Pleasant Mr. Meredith came out on the wharfboat and asked Ben Butler if there was any young man in town that he could get as a striker. Ben told him that I was the only one that had any handling experience. I had been doing some handling on the old KANAWHA BELLE. He said he would try me.

In landing at Gallipolis I got my engine dead set on center, so she had to make the landing on one engine. Those days they had no relief valves on the engines. The real reason is I was paying too much attention to the bells on the other side where Mr. Meredith was handling. That's the first and last time I ever lined an engine up. Clay Crawford was the second engineer.

In 1882 Mr. Speer (Capt. Lew Speer's father) sent for me to go to Sewickley where he was managing the Pittsburgh Boat Yard Co. They were building the first KATE ADAMS and had just got the keel laid for her. I'd had experience with my Father as a sawyer. Most all of the cutting and shaping was done

those days with the circular saw and band saw, didn't use ship axes much. I sawed out the stem piece on the big saw, something that many of those carpenters hadn't seen before. Her derricks were 9" at the top and 13" at the bottom, and 15" one-third from the bottom. When we hauled these cut derricks out in the yard Capt. Jim Rees came down, looked at them from end to end, and said "Mr. Butler, I don't see how you do it."

While I was there they built the CHICKASAW, BOAZ, LITTLE BILL, LITTLE DICK, the U.S. PATROL and a dredge. Old man Dunbar (Tom Dunbar's father) was the draftsman.

In the fall of 1883 they shut down the boat yard at Sewickley and Mr. Speer got the contract to build the WILL S. HAYS, so he rented the boat yard at Freedom, Pa. I did all of the sawing there and sawed out the frame on a band saw. When caught up with the sawing I did carpenter work. Bert McCasky was my partner doing the carpenter work, and my old friend Jimmy Hammitt was the inspector of the work.

McCasky and I worked on the starboard side putting up the wheelhouse frames. We cut the lashings on that side when she was launched.

After the new hull was in the water it was taken up above the ways a piece alongside of the old THOMPSON DEAN. We laid seven long logs across the two boats, and chained and wedged them so there was no give. Then we put up seven runways across. We blocked the whole cabin structure of the DEAN up on these runways, and installed seven windlasses with 4 to 5 sheave blocks. It took seven weeks to get everything just so, but when ready we pulled the DEAN's cabin over on the HAYS' hull in two days. The upper panels of the stateroom doors were mirrors, and there was a large mirror at the rear of the ladies' cabin. Never cracked a glass. The WILL S. HAYS was the first fully electric lighted boat to leave Pittsburgh.

YES, I built a little towboat in 1889 on the shore at Racine, O. called the HOMER B, named for our son born at Sewickley. She was 90 by 16.6 by 2.6. My partner in the deal was Eph Aumiller. I did the woodwork and he did the blacksmithing. We both worked at setting up the machinery. Got the engines from a man named Prince at New Cumberland, W. Va., 7½" bore by 30" stroke, from the old Kanawha River packet CLARA. Also got the boilers from Prince, 32" dia. by 12 ft. long, each with two 8" flues, allowed 180#. Got all of this for \$300 and we loaded it in a flat at New Cumberland and dropped down to Racine by hand.

Had to take her to Marietta for inspection as the Gallipolis office was out of commission. The

upper works wasn't completed when we got a contract to do the towing for Lock 7, Kanawha River, then being built. Went from Marietta right to the job and first task was to tow three stone flats from Lock 7 to the quarry. We hung them all on one side, and she steered them with no trouble, so I knew the rudders were o.k., although I'd been getting some static about making them too small.

Aumiller was engineer, and a good one, but he liked whiskey too well. I had to sell the boat to get rid of his drinking. Homer and Elmer Varian bought her, and they sold her to a Capt. Jackson. She burned laying at the Ashland Coal landing. The E. A. WOODRUFF took out the wreck, and the government sold the boilers to the Hub and Spoke factory at Ironton, and the engines went to Fernbank, so I don't know what happened to them after that.

In June 1893 the towboat SPRING HILL left Cincinnati for the Tennessee River under contract to tow iron ore from Kingston, Tenn. to South Pittsburg. Capt. Joe Wells was in charge, Charlie Cox as the chief engineer and I was second. We stopped at Madison, Ind. and picked up the new towboat HARVESTER which had been built there. She wasn't completed and they wanted to get her out to Cairo before the river got too low. We went over the Falls at Louisville with her, Pink Varble piloting, and that was some "go," first time I had been over the Falls.

We delivered the HARVESTER to Cairo, and then returned to Paducah where we partly coaled her at the lower yard, throwing the most of it on one side. The SPRING HILL had been laid up a while and she listed enough for water to leak in dry seams. Capt. Joe Wells decided to finish the coaling at the upper yard and was taking her up there when she started to sink. He jammed her in alongside some coal barges, where we got the siphons working and saved her from going down.

Joe Smith was our pilot up the Tennessee. Had to use the anchor to pull through Colbert Shoals. Had to warp at the Pot, the Suck and at Tumbling Shoals. The hardest tussel was at the towhead below Chattanooga. We punched several holes in the hull getting by there. We had to lay a month at Chattanooga before getting on up to the ore mines just above the Clinch River. Charlie Cox stayed there a month and when he left I went chief engineer. Joe Wells stayed two months and when he left I was elevated to captain. I stayed there until June 1898 when I enlisted for the Spanish-American War. Couldn't pass the examination so I hired to the Tennessee River Navigation Co. and went master of the J. C. WARNER. Went home to Gallipolis on vacation and went to work for the Bays on the RUTH. More money.

I worked for the Bays on and off for nine years. I was on the URANIA as second engineer with Wick Thornily as chief when we had the celebrated race with the QUEEN CITY. We had it nip-&-tuck from Cincinnati to Pomeroy on several occasions with no definite decisions. One trip we were landed at Clipper Mills bound upriver, and the QUEEN CITY came along. When we backed out and came ahead the QUEEN was a couple of lengths ahead of us. We passed her and landed at Gallipolis first to the cheering of quite a crowd.

What was not mentioned is that the QUEEN CITY was on the West Virginia side of the river, and was handicapped by being in shoal water, over on that big bar. The URANIA had a great advantage with deep water under her. I don't think there was any difference in the speed of those two boats.

The worst trimming ever I saw a boat get was when the GREYHOUND passed the JOE FOWLER. Both were at Portsmouth upbound. The FOWLER left first, but Capt. Bill Bay was adamant about schedules and didn't leave with the GREYHOUND until the advertised departure time. I'd say the FOWLER was up around New Boston when we got away from Portsmouth. At Franklin Furnace Capt. Tom Roush came to the engine room and told us the FOWLER was up ahead. We passed her at Oakes Landing, then stopped to do business at Coal Branch, Greenup and Riverton. We landed at Ironton still ahead of the FOWLER, and she had been coming up the river all the while with no landings to make.

There was a lot of publicity about this race, ending up with Capt. Bill Bay getting a letter from the owner of the JOE FOWLER, Capt. Ben Pope, offering to put up \$1,000 to run a staged race between the two boats. Capt. Bill Bay answered to say he wasn't concerned with \$1,000, but would race the FOWLER, the winner to take both boats. No answer ever came to that letter. After we put the California cut-offs on the GREYHOUND she sure was a wild cat.

I had many associations along the Kanawha River. Bob Hall owned the land about a mile up Five and Twenty Creek (25 miles up from Point Pleasant above Knob Shoals) and from trees cut on his place my Father sawed the lumber to build the C&O stations at St. Albans, Scott, Hurricane and Milton. That was in the fall of 1871, the year of the great total eclipse of the sun when the chickens all went to roost at 4 p.m. The towboat PENN WRIGHT delivered this lumber to St. Albans from Five and Twenty.

But back again to the GREYHOUND. When the Bays built her in 1901 at Ironton, O., I was engineer on the URANIA. We laid up there for low water when it came time for the GREYHOUND to be launched. She was built on the shore, and the boss carpenter, who lived at Hanging

Rock, had set skids from under her to the river, and was letting her down with jacks and shores. He was not careful about setting the jacks and had them between the timbers, so's the timbers sprung and the oakum was coming out. He and Capt. Bill Bay got into an argument and the boss carpenter was fired. I was put to launching the GREYHOUND.

The river started to rise, which was a help, and I got along fine. Then I was elected to set the wheel shaft on her. This brought about a complication for the URANIA was due to leave and Capt. Bill Bay didn't want to leave without me. So the upshot was that his brother Capt. George Bay gathered up a lot of driftwood and built a big fire on the wharf that night, and we worked until 11 p.m. getting the launch completed and the shaft on. Early next morning the URANIA lit out for Charleston, and I was on her.

After I sold the HOMER B, I went 1/3 partner with the Mohler Lumber Co. at Lock 7, Kanawha River, in buying the R. B. KENDALL. We got along fine with her until George Stone and Frank Wright persuaded the Mohlers to run her as a packet between Charleston and Winfield. She was not built for packet work and I objected and sold out to the Mohlers.

When the sternwheel CITY OF WHEELING came out new in 1900 she didn't do too well in local trades there. Cy Higgs, one of the owners came to me and asked me to go second engineer on her. She was going to run Cincinnati-Madison. His son Charlie Higgs was to be chief engineer. I had already hired to the Wilhelms at Wheeling to go engineer on the little side-wheel LIBERTY chartered to run on the Green River daily, handling U. S. Mail, between Aberdeen and Bowling Green, with Sunday excursions to Mammoth Cave. But I decided to go on the CITY OF WHEELING.

Charlie Higgs was not noted for sobriety, and when we got running in the Madison trade he developed a desire to have his boat pass the CITY OF LOUISVILLE and the CITY OF CINCINNATI which of course was foolish. One evening the CITY OF CINCINNATI came up behind us, both downbound at North Bend, and Charlie was pouring on the steam. She went around us, and her stern swell caught the WHEELING and turned us broadside, aimed full head toward a fleet of coal barges moored there. In doing so, our boat took a dive, water washed over the head, and she shipped about 18" into the hull. Fortunately she didn't sink. Charlie was well greased when this happened and got paid off for it.

There was a granite block on the forecandle weighing a ton and a half. During the nose dive it scudded aft. It would have plunged into the forward hatch, but hit the hatch-combing and stopped.

WHEN the CITY OF WHEELING was sold to the Vicksburg & Greenville Packet Co. I hired to them for two years as engineer. I was transferred over to a sidewheeler named BELLE OF THE BENDS, built by the Howards at Jeffersonville. In building her they used the same moulds as the MORNING STAR. She had engines 18" bore by 7 ft. stroke, easiest boat to work on ever I was on. She had steel beams under the floor from the aft end of the cylinder timbers to forward of the coal box. She was decked with steel plating under her cylinder timbers, then from aft of the boilers forward under the coal box. The "doctor" aft of the boilers was seated on steel plating. Her cylinder timbers were steel, and were riveted down to the steel deck. The engines didn't give a bit, just like they had grown there.

The edges of the deck plate were bordered with angle iron, so that no water, as when washing boilers, got under the wood decking. She was pretty fast and a pretty boat.

When we got to Vicksburg with the CITY OF WHEELING there was a trip of freight awaiting, more than she could carry. So they loaded the hull of the old JO LONG, 120 by 21, as a lighter. It had a fine model and we couldn't tell there was anything hitched to the CITY OF WHEELING, it towed so

easy. She was built in 1896 for the Upper Mississippi but had been running in the Paducah-Cairo trade when she was sold to some men of Grand Lake who ran her Vicksburg-Grand Lake.

One night it was pretty stormy so they laid over, and were sitting around playing poker when a hard wind broke her loose. She turned over and sank and several were drowned, among them May Roup, the engineer, who used to live at Glenwood, W. Va. She was salvaged and was used by the Vicksburg & Greenville Packet Co. for a lighter. Her engines, 12" bore by 6 ft. stroke, lay on the bank there at Vicksburg all the time I was working at Vicksburg.

After I got through my contract with the Packet Company I worked one year in the Vicksburg Ice Plant owned by a Colonel Flowers, who had fought for the Confederate cause. He was as nice a man to work for as I ever met. He was captured during the war and was taken to Columbus, O. as a prisoner. After he was paroled he came down to Gallipolis, so that he knew a good many persons there that I knew.

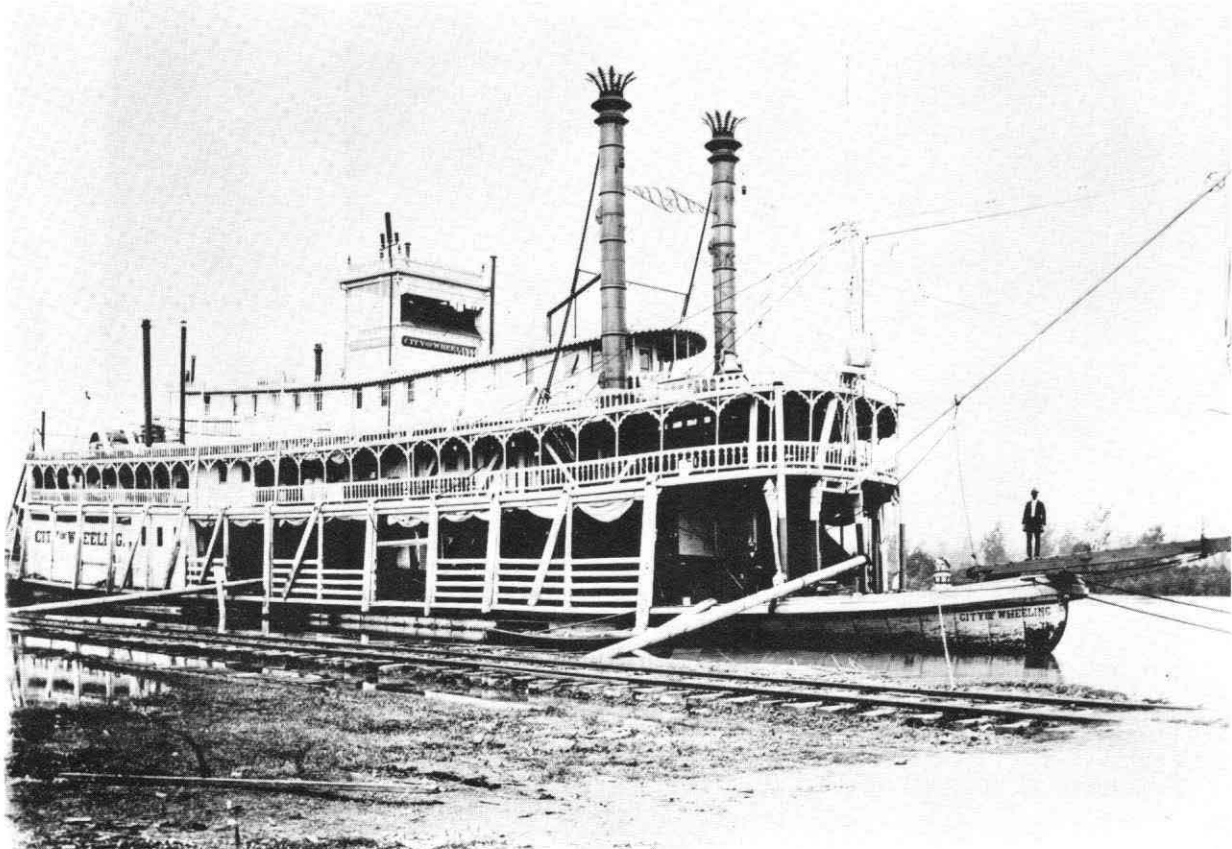
I had been having dreams about my Mother who had been an invalid for a long time, so I told Colonel Flowers about this, and he paid me in full, and gave me \$20 extra, and I went to Gallipolis. That

was the last time my Mother saw me as she lost her sight before she died.

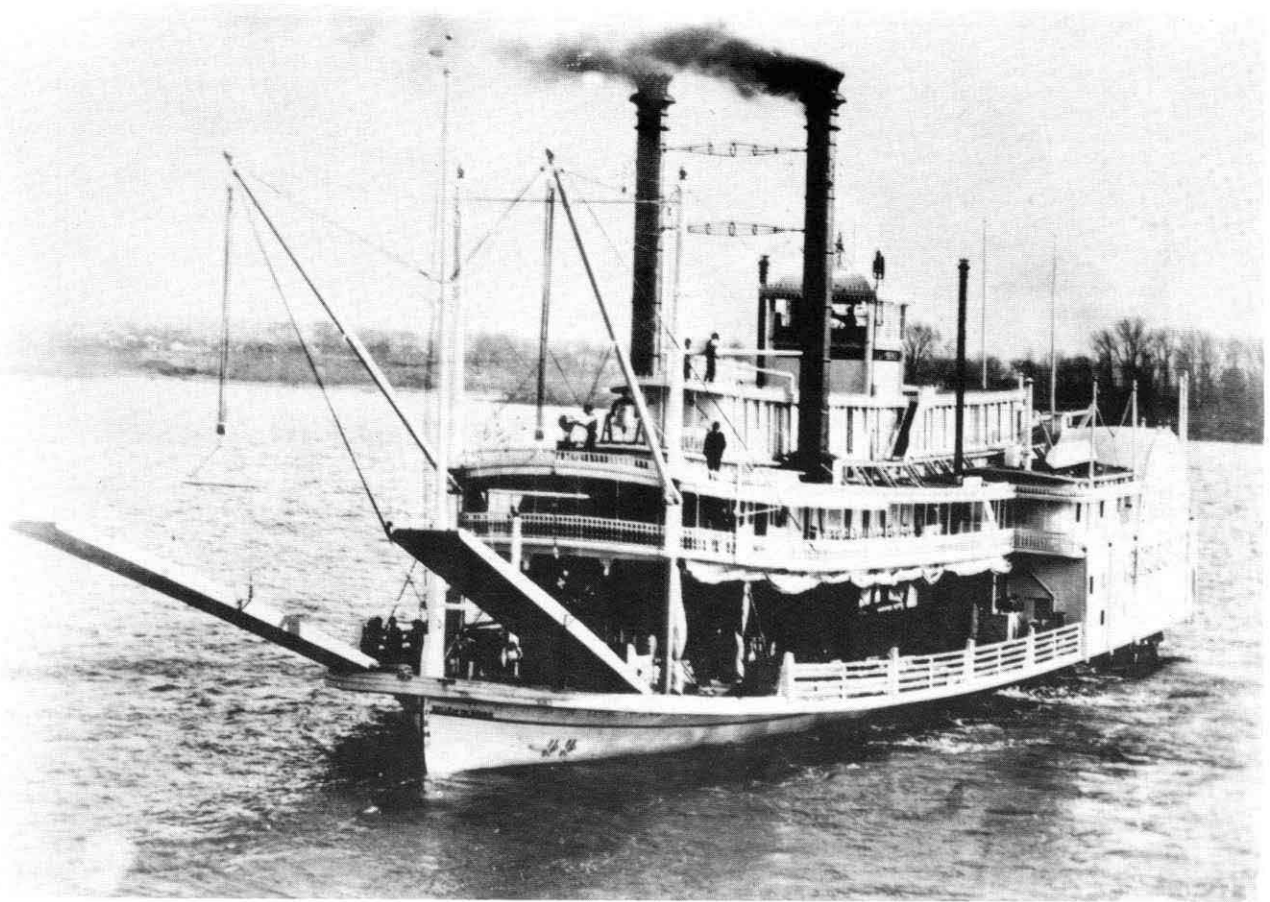
The next spring I returned to Vicksburg and went engineer on the REES PRITCHARD running up Yazoo River to Greenwood, Miss. We were at the landing at Yazoo City, Miss. when fire broke out in the town and burned all but about a dozen houses. The town of 3,000 inhabitants was all but wiped out. We pumped water from the river into a cistern the fire departments were drawing from. Fire equipment came from Jackson and Greenwood.

There is something wonderful about the soil around Vicksburg and Yazoo City. The clay is dark and looks greasy. I saw banks which had been dug perpendicularly and never had caved. The folks down there call it "gumbo." About ten miles above Yazoo City I saw the wrecks of at least twenty steamboats the Confederates had scuttled and sunk to prevent their capture after the fall of Vicksburg. The upper works were all gone when I saw them but the old hulls and machinery were still sticking above water, a regular bone yard.

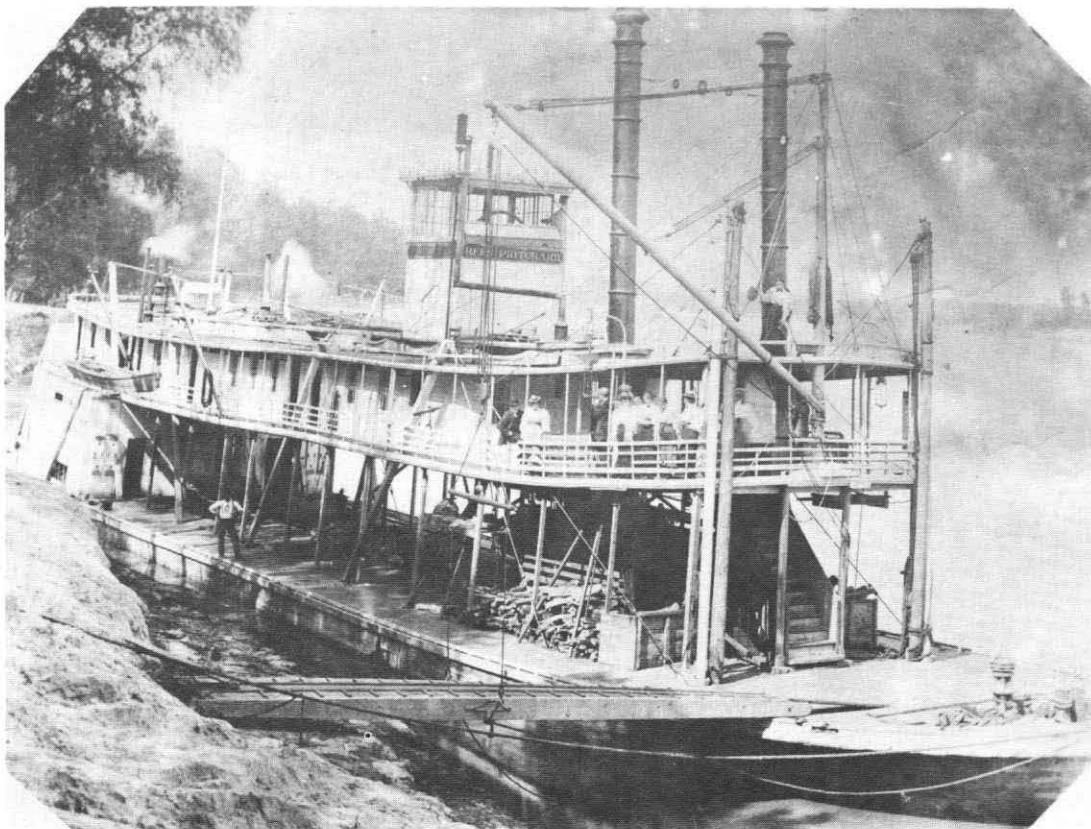
One spring while I was on the REES PRITCHARD we made two trips into Lake George. Boats only went there in the spring, as the water was too low most of the rest of the year. There was a large plan-



CITY OF WHEELING at Vicksburg.



BELLE OF THE BENDS
"She was pretty fast and a pretty boat."



REES PRITCHARD
A jolly set of officers.

tation at Lake George owned by a Mr. Butler who figured he and I were related. Might have been inasmuch as my Grandfather's brother Thomas Butler went down to that country and our family never again heard from him after he arrived in New Orleans.

We took two trips of merchandise to Lake George for him, and came out with cotton and seed. The captain on the REES PRITCHARD was named Young. George Bookout and Mose Smith were the pilots. Tom Bruce was chief and I was second engineer. Mose Smith had a son who was cub pilot on the CITY OF PITTSBURG when she burned on the lower Ohio, and he lost his life. This was a jolly set of officers, and I don't suppose any of them are left now. That was in 1903.

Speaking of catastrophies, I was engineer on the Kanawha towboat BENWOOD in 1895. We had picked up empties at Cincinnati and were just leaving for upriver when fog caught us at the foot of Broadway. Next morning we started out and I heard a crash. Looked out shoreward as it sounded like the noise had come from Front Street. Nothing there, so I went to the other side. Downriver the LONGFELLOW was against the C&O bridge, her chimneys at about a 45 degree angle, and she went on down and under. The HERCULES CARREL was backing away from her when I first looked. She was a big carrier, and had been built from the U. P. SCHENCK. Four or five lives were lost that morning.

AT THE TURN of the century I was employed at the Point Pleasant Machine Works by John Heslop. I went from there to Pittsburgh to go engineer on the HAWK with Ed Berry. Forrest Rodgers, youngest brother of Capt. William B. Rodgers, was the captain and he sure could drink whiskey. The HAWK was towing coal from #5 Pool to Duquesne. One trip Rodgers got smart at Lock 4 and tried to get ahead of another tow. As a result our tow of seven loads went over the dam and we lost four of them. When we got to Duquesne I quit and went up to the street car line to return to Pittsburgh. The captain followed me up the hill and persuaded me to go back to the boat. About three weeks later he tried the same trick with eight barges of coal and lost three of them. We would have lost the steamboat both times if the mate hadn't knocked the steamboat out of tow. That time I packed off for good. I agreed to make a month on the BEN HUR for engineer John Muhleman and had just walked aboard when a young man tapped my shoulder and said W. B. Rodgers wanted to see me. I was invited to go chief on the TWILIGHT, but declined.

In all my engineering I was not on very many of the larger class Pittsburgh coal-pushers. I did

make a trip on the TOM DODSWORTH with Sherman Shibley, chief. He was a fine engineer, killed in the explosion of the FRED WILSON below the Louisville-Portland Canal. He was like a brother to me. The DODSWORTH and SMOKY CITY had just been given larger cylinders when I made that trip. One time I helped Tom Dunbar put new cylinder timbers on the CHARLES BROWN. That was some job too.

Sirs: Yep, I remember the picture of the CLARA SCOTT all right (Dec. issue, page 33). It appeared in connection with an article written by Ellis C. Mace in a 1927 edition of the Huntington "Herald-Advertiser." I've never seen nor heard of it anywhere else.

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

Sirs: Well, the new MEMPHIS QUEEN III is well under construction (Dec. 12, '77). Yesterday my daddy (Capt. Tom Meanley) and I put up the first deck plate on the 3rd deck. It is a rather interesting operation in that we have no cranes---mostly muscle and brains. My daddy brings down the plates from our farm/shipyard on top of his pick-up truck, backs down the levee to the bow of the boat and

we hook a cable on to each sheet and drag the plates up a 40' ramp to the 3rd deck, then muscle it to place. Each plate weighs approx. 1200# and is 20' long.

As soon as the 3rd deck is done, we will put a roof over that, and then the pilothouse on top of that.

The hull was built in the back yard some 10 miles from the river. We launched it this past August. The new QUEEN has a hull 114 by 28 and is designed to carry 400 passengers. She will be powered by two 8V71's hooked up to screws, and one 671 hooked up to the sternwheel. We are using a hydraulic pump hooked up to a big hydraulic motor driving the paddlewheel. This set-up has never been tried and a lot of folks are interested in how well it works. The hydraulic motor is of the type used to drive big cargo winches on freighters.

We hope to come out around May if everything goes all right.

We had a good '77 season. The steamer RUTH is doing well. She is laid up for the winter now.

Jake Meanley,
Memphis Queen Co.,
P. O. Box 3188,
Memphis, Tenn. 38103

The last ferry between Madison, Ind. and Milton, Ky. was the MARGARET J.

**ALL WATER
TO
MAMMOTH
CAVE**

**EVANSVILLE & BOWLING GREEN
PACKET COMPANY**
(INCORPORATED)
MAMMOTH CAVE EXCURSION ROUTE

**ALL WATER
TO
MAMMOTH
CAVE**

LEE HOWELL, President. J. T. WILLIAMS, Superintendent.
 JAS. EDW. COOK, Assistant to the President. JEFF. H. WILLIAMS, Gen. Agent, Evansville, Ind.
 H. P. COBRNIOK, Secretary. LUDIAN GRAHAM, Gen. Agent, Bowling Green, Ky.

Operating first-class Freight and Passenger Steamers between

Evansville, Ind., and Bowling Green, Ky., and Mammoth Cave

Stopping at Spottsville, Curdsville, Delaware, Rumsey, Calhoun, Livermore, South Carrollton, Rockport, Rochester, Cromwell, Morgantown, Woodbury and All Way Landings on Green and Barren Rivers in Kentucky

Steamers "Evansville" and "Bowling Green"

Leaves Evansville.....Mon, Wed, Thu, Sat..... 5:00 P.M.	Leaves Bowling Green.....Mon, Wed, Fri, Sat..... 8:00 A.M.
Leaves Spottsville.....Mon, Wed, Thu, Sat..... 8:00 P.M.	Leaves Woodbury.....Mon, Wed, Fri, Sat..... 12:00 Noon
Leaves Calhoun.....Tue, Thu, Fri, Sun..... 6:00 A.M.	Leaves Morgantown.....Mon, Wed, Fri, Sat..... 1:00 P.M.
Leaves Rumsey.....Tue, Thu, Fri, Sun..... 7:00 A.M.	Leaves Rochester.....Mon, Wed, Fri, Sat..... 7:00 P.M.
Leaves Livermore.....Tue, Thu, Fri, Sun..... 1:00 P.M.	Leaves Rockport.....Mon, Wed, Fri, Sat..... 9:00 P.M.
Leaves Rockport.....Tue, Thu, Fri, Sun..... 3:00 P.M.	Leaves Livermore.....Tue, Thu, Sat, Sun..... 9:00 A.M.
Leaves Rochester.....Tue, Thu, Fri, Sun..... 8:00 P.M.	Leaves Rumsey.....Tue, Thu, Sat, Sun..... 4:00 A.M.
Leaves Morgantown.....Tue, Thu, Fri, Sun..... 11:00 P.M.	Leaves Calhoun.....Tue, Thu, Sat, Sun..... 10:00 A.M.
Leaves Woodbury.....Tue, Thu, Fri, Sat, Mon..... 6:00 A.M.	Leaves Spottsville.....Tue, Thu, Sat, Sun..... 9:00 P.M.
Arrives Bowling Green.....Wed, Fri, Sat, Mon..... 6:00 A.M.	Arrives Evansville.....Tue, Thu, Sat, Sun..... 10:00 A.M.

Connecting at Bowling Green with Steamer "CHAPERON" for BROWNSVILLE, MAMMOTH CAVE and way landings.

CONNECTIONS—With all steamer lines operating out of Evansville. With the Louisville & Nashville R.R. at Evansville, Ind., Bowling Green, Ky., and Livermore, Ky. With Evansville & Terre Haute R.R., Louisville, Henderson & St. Louis Ry. and Southern Ry. at Evansville, Ind., and with the Illinois Central R.R. at Evansville, Ind., and Rockport, Ky.

THROUGH BILLS OF LADING issued from all landings to all points.
LOW EXCURSION RATES TO MAMMOTH CAVE and all landings on GREEN and BARREN RIVERS.
 Excursion rates to Mammoth Cave apply all water or water and rail.

SPEED .. COMFORT .. SAFETY

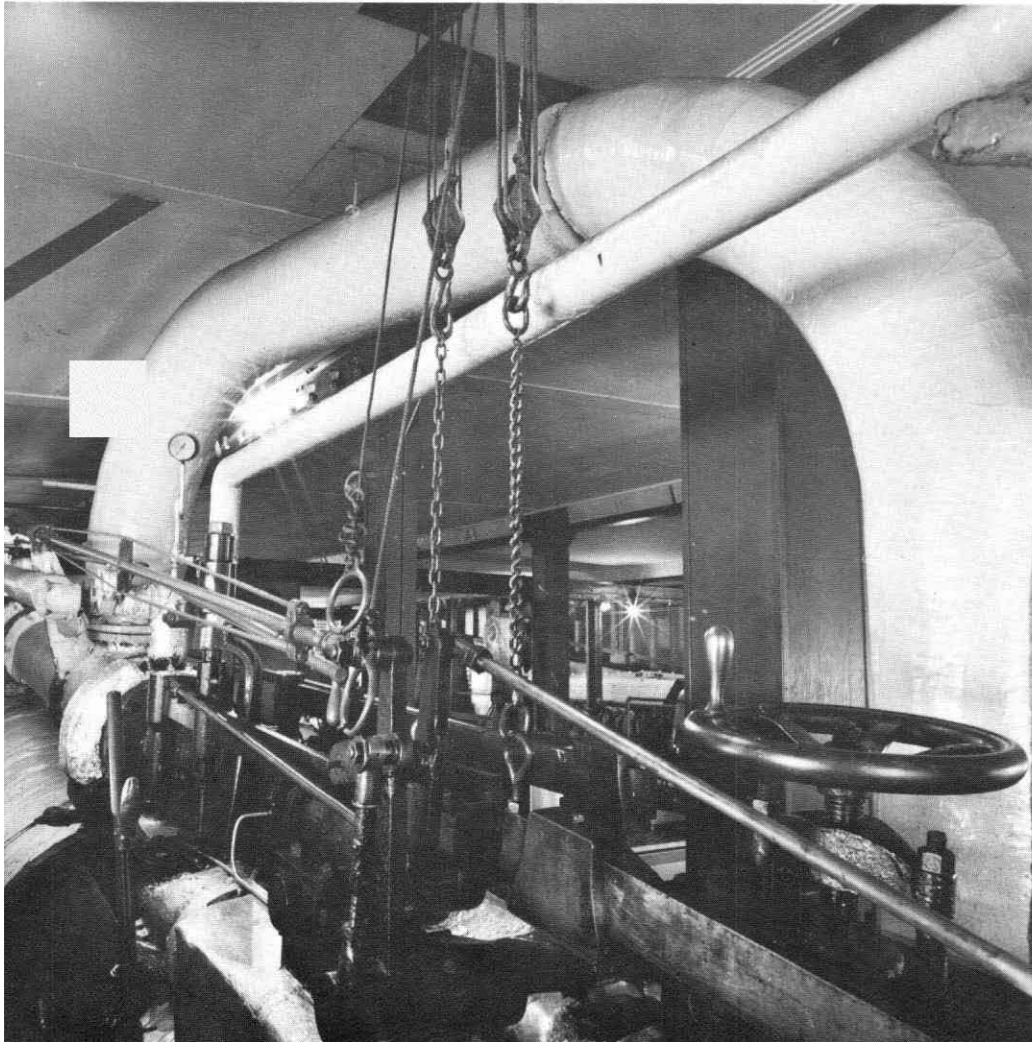
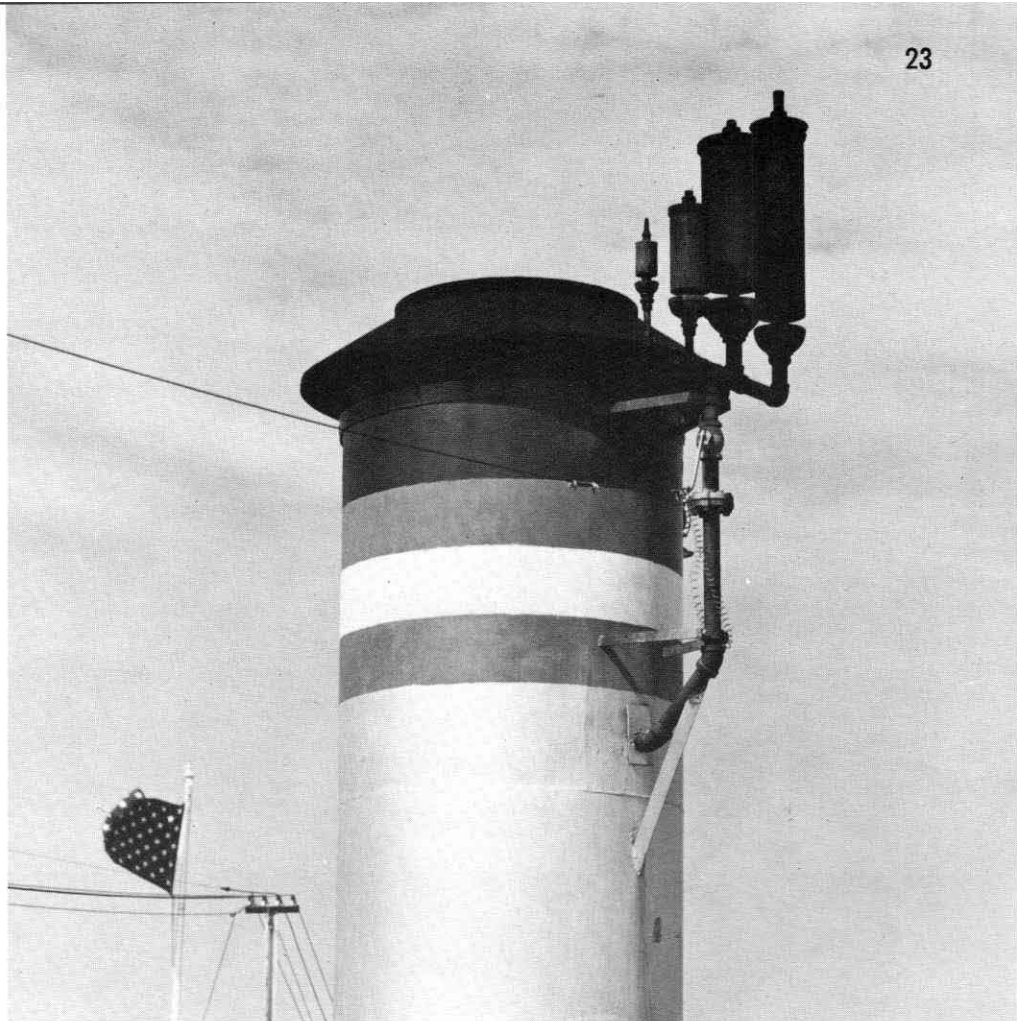
YES, there was a time when tourists boarded steamboats at Evansville, Ind. and rode to Bowling Green, Ky. where there was a direct steamboat connection to Mammoth Cave. The above schedule dates 1912 when the EVANSVILLE and BOWLING GREEN connected with the CHAPERON. The other interesting method of visiting the Cave was to take the L&N to Glasgow Junction, Ky. and there climb aboard the 8.7-mile Mammoth Cave Railroad train consisting of the steam-cabbed engine "Hercules" drawing one coach.



PICTURE OPPOSITE

THIS is what you'd call "getting in under the wire." Of all of the hundreds and hundreds of side-wheelers which have plied the Western Waters, no good picture (to our knowledge) has been made of the pitman-crankshaft set-up, also showing the overhead vacant "box" or "well" cut into the deck above to let crank and pitman romp to zenith on the up-swing. Allen Hess took this aboard the PRESIDENT, the last of the breed, prior to her conversion to diesel-props. So of all those hundreds and hundreds the photograph was taken of the last one, at almost the last possible moment. If that crank looks big to you, it's because it is big--PRESIDENT had a nine-foot stroke. It went 'round and 'round for 53 years.

ON THE RIGHT:- The PRESIDENT wore her whistle on the aft side of the starboard stack. This, the last one, was on her only a year or so, from the side-wheel J.S. The valve,



you will notice, was right under the whistle. Most Western steamboats of yore blew their whistles with valve located over the boilers on the main deck, activated by twin foot treadles at either side of the pilot-wheel. The connection was made with cast-iron quadrants and baling wire. Pilots usually "eased" on the treadle at the start, allowing the long steam line to rid itself of condensate. Several gallons of hot water geysered upward from the whistle and rained down upon the unwary. Some little while was required to get the whistle in full throat. This tuning-up period was productive of novel flats, sharps and octave-jumping equally exciting, maybe moreso, than the final orchestration.

Allen Hess took the two pictures on this page as well as the one opposite. LEFT is an excellent partial view of what an engineer sees while handling a side-wheel engine. Allen took this aboard the PRESIDENT at New Orleans in 1976. Two experienced "handlers" must be on watch at all times when such a boat is operating, one at each engine. The paddlewheels are independent of one another; one can be "coming ahead" while the other is at "stop" or working in reverse. The deadly sin for a side-wheel engineer is to allow his engine to "line up," dead-centering his paddlewheel at either end of the piston-stroke. In such circumstance he wishes he'd never been born.

Sirs: I regret I did not photograph the back of Lexie Palmore's "T" shirt with MAIL POUCH on it. Methinks you are putting the REFLECTOR readers on, in your remark that you did not recognize her. I'll just bet you did.

Jean T. Arnold,
(Mrs. Charles E.)
P. O. Box 1326,
Parkersburg, West Va. 26101

Sirs: In case you haven't heard by now, Lexie Palmore passed her pilot's exam with flying colors. She stayed at my house and went down to the U.S. Coast Guard office here each day (Oct. 25-28). She passed the written part in one day and ended up licensed from Cincinnati to Diamond Rock (Ohio River Mile 470 to Mile 670) in the Oxbows.

I understand the C.G. was so impressed with her maps (containing such added features as Harry Louden's house in Saylor Park and his birthplace at Rabbit Hash, Ky.) that they brought them down to the

DQ to show to those on board. They now require radar endorsement before issuing the license, so she will attend school in New Orleans Nov. 7-11 and take the exam there. Right now she is running second mate on the DQ on the Cincinnati-New Orleans trip.

Needless to say we are all very proud of her accomplishments and delighted that she cut such a wide swath with the C.G. above and beyond being the first woman since Mrs. Mary B. Greene to get more than an operator's license.

Ann Zeiger,
6167 Fairway Drive,
Cincinnati, Ohio 45212

Sirs: Revisiting that TELL CITY pilothouse brought back many, many memories. I was 16-17 back in 1912-1913 and really felt like a somebody. I think I told you of the time we brought out the TELL CITY after the TARASCON had been snagged and sunk. After a lot of hard work we got her started up the river from Evansville, and

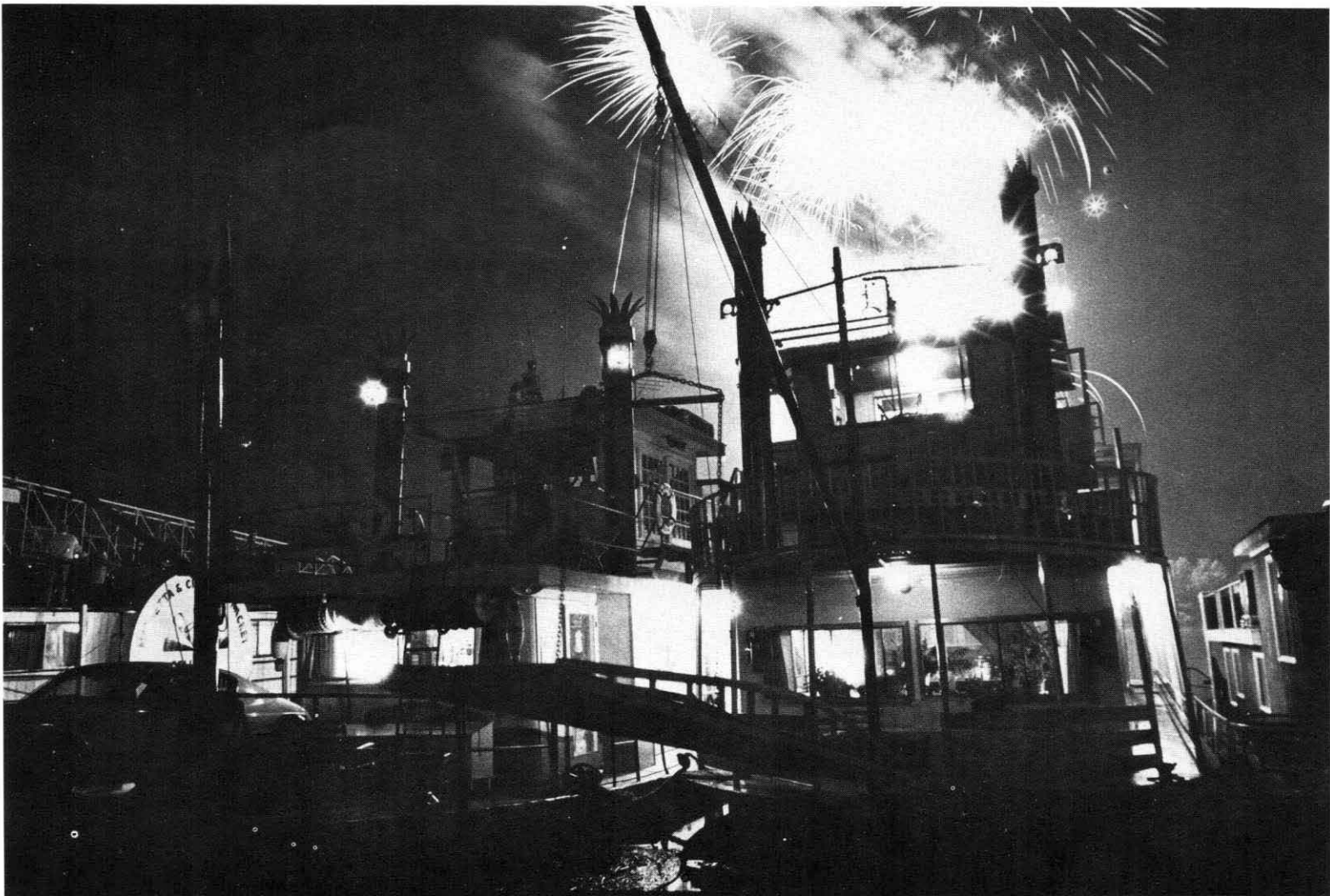
were at the mouth of Green River when one of her rusted stacks broke in two and dangled free at the cross-bar. That was the beginning of the end of the old Louisville & Evansville Packet Co.

Too bad the Allen boys, pilots on the TELL CITY, did not live to see the pilothouse restoration.

Little did this mud clerk and steersman realize that the day would come when he would appear on the cover of this country's most famous quarterly. Ruth feels the same way, and I'm sure Bob McCann does also. It was indeed a pleasant surprise and a real honor and distinction.

Paul W. Seabrook,
1119 East Market,
New Albany, Ind. 47150

=Paul refers, of course, to the remarkable color cover gracing our Dec. '77 issue, taken by Jim Swartzwelder. Paul will be 82 in June. He reminds us that 1977 marked the 25th anniversary of the passing of his brother Earl, and of his sister Virginia. -Ed.



-Photo by Chris Eaton. See caption under companion shot.



ROCKETS' RED GLARE and bombs bursting in air...this spectacle was captured on film at S&D's last September meeting, Marietta, by Chris Eaton, Route 3, Box 203, Athens, Ohio 45701. A companion view appears on the next page, also by Chris Eaton. The boats seem enveloped in flame. Actually they were well out of harm's way. Chris furnished these to us in 5½ x 8½ size with liberal white margin on 8 x 10 paper, black and white. We would suppose you could write to Chris and arrange for originals to frame.

According to what we read in the papers the MISS-Q's troubles are cured. Early last November Cincinnati news writers were invited to meet H. William Jesse, new executive vice president and general manager of the Delta Queen Steamboat Company.

He succeeds Stanley S. Thune.

Thune was and is a Coca-Cola man and Jesse comes from Prudential Lines Inc.

Betty Blake remains president.

The conference was enlivened by cheerful disclosures from the retiring Mr. Thune. According to Si Cornell, business writer for the Cincinnati "Enquirer," Thune revealed that the MISS-Q now can do 12 mph in still water.

Also announced at the meeting with the press was the appointment of D. Perry Morgan as the new director of marketing services for Delta Queen Steamboat Company. He went one better by stating that

the MISS-Q had reportedly attained 20 mph on speed trials.

The new vitality of the MISS-Q was attributed to the alteration of her paddlewheel. Half of the buckets were removed (see June '77 issue, page 28). She has been scheduled for a trip from New Orleans to Cincinnati, a "Homecoming Cruise," with arrival in Cincinnati on July 19th. She will make her first appearance at St. Louis on July 29th.

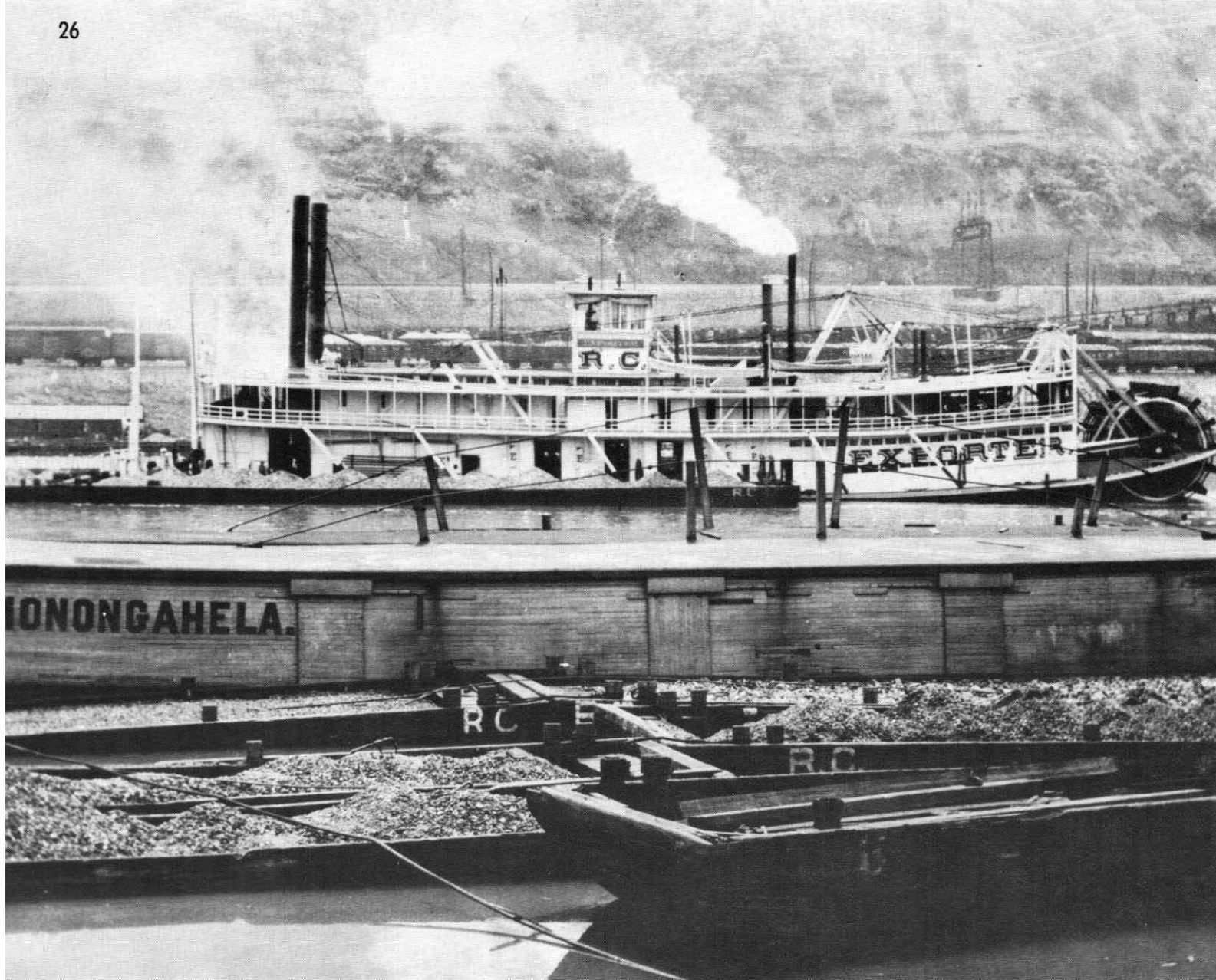
James Mollica, Worthington, O., was recently elected president of Ohio Historical Society's Board of Trustees. He is vice president of the Business Development Department of BancOhio/Ohio National Bank, and previously had served as president of the Worthington Historical Society. He was appointed to fill a vacancy on the OHS board in 1976 and later that year was

elected by the membership. He then served as treasurer, and in October 1977 was selected by the board to serve as president. Dr. Tom Smith continues as director.

Sirs: The only good all this deep snow does (dated Jan. 23rd last) is to catch up with reading. In the Dec. '77 S&D REFLECTOR I was in the midst of the TELL CITY pilothouse story when the mail came bringing the beautiful post card showing how it looks today.

Nellie Engelke,
218 N. Court St.,
Glennville, West Va. 26351

=Two full color post cards have been made of the restored TELL CITY's pilothouse, obtainable at Campus Martius Museum, Ohio River Museum, or order from Ye Ed at 15¢ each. -Ed.



THIS LARGE TOWBOAT was built in 1895 at Madison, Ind. for the Mississippi Valley Transportation Co., St. Louis. Her wood hull measured 186.5 x 35 x 6. Her high pressure engines came from the towboat JOHN GILMORE, 24 3/4" bore by 8 ft. stroke. She carried five return flue boilers, each 44" dia. by 30 ft. The paddlewheel was 25 1/2 ft. dia. working 25 ft. buckets. On her first trip St. Louis to New Orleans she took down four model barges loaded with merchandise and grain, January 1896. She was at St. Louis in June 1896 when a tornado wrecked her cabin and pilothouse. Promptly rebuilt, she was sent St. Louis to Cairo in Nov. 1896 to bring in the tow of the HENRY LOUREY which had run through herself. In Oct. 1900 MVT sold her to Snyder, Barthel & Co. who transferred her to the newly formed Monongahela River Consolidated Coal & Coke Co. She arrived in Pittsburgh in April 1901 and towed coal south for the "Combine" until in early 1915 at Pittsburgh she caught fire and part of her cabin and the pilothouse burned. The Pittsburgh Coal Co. used her early 1917 to tow coal from Pittsburgh to

the La Belle Works at Steubenville, then sent her to the Kanawha River that March and she never again returned to Pittsburgh. Sold in April 1918 to the Mengel Box Co., Hickman, Ky. to replace the towboat MENGEL BOX which had been cut down in ice. In April 1925 Capt. George Hibstenberg had her 65 miles up the Yazoo River to Satartia, 15 miles above the mouth of the Sunflower, bringing out a tow of logs. This was the biggest steamboat seen on the Yazoo in a quarter-century, and Capt. J. B. Mougins was the pilot. Ultimately she was sold to the Barrett Line who dismantled her at Cairo in late 1936. The picture above was taken at Pittsburgh about 1908. In the foreground is the model barge MONONGAHELA built in 1897. Our thanks to William E. Reed for making the print. Incidentally, that white smoke drifting forward of the stacks was caused by fresh stack paint applied prior to raising steam on her. The R.C. designation on the pilothouse, and also appearing on barges in the foreground is for "River Coal," shorthand for M.R.C.C. & C. Co.



ONE SUNSHINY DAY last November J. W. Rutter drove F. Way III and Ye Ed on a scouting expedition along the course of the Cuyahoga River from Cleveland to Akron searching remnants of the Ohio & Erie Canal. Most interesting was Deep Lock, pictured at the left, south of Peninsula, O., which had a lift of 12 feet and a chamber 15 feet wide and 90 feet long. Occasionally a canalboat was passed through here which had been built at Peninsula and was destined to become an Ohio-Mississippi steamboat. One such was the COME & SEE ME built 1867, a photograph of which was displayed on the front cover of the first issue of S&D REFLECTOR, Vol. 1, No. 1, March '64. We had been "educated" to regard the Little Kanawha River locks as small, 22 by 125, but here was a waterway studded with locks looking like toys and built by stone masons with infinite skill. The map below illustrates how Cleveland was interconnected with Zanesville, Marietta, Columbus and Portsmouth.



Marjorie Byrnside (Mrs. Jack) Burress, 3335 Glenmont Lane, Cincinnati, O. 45211 has our thanks for excerpts from the recently published "History of Buffalo, Putnam County, West Virginia." Various references are made concerning the activities of Dr. C. M. Pitrat, the physician-photographer of that place whose pictures have been featured in several of our recent issues. He is credited with being instrumental in building a three-story steam flour mill at Buffalo in the early 1850s. Also in 1849 a brick building was erected to house the Buffalo Academy, opened that same year. During the Civil War it was used as a barracks by both sides of the fray and became a shambles. Dr. C. M. Pitrat was one of the purchasers who repaired it and returned it to educational purposes. It housed the Buffalo High School for a period of years until 1952. Since then it has been extensively remodeled. Dr. Pitrat and his

brother J. E. Pitrat prior to 1849 built the brick houses in Buffalo now owned by Miss Caroline Frazier and Mrs. Myrtle Patchell.

Another interesting tidbit about Dr. Pitrat appears in the autobiography of Charles Gustav Reemelin (1814-1896), of Cincinnati. He says the Pitrats came to the U.S. with his brother Paul in 1838, expecting to possess here about half of 20,000 acres sold to them as part of the old French claims in the 18th century, but gladly compromised for about 3,000 acres, "an ugly story, this American-French-English land jobbery."

Mrs. Burress reminds us that one of Reemelin's sons, Dr. Rudolph Reemelin, married Clara Marmet, daughter of riverman Otto Marmet. The late river engineer Ray Gill used to extoll the virtues of Otto Emil Reemelin (without the middle "e"), son of Dr. and Mrs. Reemelin, v.p. and manager of the Raymond City Coal Co. on the Kanawha River.

"Suppose," said the U.S. Coast Guard examiner, "Suppose we do grant you this raise of grade to pilot river steamboats of all tonnage. Suppose there came a sudden gale and there was no safe place to land your passengers ashore?"

"I'd cast the anchor."

"Suppose the wind got harder?"

"I'd cast another anchor."

"Suppose the fury of the gale increased even harder?"

"I'd cast another anchor."

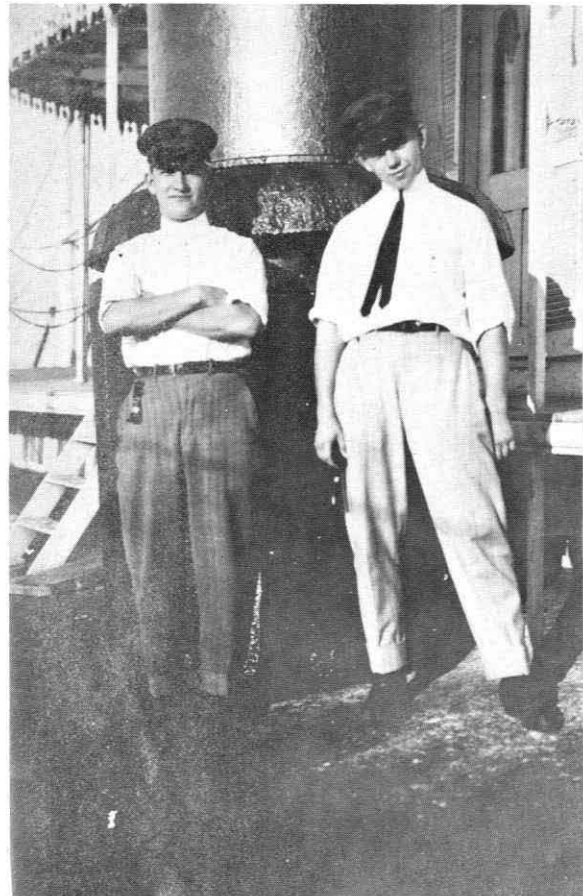
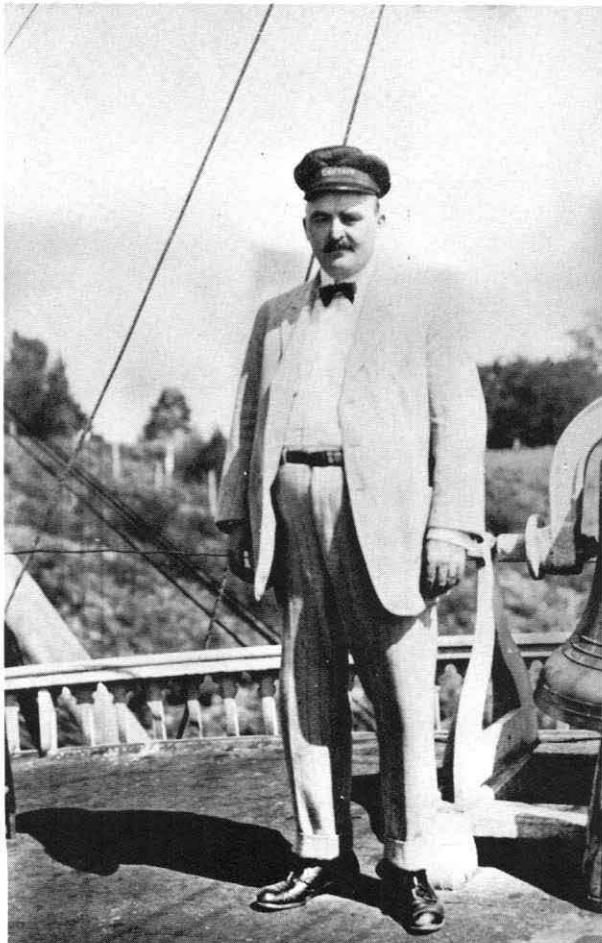
"Ah ha!" cried the Inspector, "where are you getting all of those anchors?"

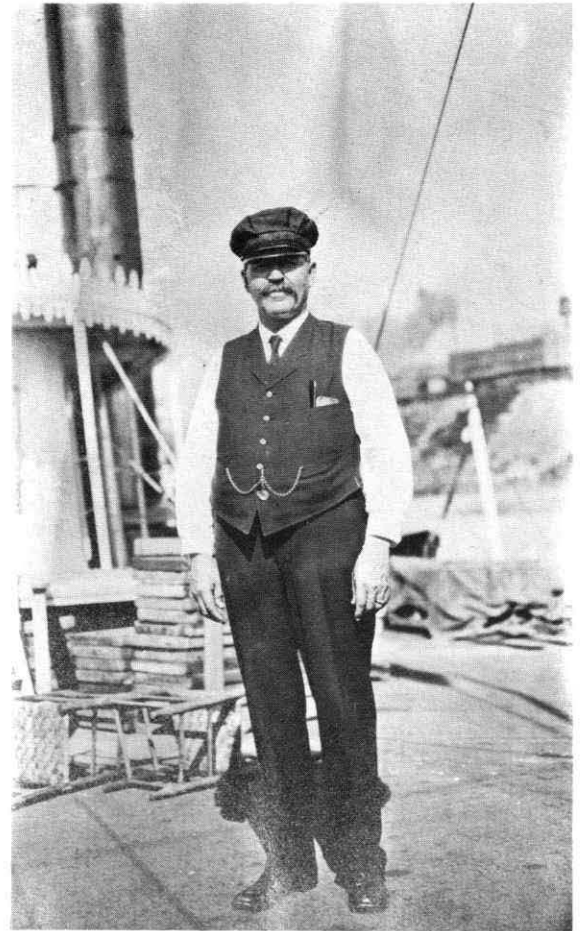
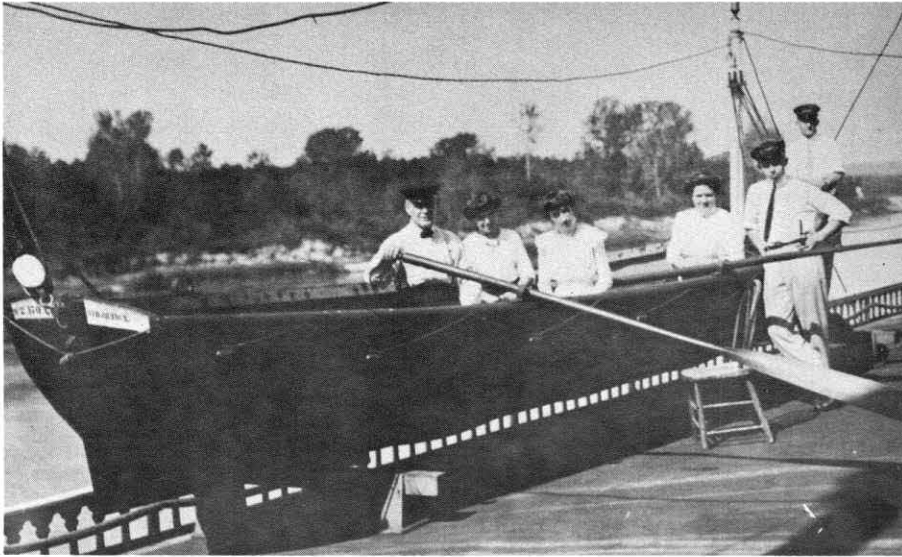
"Same place you're getting all of that wind," answered the applicant.

According to the story, the applicant got his raise in grade.

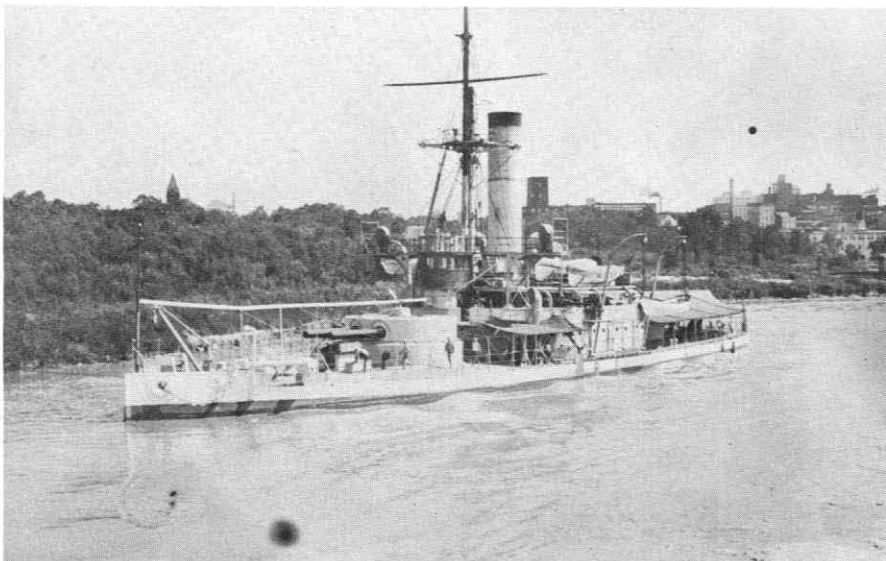
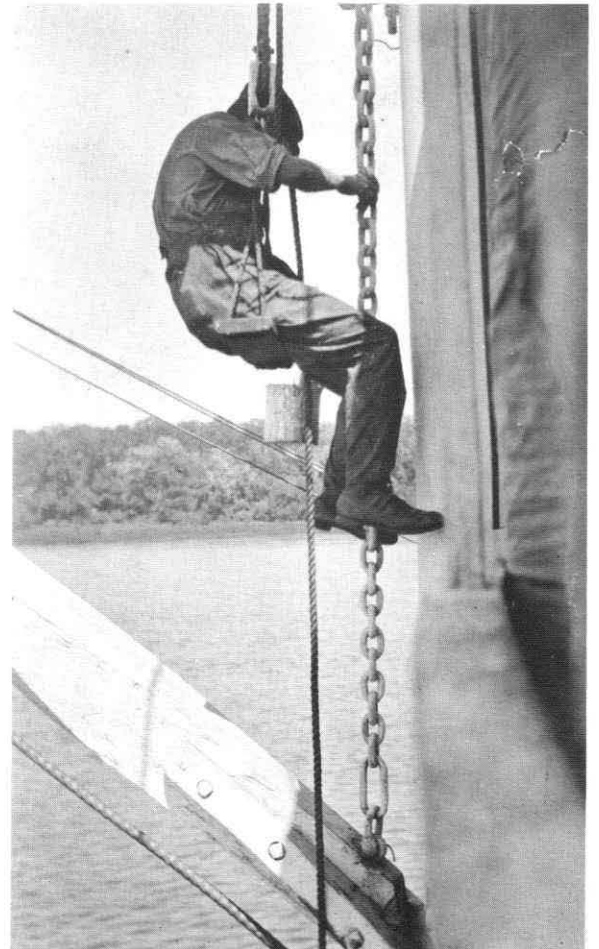
A HOLIDAY

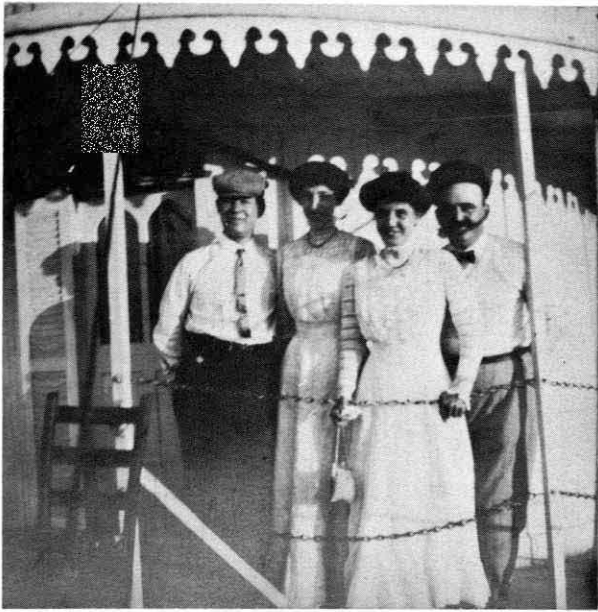
IN THE LATE FALL of 1911 the Streckfus Line entered the QUINCY in the St. Louis-New Orleans trade. The pictures on these three pages are believed to have been taken by a passenger. Col. T. E. Tappan was given an album containing them, no markings, no identifications. Perhaps somebody can identify crew members even at this late date. We have just noticed that the QUINCY's whistle is the same one recently on the PRESIDENT, shown on another page in this issue.





IDENTIFICATIONS
See Page 31







**Largest and Fastest Steamers on
the Mississippi River**

PICTURES ON PAGES 28-30

Page 28

The QUINCY, built in 1896 at Du-buque, had a wood hull 264.7 by 42 by 6.8. She worked high pressure engines, 22" dia. by 8 ft. stroke. The Streckfus Line focused on pas-senger travel, issued elaborate folders, advertised liberally, and stressed quality. They added extra rooms on the QUINCY fore and aft of the wheelhouses.

Bottom, left: This gentleman in the light suit and bow tie has the word CAPTAIN over the visor of his uniform cap.

Upper right: The three wasp-waisted ladies pose on the steps at the forward end of the sky-light.

Lower right: These two gentle-men are standing aft of the port stack. Both wear uniform caps with no designation.

Page 29

Upper left: Posing in lifeboat on port side forward of wheelhouse on the roof. This appears to be a metal yawl, and the lettering on the stern reads No. 2 170 Cu. Ft., Str. QUINCY. It is set on saw-horses to assure clearance over the low roof rail. The davits are wood poles (one shows at right).

Center left: Posed in front of the texas. The QUINCY for some reason had no porch rail there. Note the fire axe over the door shutter at right.

Lower left: Aha! What's this? She has two good-sized guns in the forward turret and seems to be at anchor. Would this be a Coast Guard cutter?

Upper right: No designation on his cap, but looks suspiciously like a pilot.

Lower right: Looks like this sailorman is painting the mast. The chain supports the stage boom which is yoked around the mast.

Page 30

Upper left: Posed in front of the texas. The gentleman at left looks suspiciously like Capt. D. Walter Wisherd.

Left center: What a shame we do not know who the ladies are! By the way, anybody recognizing any of the persons in this display is urged to tell S&D REFLECTOR.

Lower left: The all-steel KATE ADAMS wharfboat at Memphis, 220 by 48, built at Ambridge, Pa., 1909.

Upper right: The heavy-set man in suspenders has STEWARD on his uniform cap. The other caps are

unmarked.

Right center: This tug wending its way in a canal is the ST. JOHN built 1905 at Madisonville, La., documented as a passenger vessel.

Lower right: Natchez under-the-hill with the BETSY ANN (center) and an unidentified sternwheel packet above.

Streckfus Steamboat Line

JOHN STRECKFUS, President and General Manager.
JOE STRECKFUS, Assistant Manager.
FOWLER MANNING, Traffic Manager.
General Offices—St. Louis, Mo. April, 1932

The oldest surviving Marietta church structure is the Harmar Congregational Church built in 1847. The edifice of the St. Paul's United Church of Christ, 5th and Scammel, is second oldest, built in 1849, originally the Ger-man Evangelical Church.

Sirs: Capt. William H. (Billy) Suter was sentimental about the TELL CITY. He was mate on her, I think, when she and the TARASCON got together for an impromptu race which the TELL CITY won. He liked to relate this, stressing that the old reliable TELL CITY was faster than the show-off TARASCON.

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

=Billy Suter, we believe, was the last captain on the TELL CITY in the Louisville-Evansville trade. -Ed.

Sirs: Being only one generation removed from the Clyde I started

learning while still a wee bairn about the wonderful Clyde pad-dlers, and have retained a lively interest in them ever since. The WAVERLEY is 239.6 x 30.2 x 8.6 and her two stacks are fore and aft. The long narrow hull is the reason for her speed. The paddleboxes are sponsored out to the sides in true British fashion, what the Big Sandy boatmen called "bat wing" style.

On WAVERLEY's trials she made 18 knots (20.7 land miles) turning 56 rpm. Her buckets slapping the water must have sounded like a motorboat exhaust.

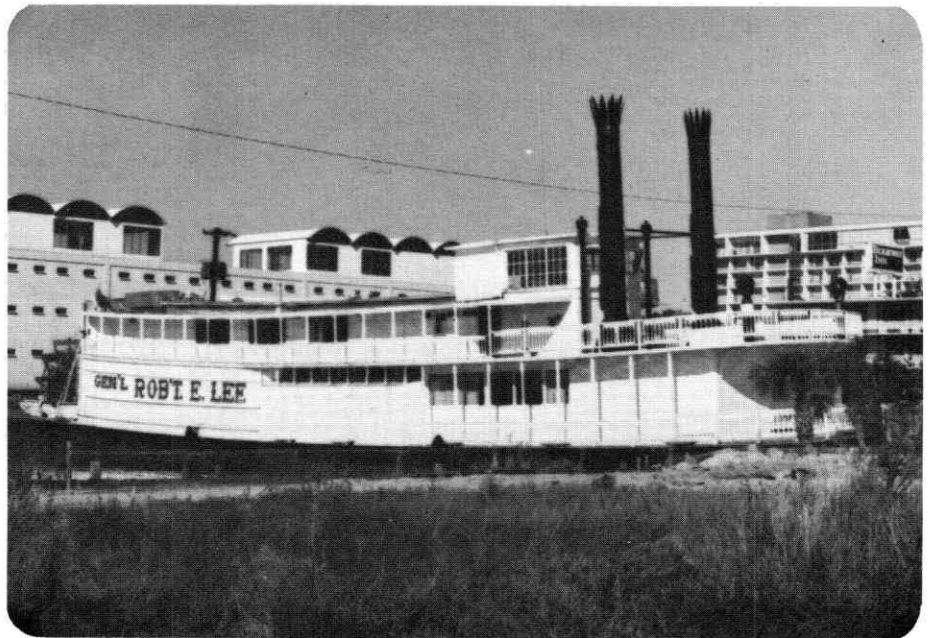
If you're still not convinced about the stacks why not ask Roddy Hammett.

Jim Wilson,
414 Pelton Ave.,
Staten Island, N.Y. 10310

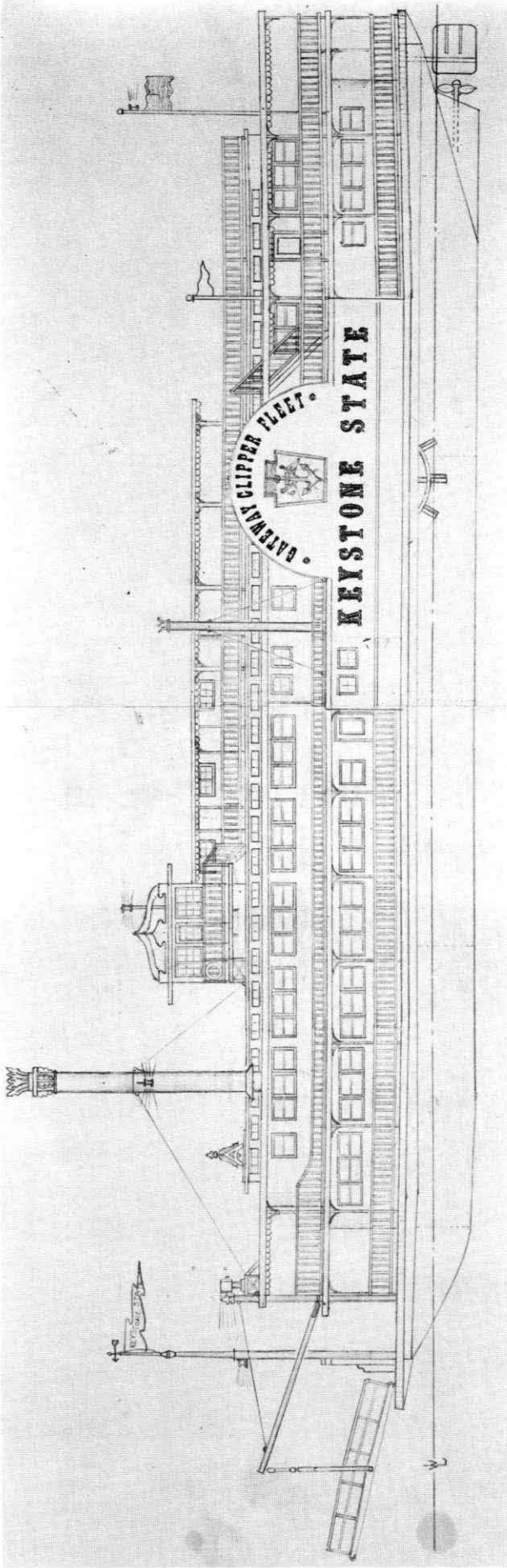
=Roddy adds his amen, as does Con-rad Milster of Pratt Institute. Lack of space prohibits the airing of many interesting letters on this mistake we made. -Ed.

Plans of the DELTA QUEEN are now available from John L. Fryant, 6508 Dorset Drive, Alexandria, Va. 22310. These are the same plans currently available in the Gift Shop aboard the boat, prepared by Schuller and Allen, marine archi-tects of Houston, Texas. John is asking the same price, \$5.00 the set.

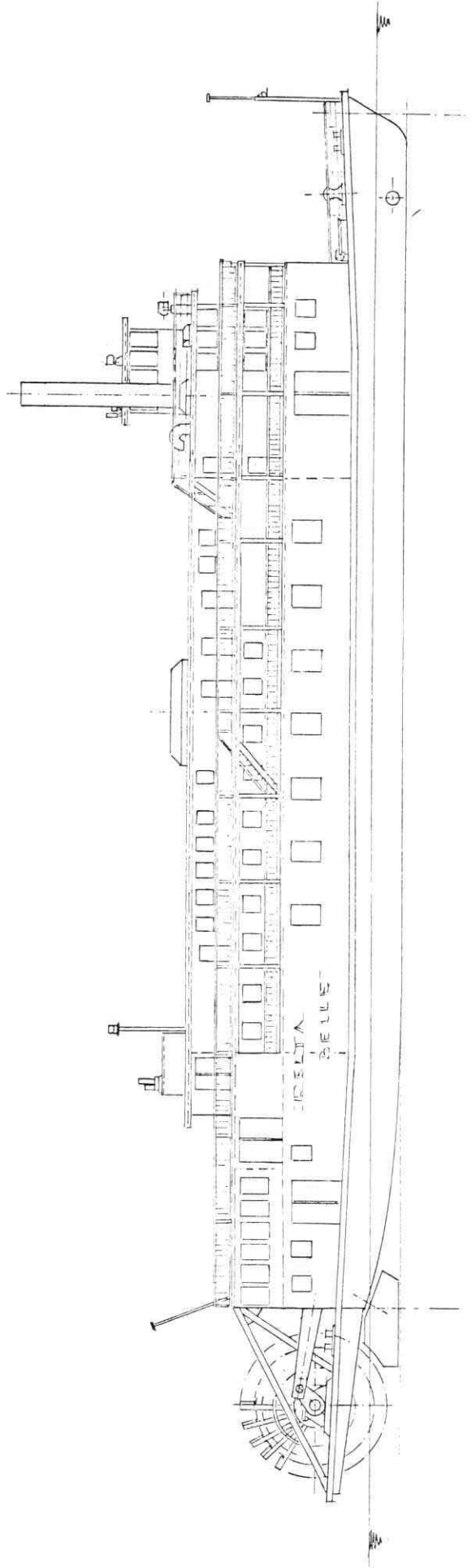
Also now available from John Fryant are plans for the U.S. sternwheel steamer VEGA, long a fixture on the Muskingum River. These are priced \$7.50 the set.

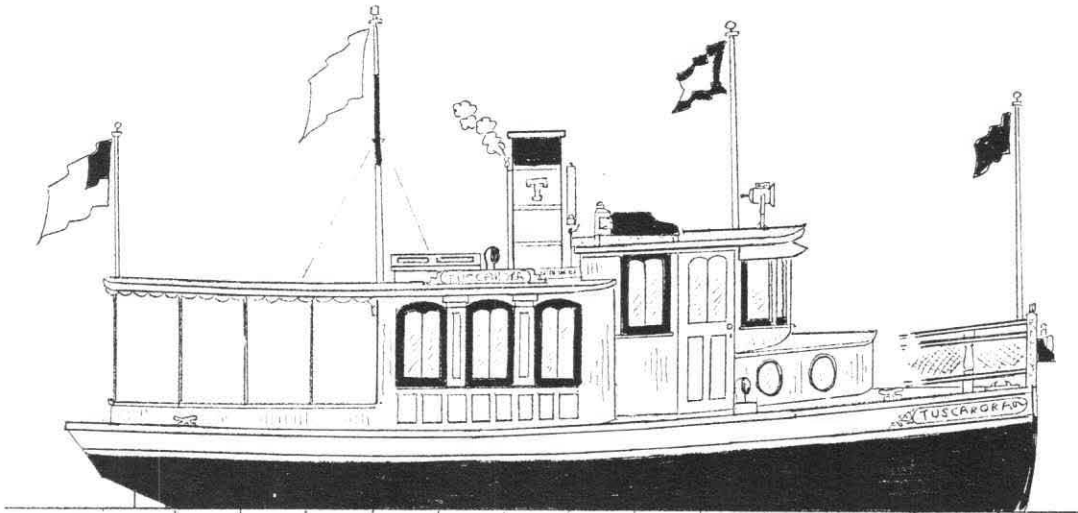


Jim Sutton, 1012 Beverly Garden Drive, Metairie, La. 70002 took this picture at Biloxi, Miss. last November 16th. The GEN'L ROBT. E. LEE is a floating restaurant built from the former U.S. Steel towboat CLAIRTON.



TWO NEW PASSENGER BOATS currently projected are the KEYSTONE STATE (above) and the DELTA BELLE (below) both targeted for 1979 completion. Read the news items on the opposite page. For the profile of the KEYSTONE STATE our thanks to architect Jim Swartzwelder, and for the DELTA BELLE we are indebted to architect Miklos Kossa.





THOMAS G. RHODES, 290 Lake Ave., Saratoga Springs, N. Y. 12866 has this 29-foot steamboat about 50% completed in his back yard, scheduled for launching in Lake George, N.Y. in 1979. Meanwhile he furnishes for us an update on the ex-Hudson River side-wheeler ALEXANDER HAMILTON. She sank November last during a storm. Her port guard hung up on some pilings, and when the tide fell she took water over her starboard side. Then she broke loose and settled with water up to her third deck. See June '77 issue, page 37, for story of the Alexander Hamilton Society which had hoped to rescue the boat from Atlantic Highlands, near Sandy Hook, and restore this, the last of the East Coast side-wheelers.

Mrs. Jessie P. Williams, 81, died on Thursday, December 15, 1977 at her home, Little Hocking, Ohio. Her husband, the late Charles E. Williams, died in 1976 (see Sept. '76 issue, page 40). Both had attended S&D meetings inasmuch as the father of Mr. Williams, Hazael C. Williams, operated a floating photograph gallery on the upper Ohio and Charlie Williams was born on board.

Jessie Parker was born in Hockingport, O. and spent many years at Oil City, Pa. where her husband was an engineer in the petroleum industry. They bought a home in Little Hocking in 1963.

Burial was in the Rockland Cemetery, Belpre, Ohio.

The Van Lent Shipyards Co., some 20 miles south of Amsterdam, Holland, is building a 212-foot yacht for King Khaled of Sauch Arabia. Price-tagged at \$12 million, it will eclipse all previous private yachts, three decks, air-conditioned, closed circuit TV, a helicopter platform, swimming pool, sauna, barbershop, gym.

Jack E. Custer took a tumble going down to his workshop last Nov. 19th. When he landed at the bottom of the stairs he had broken the humerus bone of his left arm, and fractured the elbow. He spent seven days in a hospital and was getting out of the cast hopefully on Dec. 28th, which date, coincidentally, marks the 150th anniversary

of the birth of Capt. Peter Sprague.

Inland Waters Steam Navigation Co. has only one employee, housed in an office in Sacramento, Calif. The walls are lined with steamboat pictures. On the desk are detailed plans for a steel hull stern-wheel steamboat 265 by 54 named DELTA BELLE. At the desk is a bearded gentleman with rimmed glasses named Marshall Owen.

Last May he and his wife Maria picnicked at Steamboat Slough bordering the Sacramento River. Marshall Owen squinted his eyes and saw a vision of a white and gold riverboat coming around that bend throwing a big wake, paddlewheel churning, and the whistle blowing a loud WHOOOOOT.

He engaged the services of architect Milkos Kossa, Berkeley, Calif. who has prepared the plans.

The projected cost of \$10 million isn't worrying Marshall Owen quite so much as to where he's going to find the engines for such a boat.

Marine architect Miklos Kossa has been "in" on the MISSISSIPPI QUEEN proposition since Prudential Lines Inc. got into the picture.

The BELLE would leave Oakland early a.m., steam across the bay for a pick-up at San Francisco, go up the Sacramento on an all-day cruise, luncheon aboard, and dock at Sacramento at 5:30 p.m.

Following a two-hour layover, she would depart Sacramento at 7:30 p.m., serve a full-course

dinner, and at the conclusion of an evening's entertainment snug up to a dock at San Francisco late that night.

It means a 20 mph steamboat to do this.

Sirs: I am writing to "unsettle" the argument concerning the placement of the British steamer WAVERLEY's stacks. They are fore and aft, and any appearance of being placed thwartship is an optical illusion. Any further doubt, ask Roddy Hammett.

Thomas G. Rhodes,
290 Lake Avenue,
Saratoga Springs, N.Y. 12866

Sirs: The WAVERLEY's stacks are fore and aft. I have ridden her and photographed her from most angles. This information I guarantee.

George W. Hilton

A twin-prop diesel excursion boat to be named KEYSTONE STATE is on the drawing boards. The steel hull 160 by 38, is already built, and will be brought to Pittsburgh for completion. John E. Connelly of Gateway Clipper, Inc. has assigned the construction program to Capt. Jack Goessling and James T. Swartzwelder. The architecture will be styled similar to old-time Monongahela River side-wheel packets such as the ADAM JACOBS and I. C. WOODWARD due to bridge restrictions in the area.

THE CINCINNATI WHARF

The Story of the Public Landing and How It Shrank, as told by Richard L. Gordon.

THE PICTURE of the Cincinnati wharf which appeared in our Sept. '77 issue, page 46, was followed up in the Cincinnati "Post" by the story of the wharf---or public landing, as some call it---written by Richard L. Gordon. We quote:

Cincinnati's Public Landing---about 700 feet of sloping, paved waterfront---is dwarfed by the new Yeatman's Cove Park, and the promise of an eastward extension of greensward called Sawyer Point.

Strictly speaking, there is no cove at Yeatman's Cove, and there is no point at Sawyer's Point. But no matter. The Public Landing isn't really the Public Landing, either.

Which gets us to the matter of Joel Williams.

Williams was alive, well, and irascible in 1807. That was when he tried to grab the Public Landing for himself. He built a fence around the whole thing, and erected a brick house in the northwest corner.

But he didn't get away with it.

The reason was, in the words of Jacob Burnet, the land was "publicly given and set aside by the proprietors (of Cincinnati) as a common, for the use of the town forever."

But forever is a long time, and in the late 1960s was amended (though certainly not in writing) to refer primarily to the part of the "town" made up of the owners of the Reds, the Bengals, and those who buy tickets to their games.

Riverfront Stadium was built on the Public Landing.

All that remains of the original tract is a triangular scrap of land west of Broadway---roughly 120 feet on a side.

But this was all legal, and everybody knew about it, or should have. Hamilton County owns the stadium and leases it to the city, which has an obligation to pay the debt service on \$44 million in bonds, even if this exceeds income from the stadium and its parking areas.

But things were a bit different back in 1807. Joel Williams just went ahead and built his house and fence. And he also filed a plat with the recorder, purporting to show that the Public Landing---running about 1160 feet from Main Street east to Broadway---was private property awaiting development.

Williams had purchased a lot elsewhere from one of the original land-developing proprietors of the new town, and he used this as a springboard for establishing "squatter's rights" to the Public Landing.

Strangely, two plats of Cincin-

nati were recorded. The other, filed by Israel Ludlow---an original proprietor---showed the Public Landing as public property.

Jacob Burnet was the recorder of the town council, which was set up in 1802. He was a lawyer, and when Williams staked his claim to the Public Landing, Burnet was hired by a group of leading citizens to contest it.

In 1844, according to The Centennial History of Cincinnati, Burnet reminisced as follows:

"I gave it as my opinion that Mr. Williams had no more right than any other individual who had become the purchaser of a single lot. The controversy was marked with great warmth."

Actually Williams and Ludlow had a fight, and a plat (which one isn't clear) was torn to pieces.

In any case, Burnet recalled that "the ground bounded by Broadway, Front Street, Main Street and the river" was set aside as a common.

As might be expected in a small town (population was about 1500), the people involved in the suit knew each other. In fact, Burnet had done legal work for Williams. In his reminiscence, Burnet said:

"Mr. Williams had an active mind---was something of an eccentric---possessed a vein of humor, and could at times be very sarcastic. He was....quite illiterate and unusually careless."

The first steamboat on the Ohio, the NEW ORLEANS, arrived from Pittsburgh on Oct. 27, 1811, docking at the Public Landing. And that was just the start. What apparently was the peak of steamboat traffic occurred in 1866, when 3459 boat arrivals (of 446 boats) were recorded.

A paper published by the Cincin-

nati Historical Society notes that "Cincinnati Public Landing burgeoned into the steamboat center of the Ohio and Mississippi rivers. By 1835 it swarmed with riverboatmen, roustabouts, gamblers, gold seekers, tourists, warehousemen, merchants and Negro minstrels.

In 1867 Council extended the Public Landing so that it ran from the Suspension bridge east to the Central Bridge, for a total of 2375 feet of shoreline. Its northern boundary was the Pennsylvania railroad right-of-way.

Ground was broken for the stadium in 1968, and it was dedicated in 1970.

The Public Landing now has about 700 feet of shoreline, and is about 265 feet wide at its widest part (from river to railroad).

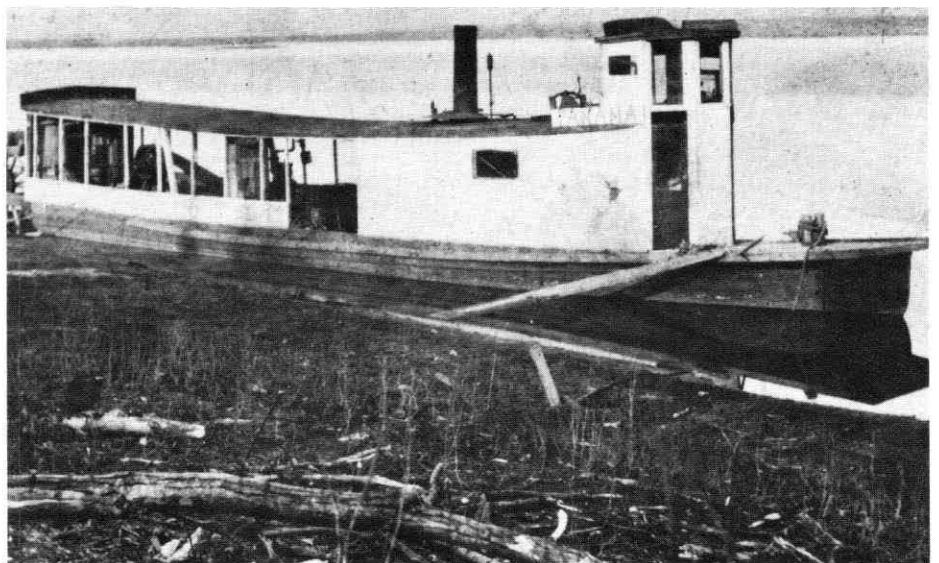
There is a small-boat launching ramp at the east end which takes away some docking space. Also a massive circular stairway leading to the Coliseum occupies a large area on the north side of the landing.

There are three "permanent" tenants of the Public Landing. These are the Showboat MAJESTIC, the JOHNSON PARTY BOAT, and the CHAPERON, another party boat.

When moored side by side, they can make room for a large boat (usually the DELTA QUEEN).

Some people are of the opinion that the city now could do anything it wishes with the present Public Landing, since it is no longer the original land that was set aside for public use.

Be that as it may, certainly the "proprietors" on old Cincinnati would be surprised to see that their "common" now is covered with AstroTurf.



DURING the construction of the Panama Canal, greatest engineering feat of its day, John W. Ekey, Stratton, Ohio, built the PANAMA, shown above. His sternwheeler with an upright boiler had a vertical steam engine flat-belted to an aft jackshaft, thence link-chained to a plate sprocket on the wheel shaft. Our thanks to H. O. Reynolds, P.O. Box 494, New Cumberland, West Va. for the picture.

Claire D. McKinnon, 3700 Clove Way, Oceanside, Calif. 92054, who made the structural drawings for the St. Louis Arch, also helped build the CINCINNATI, now the PRESIDENT. Says he:

"I was born in Glasgow, Pa., now commonly known as Smith's Ferry on the Ohio River. My early days were spent in East Liverpool, O., where I graduated from high school in 1912.

"In 1913 I entered the Engineering Department of the American Bridge Co. at Ambridge, Pa. In the 1920s Treadwell Construction in Midland, Pa. decided to get into the business of building boats and barges. They formed the Midland Barge Co. and erected a marine ways. Treadwell's business was the manufacture of ladles and tanks, and they expected to use their shops for the purpose of making the hull frames, cutting sheets, etc.

"President of both firms was Sam Craig, for whom a towboat was later named. Their bids on two identical side-wheelers, tentatively named LOUISVILLE and CINCINNATI, were successful. Knowing precious little about boat hulls, the bids were excessively low, figured on the firm's experience making tanks and ladles.

"When they started work on the contract they were amazed at the differences in the types of work involved, and realized they must seek advice.

"I was working in the boat and barge department of the American Bridge, so I was loaned to Midland Barge to help make the drawings. We had to build a mold loft, and I borrowed three loftsmen from American Bridge to make the templets.

"As a result the two boats cost Midland Barge almost twice the estimated amount. The company almost went bankrupt on this their first large contract.

"The CINCINNATI was delivered to the Louisville & Cincinnati Packet Co., and the LOUISVILLE became the ISLAND QUEEN of the Coney Island Co., Cincinnati."

Mr. McKinnon, now retired, looks back with interest on various jobs he has been associated with, such as help prepare the drawings for the Empire State Building, the United Nations building, and the Bay Bridge linking San Francisco and Oakland.

"I don't want to convey the impression that I was the guy who made the St. Louis Arch," he says. "Eero Surinan and all of those ahead of me did their part, but they could not have made the structural drawings any more than fly."

Mr. McKinnon was with the Green Engineering Co., Sewickley, Pa., when he made the Arch drawings.

Capt. Henry B. Nye, 14 years pilot on the SPRAGUE, was born at Pomeroy, O., Aug. 28, 1858.



ROY V. HEATTER, 14023 Gail Lane, Crestwood, Ill. 60445 was at Joliet, Ill. on business last year and took these pictures of the ALEXANDER MACKENZIE. Truthfully, we had forgotten she still exists. This huge towboat was built at the Marietta Manufacturing Co. plant, Point Pleasant, West Va., in 1939 for Central Barge Co. Her steel hull is 167 by 37.5 by 8.4. The Marietta firm also built a duplicate, for stock, named JASON. Both had Marietta compound condensing engines, 16" and 32" bore by 10 ft. stroke. In 1941 the JASON was sold to the Union Barge Line. Ten years later she was acquired by the Amherst Barge Line who renamed her HERBERT E. JONES. The MACKENZIE in 1952 was acquired by Mississippi Valley Barge Line, now known as The Valley Line Co. They retired her from active service. Inasmuch as Amherst then had the partner boat, they procured the paddlewheel, shaft, cranks, etc. and stored them on shore at Amherst, West Va. as spares for the HERBERT E. JONES. The ALEXANDER MACKENZIE today is as you see her, in The Valley Line fleet at Joliet.



Somewhat of a rumble has developed in the columns of the Seattle (Wash.) "Marine Digest." James Doyle wrote for the Digest a cover story run in their Sept. 10th issue last year titled "Delta Lines; 123 Years of Service and Growth."

Included in the story were a few items to which Richard E. Brown, P.O. Box 1161, Pico Rivera, Calif. 90660 took exception. In the Digest story the DELTA QUEEN and DELTA KING were identified as the boats participating in the 1932 movie "Steamboat 'Round the Bend." Further along the DQ on the Mississippi is still rolling along with "black smoke billowing from her twin stacks."

What really upset Rich Brown was that his letter to the editor on the subject was referred back to author James Doyle who replied in print: "I have thoroughly checked all of the points covered in my story, and I am satisfied that the points in question here are all correct as reported originally. My sources for the information about the film are current residents of Stockton who played parts in the film. The picture of the DELTA QUEEN does indeed show her with a single stack, but she was rebuilt for use on the Mississippi and she now has twin stacks."

The S&D REFLECTOR has been petitioned to act as arbiter.

Easy enough to umpire the last question, the one about the two stacks. Ixnay. The editor of the Marine Digest should have known better.

As to the movie "Steamboat 'Round the Bend," the CAPITAL CITY played the lead role, renamed for the occasion PRIDE OF PADUCAH. The LEADER, renamed CLAREMORE QUEEN in the movie, played a big role. In the race scene these two were joined by the CHEROKEE and T. C. WALKER, using their real names.

This was Rich Brown's version, and he's right.

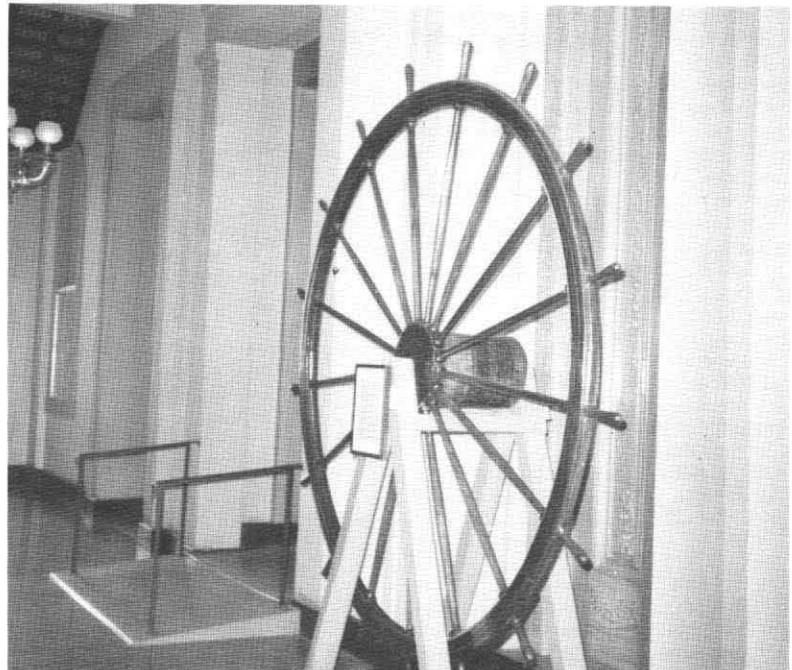
Sirs: Betty and I live in a high rise where we observe the arrival and departures of domestic and foreign vessels, and we enjoy it.

L. K. (Larry) Ehringer,
12000 Edgewater Drive,
Lakewood, Ohio 44107

Mrs. Deborah (Debbie) Powell, is familiar to S&Ds as the organist in the Gun Room, Hotel Lafayette, where she has played for fifteen years. She plays piano, organ, violin and harp in addition to having a contralto voice. She has been a member of the First Baptist Church, Market and Ninth, Marietta, for several years, and is church pianist and assistant to the organist. She also is organist at the Vaughn Funeral Home. Each Christmas for the past ten years she has presided at a Christmas concert, held variously in Parkersburg and Marietta. This past performance, held last Decem-



ABOVE is the old St. Louis Courthouse, landmark of that city dating back to 1839. One of the exhibits on display therein is the pilotwheel of the BETSY ANN, seen in the picture below. We are indebted to James V. Swift of The Waterways Journal for these views.



ber 18th, was in the sanctuary of the First Baptist Church of Parkersburg.

Sirs: Lloyd Ostendorf's picture on page 18 of the last issue, of the horse and surrey, is the best of the year.

Clyde K. Swift,
274 Newton Ave.,
Glen Ellyn, Ill. 60137

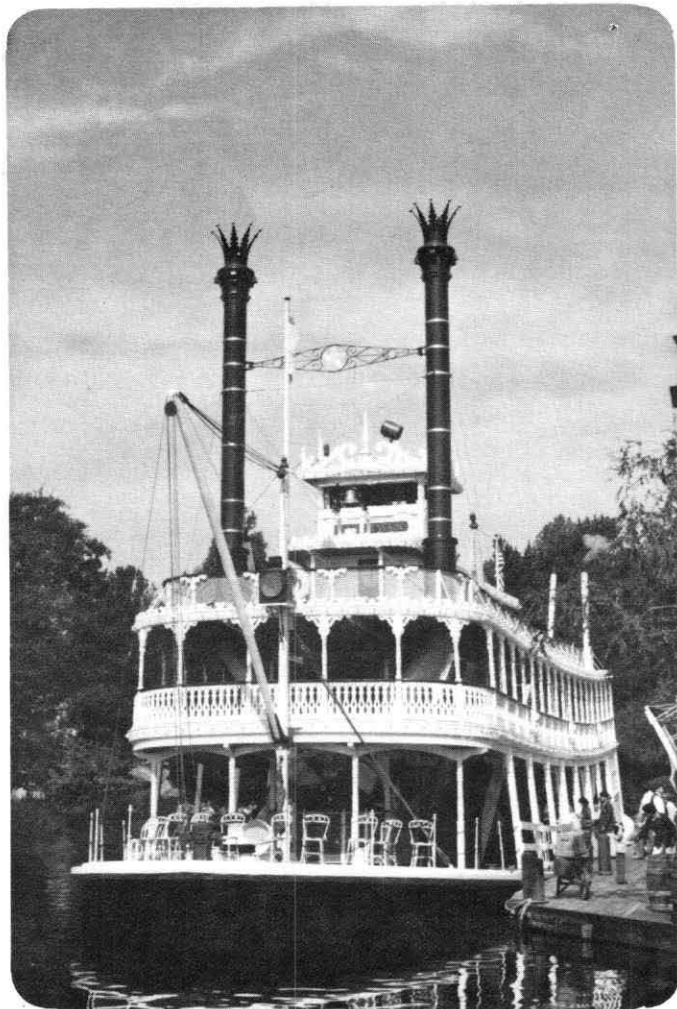
The DELTA KING is at a desolate shipyard at Rio Vista, California. She's squeezed between two large dredges, protected on land by

gates and fences, and guards armed with walkie-talkies. Passing boaters are kept away. The gates are locked.

The most recent owner was Quimby Island Reclamation District No. 2090, with plans--now aborted--to establish a \$7 million recreation and fishing area on Quimby Island, using the KING as a crayfish farm.

Before she could be converted, the District went bankrupt, and is currently negotiating with its creditors, who are owed \$5.5 million.

--The above appeared in the Contra Costa (Calif.) "Times," issue of Sunday, Oct. 30, 1977.



WILLIAM S. HANABLE and wife Eloise visited Disneyland in California last fall where they rode the MARK TWAIN. Bill took the two above pictures. This oil fired steamboat actually operates under her own steam, her stern paddlewheel driven by reciprocating lever engines. The pilot blows a steam whistle but does little else inasmuch as the boat orbits her prescribed course wheeled along on underwater rails, no hits, no runs, no errors. When Walt Disney (1901-1966) built the MARK TWAIN every detail was researched. Ye Ed furnished a close-up photograph of the QUEEN CITY's spreader bar between the stacks which was duplicated precisely. The ornamentation on top of the pilothouse imitates that of the BETSY ANN save for the center finial. Occasionally we still hear from Disney Studios - latest phone call was to inquire how to properly decorate the boat for Christmas.

Last December in a series of articles, Strat Douthat, of the Associated Press, commented on Marietta. "Marietta's romance with the river has never ended. The Ohio River Museum here boasts perhaps the finest exhibits from the golden age of steamboats.

"And the town also has retained a certain flavor of those bygone days. Marietta has many lovely homes dating back to the 19th century and the DELTA QUEEN--the only steamboat still plying the upper Ohio--makes regular stops here.

"And then, of course, there's the 'Angel of the Rivers,' Elizabeth Stiers has been given this affectionate title by contemporary riverboat crews who know they can turn to this jolly, 63-year-old woman in times of need.

"A marine telephone operator, she lives on a high hill above the city and is on call 24 hours a from Pittsburgh to New Orleans," she says. "I even played cupid once for a riverboat captain and a neighbor of mine."

One October day last fall young ladies were recruited in Marietta by the Marietta Tourist and Convention Bureau to waylay tourists. Each out-of-towner was asked a set of questions. The tabulations disclosed that of 250 interrogated 188 were Ohioans, 192 had traveled less than 200 miles, and 58 had come from more remote places.

28 had visited Mound Cemetery
54 had ridden the VALLEY GEM
101 had been to Ohio River Museum

77 had been on W. P. SNYDER, JR.
95 had been to Campus Martius
63 had visited Fenton Art Glass
23 had been to Lookout Point
46 had visited Marietta College
A large majority, 121, had come to Marietta by word of mouth recommendation from friends or relatives.

Said Mrs. Jennie Williams, board member of the Convention Bureau: "The survey doesn't mean a whole lot this year, because it's the first year."

Joe Roby has been selected to replace the late Clifford (Scotty) Scott at Campus Martius Museum. Joe worked under Scotty at the Museum while going to Ohio Univ. for three summers.

Allen Hess and Christopher Eaton staged a showing of "Contemporary River Photographs---Steamboats and Towboats" at the Northern Kentucky Arts Center this past November. The exhibit was generously reviewed by art critic Ellen Brown in The Cincinnati "Post," in the issue of Saturday, Nov. 12th last. Accompanying the story was a four-column showing of Allen's picture of the JULIA BELLE SWAIN, featured as a center-spread in our June '76 issue.

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Mrs. Virginia Smith Chadwick, Park Ridge, Ill., was delighted to see the portrait of artist Emil Bott in our last December issue. She owns a framed original oil painting by Bott of the towboat OAKLAND, made in 1872. Her grandfather, Capt. "Billy" Smith, was part owner of the OAKLAND in partnership with Capt. Tom Fawcett. Her brother, Capt. Wallace A. Smith, was master-pilot of the towboat CRUCIBLE which carried the OAKLAND's roof bell.

O-K BRANCH MET AT HUNTINGTON
Spring meeting scheduled at St. Albans, West Va., March 19th.

by Jim Wallen

After Jerome Collins explained his recent successful methods for locating historic Kanawha River steamboat pictures, Jerry Sutphin gave a review of the newly published book, "Men Mountains and Rivers," at the winter meeting of the Ohio-Kanawha Branch of S&D, held Sunday afternoon, December 4 last, in the Highlawn United Methodist Church, Huntington, W. Va.

The program was concluded with a lively and colorful movie showing life aboard the DELTA QUEEN.

The opening invocation was by Capt. Charles H. Stone, of Point Pleasant.

Jerome Collins has come up with some rare photographs of Kanawha River packets taken in the years 1869 and 1870, which have appeared in recent issues of the S&D REFLECTOR. He used persistence, patience, and the right questions in tracing the descendants of Dr. Claudius Pitrat, the talented French physician and photographer, who settled at Buffalo, W. Va.

"Just ask the right question and people are usually glad to help out in locating these old photographs," said Jerome.

The book, "Men Mountains and Rivers," proved to be a complete and fascinating account of the accomplishments of the U.S. Army Corps of Engineers, Huntington District, and Jerry Sutphin's review brought an interested response. Jerry assembled the many illustrations for the 322-page book, obtaining several of them from S&D members, including Bob Kennedy and Jack Custer. Actually, the book encompasses considerably more than the Huntington District, relating in colorful detail the work that has brought the Ohio up to its present navigation status, beginning with the first expedition for survey and study that set out from Fort Pitt in the spring of 1766.

A high point of the meeting was the presentation by William R. (Bill) Barr of the charter from the parent organization, officially making the O-K Branch a part of the S&D. Photographer Jim Bupp recorded the scene.

Having read the "Chapter Affiliation Requirements" as set forth by the S&D, Herschel Burford explained that all members of the local chapter must be members in good standing of the parent organization. After his talk, guests who were present expressed their intention of joining S&D.

The youngest present was Molly Killoran, three-months-old daughter of John and Nancy Killoran.

The spring meeting of the O-K Branch will be held at 2 p.m., Sunday, March 19th, at the St. Albans Public Library, Mr. Burford announced.

George Arnold Urling, acting chief engineer on The Ohio River Company's towboat L. FIORE, died aboard the boat at Louisville, Ky. on Wednesday, December 14, 1977. He was off watch in bed and the discovery was made when he was called for breakfast and failed to respond. George was pronounced dead at the Louisville General Hospital. He was 64.

He was born Aug. 28, 1913 in Baden, Pa., a son of the late Walter C. and Helen McDonald Urling. He made his home at 721 Roswell Ave., Steubenville, O. and is survived by his wife Mrs. Ruth Keiser Urling; a daughter Miss Jane Elizabeth Urling of Cadiz, O.; two sons, John M. Urling of Ashland, Wis., and George A. Urling, Jr. at home; two sisters, Mrs. Frederick E. (Clara) Rosenberger, St. Louis, and Mrs. George W. (Martha) Baker, Shippensburg, Pa., and two brothers, Irwin M. Urling, Baden, Pa., and Walter C. Urling, Jr., York, Pa.

Burial was in the Union Cemetery at Steubenville.

Leonard Bernstein's "Songfest," introduced to New York in December last by the Philharmonic, under the composer, is a cycle of twelve pieces, an anthology of American poetry from Anne Bradstreet in the mid-seventeenth century to the present, three hundred years of the country's history. Mrs. Bradstreet's poem chosen for inclusion, the oldest of the lot, is entitled "My love is such that Rivers cannot quench."

Thus it would appear that the perplexing riddle, "Which comes first, the river or your wife?" antedates the arrival of the first steamboat on the Western Waters.

Sirs: I am a young engineer with American Commercial and have been an S&D member for some time. In 1971 I was a tour guide at Leticia located on a branch of the Amazon in Columbia, South America. River packets came there, a few of them actual sternwheelers. My ambition at the time was to submit an article to S&D REFLECTOR but my photos got lost in processing and my notes never became an article. I returned to the Univ. of Louisville to earn my B.D. in Spanish. Neil Whitehead's son John was my roommate. My present yen is to build some models while working on ACBL towboats and someday to build something on the lines of a keelboat to live on. If ACBL sends me back to the Amazon I'll start over on that article.

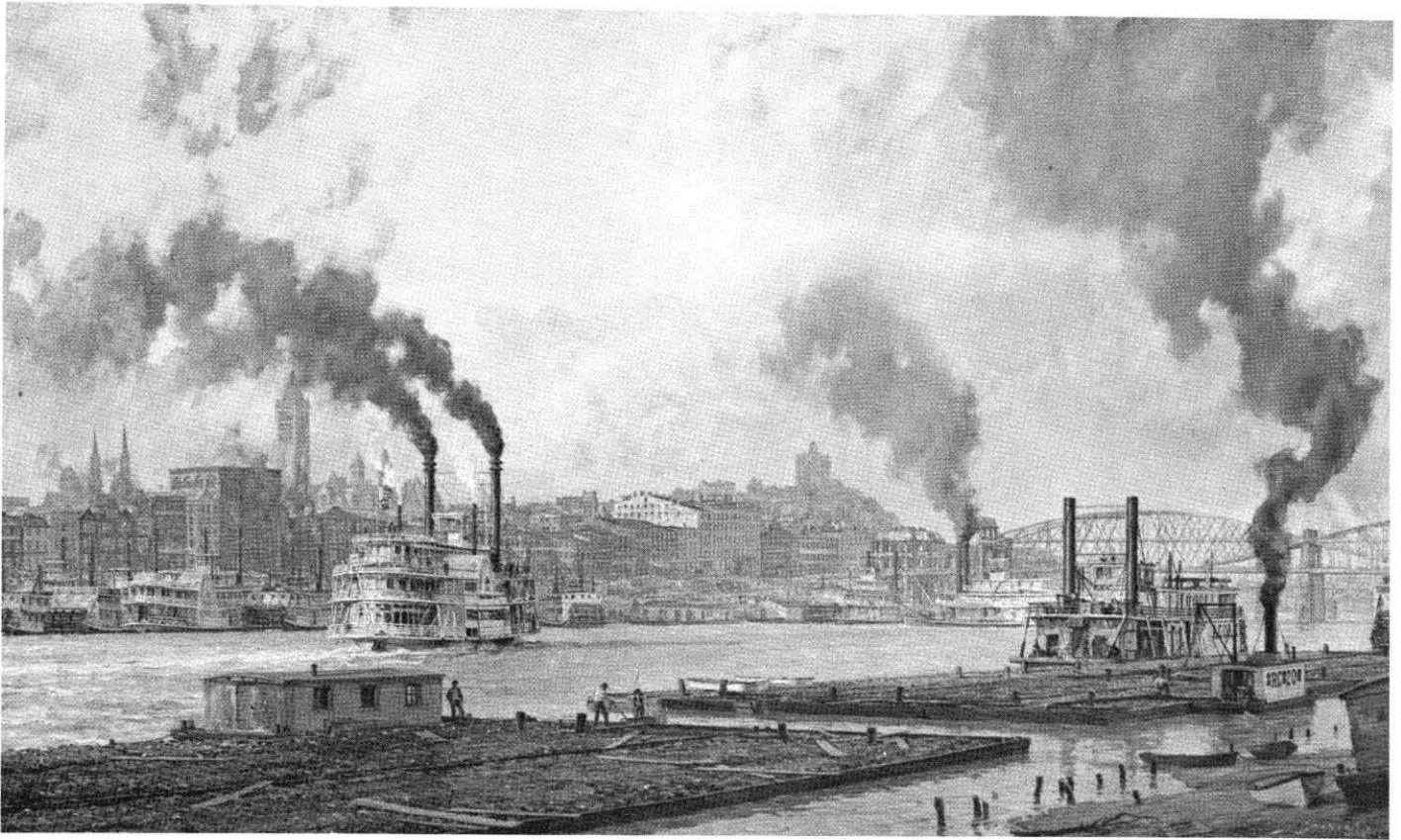
Gregory B. Weeter,
504 Hillside Lane,
Louisville, Ky. 40207

=ACBL and Jeffboat have been polishing up on Spanish for some time past. -Ed.



PRESENTATION of the charter recognizing the O-K Branch by S&D Board member William Barr was the highlight of the December 4th 1977 meeting held by O-K at the Highlawn United Presbyterian Church, Huntington, West Va. From the left: Jim Wallen, Herschel Burford (seated), Bob Barr, Ben Gilbert, Jerry Sutphin, Jerome Collins and Bill Barr. BELOW: The meeting in progress. Both photographs by Jim Bupp.





NEAT! Marine artist John Stobart (June '77 issue, page 3) this past summer elected to create an oil painting of size and consequence. His subject: Pittsburgh, Pa. No, not the modern renaissance. No, not the jumping-off place for Western expansion. No, not the overlook from Mount Washington of the Golden Triangle where the Three Rivers Meet. What, then, pray tell? John Stobart wasn't sure just what.

His guidelines were hazy but precise. He sought atmosphere, water, boats and identifiable landmarks in a setting of historical perspective. The whole must be special, unique to Pittsburgh. It's rather fascinating to observe the cogwheels churn in an artist's mind during these preliminaries.

"I've got it!" he exclaimed. What he had settled upon was the most outrageous and impossible of all settings. He would set back the clock to 1900, stand at water level on the left bank of the Monongahela, gaze upriver to include the Smithfield Street bridge, and let his panorama of the city drift off to the left terminating below Wood Street.

So great. He didn't know what the place looked like in 1900, he wasn't born yet, not even in the blueprint stage. There followed a feverish ransacking of old Pittsburgh photographs and prints in the Historical Society of Western Pennsylvania, and in the Pennsylvania Rooms of the Carnegie Library. The big dis-

covery was that nobody--no photographer or artist--had recorded the scene Stobart proposed to create. Yes, plenty of pictures taken high from the hill, or from upstream looking downstream, or downstream looking upstream, contributing verification of buildings, church spires and the like. But the perspective was all switched galley-west to smithereens.

At this point of almost complete exasperation came the bonanza. About 1900 a photographer had been engaged to take a picture of a modest towboat named ACORN. He discovered her moored in the Monongahela at Pittsburgh, left shore, and did his thing. The background, completely incidental to the subject, was the city-view Stobart sought, proper elevation, right on the button. The whole thing, you may truthfully say, was an accident.

Next job was to decide upon steamboats contemporary to the scene. The side-wheel FRANCIS J. TORRANCE was Pittsburgh's latest excursion boat in 1900 and, though somewhat ungainly, she was selected for inclusion. The towboat moored at the right is the ACORN mentioned above. Just off to the left of her is the Pittsburgh-Zanesville packet LORENA leaving port, and to her left, moored at the wharfboat, is the C. W. BATCHELOR. The pump boat, spotted far right, was purposely fired up to create an artistic wreath of smoke. The laden barges in the foreground contain coal, awaiting a rise in the rivers for shipment south.

The Vol. 2, No. 1 issue of ASA's "Sternwheeler" was late in making its appearance. Editor Jan DiCarlo, editor, took off with the Fitches aboard the CLAIRE-E for Guntersville, Ala., got in a Tennessee River flood, then was further delayed 2½ miles below Clifton by hospitality dispensed by Fred Johnsey and Dave Wilson. One good feature article is a story on

Gene and Claire Fitch. Gene is president of the American Sternwheel Association. Jan DiCarlo reports that Gene was born on Nov. 9, 1909, which makes of that young man a spring chicken compared to one other such we know about.

The restaurant boat MIKE FINK, moored at Covington, Ky., changed

hands last September 29th. Capt. John Beatty sold it to Ben Bernstein who operates the El Greco restaurant out Alexandria pike, near the old Beverly Hills. Mrs. (Shirley) Bernstein is associated with the enterprise, as are two sons. Alan, 25, is a graduate of University of Cincinnati who for two years was in the culinary department of the DELTA QUEEN.

Clifford Edward (Scotty) Scott, 64, died early on the morning of Wednesday, November 2, 1977 at the Marietta Memorial Hospital, having been admitted the day prior after suffering pains. Scotty was connected with the Campus Martius Museum. One of his last joys was to assist with the preparation of the signboards for the TELL CITY pilothouse. He is survived by his wife Edith Estes Scott who is associated with the Ohio River Museum. He was born Nov. 13, 1912 at Marietta and was sales manager for 37 years with the Rich-Loaf Bakery. Burial was in the Mound Cemetery, Marietta.

Miss Elizabeth B. Reno celebrated her 92nd birthday last November by coming to Marietta from her home in Parkersburg. She stood in the lobby of the Hotel Lafayette

and had her picture taken by Helen M. White of the Parkersburg News.

In the background of her picture is the model of the side-wheel BUCKEYE STATE.

Miss Reno is granddaughter of Capt. Samuel Jackson Reno, the first master of that famed packet which in 1850 brought passengers from Cincinnati to Pittsburgh in 43 hours, the fastest time of record to that date.

But Captain Reno was not aboard. He had died at Cincinnati in a hotel room to which he had been removed a few weeks prior. Capt. Samuel Dean ran the fast trip.

Captain Reno's body was brought aboard the BUCKEYE STATE from Cincinnati to Pittsburgh for burial.

Miss Reno is the daughter of Edward M. Reno. Even her father had no recollection of the BUCKEYE STATE, nor of his father Capt. Sam

Reno. Edward was but 10 months old at the time of his father's death. Miss Reno attended Carnegie Tech in Pittsburgh and was a member of its first graduating class in 1913. After she graduated she went to work for Westinghouse Electric, and stayed with that firm until her retirement. Since then she has made three trips to Europe.

"We get old too soon, and smart too late," she said to Helen White.

The Ohio Historical Society announced an increase in admission fees effective January 1, 1978. Adults are paying \$1.50 at Campus Martius or the Ohio River Museum for fee covering admission to both places. Children 5-12 pay 75¢ and under 5 free.



Jack E. Custer located the above in the collection of the Tennessee State Library and Archives, Nashville. He says "it has had me puzzled for years." Obviously this U. S. Hospital Boat is of Civil War vintage, built from a former packet. Our hunch (for we really don't know the answer) leads us to the side-wheel CITY OF LOUISIANA chartered to the U.S. Army early in March 1862 and turned over to the Sanitary Commission. Her staterooms were removed and the boiler deck was made over into a huge ward room. She served at Island 10 and at Pittsburg Landing. Following the Battle of Shiloh she carried 3,389 wounded to northern hospitals. In the spring of

1863 she was bought by the U.S., underwent further alterations, and was renamed R. C. WOOD to honor the Assistant Surgeon General of the U.S. Army. The CITY OF LOUISIANA was built at Madison, Ind. 1857 on a wood hull 250 by 40 and ran St. Louis-Keokuk owned by the Keokuk Packet Co. The Lytle-Holdcamper List disposes of her by snagging at Hat Island, below St. Louis, Sept. 14, 1860. Contemporary accounts indicate she was chartered and then sold to the Army by Keokuk Packet Co., extending her career into 1863, as related above. But whether or not the boat in the above picture is CITY OF LOUISIANA--R. C. WOOD is pure conjecture on our part.



WHEN Capt. W. D. Crammond, Hawesville, Ky., read in the newspapers of the ice-choked Ohio River clear up to Cincinnati and above, he loaded up his ferryboat K & I with coal. He stocked her with provisions, "enough to last clear to the Mississippi if necessary," as he put it. This was in the Big Winter of 1917-1918.

His first step was to move the K & I with its docks from Hawesville down to the U. S. Hame Co. landing at Tell City, Ind., a safer harbor. That's where Maxon is today. He rounded up his entire crew for 24-hour watch duty. His crew was composed of John Dougherty, engineer; S. J. Jackson, fireman; Jim Bates and Wayne Anderson. Major Prescott did not participate, saying he'd been too long on the river to take part in such a damn-fool mission.

The excitement started at 5:30 p.m., Sunday, Feb. 3, 1918 when the ice jam broke above Cannelton, Ind. It made a roar that "seemed like the world was falling apart," as one of the men said. The river rose 15 feet in four hours at Tell City. The K & I and barges broke loose and started down the river.

Captain Crammond and his crew found themselves in the midst of great ice floes. The flatbottomed ferry and her flats were shoved up on top of the ice.

At 10:30 that night they passed Grandview, Ind., 15 miles from the starting point. People shouted for them to scramble ashore. Crammond didn't want to, and the others figured the escape was too risky.

Shortly after midnight they passed Rockport, Ind., having drifted four more miles. To shore-watchers they shouted, "Telephone Hawesville we're all right." The gorge at Rockport had broken at 6:30. The river had come up 10 feet and was still rising there.

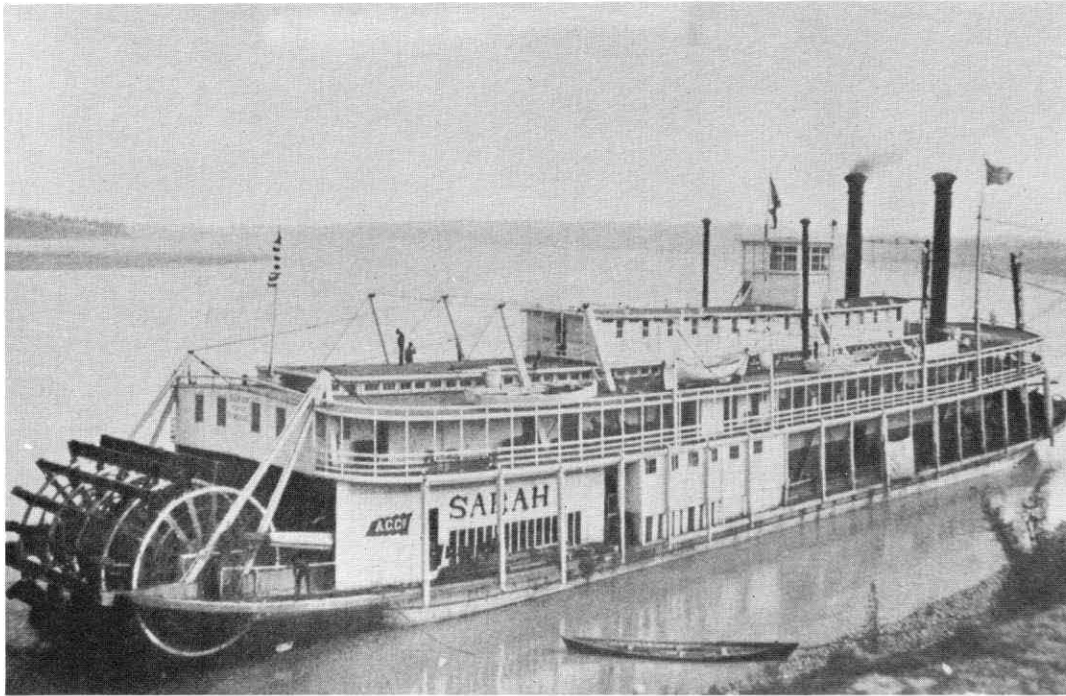
When they reached Coal Point above Newburgh, Ind., the K & I was close in shore. Here the whole crew "unloaded" across some planks at the Archbald coal mine. It was 9 a.m. Monday; they'd been afloat 15½ hours and had come 49 miles.

Crammond and crew here took a traction car to Evansville and set up watch at the foot of Main Street. Sure enough, the K & I passed there at 2:45 p.m. Monday. She was still dragging along rubbing shore ice. A man with an auto took them in pursuit, and at Howell, just below Evansville, they watched the K & I get shoved by ice into a cornfield. She had come 65 miles.

The two ferry floats did not pause. They went on out to Cairo, a trip of 258 miles from Tell City, and on down the Mississippi to Hickman, Ky., 34 more miles. The rather miraculous part of all of this is that later that spring Crammond got back his ferry and the two flats and once again resumed the ferry trade between Hawesville and Cannelton, Ind.

The K & I was a wood hull ferry, built in 1910 at Hawesville on a hull 68 by 18.6 by 4. This tale was the subject of Bert Fenn's Christmas greeting to his friends during the Holiday just past.

Big River Fleet of Northern Navigation Company



SARAH
The Howard-built Yukon packet pictured at Fort Egbert in August 1899. She and her sister steamboats HANNAH and SUSIE were built at Unalaska for Alaska Commercial Co., see insignia flag aft of her name. In 1908 all three plus many more were run by the Northern Navigation Co. Our thanks to The Alaska Journal for the photograph.

The following sternwheel steamboats were owned and operated in 1908 by the Northern Navigation Company, plying the Yukon, Koyukuk, Tanana, Chandlar and Inoka.

Sarah	Meteor
Susie	Schwatka
Hannah	Leon
Louise	Alice
Margaret	Victoria
St. Michael	Tacoma
D. R. Campbell	F. K. Gustin
Herman	Linda
Seattle No. 3	Arnold
Lavelle Young	Bella
Ida May	Seattle
Koyukuk	Pilgrim
Tanana	Oil City
Delta	Leotas
Isabelle	Schwatka
Florence	

761-ton barges were named BEAVER, MARTEN, MOOSE and WOLVERINE. They were built by Hall Bros. of Eagle Harbor, near Seattle, Wash.

The navigation season for scheduled sailings was June 12 through September 15.

Alaskan steamboats burned wood for fuel until the Northern Navigation Co. in 1901 converted the larger packets SUSIE, SARAH and HANNAH to burn fuel oil. Later on the HERMAN and LOUISE received oil burners, and also the harbor boats METEOR and FLORENCE.

To make this change-over the Company erected oil supply tanks. By 1908 five such tanks, each with 5000 brl. capacity, were in use at St. Michael, the big transfer station. Two similar tanks were at Andreaofsky. There was one 3500

brl. tank at Kaltag, two 2500 brl. tanks at Tanana, and also at Circle. To supply these tanks four barges were given cargo tanks, each having 2500 brl. capacity. The oil came in at St. Michael by sea, brought there by the steamship PORTER twice a season, handling 25,000 brl. per voyage, operated by the Associated Oil Co. of California. The steamer HERMAN handled the oil barges on the Alaskan rivers. The Northern Navigation Co. consumed half of this oil import, the remainder going to Nome.

The above comes to us from Ralph C. Hitchcock who found the information in the lead story in the "Railway & Marine News," issue of May 1, 1908, published at Seattle, Wash.

The SARAH, SUSIE and HANNAH ran between St. Michael and Dawson. The MICHAEL and D. R. CAMPBELL had been refitted for passenger service between Fairbanks and Dawson. The LAVELLE YOUNG operated on the Koyukuk, Tanana and Inoka rivers. The SCHWATKA and TANANA ran on the Tanana between Tanana and Fairbanks. The RELIANCE, DELTA and KOYUKUK were on the upper Tanana, Koyukuk, Chandlar and Inoka rivers. The SEATTLE NO. 3, OIL CITY and IDA MAY were the relief boats in the St. Michael-Fairbanks run.

In addition to these, the Company owned and operated 32 cargo barges ranging from 761 tons down to 150 tons, towed by the steamboats. Each had a name. The four

ASSIGNMENTS OF OFFICERS FOR SEASON OF 1908.

Steamer—	Master—	Pilot—	Chief—	Asst. Chief—	Purser and Freight Clerk—
Sarah	M. M. Looney	H. Beedle	G. Hakes	N. Madin	C. Birchler
Susie	O. J. Newcomb	R. Newcomb	George Curry	J. O. Hart	B. L. Robinson
Louise	S. E. Lancaster	J. Crowley	H. Ralmer	C. Milligan	J. Watkins
Herman	B. D. Newcomb	R. E. Hansen	C. Koen	H. Murphy	W. P. Cunningham
St. Michael	W. H. Bedsoe	H. J. Young	H. Moller	G. Warnenke	G. Goss
D. R. Campbell	H. Polis	H. Looney	T. B. Hyde	L. M. Dow	A. W. Flynn
Lavelle Young	C. Boerner	H. Patterson	A. A. Pucher	H. Green	R. Troughton
Schwatka	J. D. McCann	E. J. Rosie	J. P. R. Morrison	J. O'Neil	J. W. Collins
Tanana	J. T. Gray	J. Oliver	J. Gilbreath	D. Levake	E. P. Bemis
Delta	N. DeLude	G. Schneider	T. C. Fitzgerald	F. A. Amterson	J. P. Rockefeller
Koyukuk	T. S. Haynes	W. Sanford	A. T. Willets	C. Joren	J. C. Hyde
Reliance	M. Lemley	G. Green	E. R. Thorsby	C. Jansen	Gus Michael
Florence	O. Pulte		M. Stack		
Meteor	E. Olsen	H. S. DePuy			
Hannah			R. Howie		

The crew roster for Northern Navigation's boats was not completely firmed in April 1908 when this list was furnished to "Railway & Marine News" by Traffic Manager Zipf. Some of these captains, pilots and engineers were from Mississippi steamboats. Northern Navigation apparently had two boats both named SCHWATKA, one listed 396 gross tons, the other 115 gross tons.



SOMEbody with an eye for photo composition did double service here. In the foreground is a handsome johnboat. Bearing down upon the two fishermen is the double cabin side-wheel CINCINNATI with a bone in her teeth. You might say these two boats represent the zenith and nadir of

marine architecture, both the product of skilled builders. A good johnboat is no trifle--why?--well try putting one together. The CINCINNATI, as most S&Ds must be aware, is today's PRESIDENT. The picture was taken in the 1920s somewhere along the Ohio River. Bert Fenn furnished it.

Sirs: The Octoberfest Cruise on the BELLE OF LOUISVILLE was well attended by the river clan. Lexie Palmore (who took her pilot's exam the next day), Ann Zeiger, Pat Sullivan, Dolly Robertson, Keith Norrington, Virginia Bennett, my father William R. Prudent, my brother John, and of course me. Alan L. Bates and his wife were there, too. Captain Bates was a member of the German Band, the Hot Brats, that supplied the music.

In the December issue of S&D REFLECTOR, page 7, the girl sporting the Mail Pouch shirt is Lexie Palmore. On page 9, center view, are Bobby Musard on Bob McCann's right hand side, and next to the two ladies is my father, and I'm sitting next to Garland Kimble with my fist on my cheek.

Here's a vote to bring the JULIA BELLE SWAIN to Marietta for S&D in September, and I know I am echoing the feelings of many other S&Ds when I say this.

Frank X. Prudent,
2919 Dunaway Ave.,
Cincinnati, Ohio 45211

Sirs: I was most delighted in seeing the photograph of Emil Bott in the December REFLECTOR, page 17. His drawing in Leslie's "Illustrated Famous Leaders and Battle Scenes of the Civil War" was reproduced as the dust jacket of my book "Through One Man's Eye." It shows several packets transporting Union soldiers between Bellaire, O. and Benwood, W. Va.

The printer ran off a number of extra copies of this cover, and if anyone would like one I would be glad to send it, asking only 24¢ for postage. It does lend itself to framing, having been done in blue against a white background.

Paul E. Rieger,
5031 Westminster Road,
Sylvania, Ohio 43560

Sirs: Last Saturday, Nov. 26th, '77 my Dad and I visited a little museum in Sterling, Ill. In the collection is a set of scrapbooks prepared by an engineer who worked building the Hennepin Canal. The MARION was the first boat through the completed canal, arriving at Rock Island, Ill. on November 15,

1907. In these scrapbooks are pictures of the MARION and also of the RUTH, two neat little stern-wheel towboats, single stack behind the pilothouse. I wrote the U.S. Engineers at Rock Island for some particulars on the Hennepin Canal and they sent me a chapter from the District's history telling the story.

People pushed to have the canal built for almost 70 years. When it was completed there wasn't any traffic to speak of. The political battle over that ditch would make as good a story as anything on 60 Minutes.

Tom Way,
Box 378,
Ashton, Ill. 61006

Sirs: The young lady with the dark glasses in the December issue on page 10 is the one "who gets up in the morning with a tape recorder under her arm" (quoting page 39 same issue) Jane Curry, Easton, Pa.

Cornelia (Cori) Reade,
2100 C Charles St.,
Columbus, Ohio 43209

"STEAMBOAT" MURPHY
by William H. Rimmel

"S" TEAMBOAT" MURPHY was a deck-hand in the days when it was a common sight to see a half a dozen packets and towboats lined up along the Monongahela wharf. He would keep up with the best of rivermen and any number of captains sought his services. But like rivermen of the day, "Steamboat" Murphy was a heavy drinker.

If you happened to pass a Market Street tavern here in Pittsburgh a number of years back and heard a series of steamboat whistles and the loud cheers, you could be sure that "Steamboat" was in town. Invariably, after completing a trip from New Orleans or Cincinnati, Murphy could be found prancing up and down in his favorite tavern imitating the steamboats that plied the rivers.

His favorite imitations were those of the JOS. B. WILLIAMS or the SUNSHINE. The latter boat, many of you old-timers may recall, once carried excursionists from the old Exposition at the Point in Pittsburgh on a tour of local rivers.

For years "Steamboat" worked and played along the waterfronts from Pittsburgh to the Gulf. Everybody knew him and loved to hear his steamboat calls.

As the years passed the packets began to pass from the local scene and the steam towboats disappeared one by one. It wasn't long before "Steamboat" was drinking more and working less. And after a time he was appearing more and more in the police lineup at Central Station.

Magistrate Sweeney liked the old riverman. He liked to talk with him, and listen to his steamboat calls or the river stories "Steamboat" told. Sweeney always slipped a dime or two into "Steamboat's" hand after one of these sessions and advised him to get a bowl of soup instead of liquor.

One morning when Sweeney was on vacation another magistrate, in spite of the pleas of the station attendants sent "Steamboat" to the workhouse for 90 days on a vagary charge. When Sweeney returned, the officers told him about his imprisonment. But the old riverman was forgotten as hundreds of other cases appeared before the magistrate in the days that followed.

One morning when Sweeney arrived at the station he found a letter from the workhouse chaplain. "Steamboat" was seriously ill and had asked for him. The chaplain met Sweeney at the prison and told him that "Steamboat" was living on borrowed time.

A faint smile appeared on the riverman's face when Sweeney appeared at his bed in the prison hospital. Sweeney patted the gnarled hand and just said "howdy."

They chatted for a time and then the magistrate started to leave. "Steamboat" sort of leaned over and whispered, "Shall I blow the J. B. WILLIAMS or the SUNSHINE?" Before Sweeney could answer, the hospital room rang with the shrill sounds heard many times on the waterfront. And then everything was quiet again.

"Steamboat" smiled and waved a goodbye as magistrate Sweeney quietly tiptoed out of the room.

Capt. Sam Centanni of the cruise steamboat NATCHEZ recently did a TV show. He answered questions popped at him by two youngsters about the boat and the New Orleans scene. So successful was the outcome that it will be shown in Japan with Capt. Sam's speel dubbed into Japanese. Oh to hear this!

Capt. Ross Rogers, Jr. popped in to see us lately and loaned us a rather hefty book (282 pages) entitled "Historic Names and Places on the Lower Mississippi River." It was published 1977 by the Mississippi River Commission, Vicksburg, authored by Marion Bragg.

Starting at Cairo, southbound, the reader becomes a tourist exposed to a lecture on every point of interest clear out to the Jetties. Marion Bragg has done her homework. On page 5 she pauses at Quaker Oats Light, for instance, and tells how it was named for Capt. Calvin L. Blazier. His portrait is there, furnished by The Waterways Journal.

Old maps are reproduced spotting where many old-time steamboats speared themselves on snags, or went to kingdom-come in boiler explosions. The Civil War battles are re-fought with the aid of maps pinpointing the positions of gunboats and transports, all identified.

The author doesn't think much of the "commonplace incident" when the large towboat IRON MOUNTAIN vanished near Omega Landing, La., but gets pretty excited when the

READY BY MARCH FIRST

All twelve issues of the S&D REFLECTOR, Vols. 12, 13 and 14 professionally bound in hard cover, brilliant red imitation leather. Gold lettering and S&D emblem.

These sell rapidly so order yours early.

When you figure the cost of 12 copies (\$30) plus cost of binding (\$10) the bargain is apparent.

Remit \$40 to Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143. Price includes mailing and insurance.

THE REES CATALOGUE

Scale drawings and photos of side-wheelers, sternwheelers, high and low pressure engines, et al. Remit \$3 to Ye Ed, address on page 4.

cabin of the side-wheel MISSISSIPPI floats by Natchez, separated from the hull, "with its fancy chandeliers burning brightly." We had never before heard that tale, but maybe so.

The pages are studded with maps showing cut-offs, meanders, plantations, and occasionally settlements once prosperous which have disappeared with only a graveyard as a reminder. All in all, this is a beautiful book of fascinating fact. Any national publishing firm worth its salt would have accepted the work, seems to us.

There is no clue about the identity of the author. The book's price is not mentioned. We are writing the Mississippi River Commission, and hope to have a follow-up in the next issue.

THE FLOOD EXTRA

On page 46 is a copy of the Huntington (W. Va.) Herald-Dispatch issued Sunday morning, March 30, 1913. The linotype machines were under water. This one-page sheet was hand set. The Ohio River crested at 66.2 feet that day. The U. S. Engineers sent the towboat GENERAL CRAIGHILL and the launch BURKE to the rescue with supplies. The crews assisted in restoring electric power and telephone service. This inundation later was known as the "Dayton Flood" because of the life-loss and enormous property damage when the Miami River flooded. Such hand-set "Flood Extras" were issued at other towns also, and also in 1936. Our thanks to Jerry Sutphin for this one.

THE BACK COVER

This fascinating picture of the QUEEN CITY was taken at Georgetown, Pa. by Mary E. Calhoun using a 4x5 plate camera. Our picture is made from the original plate. Miss Calhoun later married Oscar T. Taylor of Pittsburgh. The QC was returning to Pittsburgh from her first Mardi Gras trip run in February-March 1903, under the command of Capt. J. Frank Ellison. On board were Col. John L. Vance of Gallipolis, first president of the Ohio Valley Improvement Association, and Hon. Albert Bettinger of Cincinnati, also identified with early Ohio River improvement. The trip was a "sell-out" and scores of applicants were turned down for lack of space. The HUDSON pinch-hit in the Pittsburgh-Cincinnati trade while the QC was off to New Orleans.

REPORT CREST OF FLOOD HERE TODAY; STAGE OF 66 FEET IS NOW PREDICTED

RIVER IS HIGHER THAN IN YEAR 1884

Refugees In Pitiful Condition Are
Housed and Fed In Schools
and Churches.

THOUSANDS HOMELESS
Many Marooned In Second Stories of
Homes Are Unable to
Get Food.

BULLETIN

Cincinnati, O., March 29.—Unofficial reports state that Parkersburg is fifty eight tonight, this is four feet above eighty four flood. River at Huntington will continue to rise reaching crest stage of about 66 or 67 feet Sunday.

DEVEREAUX

At 8 o'clock last night the flood mark of 1884 was passed in Huntington. It was believed later in the night a stage of at least 66 feet of water would be reached before tonight.

Never since the flood of 1884 has the city of Huntington been in worse condition than it was Saturday night with the river at a stage of 64.8 feet at 8 o'clock and climbing upward at the rate of slightly more than an inch an hour.

The churches, public school buildings, city hall, city jail, court house and every vacant building in Huntington is occupied with a crowd of flood refugees, numbering at least 2,000.

At Guyandotte 500 unfortunates were forced to the hills for safety marooned without anything to eat, without shelter or any way in which to cook. The city sent a boat of sandwiches to them.

In every ward in the city the commissioners, police, special men, sanitary officer and others were working like slaves to relieve situation.

On the orders of the mayor the officers were given the authority to take charge of any boat needed and many times during the day were forced to do so to rescue some flood bound family.

There was pitiful sights to be seen on every side where the pathetic looking refugees gathered in church or school or city building.

In the city hall the upstairs was crowded with the most pitiful looking woe-begone specimens of men, women and children on earth. They were gathered in from all sections where the merciless waters had crept into their homes and driven them out. Unkempt, uncombed and un-everything save fed, they clustered in hopeless looking crowds staring with unseeing eyes from the windows or looking away into space. Over all, the reek of foul odors hung like a stifling wave and yet it was but one scene of many in every school building throughout the city; in many churches and in the city hall where the unfortunate poor had gathered.

Four alarms of fire were turned in during the day, and a great deal of excitement was caused.

The first proved to be a false alarm at the corner of sixth avenue and Eleventh Street.

The second was extinguished by buckets of water at the store of A. G. Blake & company on Third avenue Twentieth street. The third was a false alarm at West Huntington, and the fourth originated in the home of Ferguson Thompson at 1018 Fifth avenue. This was extinguished. A large flambeau at Seventh avenue and Fifth street caused a number of persons to believe that a big blaze was raging in that section, and considerable excitement was caused

Crest Is At Wheeling

Pittsburg, March 29, 9 p. m.—The crest of the Ohio river flood is at Wheeling, W. Va. The flood waters are coming rapidly to points below and the volume of the water is large. Southern West Virginia points it is believed will be battling with the highest water in their history by Sunday morning.

Flee To Hills

Cincinnati, O., March 29.—The telephone operator at Aurora, Indiana notified the Cincinnati authorities late today that the rising waters of the Ohio river had broken over the levee at Lawrenceburg, Indiana, and that the people were fleeing to the highlands.

Doubt Parkersburg Report

Washington, March 29.—Weather bureau flood experts today were inclined to doubt the accuracy of the report of a stage of 64 feet in the Ohio river at Parkersburg, W. Va. The crest of the flood they estimated was about due at Parkersburg, but the highest was much greater than at Pittsburg, where the water was reported this morning as falling.

Kanawha Falling Rapidly

Charleston, W. Va., March 29.—The Kanawha began falling here Friday night after reaching a stage of 34.8 feet and at 6 o'clock tonight was down to 28 feet. Everything is moving fine with general conditions good. No loss of life and a property loss not near so large as at most points.

Point Pleasant Helpless

Pt. Pleasant, W. Va., March 29.—The city is in desperate straits and has sent out a call for help. There is great danger here with 60 feet of water covering the country and town. There is no food to be had and a state of famine exists. Charleston has responded with word that two government boats would leave there at the earliest possible moment loaded with food supplies.

Send Supplies By Boat

Charleston, W. Va., March 29.—8:19 p. m.—Two boats loaded to the guards with provisions for flood and famine stricken Pt. Pleasant left here tonight at 6:30 o'clock.

Parkersburg Submerged

Parkersburg, W. Va., March 29.—The whole city practically is under water, the flood having climbed to the Chancellor hotel the highest point in the business district. The entire down town sections is almost hidden from sight and the loss will run into many thousands of dollars. All Riverside has been driven to the high ground and the 400 families residing in the bottoms above the city near the steel plant have been forced to leave their homes to the waters.

Sixty Feet at Gallipolis

Gallipolis, O., March 29.—The river here has gone so far that it is almost impossible to tell what the exact stage is and the rate of rise seems to have increased since 5 o'clock. It is known that it is close to 60 feet.

Lexington Ky. Mch. 29.—Fully one thousand head of stock in Kentucky valley are reported drowned and great quantities of logs have been swept from the hills in the rapidly rising Kentucky river;

COURTEOUS TREATMENT

Through the courtesy of the Chesapeake and Potomac Telephone company The Herald-Dispatch staff was permitted to occupy their offices last night. Free use of the telephone and office equipment was allowed. This paper is printed through the courtesy of the Blagg Printing Company.

The Herald-Dispatch office is flooded.

RIISING AT PARKERSBURG

Pittsburg Mch. 29
For a few minutes this afternoon the Associated Press succeeded in gaining telephone communication with Parkersburg W. Va. The correspondent there reported that the river stage had risen higher than ever was known and still rising.

Offers Help

Charleston, W. Va., March 29., 8:30 p. m.—Mayor Bedell desires to inform the people of Huntington through its mayor and the press of that city that if in any way whatever he and the city of Charleston can aid the flood sufferers in Huntington every service possible will be rendered with pleasure. If provisions are needed they will be forwarded at once.

Send Supplies

Charleston, W. Va., March 29., 8:30 p. m.—The packet Evergreen left here tonight at 8 o'clock with \$3,500 worth of provisions on board for Pt. Pleasant. Two government launches will reach that town about 8 o'clock Sunday morning, laden with provisions. After the town has been taken care of the boats will visit the surrounding West Virginia towns to provide food for the homeless. The Chamber of Commerce has been working hard since noon to load the boats with food and get them started on the way.

Marietta Deluged

Marietta, O., March 29.—Via Whipple, to Cambridge, O. Via telephone to Pittsburg. Flood conditions in Marietta this morning are beyond description. The river rose rapidly until the stage at eight o'clock was six tenths and rising.

FLOOD SUFFERER TRIES SUICIDE

Despondent because of terrible suffering he had endured since he was driven from his home by the flood, Will Sullivan, a refugee, attempted suicide by drinking carbolic acid in the city hall building at one o'clock Saturday afternoon. Two trained nurses who chanced to be in the building administered first aid remedies, and it was believed saved his life. No physician was available until four hours later.

Sullivan, who is a militiaman, with his young wife had been driven from their home near Seventh street and Third avenue Friday and had spent the night in the city building. He was thirty-five years old, and had just arrived in Huntington from the Paint Creek strike zone where he had been on duty for many weeks. He was a member of Company "H" of Huntington.

His aged mother, Mrs. S. J. Sullivan, also a refugee, said that Will was the second of her children to attempt suicide. Two years ago her daughter killed herself with carbolic acid.

BULLETIN.

PARKERSBURG, W. VA. MARCH 30.—ONE O'CLOCK.—THE WATER IS STATIONARY HERE AT MIDNIGHT.

Declares Holiday to Protect Banks

Charleston, W. Va., March 29.—Governor Hatfield today declared March 28th, 29th and 31st legal holidays to protect the banks in the flood district of the state. The action was taken at the request of business men.

Twelve Thousand Homeless

Cincinnati, March 29.—In the six towns across the Ohio river from here it is estimated there are 12,000 homeless and that more than three thousand five hundred houses are flood.

No Services In Church Today

"I think this the time to practice Christianity, rather than preach it" declared Rev. U. V. W. Darlington, yesterday announcing that there would be no services in the Johnson Memorial church today. He stated that the basement of the basement of the building at Tenth street and Fifth avenue would be open all day today, and those who wished cooked food could secure it. A force of the church women will be busy all day preparing food for the homeless. Dr. Darlington is heading a force of churchmen in rescue work.

Huntington was cut off from the world last night with the one exception of The Herald-Dispatch leased 'phone wire to Pittsburg. By this route authentic Associated Press reports were received and appear in the regular edition today.



This USCG Fireboat is pictured at the Maxon Yard, Tell City, Ind., March 18, 1945 on the crest of the '45 Flood. It is almost identical to the one described in the accompanying story. Towboat at right is the GLEN JR.

WHISTLE ECHOES

The Real Thing--Not a Recording

by C. W. Stoll

WE HAVE ALL READ how those intrepid pilots out of Seattle, Vancouver and other northwestern ports take passenger steamers up through the Inside Passage to Alaska. They rely on echoes from the whistle---or did, before radar---in threading narrow channels.

I had heard of old-time Ohio River pilots using the same method to find shore when lost in a fog, but it never occurred to me that I, of necessity, would have to rely on so precarious an art.

It was during World War II.

On 27 July 1945 I reported to CG-53002-F at the Lifeboat Station at Louisville. Coast Guard terminology indicates that a vessel of this designation was 53 feet long, and the "F" meant she was a fireboat. Actually the craft was a Gulf Coast oyster lugger, diesel, single prop, with the shaft angling down through the hull with no skeg to protect it. She had no sleeping facilities and not much comfort otherwise. The "fireboat" part of her was a gasoline pump hooked up to some fire hose.

The diesel engine was sadly in need of repair. I'm not sure how she got to Louisville, or from whence, but her destination, in a vague way, was to the Pacific. Our job was to persuade her to Paducah, by hit or miss, where she was to have an engine overhaul.

So we departed Louisville at 8:30 a.m. with 11.1 (about pool stage) on the lower gage at Lock 41. We landed at Brandenburg for stores and departed a half-hour later with our cheese, bologna and crackers. Come 10 that night we landed at Cloverport. Being the pilot, who needs his sleep, I headed ashore to the Pate House.

Away at 7 next morning and all went well until we had lunched at Rockport and couldn't get the engine restarted. Lost two hours ten minutes but ended with success. Went on to Evansville where we tied at the Yacht Club above the wharf at 8:20 p.m. Pilots must get their

rest. I hunted up my college room-mate now an Evansville minister. Slept well.

Next day---Sunday---our machinist's Mate, aided by all and sundry, worked until 2:50 p.m. getting the diesel started. Again under way. There were four of us in this crew. The skipper, James E. Phillips (a Boatswain's Mate First Class, like myself) suggested if I would run all night, he would take her into Paducah after daylight. So fine.

Locked through Lock 49 about 10 p.m. with the SAM CRAIG and I went over and met George Nelson, of Henderson, and Homer Peyton, of New Matamoras. Had heard of both, but had not met either. They supplied a pretty decent lunch for our tired and hungry crew, down here in the JOE FOWLER's trade.

The JASON was locking at No. 50, so while waiting turn I went over and visited with Wilford (Whizzie)



Clark, son of "Pappy" Clark of the old L&C Line, who was on watch. Also met for the first and only time the famed Capt. Charles W. Biederman. Had no luck getting food for the t&h crew of our fireboat.

Left Lock 50 at 3:30 a.m. Monday, 30 July. Below Cave In Rock, due to fog, I put her in along the Illinois shore below Plew's Towhead. After about 15 minutes I could see across the river and down the bend, so we took off. Then the fog settled down.

Last thing I had seen was Peters Creek Light along the Illinois shore. Hmmmm. I was thinking about that unprotected prop. The shore below Peters Creek is rocky. On the other side, Hurricane Island and sandy. Meanwhile we were drifting serenely. We must be near that rocky bluff at Elizabethtown, Ill. On top of that bluff was a green "giverment" light in front of the Rose Hotel.

All I saw was fog, of course. So remembering about this echo business I opened the pilothouse sash and blew the whistle. Back it came, Little Sir Echo. With a bit of such experimenting I became reasonably sure of its direction. So I came ahead slow, stopped, blew. Yes, yes.

"Skipper," I said, "send Rum-Dum (our seaman) out on the bow, and tell him to look up in the air until he sees a green light ahead."

The Skipper and Rum-Dum had me pegged for an errant astronomer hunting the Pleiades on a cloudy summer night.

"There she is!" cried Rum-Dum, "about fifty degrees up in the air."

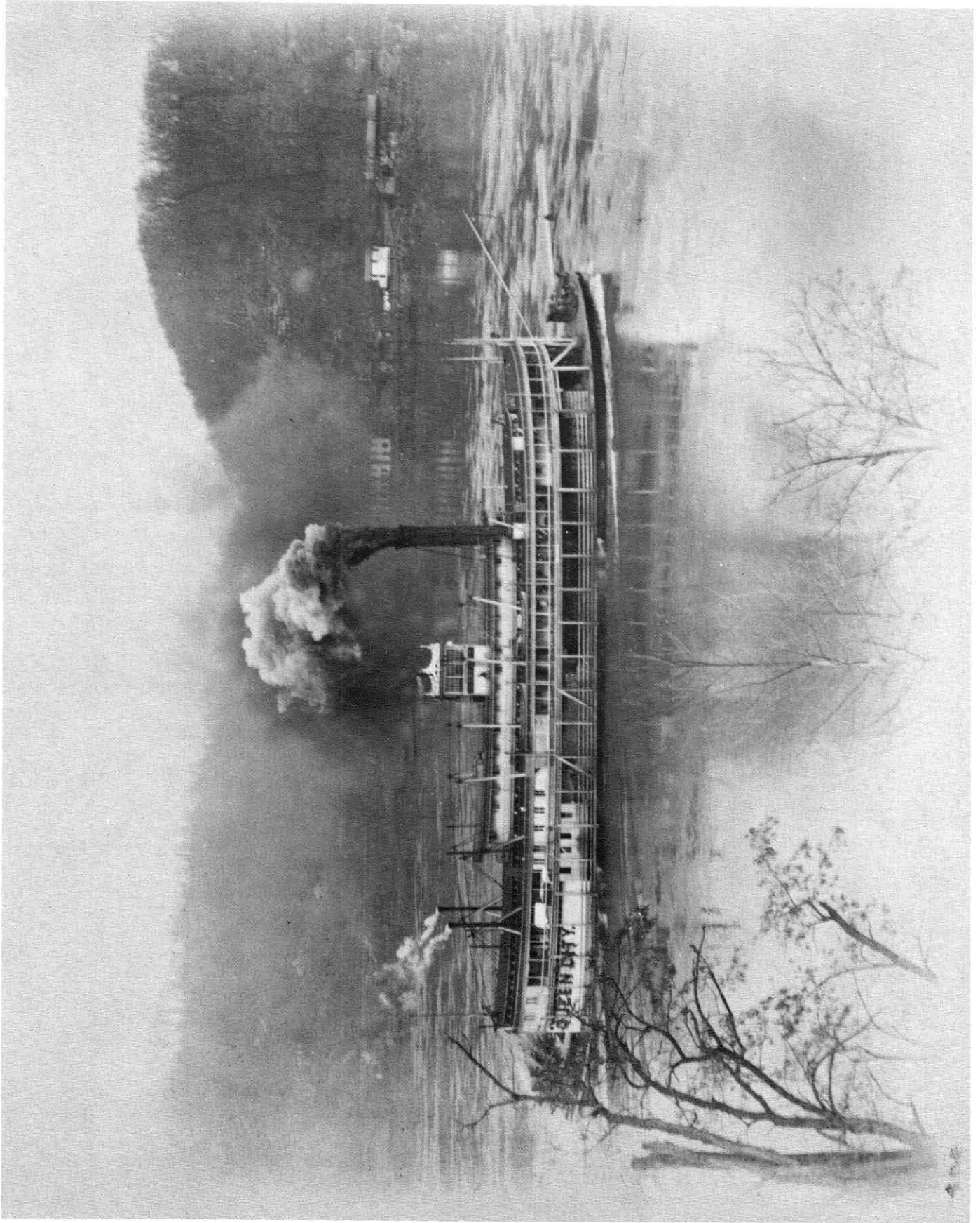
"We'll come in along the side of the sand fleet," I said. Now 5:35 a.m.

I sacked behind the pilothouse on deck and next I knew two of the crew were back from a visit up in Elizabethtown. They'd been eating ice cream. This at 7:30 a.m.

Fog lifted and every last soul of us held his breath but gr-r-r-r and that blamed diesel started on the first roll. Arrived Paducah at 1:35 p.m. After ten days there repairing the engine we went on to Memphis uneventfully.

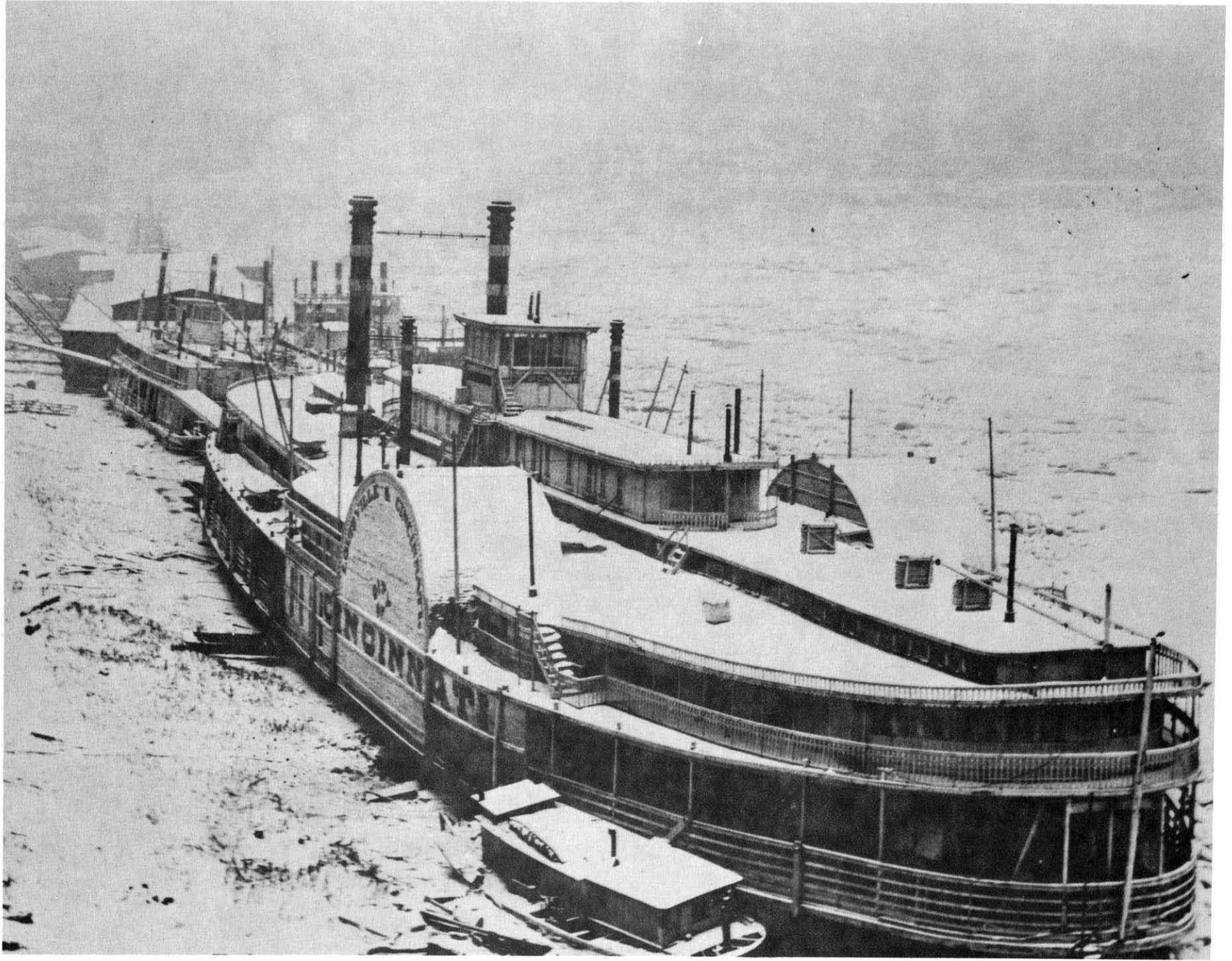
Until this day I've never had occasion to whistle-echo another boat. It worked that once, and I would suppose it would work again, provided you had a rock bluff with a green light on top of it.

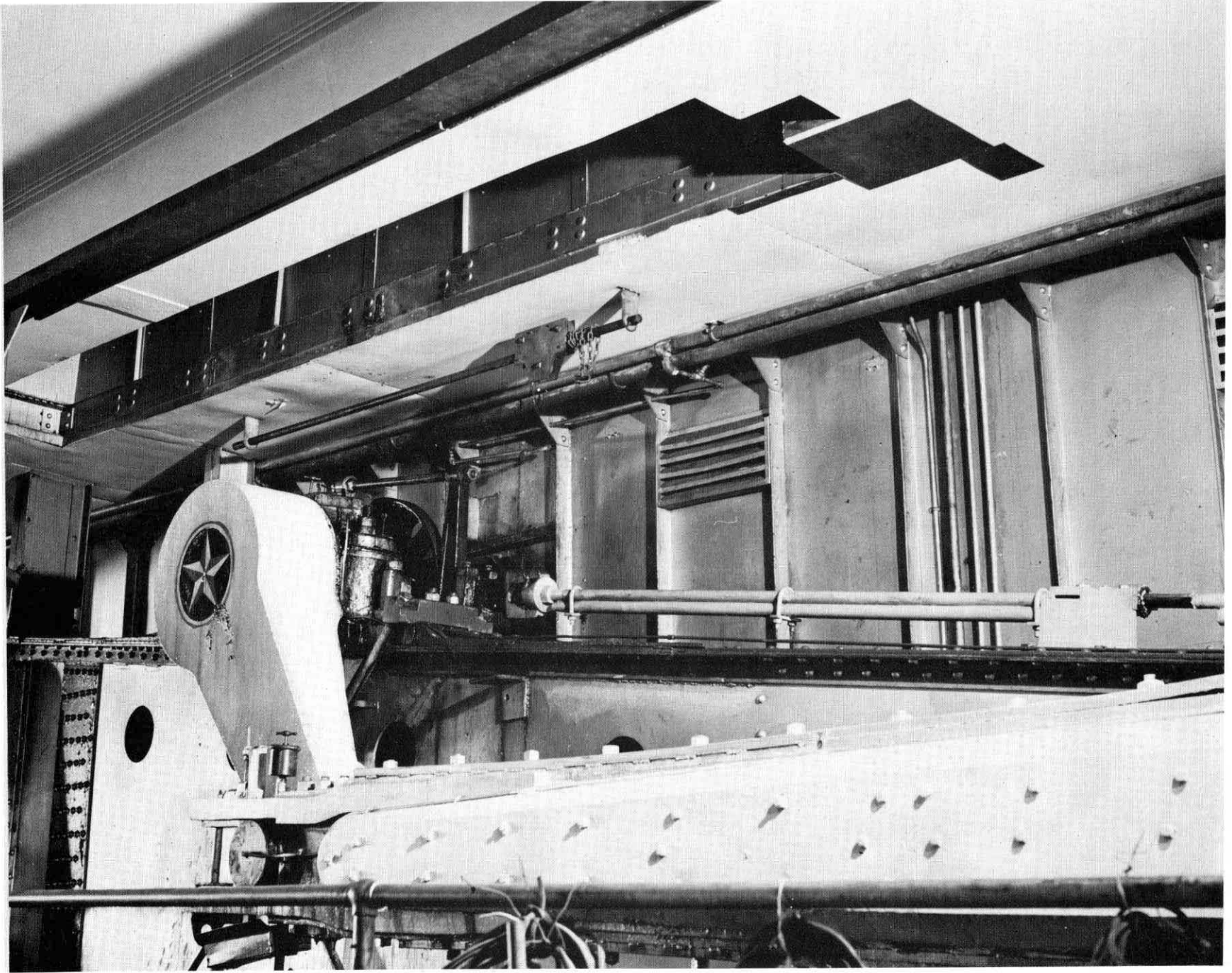
On the left is the pilot of the USCG Fireboat and author of the Whistle Echo story, C. W. Stoll. The uniformed officer is Thomas E. Kenny. This also was taken at Tell City at the time of the '45 Flood. Both today are worthy Board members of S&D.

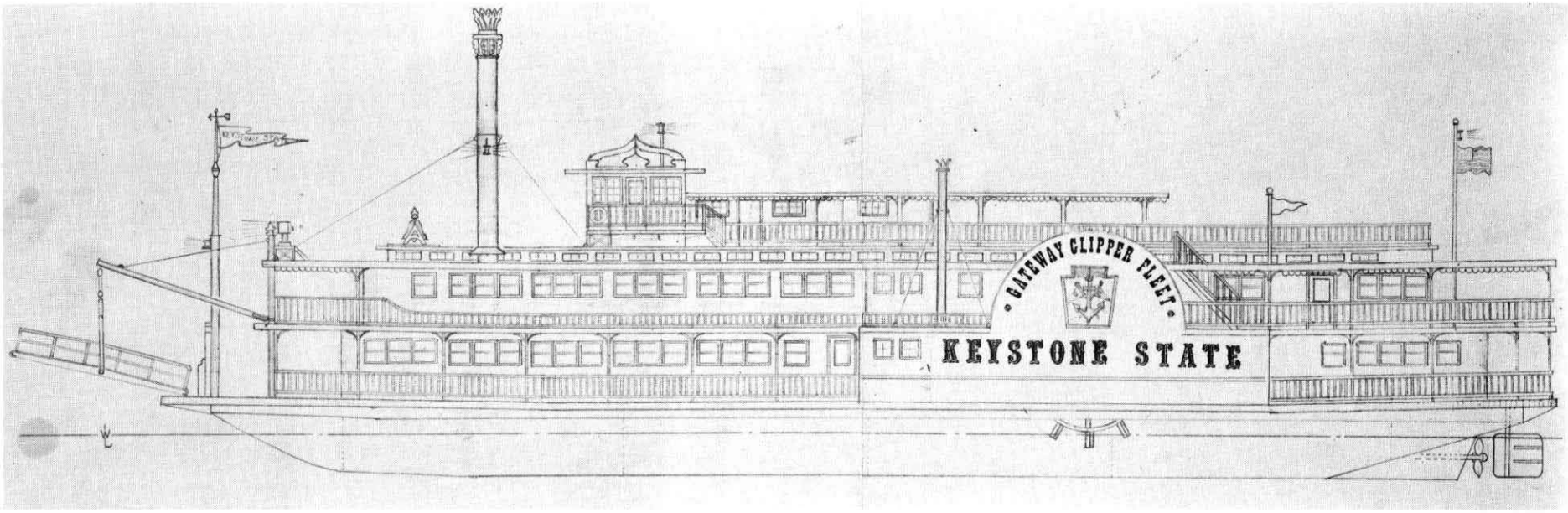




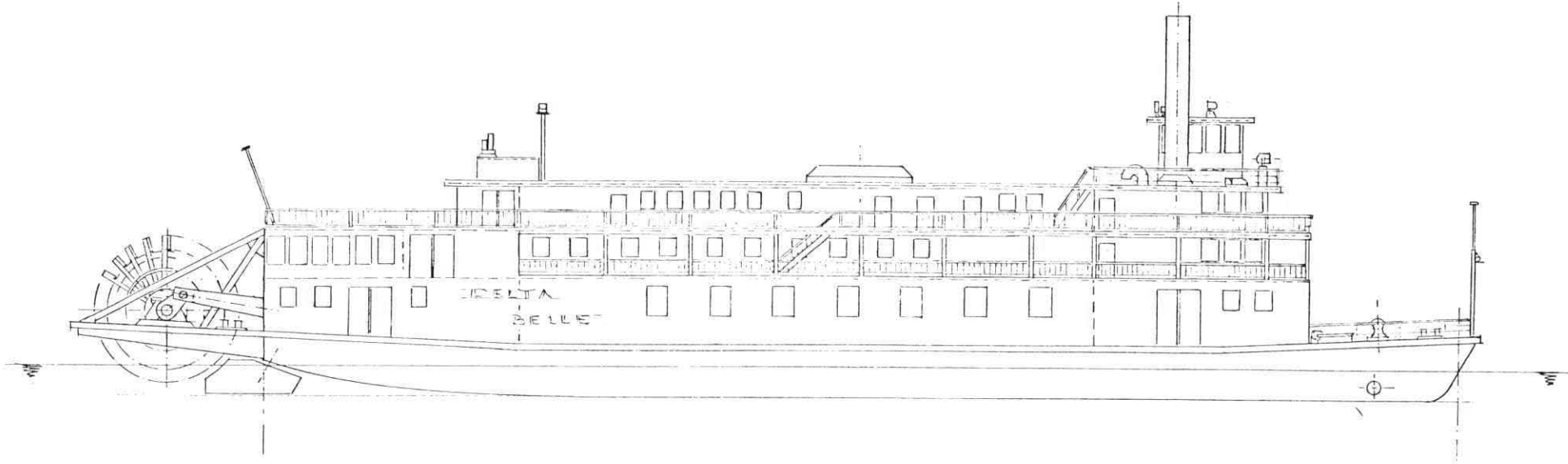
NOBODY has recorded the actual date or details as to when the last flatboat loaded with merchandise was floated down the Mississippi guided solely with sweeps, gouger and steering oar. Jerry Sutphin found this picture in the Library of Congress marked "Last of the Flat Boats" and dated 1898. Whether it actually is the last one is debatable, but the question does not detract from the quality and value of such a rare photograph. We have no idea of what sort of cargo weighs her down, and she must be all of 90 feet long with a ten-man crew.

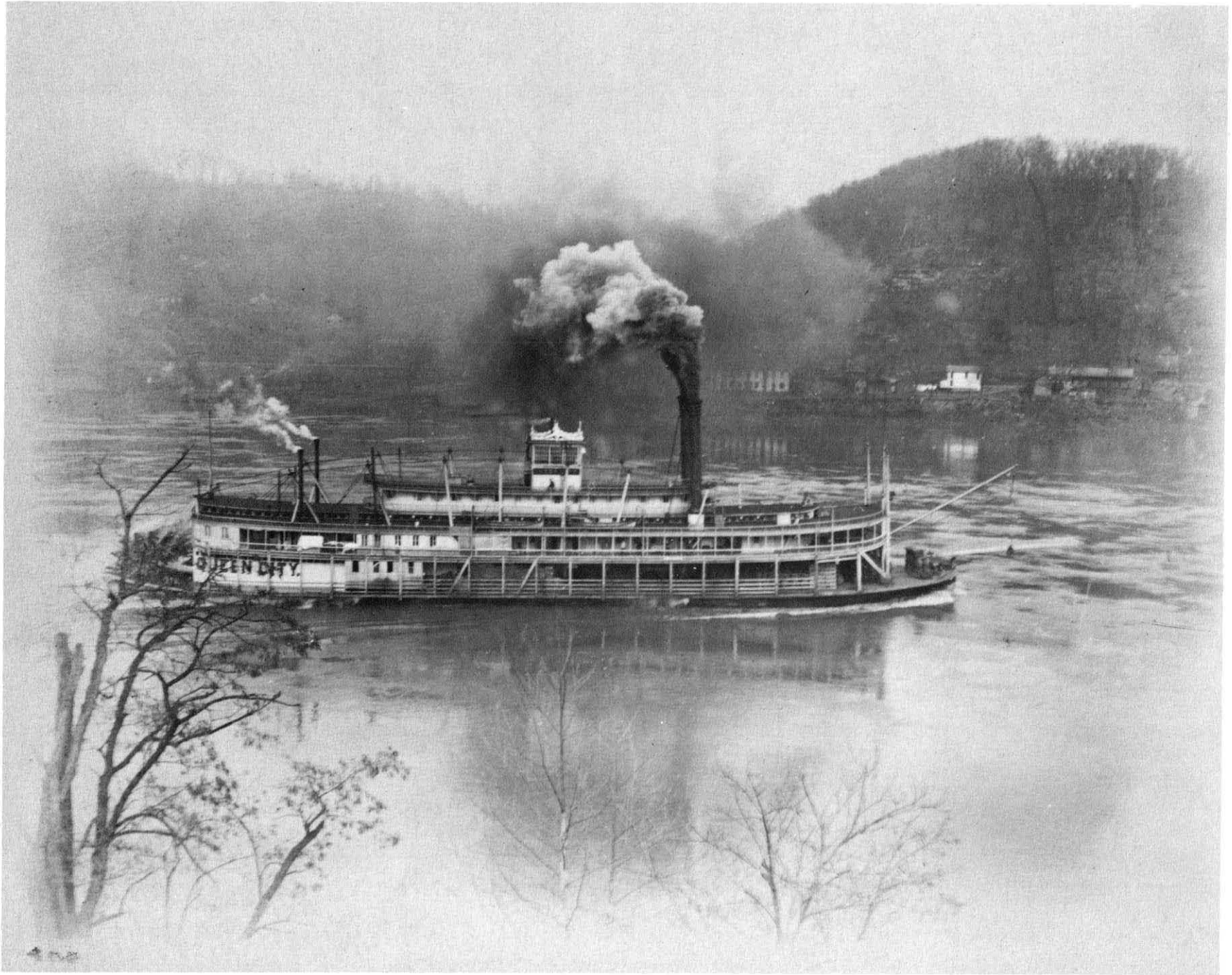






TWO NEW PASSENGER BOATS currently projected are the KEYSTONE STATE (above) and the DELTA BELLE (below) both targeted for 1979 completion. Read the news items on the opposite page. For the profile of the KEYSTONE STATE our thanks to architect Jim Swartzwelder, and for the DELTA BELLE we are indebted to architect Miklos Kossa.





- See page 45 -