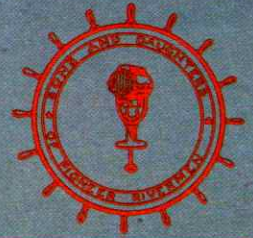


# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 15, No. 2

Marietta, Ohio

June, 1978





Sirs: I have just completed a New Orleans harbor trip aboard the ADMIRAL with Capt. Verne Streckfus and brought along with me the last S&D REFLECTOR (March '78).

Captain Verne makes these identifications of persons appearing in the QUINCY story:-

Page 28, lower left: Capt. Joe Streckfus.

Page 28, lower right: Both were watchmen on the QUINCY, names not recalled.

Page 29, upper right: Commodore John Streckfus, Captain Verne's father. At the time of the picture he was acting pilot on the QUINCY, his favorite boat. He preferred piloting to being master.

Page 29, center left: Capt. D. Walter Wisherd and unidentified ladies.

Page 30, top left: Capt. D. Walter Wisherd (left) and Capt. Joe Streckfus in company of unidentified ladies.

Captain Verne says he made many pleasant trips aboard the QUINCY working in various jobs. He was master of her after her conversion into the J.S. He also recalls that the QUINCY was the fastest of their boats, making 12 mph at regular cruising speed. He was on the sternwheel J.S. and remembers seeing the QUINCY sunk at Trempealeau Mountain, Wis. in July 1906. She was in bad shape and it looked like there would be no hope raising her, but due to expert rescue work she was brought up and repaired.

Captain Verne wishes me to say that he enjoyed the excellent pictures of the PRESIDENT in the March '78 S&D REFLECTOR.

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

Sirs: That war vessel pictured on page 29 last issue definitely is not a Coast Guard revenue cutter. At the time (1911) they looked more like sailing vessels or tugs, depending on the class.

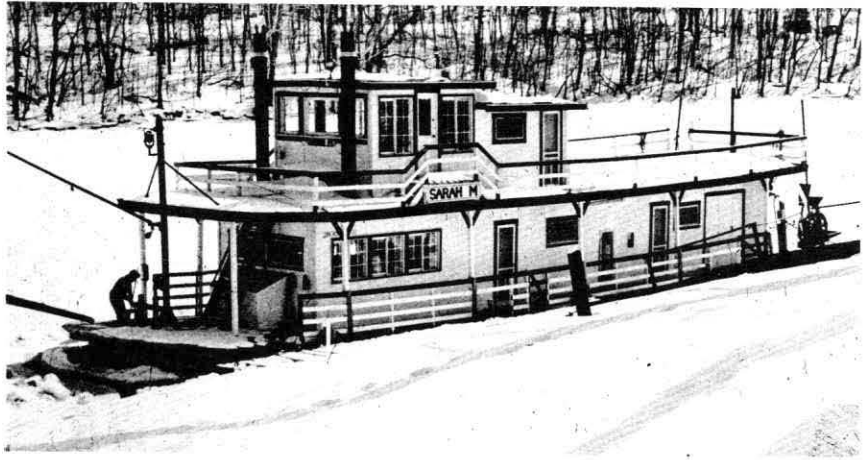
My belief is that she is the AMPHITRITE of about 4000 tons, built in 1883 and operated by the Louisiana Naval Militia.

I'm no expert on armed Naval vessels, but I have referred to Jane's Fighting Ships -- 1914, and this seems to be likely.

Russell D. Angus,  
1064 Esther Lane,  
Mendota Heights, Minn. 55118

Sirs: Jim Swartzwelder's color picture of the TELL CITY's pilot-house gracing the front cover of the December issue is certainly one of the best.

The Middle Ohio Chapter of S&D met at Madison, Ind. last March 11 and had a turn-out of about 40 despite rain, fog, and near blackout



ICEBOUND on the otherwise placid Muskingum this past winter was the SARAH M, pictured between Eagleport and Gaysport. She's owned by Fred McLaughlin, Hebron, O., and came out OK. Photo taken February 24th last by the Marietta Times.

conditions due to the shortage of electricity. Harlan and Anna Hubbard were the main attractions. I guess it's routine to them, but to me it was incredible that they rowed across the Ohio from their home at Payne Hollow, dodging ice chunks in a fast current, so's Harlan could speak at the dinner meeting and exhibit some of his paintings. This was my first opportunity to meet these delightful 20th Century Thoreaus from an Ohio Valley Walden.

Lexie Palmore secured an extension to her pilot's license in January, through to Cairo, Ill. She spent a couple of weeks as mate on the MISS-Q and now is back on the DQ.

Ann Zeiger,  
6167 Fairway Drive,  
Cincinnati, O. 45212

#### EXCUSE IT PLEASE

Well, we'll try again. Those Delta Queen Steamboat Company brochures which were to have been mailed with the March issue didn't get tucked in the envelopes. When we phoned Bob Richardson whose responsibility it was to tend to the matter there came a pause. Bob then said, "I plumb forgot." We've tied a string around his finger and you should receive one with this June issue.

Meanwhile announcement has been broadcast that Capt. Carl Shelton, master of the MISS-Q, will re-marry couples taking their second honeymoon during June cruises in the New Orleans -Vicksburg-Natchez trade to the strains of "Here Comes the Bride" on the calliope.

Prospects of procuring the JULIA BELLE SWAIN for S&D this Sept. 9th went into total eclipse when we received a letter this past April from Capt. Dennis Trone.

"I'm afraid we will have to say definitely that the JBS won't be on the Upper Ohio this year," he writes. "The concert/tramping itinerary John Hartford and I had in mind didn't work out for the lack of a sponsor. We were hoping to find an angel to help cover the deadhead expenses."

Eclipses have a habit of revealing bright stars nearby otherwise unseen. Accordingly we have under observation the gleaming LIBERTY BELLE, capacity 300. She has been lined up to run an 11 a.m. until 4 p.m. S&D cruise with buffet luncheon at Marietta Sept. 9th.

Word comes to our notice that the famed Coovert Studio glass plates, 100 in number, have found their way into the Memphis-Shelby County Public Library and Information Center. Coovert was a prize-winning Memphis photographer who took noteworthy scenes along the waterfront there in the days of the KATE ADAMS (last), HARRY LEE, J. N. HARBIN, GRAND and others.

Ensnconed in the Memphis Room at the Library is a growing photographic documentary of Memphis under the direction of Dan Yanshisin, assisted by Jim Johnson. They have assembled 60,000 negatives and 10,000 photographs. Lately they acquired the negs of Cliff Poland, whose collection included the Coovert negs.

The public is invited to inspect these pictures. Arrangements can be made to obtain prints.

Walter G. Huckabee, former owner and operator of Huckabee, Inc., Sewickley, Pa., honored us with a visit last April 19th. After a number of years in Arizona he is now chief engineer on the SEA PROBE of the Woods Hole Oceanographic Institution, Woods Hole, Mass. The boat is being outfitted with electronic and other highly specialized gear to take TV pictures of the ill-fated TITANIC lost off Newfoundland after striking an iceberg the night of April 14-15, 1912. She lies at 13,000 feet depth where the water pressure is 7,000 pounds per square inch. Prospects are that she is "clean," inasmuch as barnacles and marine growth do not thrive at such depth. Funding for the project is coming from Disney Studios and other major sources. The SEA WORLD will be in readiness by mid-1979 to do the work.

Walter Huckabee will be remembered as builder of the diesel towboat ROCKET, which he built at his Sewickley shop in 1957 and launched at Letsdale, Pa. The ROCKET now is owned and operated by G & S Towing Co., New Kensington, Pa. Walter has turned 65 but has no intention of retiring.

Atlas Van Lines International, Evansville, Ind., has issued their 4th edition of their Cookbook in conjunction with their 1977 convention at New Orleans. Contained in it is a 20-page section on river steamboats and showboats with pictures. We quote: "The original showboat COTTON BLOSSOM was owned by Ralph Waldo Emerson, noted American essayist and poet...." Let's transfer this, next edition, to the Salad Section, boys.

The Middle Ohio River Chapter of S&D will join with the American Sternwheel Association for a cruise aboard the LORENA at Zanesville, O. about 5:30 p.m. on Saturday, July 1st. Dinner will be served at the Holiday Inn at 8 p.m. A program will follow. On Sunday the combined group will proceed to Coshocton area to ride the canalboat and visit Roscoe Village. Joiner-uppers are urged to make their own motel reservations. Dinner reservations may be sent to Clyde Bryant, 3388 Riverside Airport Road, Zanesville, O. 43701, phone 614-453-8375. Just let him know you're coming.

Jan DiCarlo was Jerry-on-the-job with the Spring Issue of A.S.A.'s "Sternwheeler." Our copy arrived on April 22nd--12 of those big 11" by 17" pages loaded to the guards. She scooped us with Lexie Palmore art, the cartoon of MAIL POUCH, see page 32. Alan Bates goes on-and-on about Small Steamboat Design, a subject apropos to sternwheel sorghum, palatable sirup, to be taken regularly as directed.

#### OUR FRONT COVER

The steam towboat W. P. SNYDER, JR. departs from Pittsburgh on that sweet September morn in 1955, bound to Marietta.

On board were Mr. and Mrs. W. P. Snyder, Jr., W. P. Snyder III and W. P. Snyder IV, plus a gala crew of "mourners" picked by Mr. Snyder and S&D. The Captain (Oh, my Captain!) was Capt. Frederick Way, and Capt. Thomas E. Kenny was high pilot.

The four-and-a-half day trip started at Crucible, Pa. and terminated in the Muskingum River at the foot of Sacra Via. Crucible picked up the tab for the voyage, meals, hotels, and Mr. and Mrs. Snyder hosted a cocktail party and banquet at the Lafayette.

James T. Swartzwelder took the picture.

#### OUR BACK COVER

You've probably recognized it... the business end of the forecastle on the DELTA QUEEN. The photographer, Noble G. Beheler. This was taken at Pittsburgh last September. Mr. Beheler, retired from U. S. Steel, has an eye for details.

Capt. Clarke (Doc) Hawley is the subject of an illustrated feature in "Dixie" Magazine, New Orleans, issue of Sunday, April 2nd last. As master of the NATCHEZ, he says "It's a good way to meet people." Doc finds himself and crew rolling out the red carpet for dukes and duchesses, the wife of the president of France, President Ford, Alice Cooper and Burt Reynolds. Eventually just about everyone comes to New Orleans.

## S&D

Annual meeting is called for the week-end of Saturday, September 9th at Marietta, Ohio.

The Board of Governors will meet at 9 a.m. sharp in the Riverview Room, Hotel Lafayette on that date.

The LIBERTY BELLE departs at 11 a.m. from the Ohio River landing at the Lafayette Hotel for a cruise. Buffet luncheon will be served aboard. Tickets may be bought in advance in the hotel lobby. Return is scheduled at 4 p.m.

The annual dinner will be served at the Lafayette at 6:30 p.m. Advance reservations are advised.

Evening program with seating for all opens at 8:15 p.m.

River events Sunday.

The first of French's showboats was built and launched at the foot of Lawrence St., Cincinnati, one hundred years ago. It was small potatoes as showboats go, a barge 85 by 16 seating 89, the stage 15 feet across and 8 feet deep. If there was any sensation about the enterprise, the talk of the river was that the builder, Augustus Byron French (an adopted surname), had taken unto himself a bride of sixteen, Callie Leach of Waterloo, Ohio. A. B. French was 45. His real name was A. B. Dolen and this was his second marriage.

The two of them started out that summer of 1878 with a six-wagon road show they called "French's New Sensation." Rain, rain, rain, and the project flopped. Then's when they decided to build the showboat with a roof over their heads. Lettered in red on the sides were the words THE NEW SENSATION. Below and around the windows were circus scenes.

What with the late start building the craft they didn't get away from Cincinnati until Sunday, Nov. 3, 1878 and coasted (no towboat assistance) to Elizabethtown, Ill. where they gave the first performance under the brow of the cliff with the Rose Hotel perched aloft same as it was when C. W. Stoll whistle-echoed an old oyster lugger to a safe fog landing there in 1945 as recounted in our last issue.

The centennial of these modest events would doubtlessly have passed unnoticed were it not for Donald T. McDaniel, 6420 Middleshire St., Columbus, O. 43229. He had a grandfather, Thomas W. Craggs, who was with the French showboats 1882-1887. Mr. McDaniel has turned himself into a one-man-band in his attempts to win recognition in 1978 for Capt. A. B. and Callie French. In all they built and operated five showboats, the last one at Higginsport, O. in 1901. Captain French died in the following year, early May, 1902, and is buried at Glendale, O., in the Dolen family plot. His widow carried on until 1907, retired, remarried in 1914, and died in 1935.

The last of the FRENCH'S NEW SENSATION showboats, escorted by a towboat, and playing a steam calliope, got into a windstorm at Mound City, Ill. in 1930 and was permanently disabled. But others owned her at that time.

When Callie French sold out in 1907 (at Naples on the Illinois River) she wrote a prophetic finis in the logbook. "Our showboat has become an institution instead of an experience."

Our congratulations to Capt. Gabriel Chengery, now full-time master of the MISS-Q. The promotion came about following the resignation of Capt. Carl Shelton.

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

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

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

Correspondence is invited by the editor. Please do not send unsolicited photographs on loan. Additional copies of the current issue at \$2.50 each postpaid are available from the editor. Back issues are listed and priced on another page.

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

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

**Officers:**

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121 River Ave., Sewickley, Pa. 15143

Capt. C. W. Stoll, v. p., Lower Ohio  
Rock Hill, Mockingbird Valley Road,  
Louisville, Ky. 40207

Mrs. J. W. Rutter, secretary  
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*Saluting Pittsburgh's Ethnic Heritage*

Enjoy food and music in ethnic style and tradition while cruising the three rivers of Pittsburgh. With "Old World" flair, the Gateway Clipper Fleet has planned these exciting ethnic voyages as a salute to the nationalities that have blended together into the great "melting pot" that is Pittsburgh ... truly Someplace Special.

1. Irish "St. Patrick's" Night . . . . Fri. Mar. 17 . \$8.95
2. Spanish "Ole" Night . . . . . Thur. Apr. 13 . 9.95
3. European "Slav" Night . . . . . Thur. May 11 . 9.95
4. Hawaiian "Luau" Night . . . . . Thur. June 15 . 10.95
5. Welsh "Songfest" Night . . . . . Thur. July 13 . 10.95
6. Greek "Greek" Night . . . . . Thur. July 27 . 10.95
7. Polynesian "South Seas" Night . Wed. Aug. 9 . 10.95
8. Polish "Polka" Night . . . . . Thur. Aug. 31 . 10.95
9. Afro "Soul" Night . . . . . Thur. Sep. 28 . 10.95
10. Italian "Paesano" Night . . . . . Thur. Oct. 12 . 10.95
11. German "Oktoberfest" Night . . . . Thur. Oct. 26 . 10.95
12. Mexican "Pinata" Night . . . . . Thur. Nov. 9 . 8.95

### Out-Of-Town Cruises For '78

| JUNE             |   |   |         |
|------------------|---|---|---------|
| 2 (Fri.)         | — Pittsburgh to Wheeling (8 am - 7 pm)  | Includes Buffet Lunch & Dinner  | \$26.50 |
| 8 (Thur.)        | — Wheeling to Pittsburgh (8 am - 8 pm)  | Includes Buffet Lunch & Dinner  | \$26.50 |
| <b>JULY</b>      |   |   |         |
| 5 (Wed.)         | — Pittsburgh to Kittanning (9 am - 5 pm)  | Allegheny River Cruise Includes Buffet Lunch  | \$16.95 |
| 7 (Thur.)        | — Kittanning to Pittsburgh (9 am - 5 pm)  | Allegheny River Cruise Includes Buffet Lunch  | \$16.95 |
| <b>AUGUST</b>    |   |   |         |
| 2 (Sun.)         | — Pittsburgh to Kittanning (9 am - 5 pm)  | Allegheny River Cruise Includes Buffet Lunch  | \$16.95 |
| 8 (Tue.)         | — Kittanning to Pittsburgh (9 am - 5 pm)  | Allegheny River Cruise Includes Buffet Lunch  | \$16.95 |
| 31 (Thur.)       | — Pittsburgh to Wheeling (8 am - 7 pm)  | Ohio River Cruise Includes Buffet Lunch & Dinner  | \$26.50 |
| <b>SEPTEMBER</b> |   |   |         |
| 1 (Fri.)         | — Wheeling to Marietta (8 am - 5 pm)  | Ohio River Cruise Includes Buffet Lunch & Dinner  | \$24.95 |
| 2 (Sat.)         | — Marietta to Gallipolis (8 am - 6 pm)  | Ohio River Cruise Includes Buffet Lunch & Dinner  | \$26.50 |
| 3 (Sun.)         | — Gallipolis to Charleston (8 am - 3 pm)  | Ohio River/Kanawha River Includes Buffet Lunch  | \$14.95 |
| 5 (Tue.)         | — Charleston to Huntington (8 am - 7 pm)  | Ohio River/Kanawha River Includes Buffet Lunch & Dinner   | \$26.50 |
| 7 (Thur.)        | — Huntington to Gallipolis (10 am - 3 pm)   | Ohio River Cruise Includes Buffet Lunch   | \$10.95 |
| 8 (Fri.)         | — Gallipolis to Marietta (7 am - 7 pm)  | Ohio River Cruise Includes Buffet Lunch & Dinner  | \$26.50 |
| 11 (Mon.)        | — Marietta to New Martinsville (10 am - 5 pm)   | Ohio River Cruise — Includes Lunch at Sistersville  | \$14.95 |
| 18 (Mon.)        | — Pittsburgh to Monongahela (8 am - 12:30 pm)   | Monongahela River Cruise Includes Buffet Lunch  | \$9.95  |
| 19 (Tue.)        | — Monongahela to Brownsville (9 am - 12:30 pm)  | Monongahela River Cruise Includes Buffet Lunch  | \$7.95  |
| 20 (Wed.)        | — Brownsville to Morgantown (8 am - 2 pm)   | Monongahela River Cruise Includes Buffet Lunch  | \$12.95 |
| 22 (Fri.)        | — Morgantown to Fairmont (8 am - 12 noon)   | Monongahela River Cruise Includes Buffet Lunch  | \$8.95  |
| 23 (Sat.)        | — Fairmont to Morgantown (8 am - 12 noon)<br>— Morgantown to Pittsburgh (12:30 pm - 12:30 am) | Monongahela River Cruise Includes Buffet Lunch & Dinner. Combo for dancing 8:30 pm to 12:30 am. | \$26.95 |
| <b>OCTOBER</b>   |   |   |         |
| 4 (Wed.)         | — Pittsburgh to Kittanning (9 am - 5 pm)  | Fall Foliage Cruise Includes Buffet Lunch   | \$16.95 |
| 5 (Thur.)        | — Kittanning to Pittsburgh (9 am - 5 pm)  | Fall Foliage Cruise Includes Buffet Lunch   | \$16.95 |
| 13 (Fri.)        | — Pittsburgh to Wheeling (8 am - 7 pm)  | Fall Foliage Cruise Includes Buffet Lunch & Dinner  | \$26.50 |
| 14 (Sat.)        | — Wheeling to Pittsburgh (8 am - 7 pm)  | Fall Foliage Cruise Includes Buffet Lunch & Dinner  | \$26.50 |
| 18 (Wed.)        | — Pittsburgh to Kittanning (9 am - 5 pm)  | Fall Foliage Cruise Includes Buffet Lunch   | \$16.95 |
| 19 (Thur.)       | — Kittanning to Pittsburgh (9 am - 5 pm)  | Fall Foliage Cruise Includes Buffet Lunch   | \$16.95 |
| 27 (Fri.)        | — Pittsburgh to Brownsville (10 am - 5 pm)  | Fall Foliage Cruise Includes Buffet Lunch   | \$14.95 |
| 28 (Sat.)        | — Brownsville to Pittsburgh (10 am - 5 pm)  | Fall Foliage Cruise Includes Buffet Lunch   | \$14.95 |
| <b>DECEMBER</b>  |   |   |         |
| 27 (Wed.)        | — Pittsburgh to Wheeling (8 am - 7 pm)  | Christmas Cruise Includes Buffet Lunch & Dinner   | \$25.50 |

*Early Reservations are Recommended*







THE projected JOHN HECKMANN pilothouse (Dec. '77 issue, page 38) has been completed and now stands on a bluff at Hermann, Mo. overlooking the Missouri River. Above is a picture of the light draft packet JOHN HECKMANN taken at St. Louis in 1920. She was built on a wood hull at Hermann, Mo. in 1919, 163.6 x 30.5 x 4.2. Attention is invited to the unusual double sternwheels, remindful of the MISSISSIPPI QUEEN, and at the same time a throw-back to the dark ages. The first Western Rivers' sternwheeler built with the paddles hanging off the stern (as opposed to recess style) was also double-wheel, the ALLEGHENY, built at Pittsburgh, Pa. in 1830. Originally designed as a wheat carrier, later on the JOHN HECKMANN was gussied up with full length boiler deck and texas, and became a Missouri River excursion boat operated by Missouri River Excursion Co. based at Hermann. She was lost there in ice, 1928. When Historic Hermann, Inc. launched the project of building the JOHN HECKMANN pilothouse they had precious little original material to work with, other than the pilotwheel. The cost, guesstimated at \$5,000, ran closer to \$7,000 due in part to an extensive foundation necessary to support it on the bluff. Contributions are being cheerfully received to meet the cost, addressed to Historic Hermann, Inc., Hermann, Mo. 65041.

Sirs: To amplify a bit on that picture of the PRESIDENT in tow bound for St. Louis, last issue, page 3:- I was out on the DQ's deck chatting when over the loud speaker came announcement that we were meeting the PRESIDENT. The announcer said she "had come out in 1925." Instead of rushing to the pilothouse to correct the gentleman, I rushed to get my camera to take the picture.

I knew she had come out in 1924 to run an inaugural Cincinnati-New Orleans Mardi Gras trip. Since returning home I have dug out two souvenir booklets released apparently 1924 and 1925, saved by the late Capt. Roy L. Barkhau. One contains something of a shocker, announcing that the CINCINNATI "will enter the Pittsburgh and Cincinnati trade on a weekly basis commencing in June." This of course never happened.

While F. Way, Jr. was managing the BETSY ANN I recall that the Greene Line one spring planned to operate the TOM GREENE in the Cincinnati-Pittsburgh summer trade,

which also was aborted. Amplification?

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

=The KATE ADAMS was involved in both instances. She ran summers 1925 and 1926 in the Pittsburgh-Cincinnati trade. Bill Pollock and y.t. were dickering to gain control of the GENERAL WOOD early in 1927 when Capt. Gordon C. Greene planned to operate the TOM GREENE in the P&C trade that coming summer. Bill and I huddled with Capt. and Mrs. Greene in the forward texas room of the TOM, confessed our aspirations about getting the WOOD, and candidly said to them that we would drop the plan if the TOM was to compete for the passenger trade. Captain Greene looked at the floor for a while and then gazed at his wife. "Mame," he said, "Let's forget the idea and let these two boys get the GENERAL WOOD." Bill and I did acquire the WOOD, and the rest is

shocking. The KATE ADAMS burned January 8, 1927, and Capt. Gordon C. Greene died January 20, 1927. Capt. Tom R. Greene called on Bill and me shortly thereafter to say he and his brother Chris knew of their father's decision, and they proposed to stand by it. The TOM GREENE never ran in the P&C trade. -Ed.

On March 20, 1978 a gentleman in North Little Rock, Ark. mailed a letter addressed:

Captain Frederick Way,  
Packet Directory,  
St. Louis, Missouri.

On March 24, 1978 it arrived at 121 River Ave., Sewickley, no muss no fuss, redirected from St. Louis. End of story, exclamation point.

Bob Miller, Keokuk, advises that the old towboat GEORGE M. VERITY had excellent patronage in 1977 as a tourist attraction. Bob has a son John who graduates from High School next year and who is "dipped -and-dyed riverboat crazy all the way through."

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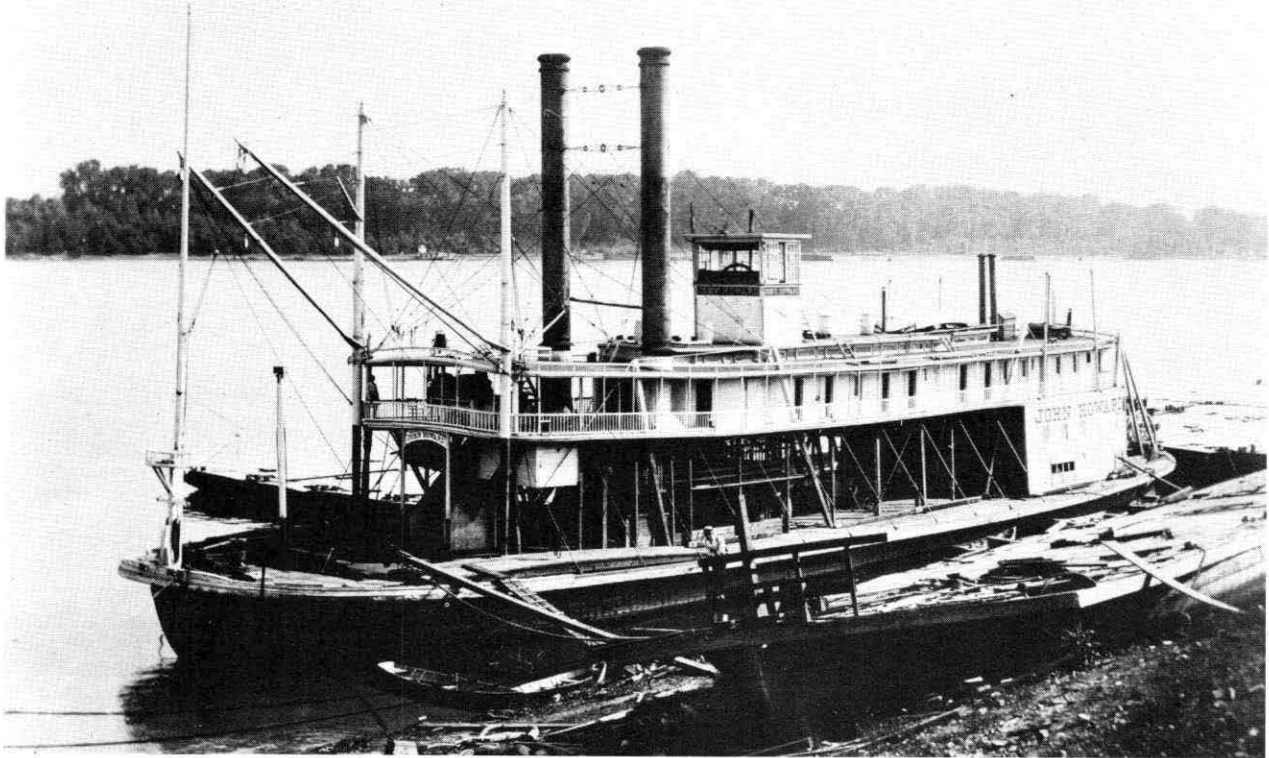
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**T**HREE STERNWHEEL PACKETS were built at the Howard Yard, Jeffersonville, Ind. The first was named JOHN HOWARD. The first was delivered in 1870, 170 x 40 x 6.5, for a customer at Galveston, Texas. En route to destination she was destroyed by fire at New Orleans, January 1, 1871. The hull was recovered and the Mississippi Valley Transportation Co. converted it into a grain barge that summer, putting on the deck a cargo box 160 by 35, with 13 feet height, designed to carry 500 tons on a 4.5 ft. draft, or 1,000 tons fully loaded. The second JOHN HOWARD was built in 1871, subject of the above photograph. This cotton carrier was 180 x 36 x 6, long part owned and skippered by Capt. E. R. Perry who ran her New Orleans-Ouachita River, and in cotton season frequently had her up White River to Batesville, Ark. She was returned to Jeffersonville in 1893, and it was then that Capt. Jim Howard took the above picture. The upper works were transferred intact over on a larger new hull 184.6 x 37.8 x 6.3. She was documented as a new boat when she returned to New Orleans. Capt. J. W. Carlton, brother-in-law of Capt. John W. Cannon, ran her to Ouachita River, and in 1894 she made a trip St. Louis-Shreveport. She burned at Columbia, La., Dec. 17, 1898.

#### ABOVE AND BELOW THE FALLS

John Howard, younger brother of Howard Ship Yard's founder James Howard, wrote some recollections shortly before he died in 1905. Two instalments have appeared in the S&D REFLECTOR, and this is the third and final one. -Ed.

**T**ODAY, May 14, 1903, I was over at the Howard Ship Yard. It is now 19 years since I left there, and 27 years since Jim's death. The old saw mill building, and the mold loft adjoining, are still the same. They were built in the winter of 1850-1851. More surprising, some of the men who

helped build the structures are still working in the yard. The gang of six to ten upright saws are still running, without any alteration or improvement. Oxen are still dragging lumber from the mill. The only improvements I noted are the magnificent office building and Ed's fine residence. The dilapidated buildings adjacent to the Yard, and down Market to Spring, are a contrast, and not at all like fifty years ago.

Dan Lanciskus, now 80, is still at the Yard. W. H. Buckley, 83, is still taking a hand. George Lee, Elias Sutton, Tom Densford, Dave Densford---all date back to 1851-1860 at the Yard.

One night Dan Lanciskus and I were going the rounds in Louisville, I think 1853, wintertime,

and I was figuring on staying at the Galt House. There was no ferry after 7 p.m. Dan developed a great itch to return home to Jeffersonville so I changed plans and decided to help him.

When we got to the river here was Sammy Baxter with a heavy skiff, too much for him to manage, so we dragged it out on the ice at the foot of Clay Street and were standing there deliberating when a field of floating ice broke away the ice we were standing on, and set us free astray. There was no recourse then---we had to go. We now were a part of this floating iceberg, so we dragged the skiff across it, smooth as glass, and meanwhile this ice island had decided to go over the Falls, down the Indiana Chute. It started to



break up, now seething and tumbling. We three got in the skiff, shaved past Ruble's Rock, and managed to land on the Indiana shore above Whirlpool Point in a little eddy. Dan got home all right, and saved his wife great anxiety.

My marriage took place in a cottage adjoining the Lanciskus residence there in Jeffersonville.

(Written about a year later)

I was down at Riverview the other day to help put a valuation on the wreck of the towboat FRED WILSON which exploded boilers while making up tow below the Canal last May 26th. While in that vicinity I called on Joseph Garr who has lived just above the mouth of Paddy's Run for the past 75 years. His 90th birthday, he says, comes on the 30th of this month. I first knew him in 1846, the year I was living at Shippingport. Joe said he could hardly believe I was "the old John Howard" he remembered so well, although I am fifteen years younger than he is.

John and I talked about old times, of course, and hauled out Frank McHarry, the Canal man, who was a character known by everyone, and then we talked about Jim Porter, the Kentucky giant of Shippingport. We recalled John Hulme, of Canal fame, who made the first hydraulic cement. ---And Old Man Dowerman and John Evans of New Albany. --And Jerry Phipps, the notorious character of Shippingport, and so on and so on.

Of most interest, maybe, was the recollection in my mind, and also to Joe Garr, of the shipyard that was located just below the mouth of Paddy's Run. Dan Morton and a man named Johnson, of Cincinnati, built a saw mill there and brought down from Cincinnati the sectional docks they owned. They picked the location inasmuch as it was the only available frontage in the area with deep water.

Yes, they had a contract. They had agreed to build a large side-wheeler for Capts. Thomas P. Leathers and Truman C. Holmes, both of Natchez. She was to be 260 by 34 by 8, the PRINCESS. Neither Dan Morton or his partner had had any experience building a hull parallel with the shore, figuring on a side launch. All of their boats at Cincinnati had gone in end-on.

Well, they got into more trouble than they had bargained for. The Kentucky shore there below Paddy's Run is soft, and during this side-launch the new hull broke down her underpinnings and instead of going afloat she sank in the mud. They had a deuce of a time. The hull got a twist in it, and after they did get it afloat they had to take the job to Jeffersonville to finish her up. That was the only

steamboat built at Paddy's Run.

In a year or two the saw mill was abandoned, and the sectional docks were moved to Memphis. Dan Morton moved with his family to Louisville and lived there on Chestnut Street for a year or two. I frequently visited them, having known them well in Cincinnati.

Speaking of side-launches, the great ECLIPSE, 365 feet long, was built on the Indiana shore opposite Joe Garr's place, below New Albany, at the same time Dan Morton was building the hull for the PRINCESS. She also was to have a side-launch, but about the time she was ready to go in a friendly rise in the river came along and floated her off.

Our firm at Jeffersonville often was at great disadvantage due to the Falls. Many of Howard's customers wanted new boats in time for the fall and winter season, which meant scheduling the construction early in the spring so's to get them over the Falls before low water set in. Oftentimes we were forced to run an uncompleted boat, or hull, over the Falls and finish her up below. This was a difficult job. No towboats or tugs were available, which meant making the run with use of sweeps, gougers and a steering oar.

In this same year of the PRIN-

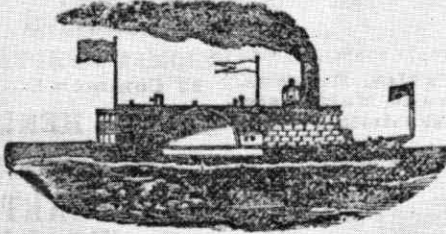
CESS and ECLIPSE, in 1852, we built at Jeffersonville a side-wheeler named MESSENGER for the Alabama River and had to run her over the Falls before she was completed. She lodged on Wave Rock, since blasted out, just off from Whirlpool Point. No amount of ingenuity could get her free. The river was falling and in a few days she was high and dry. We took down men and materials and built a ways under her which, due to the location, had hardly any angle of inclination. Then with lines and purchases on Whirlpool Point we moved her sideways about 150 feet and got her safely in the water. Although she is documented as built at Jeffersonville, most of the work was done right there at Whirlpool Point, where she was finished complete, and when the first rise came she was ready to go south.

Sirs: The SARAH, SUSIE, HANNAH and LOUISE mentioned in the March '78 issue, page 43, were prefabbed here at the Howard Yard. My great uncle went along to Alaska and helped set the engines.

J. T. Smith, Director,  
Howard Steamboat Museum,  
1101 E. Market St.,  
Jeffersonville, Ind. 47130

114 ADVERTISEMENTS. [1854.]

**REGULAR NATCHEZ AND NEW ORLEANS PACKETS.**



**THE NATCHEZ AND THE PRINCESS**

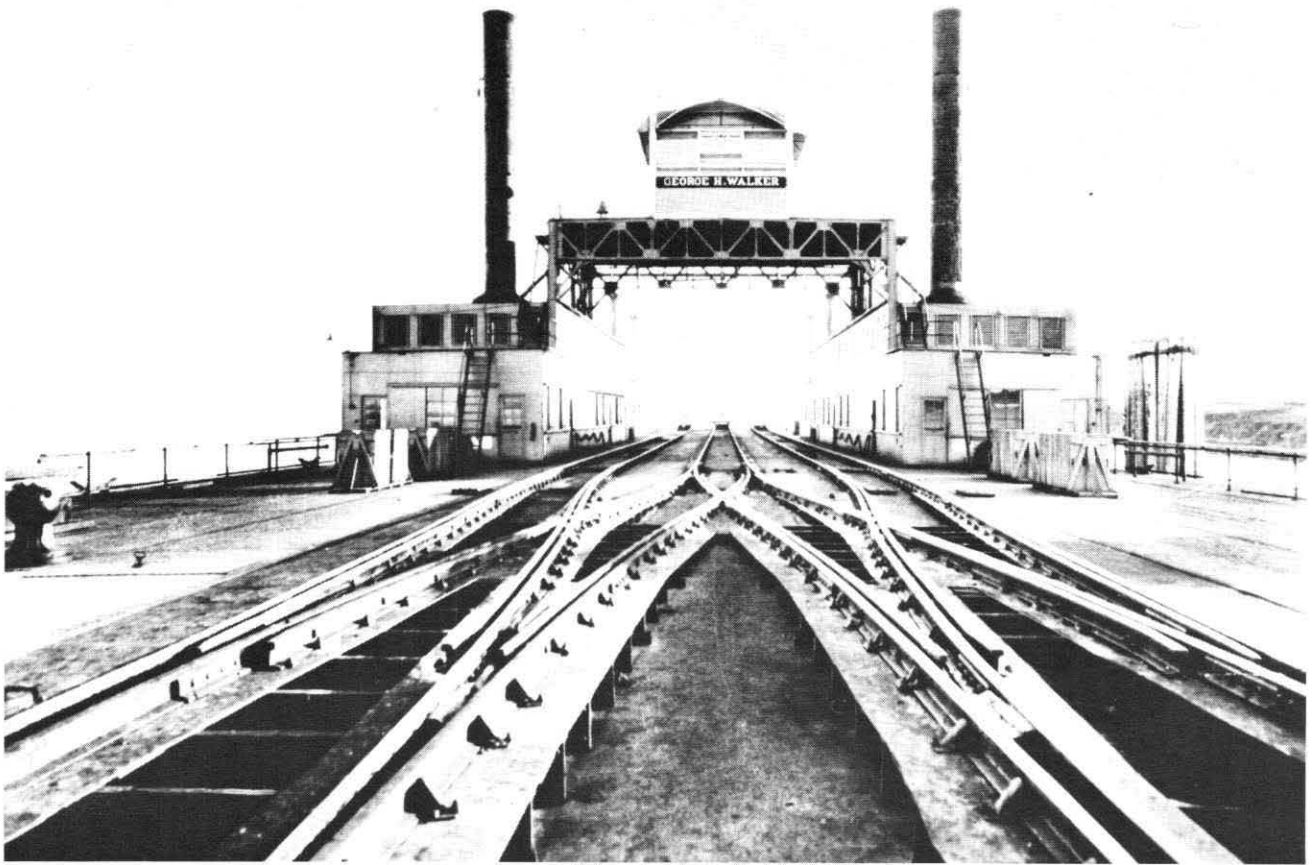
Continue to run as Regular Packets between the above ports, on the following named days:

| <b>THE NATCHEZ</b>                       | <b>THE PRINCESS</b>                     |
|--|---|
| Leaves New Orleans, Saturday.....5 P. M. | Leaves New Orleans, Tuesday.....5 P. M. |
| Plaquemine, Sunday.....5 A. M.           | Plaquemine, Wednesday.....5 A. M.       |
| Baton Rouge, ".....7 A. M.               | Baton Rouge, ".....7 A. M.              |
| Bayou Sara, ".....Noon.                  | Bayou Sara, ".....Noon.                 |
| Natchez, Monday.....8 A. M.              | Natchez, Thursday.....8 A. M.           |
| <b>RETURNING:</b>                        | <b>RETURNING:</b>                       |
| Leaves Hard Times, Tuesday.....7 A. M.   | Leaves Carthage, Friday.....5 A. M.     |
| Grand Gulf, ".....8 A. M.                | Grand Gulf, ".....8 A. M.               |
| Rodney, ".....Noon.                      | Rodney, ".....Noon.                     |
| Natchez, Wednesday.....5 P. M.           | Natchez, Saturday.....5 P. M.           |
| Bayou Sara, Thursday.....Noon.           | Bayou Sara, Sunday.....8 P. M.          |
| Baton Rouge, ".....5 P. M.               | Baton Rouge, ".....12 P. M.             |

**D. R. CARROLL, Agent, 53 Carondelet street,  
Union Row, New Orleans.**

Advertisement for the Paddy's Run PRINCESS and NATCHEZ appearing in the Mobile, Ala. "Affleck's Rural Calendar," 1854.  
-courtesy of Leonard V. Huber.



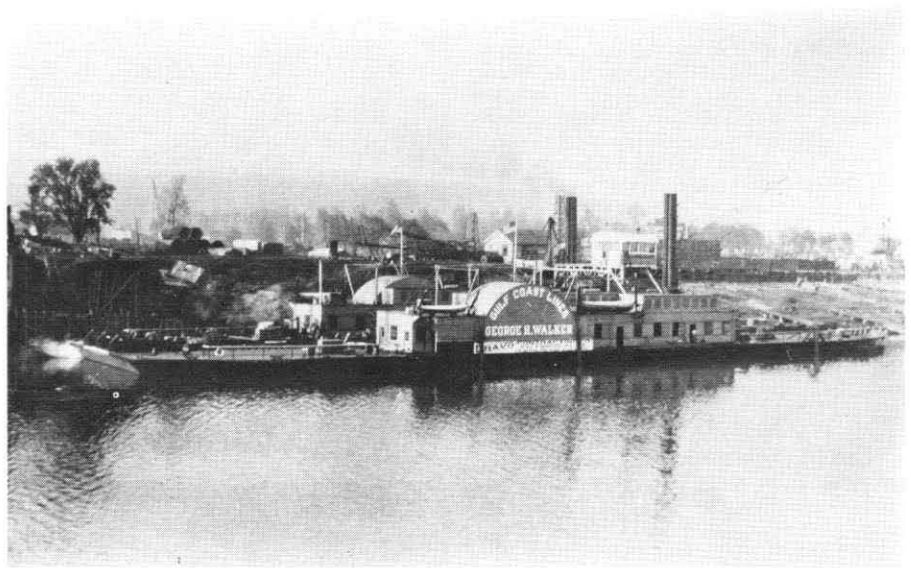


**T**HE LARGEST steamboat ever constructed in the Pittsburgh area was the railroad transfer side-wheeler GEORGE H. WALKER. She measured 340 by 56 by 10.9 with a gross tonnage of 2,062 and net of 1,087.

The Engineering Works Division of Dravo Contracting Co. built her at their Neville Island (Pa.) plant in 1923, lost about a quarter-million dollars on the job, and this loss, plus others, precipitated a company financial crisis. Ralph M. and Frank R. Dravo borrowed to their limit at banks, and hocked their insurance policies to weather the storm.

Incidentally, the Dravo Corporation's 1977 Annual Report reflects no such rough sledding. Now international in scope Dravo has not missed paying a dividend on common stock for 37 years, with a work backlog over the one billion mark.

Your scribe was the bookkeeper at the Pittsburgh Sand & Supply Co., Baden, Pa., and hence saw the WALKER downbound on her maiden trip, enroute to Baton Rouge. She was using up more river than the GREAT REPUBLIC. Her paddleboxes were lettered GULF COAST LINES and under her name was a banner advertising her builder. The picture at the right was taken at Dravos shortly before her departure.

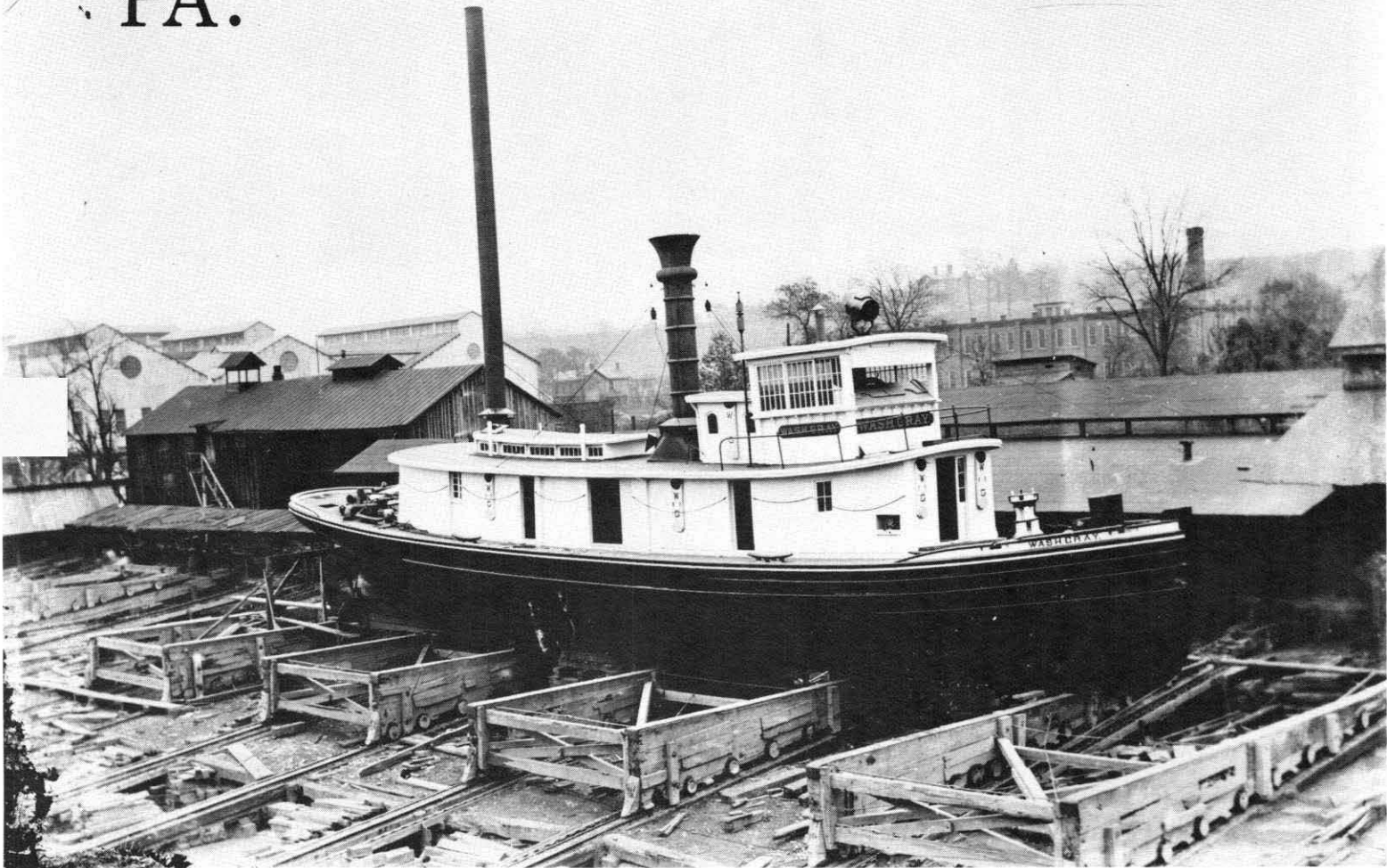


How many R. R. transfers had 3 tracks? She did. Her load limit was 1,897 tons. Her job was to transfer R.R. cars across the Mississippi between Baton Rouge and Anchorage. Her legal owner was the New Orleans, Texas & Mexico Railway Co. which later was sopped into the Missouri Pacific. In her latter years she carried the MP

circle on her wheelhouses.

The WALKER was retired on Oct. 1, 1947 and was laid up at the Texas & Pacific Incline, Gouldsboro, La. Last we heard she was converted into a barge (what a barge!) in 1949. She had four boilers (two on a side) and sort of odd-lot engines geared to the wheels.

# PHOTO STORY OF ELIZABETH, PA.



**T**HE TWIN PROP TUG - WASH GRAY - was hauled on the Elizabeth Marine Ways in 1904 to receive a new hull. She had been in the Louisville, Ky. area from the time she was built, 1896, and now was ready to return there to serve until 1916. She was Howard-built for Capt. John Huffman who named her for Capt. G. Wash Gray long the skipper of the FRED WILSON NO. 2, native of Armstrong County, Pa., a Civil War vet who had been imprisoned at Richmond, Va.

The WASH GRAY had a wood hull 87.5 x 19 x 9 (95 ft. over all length) and two sets of steam engines each with two 12" by 14" cylinders. She carried two boilers, each 42" dia. by 22 ft. long, and was allowed 195 psi. She assisted tows over the Falls and was in constant demand shuffling barges and coalboats. The Combine acquired her in 1900, and also, among many other acquisitions, the Elizabeth Marine Ways which had been a going concern since 1892.

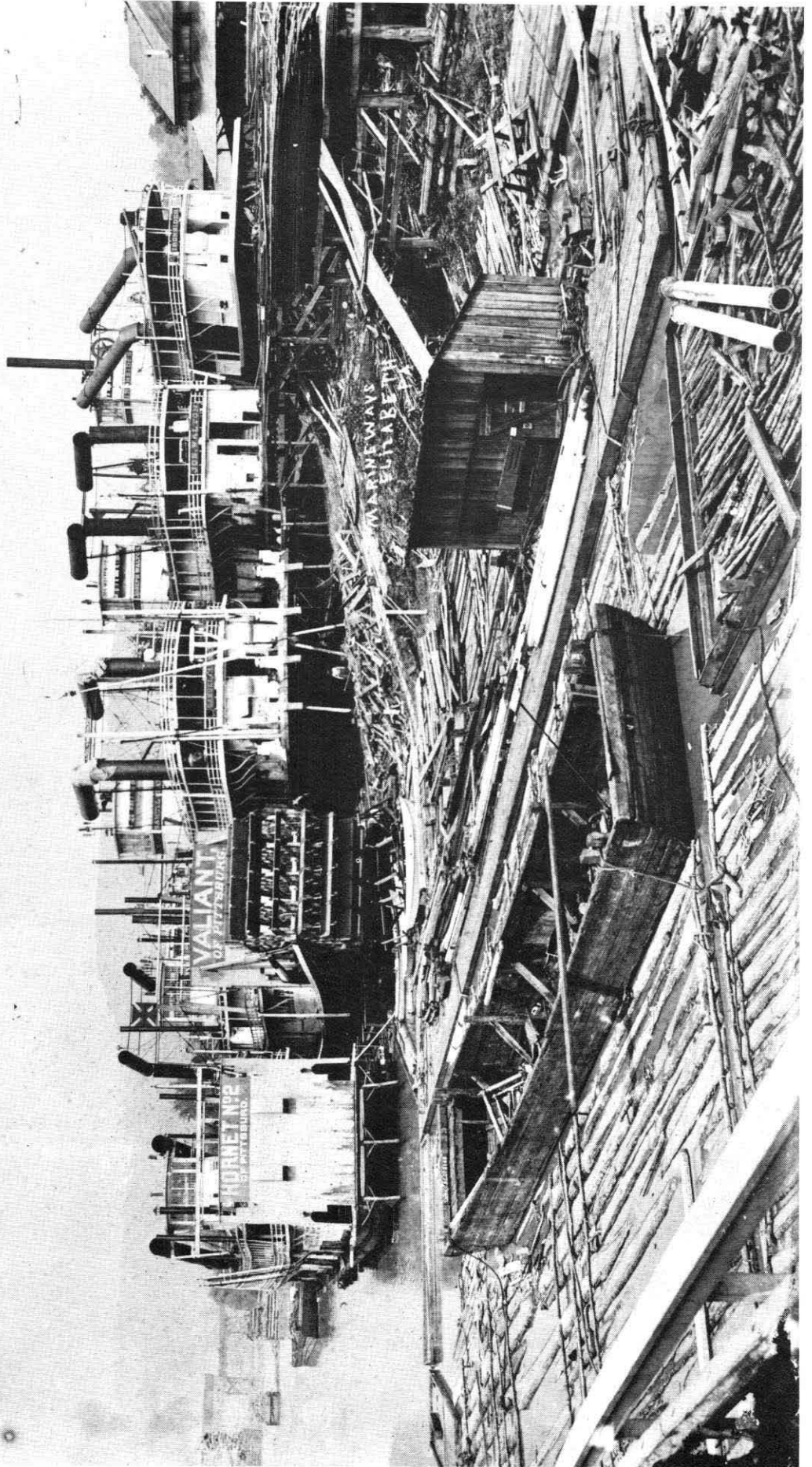
When the Combine discontinued its long-haul coal operations in 1916, the WASH GRAY was sold to the Panuco River in Mexico and made the crossing in 1920. After getting new boilers over there, she was started back to the States and was lost in the Gulf of Mexico in 1922.

There was an earlier WASH GRAY, also Howard-built, new in 1880. She was 78.6 x 18.4 x 6.4 (over all length 87 feet). She was also owned by

Capt. John Huffman and was used at Louisville. Capt. G. Wash Gray did not live to know of the honor done his name. He was killed at Louisville while working in the paddlewheel of the FRED WILSON NO. 2 about the time this first of the name was built.

**A**CCORDING to Steve Mackinack, resident of Elizabeth, Pa., the photographs in this series were taken by Charles Winterburn who, says Steve, "had a studio on Second Avenue in Elizabeth across from where the Elizabeth Bank is today, and about five blocks from the Marine Ways." By some circumstance, not clear, about 50 of his glass plates came into the possession of Mrs. Noreen Griffith, 31 Pennington, Newport News, Va. 23607. Mrs. Griffith contacted the Warren County (Pa.) Historical Society, of which H. Chase Putnam, Jr. is the executive director, and the conveyance was made through the kindness of Patricia Feeny. Realizing that the subject matter concerned Elizabeth, Pa., Chase Putnam contacted the Historical Society of Western Pennsylvania, Dr. C. V. Starrett, president, where the plates are to be preserved.





The picture on opposite page ..

**M**ARINE WAYS, ELIZABETH, PA. in the summer of 1901, showing (from the left) the towboats HORNET NO. 2, VALLIANT, SAMUEL CLARKE, JOSEPH WALTON and IRONSIDES. Plenty of work for wood butchers. The HORNET NO. 2, already 32 years old, is to get new cylinder timbers. This indecent exposure of her stern allows students a fair look at what was called a "skeg rudder" set-up; two single blade rudders at either side and a single double blade rudder in the middle. This was the fashion for many years on towboats and packets alike. Twenty years after this picture was taken the VALLIANT was returned to the Elizabeth Ways, rebuilt, and renamed TRANSPORTER, and so existed through 1938. The SAMUEL CLARKE was 31 years old in 1901, and finally went to the boneyard in 1915. Your scribe is too young a fledging to remember seeing the JOSEPH WALTON, built in 1873, but does recall

her after she was renamed J. A. DONALDSON in 1912. The IRONSIDES, at the top of the ways, was built in 1869 for Gray's Iron Line, and was the oldest of the five in view; and in 1913 was renamed W. K. FIELD and finally sank at the Marietta Manufacturing Co. plant, Point Pleasant, W. Va. in 1927. When the reader has forgotten all that has been said thus far, please bear in mind that the average combined age of these five towboats when this picture was taken in 1901 was 29.4 years, all had wood hulls, and all were worth fixing. Can you imagine any self respecting fire insurance company issuing a policy after surveying all of this kindling! The log rafts in the river surrounding the empty flat doubtlessly had their origin in the upper Allegheny, persuaded to the scene by the manual labor of sweeps, oars and gougers, then towed by steamboat the 23 miles up from Pittsburgh to Elizabeth.



**S**TEVE MACKINACK told us in the March '77 issue that the Elizabeth Marine Ways Co. was organized on May 1, 1896. The incorporators and original officers were Capt. W. W. O'Neil, president; William Wiegel, manager; W. J. Cassidy, secretary-treasurer; John Wiegel, Jr., yard superintendent, and Philip Wiegel, river superintendent.

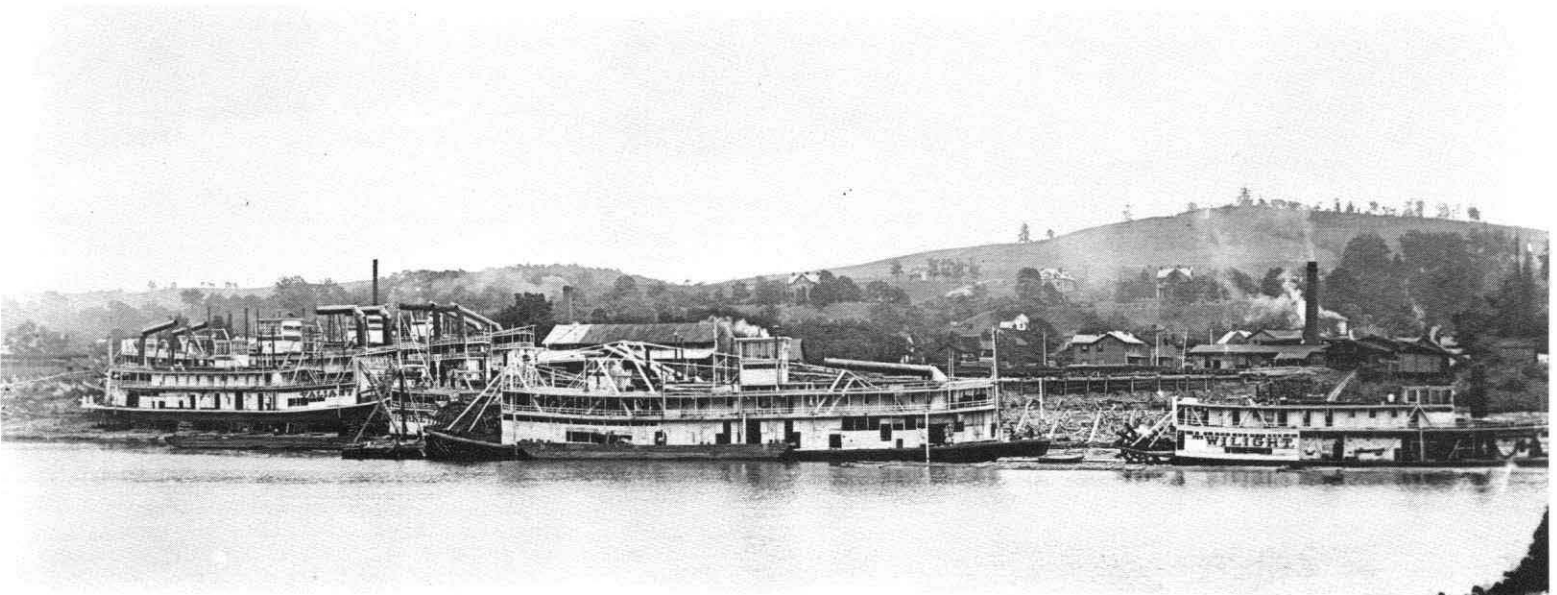
They constructed 14 ways staged on three terraces capable of hauling six boats. The first six hauled for repairs were the W. W. O'NEIL, BOAZ, FALLIE OLIVETTE, BOB CONNELL and the F. A. GOEBEL. The original glass plate from which this print was made is cracked, accounting for the black lines.

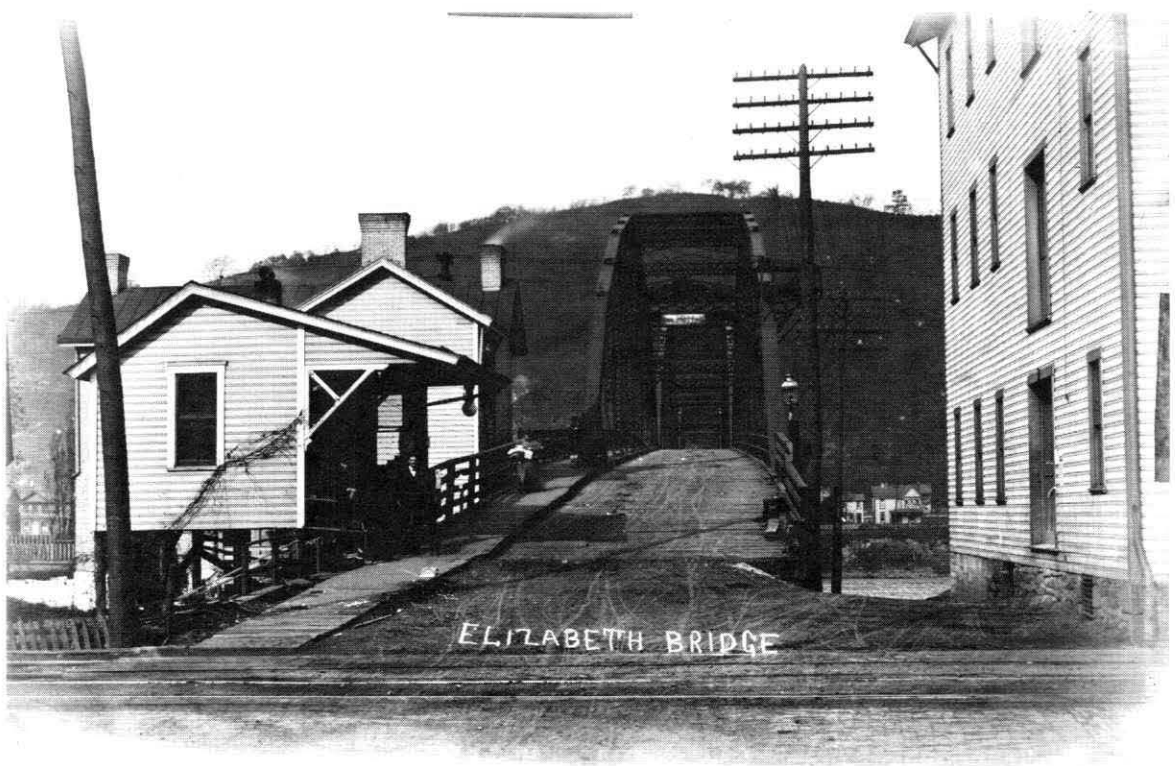
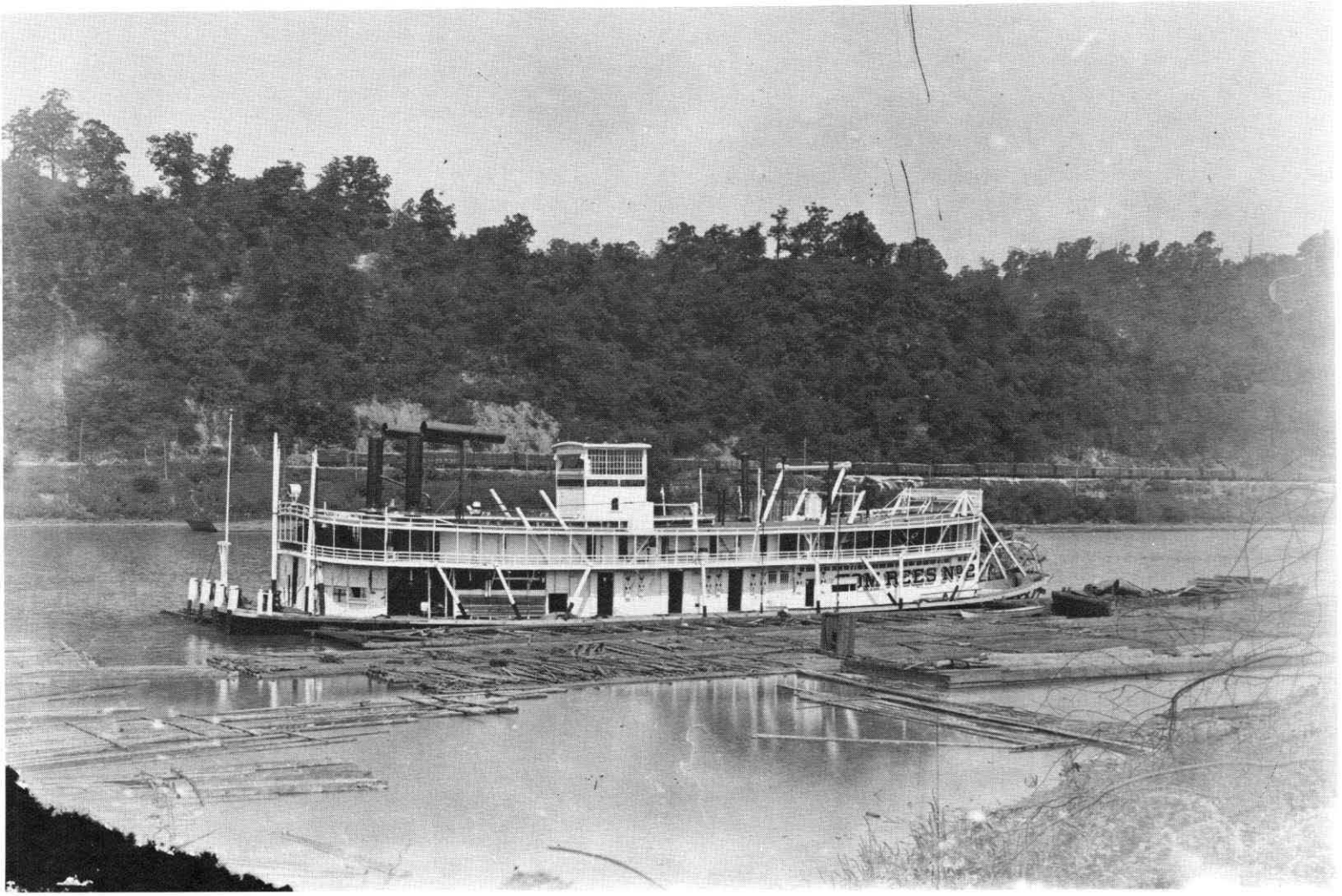




**W**HEN the Combine bought the EXPORTER from the Mississippi Valley Transportation Co. in 1901, she was brought to Elizabeth, Pa. for hull repairs and new cylinder timbers. Hence the "of New Orleans" under her name (above). The IRONSIDES occupies the top position on the cradles and after the EXPORTER was refloated (below) the ways were filled with the boats shown on the second page of this series, and the photographer stood on the

roof of the EXPORTER to take it. In the scene below the EXPORTER occupies the center, with the TWILIGHT off to the right. A sudden rise in the Ohio River pressured the Combine to start the EXPORTER south with a coal tow before her name was lettered on the engineroom bulkheads. Photographer Thornton Barrette took a good picture of her as she passed down showing this unusual total blank.







The pictures on opposite page ..

At one time, maybe still, there was a sign attached to one of the buildings at the Elizabeth Marine Ways stating that the TOM REES NO. 2 was the first steamboat hauled for repairs when the yard was first opened. The top picture on the opposite page in all likelihood was not taken at that time. It may date 1906 when her old boilers were taken out, and when she got a new battery of five Western-style boilers, each 40" by 26 ft., two 13½" flues, allowed 182 psi. Capt. Fred Dippold was master, and Bentley Clark, pilot. The REES was another old-timer, built 1869. In August 1962 Dravo's Keystone Sand Division dredge

#16 was working at Mahan's Landing, W. Va., opposite the mouth of Yellow Creek on the Ohio River. An odd assortment of souvenirs was coming up with the sand and gravel---a steamboat whistle, furnace doors, etc. They were working over the TOM REES NO. 2 wreck. She had sunk there February 10, 1910 much like the one-hoss-shay, upbound with empties and got tired and collapsed.

The lower picture opposite page is at the Elizabeth end of the old highway bridge across the Monongahela, with the Pittsburgh & Lake Erie Railroad tracks in the foreground.

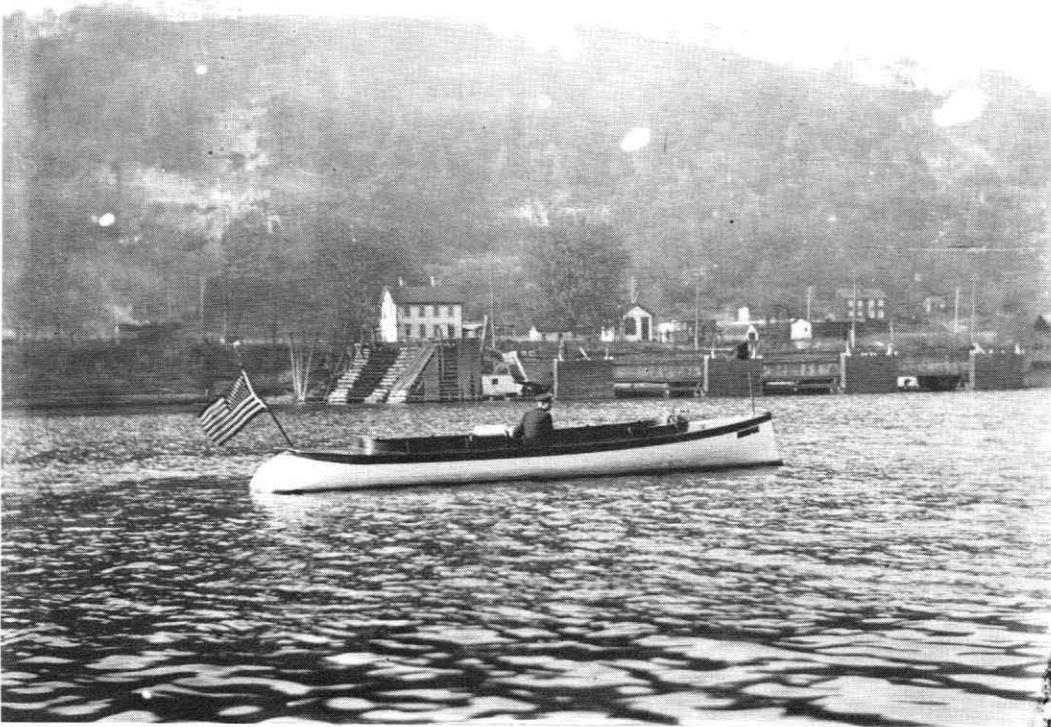


TAKEN LOOKING DOWN the Monongahela approximately at the present-day location of Lock 3 which was built 1905. Prior to that time a coal tippie was at the location, from which the photographer captured this scene. In the foreground are loaded coalboats ready to be pooled out to Pittsburgh, made up into tows there and sent down the Ohio and Mississippi. The Elizabeth Water Works is at the right, and the Elizabeth bridge is in the distance. The Elizabeth Marine Ways is below the bridge, barely visible, on the right bank. This was taken in winter with heavy ice running, and the small towboat upbound is "railroading" her empties, strung out behind. Incidentally, this is one of but very few pictures showing a "railroad" operation. It was taken c. 1900-1903 when old Lock and Dam No. 3 was operative, located a few miles upriver, first opened in 1844.

Elizabeth produced several sailing ships in the early times, one of them named MONONGAHELA FARMER.

In 1814 Zadok Cramer remarked: "The town does not thrive much." Yet later there were three boat-yards in the town and one across the river. One of the more famed packets built at Elizabeth was the J. M. WHITE (1844) which set speed records on the Mississippi. Your scribe first visited the Elizabeth Marine Ways in the fall of 1919 when the big towboat JOHN A. WOOD was on the cradles being rebuilt for Standard Oil of Louisiana. J. Will Lynch worked at the Ways as foreman and then as superintendent and said he had seen the sawmill burn three times, in 1902, 1908 and in 1913. Each time it was promptly rebuilt. Largest boat hauled at the Ways was the J. B. FINLEY in 1911. Today business goes on as usual, the owner being the Consolidation Coal Co., outgrowth of the Combine.

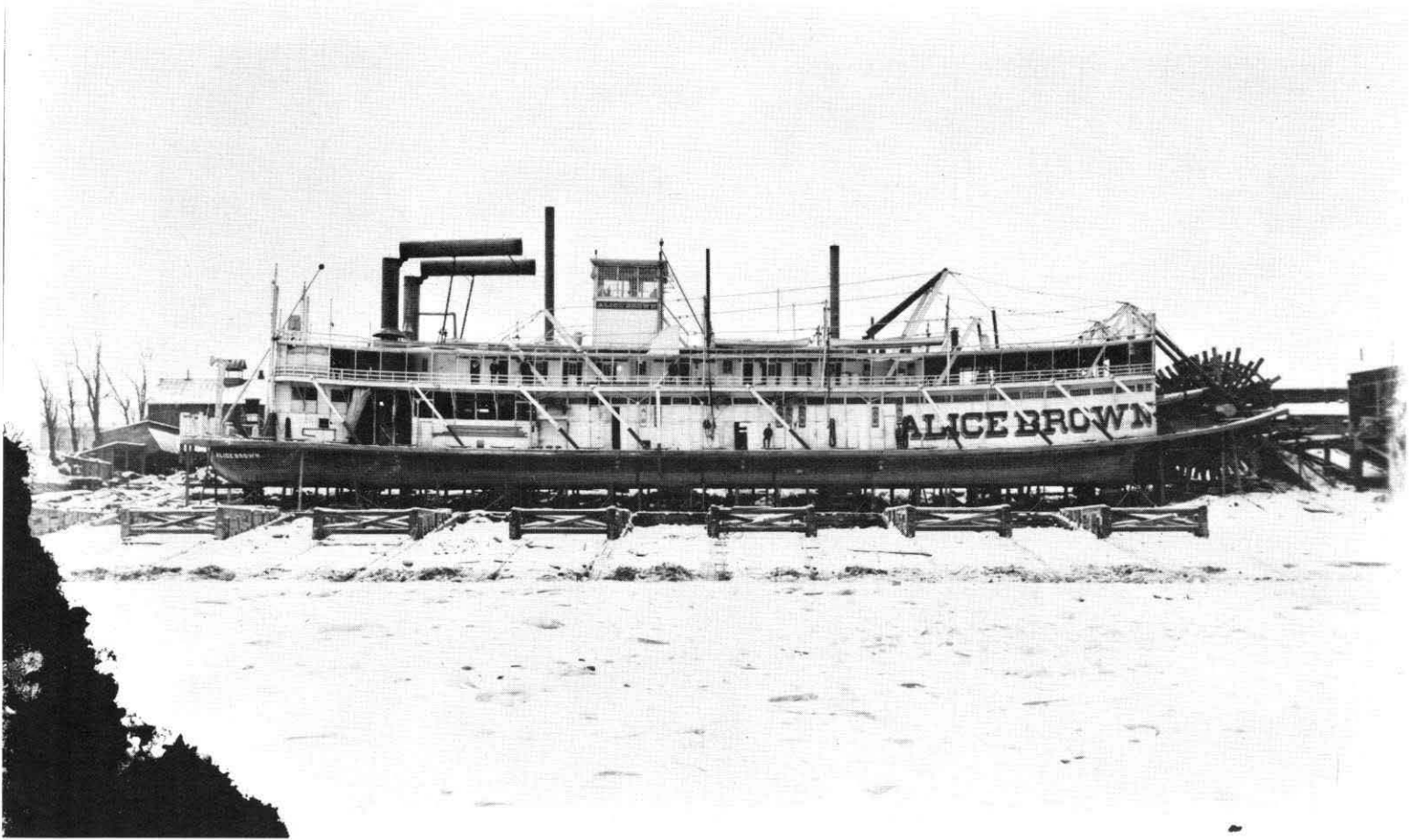
Best known Elizabethian probably was Richard Taylor Wiley who wrote and published "Elizabeth, New and Old," and "Monongahela, the River and Its Region."



Some who work all day at shipyards come home and work all evening building a pleasure boat. This back yard creation turned out rather well. In the view at the left, cruising on the Monongahela at Elizabeth, she looks store-boughten. The ice piers and sectional docks in the background are at West Elizabeth, above the highway bridge, where today the Consolidation Coal Co. fleets barges on an extensive scale.

One of the more captivating boats built at the Elizabeth Marine Ways was the replica of the NEW ORLEANS, built the year of the centennial of steamboating, 1911. Construction pictures were shown in the June '69 issue, page 32.

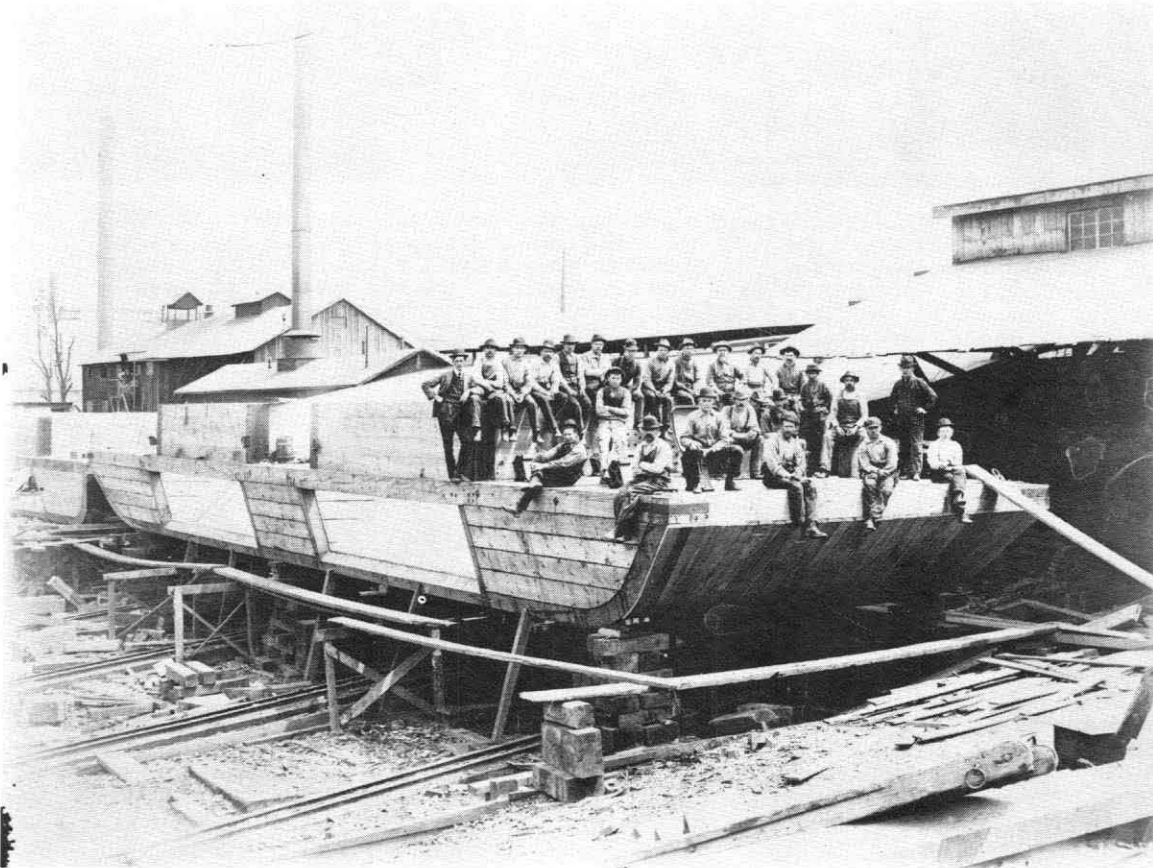




**A**LICE BROWN hauled on the Elizabeth Marine Ways in the picture opposite. Somewhat of a puzzle is how the photographer stationed his camera? The ice-choked Monongahela River suggests that he went out on the ice, on foot. If so he undertook a lonesome experiment. The only humans in view are two gentlemen, one on the boiler deck and the other on the main deck, both

watching. The lower view, opposite, looks upstream from the Elizabeth Highway Bridge c. 1903. The steam at the left is from the Elizabeth Water Works, and above there signs of building (new) Lock 3, with excavation in progress. White letters R.C. can be read with a magnifying glass on some of the coalboats at the left.

**I**N PROGRESS here is the initial dredging for relocating Lock 3, on the Monongahela. Old Lock 3 was up around the bend in the distance and the land wall remains to this day. The floating hoist at the right is marked DILWORTH NO. 2, probably owned by the Dilworth Coal Co. In the distance at left is a Monon River side-wheel packet, no texas, so she must be ADAM JACOBS or JAMES G. BLAINE. Present-day Floreffe, Pa. occupies the bottomland across the river.



**T**HE ASSEMBLED workers are perched on a new wooden dump scow at the Elizabeth Marine Ways. Such craft were built of unusually large timbers, designed to accept rocks, gravel and dirt loaded into compartments. This debris was towed to an isolated location far removed from traffic channels and dumped. The unloading was accomplished by tripping the gates at the sides. Other than that no manual labor was required. Modern scows built of steel operate on the same principle. The origin of the dump scow has not been explored (not to our knowledge at least) but embodies in it is a fund of ingenuity, not only the self-unloading idea, but of dimensions and mechanics so's it will not capsize during the extremes of the weight-shifting.





LOOKING down the Monongahela before (new) Lock 3 was built, and which now occupies the location just above the coal tipple seen down the tracks. The tipple was built high to meet the elevation of a hillside railroad and to clear the P&LE tracks. This was "Gospel Mine," named inas-

much as it was the same height as a nearby church steeple. The mine and tipple are long gone, but the Methodist Church still stands. Two towboats meet in the distance, the one upbound "railroading" her tow of empty wooden barges in the ice.

STEVE MACKINACK has looked at some of the scenes in this Elizabeth series and offers a few comments:-

"The towboat 'railroading' its empties is probably the LITTLE DICK which did the harbor work at Elizabeth. The NELLIE WALTON used to moor at West Elizabeth, although she doesn't show in these scenes. Billy Bryant for several years wintered his showboat there at West Elizabeth, and one of the first evidences of spring was when his VALLEY BELLE raised steam and

went to the Elizabeth Water Works for her annual inspection, using steam from the boiler plant there. I looked forward to this event and used to help him, and he gave me a pass.

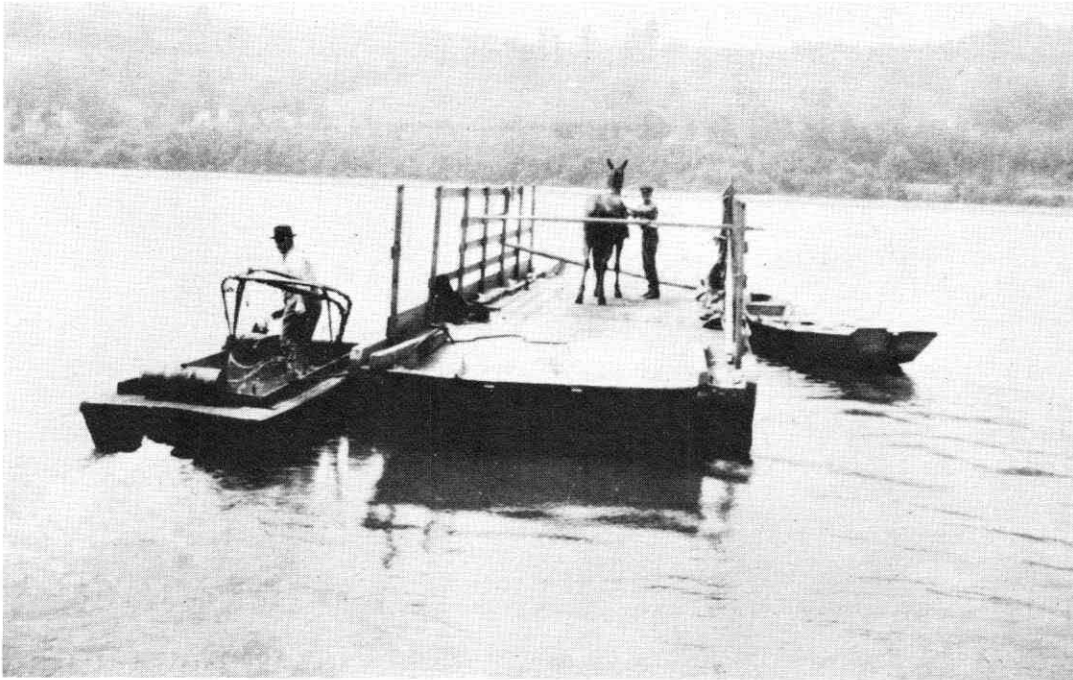
"There was a big coal tipple below the Elizabeth Highway Bridge, below the Marine Ways, known as the Horner & Roberts tipple.

"In the picture showing the approach to the bridge the shed at the left is the toll house, still there today, and Palmer Athon lives in it. William Hughes was

the toll collector.

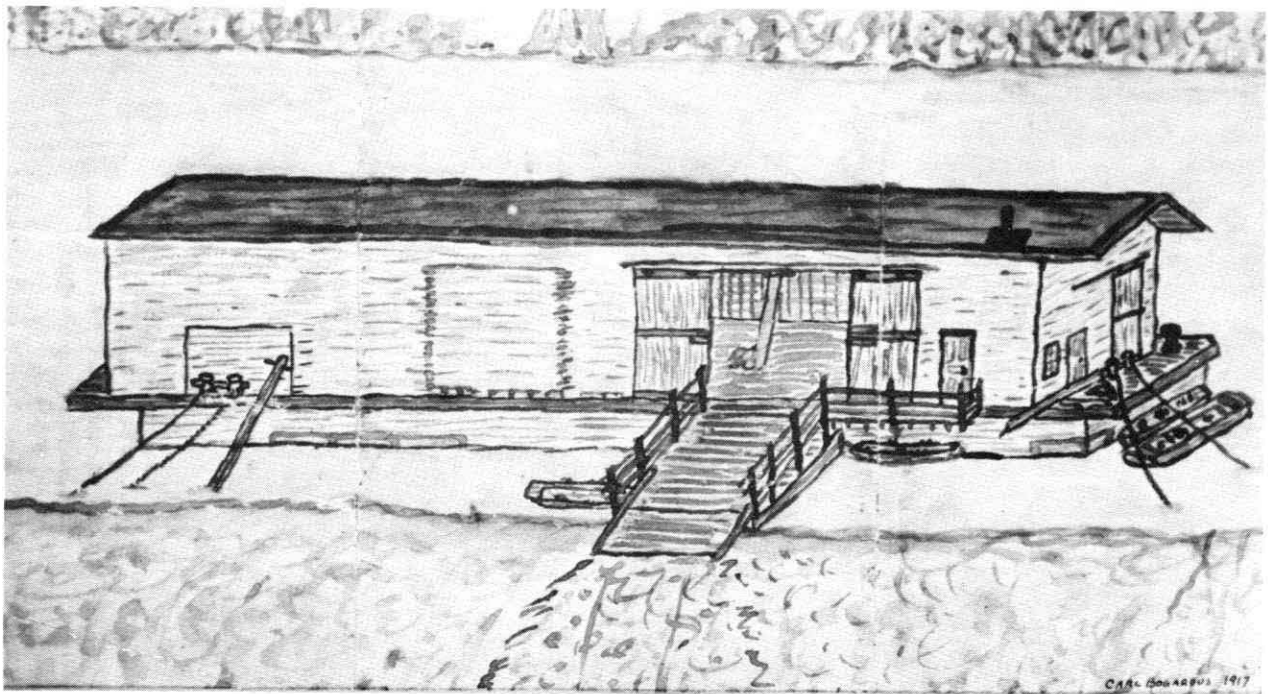
"The photographer who took the pictures, Charles Winterburn, did a lot of picture-taking for Capt. Robert Eberhardt of Pittsburgh Coal Co. He took the ACTIVE, CONQUEROR, BEACON and others. Another 'boat' photographer in town was Charles Galloway."

Ed. Note:- When Steve wrote these comments on April 8th last he was preparing to enter the Cleveland (Ohio) Clinic for surgery on both knees.



#### THE PASSING SCENE

This was the ferry at Warsaw, Ky. on the Ohio River in the 1920s. It was run by Jeff Webb who is operating the motorboat. Jeff started to build railings at the sides but ran out of lumber, or didn't have the time, and the job never was finished. The mule looks sort of skeptical but has decided to give it a try. Our thanks to Dr. Carl R. Bogardus, Sr. for this, and also for the picture below.



Warsaw, Ky. has been in the news as home base for the CLARE E. BEATTY whose down-&-up attracted national attention this past winter. Capt. John Beatty and his wife Clare are now living in a new home there. Also Dr. and Mrs. Carl R. Bogardus, Sr. recently removed from Austin, Ind. to occupy a new riverfront home at Warsaw. This picture is made from an original watercolor of the old Warsaw wharfboat built c. 1910 at Madison, Ind. first owned by Billy Graham of that place who had owned the preceding wharfboat.

It was later owned by Lafe McCord, Bill White and John Williams (son of Capt. Charles Williams). The cargo box was damaged in the 1916 hurricane, and in 1918 it was carried away in the Big Ice to Allen's Landing, Ky., opposite Florence, Ind. but was returned. In the 1920s the owners were J. A. Edwards and O. A. Bogardus (father of the Dr. Bogardus mentioned above). They sold it to the Louisville & Cincinnati Packet Co. in the late 1920s. Sank in 1930 and was dismantled.



O-K Branch Hears of Early Salt  
and Coal Along the Kanawha  
Meets Again June 11.

by Jim Wallen

The primary industries in developing the Kanawha Valley, those of salt production and coal mining, were interestingly discussed by Robert W. Craigo of Charleston, noted regional historian, before the spring meeting of the Ohio-Kanawha Branch of S&D, held Sunday afternoon, March 19th in the St. Albans, W. Va. library.

Both the salt industry, originally centered at Malden, and the coal industry which eventually extended most of the valley's length were very much involved in steamboating for approximately a century beginning in the mid 1820s, said Mr. Craigo.

"By 1820 Malden must have looked a lot like Pittsburgh, with all the smokestacks from its many coal-burning salt furnaces, and up to the 1830s it was quite a metropolitan town for its size," said Mr. Craigo, "for people were coming there from a great many parts of the country to engage in the production and shipping of salt. Salt was being shipped from the valley in flatboats in 1828. It wasn't until the 1830s that Malden was surpassed in size by Charleston."

Coal was being mined on Coal River as early as 1742, and it is interesting to note how early some of the large and long-continued operations were begun, the speaker pointed out. For instance, it was in the late 1840s that mining was begun at Winifrede, and 1854 at Raymond City. There is documentation of the opening of a coal mine at Cedar Grove in 1845, and cannel coal was being brought from an Elk River mine in 1846.

One of the best known and important of the upper Kanawha mining sites for many decades, that at Campbell's Creek, dates from 1870. In that year a small commercial mine was begun there for the primary purpose of furnishing fuel coal for some of the 30 salt furnaces along the upper Kanawha.

"There are more than 50 coal seams in the Kanawha area," Mr. Craigo asserted.

Among the valley's industrial leaders mentioned were William Morris, who devised an attachment for a drill that greatly facilitated the drilling for both brine and oil; John Turner, who began a mine at Burning Springs Run between 1815 and 1817; Daniel Ruffner, whose lumbering operations along the Elk River provided much of the wood for constructing Charleston; Elisha Brooks, who began drilling in 1797 and soon had 24 kettles producing 150 pounds of salt a day, to be sold locally; and John Dickinson, whose salt-producing operations lasted into



Roy V. Heatter, 14023 Gail Lane, Crestwood, Ill. 60445, sends us the above picture of CLIPPER (ex-JUNIATA, MILWAUKEE CLIPPER) he took last summer at Sturgeon Bay, Wis. Illinois Steamship Co. had revamped the 1905-built passenger steamer with the intention of operating her based at Chicago, but the USCG turned thumbs down. Roy says "I have absolutely zero river heritage but all my life I've had a love affair with boats and as a lad I was criss-crossing the Great Lakes aboard various steamers." He applauds the S&D REFLECTOR for occasional romps into non-river-related pictures and stories such as WAVERLEY, LST's and S.P.'s iron horse 4449. "River folk have always made me feel a part of their clan at the gatherings I have attended," he enthuses.

the 1940s.

Salt-making in the Kanawha Valley was displaced by the successful operations in the Pomeroy Bend area of the Ohio Valley beginning in the 1850s. By 1876 there were only ten salt-making plants remaining along the Kanawha.

Mr. Craigo, who is the author of books and newspaper articles on the Kanawha salt and coal industries, is completing a history of Putnam County, to be published later this year. It will include descriptions of some of the river towns along that part of the Kanawha in the 1850s and 60s.

On display for the meeting was a model of Price's WATER QUEEN showboat done by James A. Mosby of Charleston, who was present to explain the model. Mr. Mosby made the model from a photograph of the showboat and included a detailed interior with lights, rows of seats, the stage with a painted backdrop bearing a scene of New River gorge, and even an actor on the stage.

Announcing the spring meeting for June 11th at Point Pleasant, Capt. Charles Henry Stone said he hoped it would be held in the new

Point Pleasant Library building. Ernest Gabler's model of the Bryant showboat will be on exhibit for that meeting.

The diesel sternwheeler FAYETTEVILLE pictured and described in our Sept. '77 issue, page 40, has been taken from Vicksburg to Greenville, Miss. The Washington County Supervisors there bought her for \$1. She is to be beached on the first high water and dragged to Warfield Point Park. She will be converted into an "interpretive center" to display the area's agricultural and commercial relationships with the Mississippi River.

The FAYETTEVILLE, originally a steam snagboat, was built at Charleston, S.C. in 1924 for service on the Cape Fear River, and was named for Fayetteville, N.C. In 1938 she was converted to diesel at Tuscaloosa, Ala. The Mississippi Park Commission in 1974 had an idea of taking her to Jackson, Miss. as an exhibit, but never did. She was moored at Vicksburg until early this spring when taken to Greenville.



**T**HE DRs. MAYO sold their MINNESOTA to the U.S. Engineers in 1922, who renamed her GENERAL ALLEN. She pioneered the first commercial tow for Federal Barge Lines out of Minneapolis in May 1926, Capt. William Henning. The WYNOKA had been sent up from St. Louis but ran aground at Island 17 and the ALLEN completed the trip. She also pioneered the first modernized tow for FBL to St. Paul, arriving there Aug. 24, 1927 with two loads, the S. S. THORPE following with three more. In Aug. 1939 she was up Minnesota River 30 miles to Shakopee, Minn. with a quarterboat, derrick and three barges. The excursion steamer THE PURCHASE had been there years prior.

In the issue of March 14, 1978, the St. Louis Globe-Democrat ran a three-column picture taken on the Mississippi River waterfront near the Gateway Arch. A portable crane rigged with a clamshell bucket was shown biting into a pile of wreckage. The Howard-built pleasure steamboat MINNESOTA was being scrapped.

She had sunk there last January 24th from causes unknown.

So ended the career of a rather famous steel hull private yacht built in 1916 for Drs. William James Mayo (1861-1939) and Charles Horace Mayo (1865-1939) whose hospital and clinic at Rochester, Minn. was world famous.

The Drs. Mayo cruised the rivers with her until 1922 when they sold her at Fountain City, Wis. to the U.S. Engineers, St. Paul District. She was renamed GENERAL ALLEN and with no appreciable changes except for the addition of two towing knees she became a work horse. Later she was transferred to the Rock Island District who declared her surplus in 1943 and at a public sale she was turned over to the Central Barge Line. Her original name MINNESOTA was restored to her.

Now she became a packet. She ran briefly in the Paducah-Sheffield trade on the Tennessee River in 1943 with little or no luck. The ALEXANDER MACKENZIE took her

in tow at Paducah and brought her to Cincinnati that December. She was advertised for sale in The Waterways Journal. No takers.

Central Barge's landing boat at Joliet, Ill. burned in Feb. 1944, at which time the MINNESOTA was taken there and converted into a combination storeboat and office. The machinery was removed.

In 1966 she was brought to St. Louis to become a floating restaurant but sank before the owners got a permit to do business.

When the RIVER QUEEN (ex-GORDON C. GREENE) sank at St. Louis on Dec. 3, 1967, the MINNESOTA, now refloated, was opened as a combination restaurant and nightclub at St. Louis rechristened RIVER QUEEN but eventually got into financial and management difficulties and was sold in July 1976.

The new owner, Jere Wilmerding, took her up the Missouri River to St. Charles, Mo. and there refurbished her. An S&D member, Michael T. Brzostowski, who lives at St. Charles, writes to say: "I watched each day as the owner repainted, rebuilt and polished her into a first-rate beauty."

After a brief stay there, she was returned to St. Louis bearing the name COTTON BLOSSOM where she opened as a restaurant in October 1977.

Because of bad weather she was closed at the time of the sinking

last January 24th. Jere Wilmerding was in high hopes of raising her when the river started to rise. St. Louis Port Director W. Gail Twyman, advised that she would likely break up and become a menace, hired a crane and ripped off the superstructure. The steel hull, measuring 115.9 x 30.2 x 5.2, also was to be demolished.

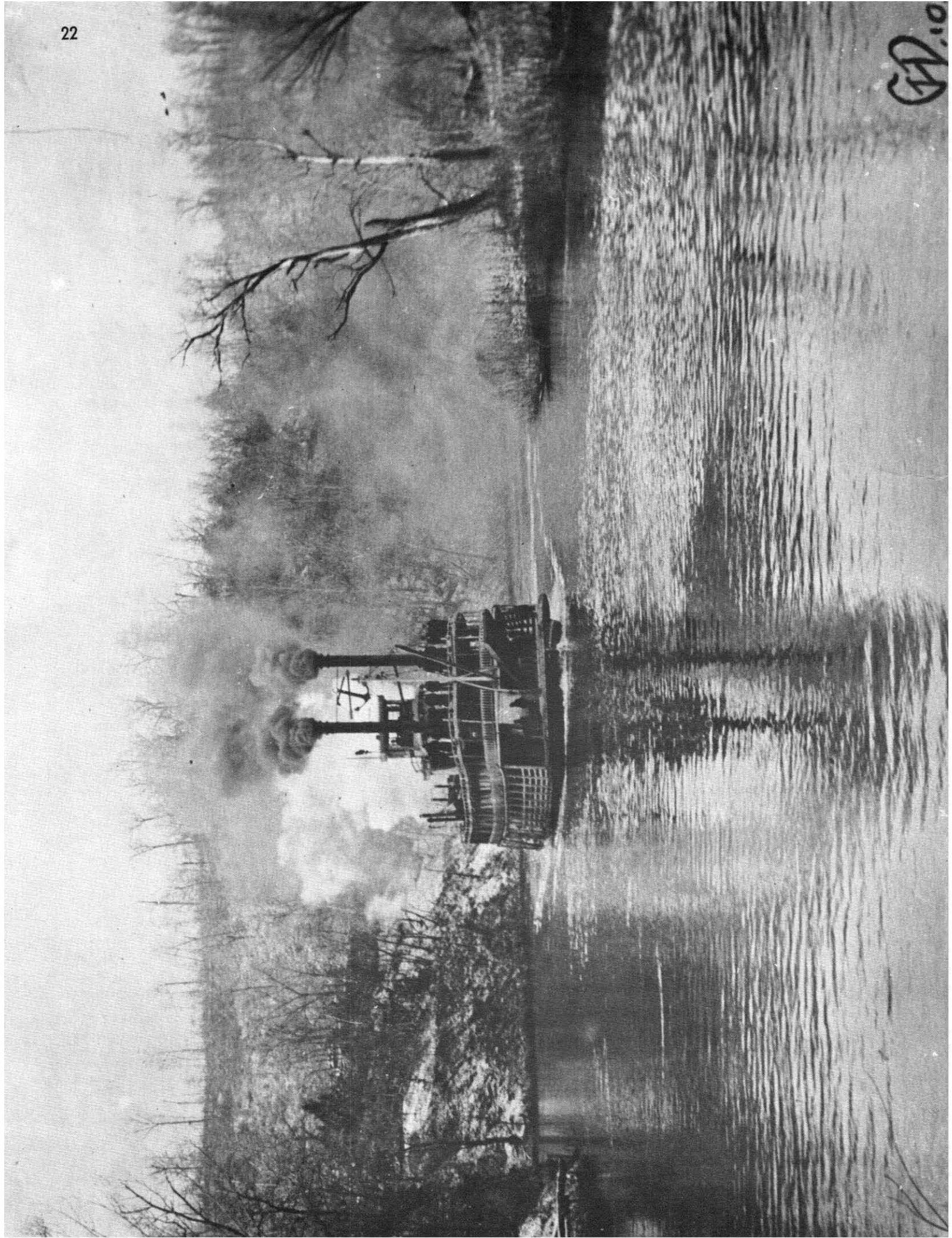
Our thanks to William G. Preston for sending the St. Louis "Post-Dispatch" front-paging the sinking of the COTTON BLOSSOM.

Sirs: Lately I have been dredging in the river column of the New Orleans "Daily Picayune" for October-December 1902. In the Dec. 12, '02 issue, page 11, is mention that the new U.S. Lighthouse tender OLEANDER, being built at Iowa Iron Works, Dubuque, was getting Hopkins boilers, same as the SPRAGUE in principle. However the interesting part is that her machinery was "horizontal steeple compound engines...different from any ever tried on the river." Perhaps the diagram that Dennis Trone drew (June '77 issue, page 34) were the OLEANDER's engines.

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



FD.10



## PICTURE ON OPPOSITE PAGE

Without the shadow of a doubt the Bowling Green-Mammoth Cave local packet CHAPERON would have vanished into obscurity had it not been for several dramatic photographs handed down to the present generation.

George H. Dabbs (1882-1967) dabbled in photography at Morgantown, Ky., a small settlement on Green River near Lock 4 and about six miles below the mouth of Barren River. In July 1919 Ye Ed and the late Donald T. Wright arrived at Morgantown from Mammoth Cave in a "jitney" over country roads to ride the upbound BOWLING GREEN to Bowling Green. The boat was late, so we discovered, and would not put in her appearance until midnight or after. We had time on our hands, and then somebody told us about this photographer George Dabbs.

We went a'callin'. George showed us prints of various steamboats he had photographed but, and no doubt about it, the one of the CHAPERON--by 1919 long gone from the Green and Barren--was the most fetching. I procured one and he obligingly initialed and dated it GHD '10 (for that's the year he took it) and if all goes well with our printer you will notice these markings in the lower right corner of the picture opposite.

This and another of Mr. Dabbs' CHAPERON portraits had exposure in an album "Mississippi Stern-Wheelers" published in 1947. Perhaps this is where John Breynaert got fired up to produce drawings of the CHAPERON--admittedly a guess--and he did painstaking research. These plans for many years have been sold by Model Shipways Co., 39 W. Fort Lee Road, Bogota, N. J. 07603.

What set us off on this tack was a recent two-fold coincidence. John Fryant built a model from the plans just mentioned,  $\frac{1}{4}$ " scale, and he tells about this in the March-April issue of "Model Ships & Boats," a likely slick-stock magazine now in its third year. John's model graces the front cover, and his story is illustrated with seven photographs of construction details and one of the real-life CHAPERON.

Almost in the same mail there came to us from Mrs. Jane Morningstar, Bowling Green, Ky., an article from the Louisville "Courier-Journal & Times Magazine," dated July 24th last, in which feature writer Helen Bartter Crocker pays a visit to Morgantown, Ky. and calls on Mrs. Richard Hill, daughter of George H. Dabbs. The same CHAPERON portrait we show on the page opposite is featured.

The CHAPERON is on the high way to becoming the most famed of river steamboats. The late Mr. Dabbs is the boy who turned the trick.

The DELTA KING was sold at sheriff's sale this past January to a restaurateur of Sacramento on a high bid of \$32,000. The purchaser is Tom Fat whose family runs a downtown Sacramento restaurant frequented by legislators and lobbyists. About 175 persons attended the sale conducted in a cold fog from the hood of a silver-colored sheriff's car about 50 yards from the muddy, weed-covered river bank where the KING has been moored for about three years.

There were only two bidders, the other a Woodside investor, Arthur Atherton. After 18 bids, with the price going up each time \$500 and \$1,000, Atherton dropped out.

"To tell the truth, I don't know what we'll do with the DELTA KING" said Tom Fat. "I'm a nostalgia buff. I'm an antique buff. I just read about the auction in the newspaper and came down and saw the boat for the first time earlier this week."

We learned by phone from R. J. Philpott, Sacramento, who has been preparing a picture album type book on the DQ and DK, that the purchaser is contemplating conversion of the boat into a floating restaurant with shops and hotel rooms, with the idea of mooring her in the San Francisco Bay area.

BULLETIN: A dispatch from Berkeley, Calif. dated March 27, 1978, advises us that the ownership of the DELTA KING now is in the hands of M. K. Sun, an elderly Chinese who owns the Omei Restaurant on Solano Avenue, Berkeley, Calif. Mr. Sun is pursuing the prospect of operating the boat as a restaurant in the Bay area.

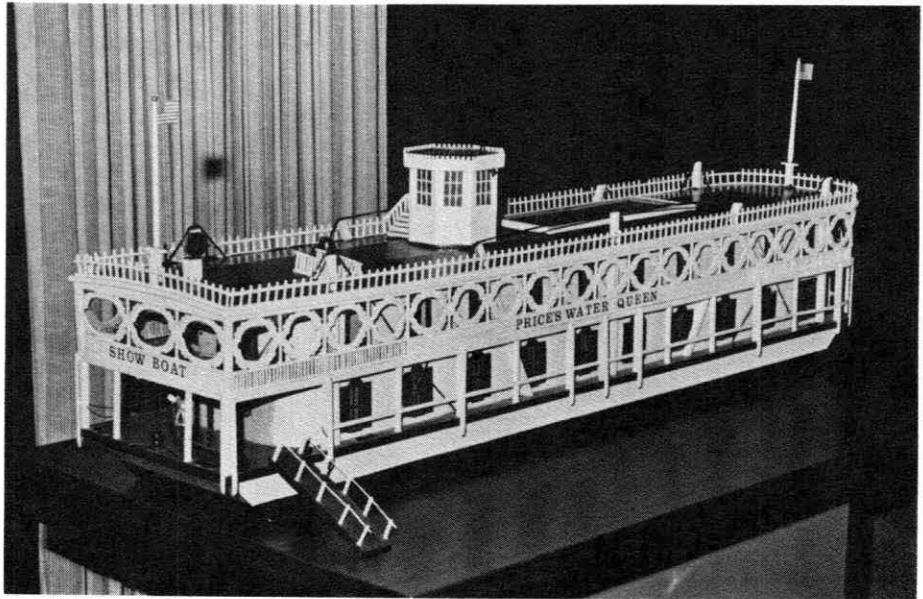
Sirs: Recently in "Live Steam" some doubt has been expressed as to whether the starting bar for a beam engine was ever referred to as a "Johnson Bar." In two references on San Francisco Bay ferries (and other craft using beam overhead engines) that I have, the term appears. The "Johnson Bar" on a locomotive is a recognized term. Did your Western steamboats have "Johnson Bars?"

Jerry Heermans,  
13925 S.W. River Lane,  
Tigard, Oregon 97223

=Did they? -Ed.

Mrs. Smith Chadwick, 1419 West Touhy Ave., Park Ridge, Ill. 60068 seeks information as to Thomas Smith, Jr., chief engineer on the towboats WILLIAM G. CLYDE and EDGAR THOMSON. His father, Capt. Thomas Smith, long was a resident of Osborne, Pa. and was master of the BOAZ.

Mention of artist-muralist Dean Cornwell in the OLDEST PILOTHOUSE brings to us the information that Dean's father, Charles L. Cornwell, was chief engineer for the Louisville, Hardinsburg & Western Railroad. Dean's mother was Margaret Wickliffe Dean. They lived at Glen Dean, Ky., 10 miles s.w. of Hardinsburg, named for the family of Deans who settled there. The above mentioned railroad was merged into the Louisville, Henderson & St. Louis, and later was part of the I&N. The tracks were abandoned in 1941, but traces of it still remain. Our thanks to C. W. Stoll for the update.



This model of Price's WATER QUEEN showboat was exhibited at the March 19th meeting of S&D's O-K Branch (see page 20) and is the handiwork of James A. Mosby, Charleston, W. Va. It was noteworthy for its octagonal pilothouse and for the fact that Billy Bryant and Ralph Emerson acted aboard. Our thanks to Jim Bupp for the picture.



William G. Greenwood, 80, of Greenwood Farm, Newport, Ohio, died on Sunday, February 19, 1978. He had been a patient at the Chillicothe Veteran's Hospital.

"Bill" Greenwood was born Sept. 7, 1897 at Newport, son of the late Junius and Carrie Greene Greenwood. He was married June 30, 1928 to Hazel McGrew, who preceded him in death on November 20, 1976.

He was vice president of Greene Line Steamers. His mother was a sister of the late Capt. Gordon C. Greene, and his father was financially interested in the Greene Line back to its inception. Although a farmer all his life, Bill frequently made trips on the boats and took great interest in river affairs. He and Hazel were members of S&D back to its beginning.

Bill served in the U.S. Navy in World War I.

He is survived by two sons, Sam and Jim Greenwood, both of Newport, five grandchildren, and a niece, Mrs. Mary Frances Morris, of Myrtle Beach, S. C.

Friends called at the Cawley Funeral Home, Marietta, and services were conducted at the Newport Methodist Church, with the Rev. Clarke A. Hogue III presiding. Burial was in the Newport Cemetery.

Sirs: The picture of the EXPORTER in the March issue reminds me that the plant physician at International Nickel, Huntington, when I first worked there, was son of Dr. Henry Gerlach of Coryville, O. who did so much for the survivors of the towboat DEFENDER after she exploded boilers Jan. 3, 1905 in the vicinity. The EXPORTER was a few miles downstream when the blast happened. Her tow was tied off at Coryville and her crew helped extinguish the blaze. Most of the survivors were ashore by the time she got there.

James A. Wallen,  
111 Eleventh Ave.,  
Huntington, W. Va. 25701

Kenneth W. Massey, one-time master of the packets ROWENA and CELINA, died, 87, at Pittsburgh, Pa., February 27, 1978. His family was financially interested in the Burnside & Burkesville Transportation Co. servicing the upper Cumberland River. Massey was on the packets 1913-1918.

A native of Kentucky with an MA from Georgia Tech, he was long associated with the Superior Steel Company and was assistant to the president when he retired in 1960.

He is survived by his wife Catherine R. Massey, Mt. Lebanon, in Pittsburgh; two sons, Ralph M. of Sewickley, Pa. and Paul R. of San Francisco, two granddaughters and one great granddaughter.

Burial was in Kentucky.



**G**ORGED ICE in the Muskingum River at Zanesville thrust the excursion boat LORENA into this precarious situation last February. Workmen used chain saws and hot steam to free her. Capt. Nelson Brown, of Marietta, is her skipper. -Photo by Don Durant, Zanesville Times Recorder, courtesy of Clyde C. Bryant.

Sirs: In the last issue I particularly enjoyed Roddy Hammett's account of his trip aboard the WAWERLEY.

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

Mrs. William P. Snyder, Jr. died in the Allegheny General Hospital, Pittsburgh, on Friday, March 10, 1978. She was 84. Her husband had preceded her in death on June 12, 1967. Mrs. Snyder spent her girlhood in New Orleans where her maiden name was Marie Elise Whitney. She accompanied her husband on the last trip of the towboat W. P. SNYDER, JR. from the Monongahela River to Marietta in 1955.

Since the passing of her husband Mrs. Snyder had continued to occupy "Wilpen," the Snyder mansion on their Sewickley Heights estate, spending winters in Florida.

Two sons survive, William P. Snyder III and G. Whitney Snyder; also seven grandchildren and four great-grandchildren.

Friends were received at Wilpen Hall. The services were held at the St. Stephens Episcopal Church, Sewickley.

Beverly, O. on the Muskingum is named for Beverly, Mass. which was the birthplace of John Dodge, pioneer settler. Although projected in 1831 the town was not incorporated until 1848. The improvement of the river with locks, dams and canals brought growth.

The Columbus (Ohio) "Dispatch" celebrated April Fool's Day by front-paging top-fold a three column phony photo of the DELTA QUEEN steaming up the Scioto River with the impressive Columbus skyline in view. -Our thanks to R. W. Beckett and family for sending a copy.

Sirs: Mention has been made of floods on the beautiful Ohio in 1913 and 1937.

Today I had occasion to check a St. Paul newspaper of March 1936. Headlines carried the Ohio flooding along with two photos taken at Marietta. One showed the local postmen delivering mail in a yawl similar to the one in the Ohio River Museum. The other shows four people (two of them ladies) entering a hotel lobby in a johnboat. No name for the hotel but looks like the Lafayette.

I remember Harold C. Putnam showing me how high the water had gotten in the Lafayette lobby.

The cresting mark in these photos was quite similar to the "rise" the following year.

Can you enlighten?

Bob Niemeyer,  
1205 Westminster St.,  
St. Paul, Minn. 55101

=Top flood crests at Marietta:

|      |         |      |
|------|---------|------|
| 1884 | Feb. 9  | 52.9 |
| 1907 | Mar. 16 | 50.5 |
| 1913 | Mar. 29 | 58.7 |
| 1936 | Mar. 20 | 48.1 |
| 1937 | Jan. 27 | 53.4 |

These figures supplied by S. Durward Hoag, all "old gauge." The new gauge since 1936 reads 1.6 ft. higher. -Ed.



## PIONEER IN THE EVANSVILLE TRADE

GEORGE W. SCHOTTEN, R. D. 2, Bedford Road, Hubbard, Ohio 44425 astonished S&D at its 1972 meeting by cruising up-&-down the placid Muskingum River seated on the forecastle of a 23-foot packet model named PIONEER. She had no texas, but George gave her one, and returned at a later meeting to display the change. Last Christmas Day at Evansville, Ind. there was a street parade. In the midst of the procession was George's PIONEER mounted on a gaily decorated float advertising the Kingfish Restaurant chain. Kingfish had just opened a fish sandwich to lobster and seafood es-

tablishment there. The first Kingfish showed up at Louisville, Ky. in 1946, and now has branches at Owensboro and Elizabethtown, Ky., the new one at Evansville, and has under construction places at Bowling Green and Somerset, Ky. All have steamboat motif and decor. "George Schotten's sternwheeler will feature Kingfish grand openings in the future," said a spokesman. Hines Associates, Inc., Bowling Green, Ky., handles the public relations for H. B. Management & Services Co., Louisville.

Ocean oriented ship buffs on the West Coast were in a state of shock last Friday, April 7th. The cruise liner MARIPOSA arrived from Honolulu, discharged her 334 passengers, paid off her crew of 250, and quit business. Her owner, the Pacific Far East Line, will sell her cheap. A government subsidy, reportedly more than \$8 million a year, has kept the company going for some time past. Even so, PFEL is head and heels in debt. And

the subsidy was terminated recently. The MARIPOSA holds the dubious distinction of having been the last cruise ship sailing the seas under U.S. registry.

When the MARIPOSA first sailed under the Golden Gate bridge in 1956 the mayor of San Francisco proclaimed "Mariposa Day." She was escorted to her berth by fireboats and yachts. A helicopter dropped thousands of orchids and little American flags to her decks

while ships in the harbor whistled salutes. A band played at the dock.

When she arrived from Honolulu last April 7th the fireboat was laid up because of a budget dispute. Don Taggart, spokesman for the Port of San Francisco (which has been the MARIPOSA's home all her days) said, "I don't know of anything planned for the occasion. It's kind of a shame."



Sirs: Allen Hess's excellent pictures of the "business end" of the PRESIDENT, her grand old side-wheel engines and crank-and-pitman drive, are a pure delight to me. (March '78 issue). When I was a young inexperienced striker engineer on the ISLAND QUEEN (2nd) I soon learned to know only too well what is required of an engineer to operate a nine-foot stroke tandem compound Barnes' engine with those two dead centers staring me right in the face at every turn of the paddlewheel. The CINCINNATI-PRESIDENT had duplicate Barnes' engines same as the ISLAND QUEEN.

You can bet I learned to know where that cotton pickin' big crank was at at all times. After sweating blood under the watchful eyes of the late Cal Benefiel (who was second engineer on the ISLAND QUEEN while I was striker, and so was burdened with the hopeless responsibility of making a side-wheel striker of a green kid) I have the indelible recollection of the first time I brought the QUEEN in for a landing without making too many mistakes.

One of the most difficult tasks was to spot the big wheel for "Chips," the carpenter, so he could work on the buckets. A tandem compound engine takes time to roll, and once rolling doesn't want to stop.

No, I never really lined her up, but in the four years I pampered that beautiful port engine there were times--?

Those Barnes engines (at least on the ISLAND QUEEN) had singular peculiarities, but when the river was right, and the high pressure cylinder cut-off was right, and the stem packing in the admission poppet valves was just right, and Fred Dickow, the Chief, would "let her out" a bit, those engines could roll a mean wheel. They were a delight to see, hear and feel.

On the Coney Island run out of Cincinnati, with upwards of 5,000 passengers on board, with two landings to make each trip, engineers had their work cut out--especially when the pilot rang more bells than an engineer could possibly answer. The QUEEN had a habit of wandering while under way and quite often the engineroom indicator would suddenly clang and wind around to "full astern" on my side. That's the sort of situation that makes a dumb kid grow up fast. Just closing the throttle on one side would usually bring her around but not always.

Reversing my wheel while under headway meant first getting the wheel stopped. Then I had to set the engine up for backing, catching her just right. It was necessary to let that big crank-pitman-crosshead set-up roll toward the forward center---drop the after steam valve---wind open the throttle---and then hold breath hoping that those tons and tons of river

water would let 'er make it over the aft center. In an emergency you have to do it. It's an entertaining experience.

I am heartened that the PRESIDENT will retain her old engines, even cold and lifeless, for future persons to see and marvel at.

Richard Carmell,  
6510 Arborcrest,  
Loveland, Ohio 45140

Sirs: I was sure surprised to see the photograph of the REES PRITCHARD in the March '78 issue, page 20. I have a friend, Harrison Richardson, whose father Capt. J. J. Richardson was master of that boat, although Harrison is too young to remember it and he never had seen a picture of it.

James Hale,  
Route 6, Box 460,  
Bessemer, Ala. 35020

Sirs: That cover picture by Allen Hess of the PRESIDENT's stack and whistle is great!

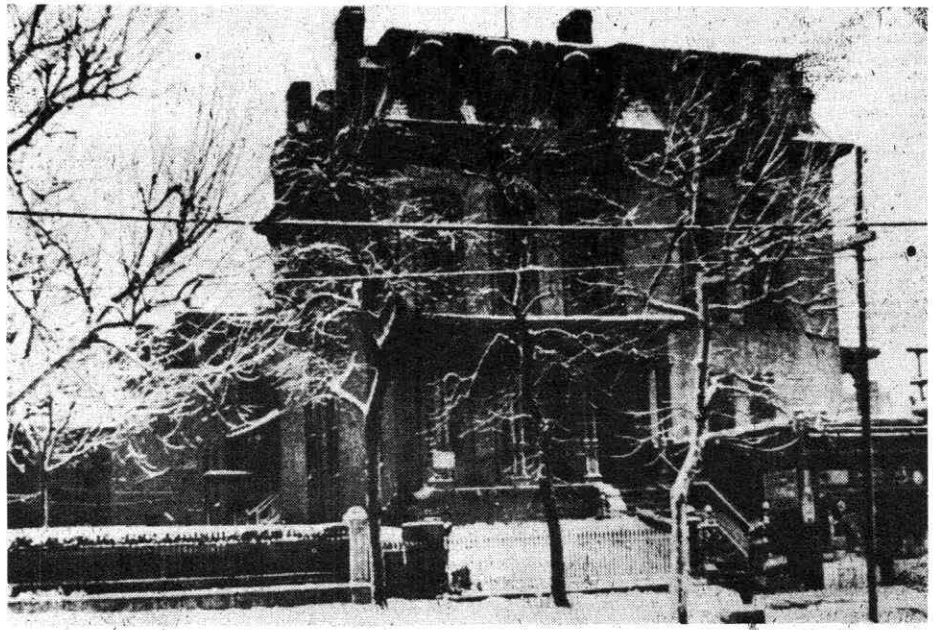
Lawrence E. Walker,  
10552 Breedshill Drive,  
Cincinnati, Ohio 45231

On March 29th last we had a phone call from a Canadian steamboat buff, Cindy Van Orman, 141 Kenollie Ave., Mississauga, Ontario L5G 2B7. "True or false?" asked Cindy, "was the JAMES Y. LOCKWOOD at one time a real Mississippi steamboat?"

What prompted the question is that the old LOCKWOOD, following a checkered career as a floating restaurant at Chicago and Buffalo, was taken across Lake Ontario several years ago to resume her restaurant career in Port Credit Harbor near Toronto.

Bad luck pursues her. Once again there are financial difficulties.

Our congratulations to Capt. Jim Blum, now regular master of the DELTA QUEEN. Capt. J. Theodore (Ted) Davisson is acting as relief master for Capt. Gabe Chengery and Jim Blum on the MISS-Q and DQ. As we go to press April 30th high expectations at Louisville were that Capt. Ernie Wagner would command the DQ during her race May 3rd with the BELLE OF LOUISVILLE, and stay aboard a week to relieve Capt. Ted Davisson.



**D**R. WILLIAM G. SWEKOSKY (1895-1964), native of St. Louis, and a life-long resident there, spent endless hours researching and photographing old mansions and wound up with a collection of some 7,000 negatives. He also made trips on local packets with his camera loaded for game. This latter penchant came to the notice of Dick Lemen and the two became good friends. Dick acquired the river negs by purchase and still has them. Above is a Swekosky picture of the 1871 home of Capt. Edwin A. Sheble in Lafayette Square. Sheble's daughter Mary married Capt. Horace Bixby of "Life On the Mississippi" fame. We are indebted to Ruth Ferris for a copy of the St. Louis "Globe-Democrat" dated Friday, March 31st last in which appears an article about Dr. Swekosky by feature writer Barney Wippold, illustrated with the picture shown.

### FEBRUARY SNOW IN MARIETTA

With ten inches on the ground, seven more inches fell. Jeff Spear made the rounds and took the three pictures at the right.

"One Dozen Assorted Steamboats" is a portfolio of 9 by 12" sketches on buff stock paper of familiar craft: JULIA BELLE SWAIN, SPRAGUE, HOMESTEAD, TELL CITY, etc. The artist is our talented Louisville-Cairo pilot, Lexie Palmore, 630 Windsor, Tyler, Texas 75701. Send her six bucks (\$6) which includes the mailing charges. Foreign members send \$7.50.

The most widely publicized accident which ever befell a Western Rivers towboat climaxed at the Markland Locks and Dam, Ohio River, Thursday, March 9, 1978.

Capt. John Beatty succeeded in raising his 38-year-old CLARE E. BEATTY that day. She had been on the bottom since January 30th.

Newspaper reporters, cameramen, feature writers and TV crews focused national attention on Markland starting January 25th when the petroleum-laden barges of the towboat EXXON PENNSYLVANIA were ice-wedged in the lock chamber. Various expedients were tried to free them, making matters worse. Gasoline commenced to seep from the barges. An epic traffic jam developed above and below Markland, 29 tows awaiting below and 20 more above.

A great mass of ice bore down on Markland from above. Barges free-astay lodged at the dam. The CLARE E. BEATTY got into trouble trying to recover these barges, became immobilized, and as ice pressure mounted she went down by the stern and sank. The gorge above the dam by February 3rd was solidly packed shore to shore for some three miles.

Not until Saturday, Feb. 11th was the EXXON PENNSYLVANIA tow removed from the lock chamber. Relatively warm weather and sunny skies came to the aid.

During the 18-day period of this travail there seldom was an edition of a Cincinnati or Louisville newspaper which did not contain pictures and stories. The TV national networks brought the drama into livingrooms everywhere. The Cincinnati "Post" of Friday, March 10 pictured a tired and smiling Capt. John Beatty looking at his CLARE E. BEATTY as she emerged from the depths on slings. He was quoted saying:

"Isn't this the worst God-forsaken mess you ever saw? But it doesn't matter. She's still the grandest old lady of them all and I love her."





Harold M. Toon, 48, member of the Middle Ohio Chapter of S&D, died suddenly on Tuesday, January 3, 1978, the victim of an automobile accident. Called "Bud" by his friends, he was in charge of Cincinnati's parking garages and meters. As an avocation he built steamboat models. Enroute to work that morning his van was struck by a car running in reverse on Harrison Avenue in Fairmount.

He leaves his wife Bridget Cole Toon; four sons, Steven, David, Dennis and Tommy; a daughter, Valorie; his mother, Lillian Toon, and two grandchildren.

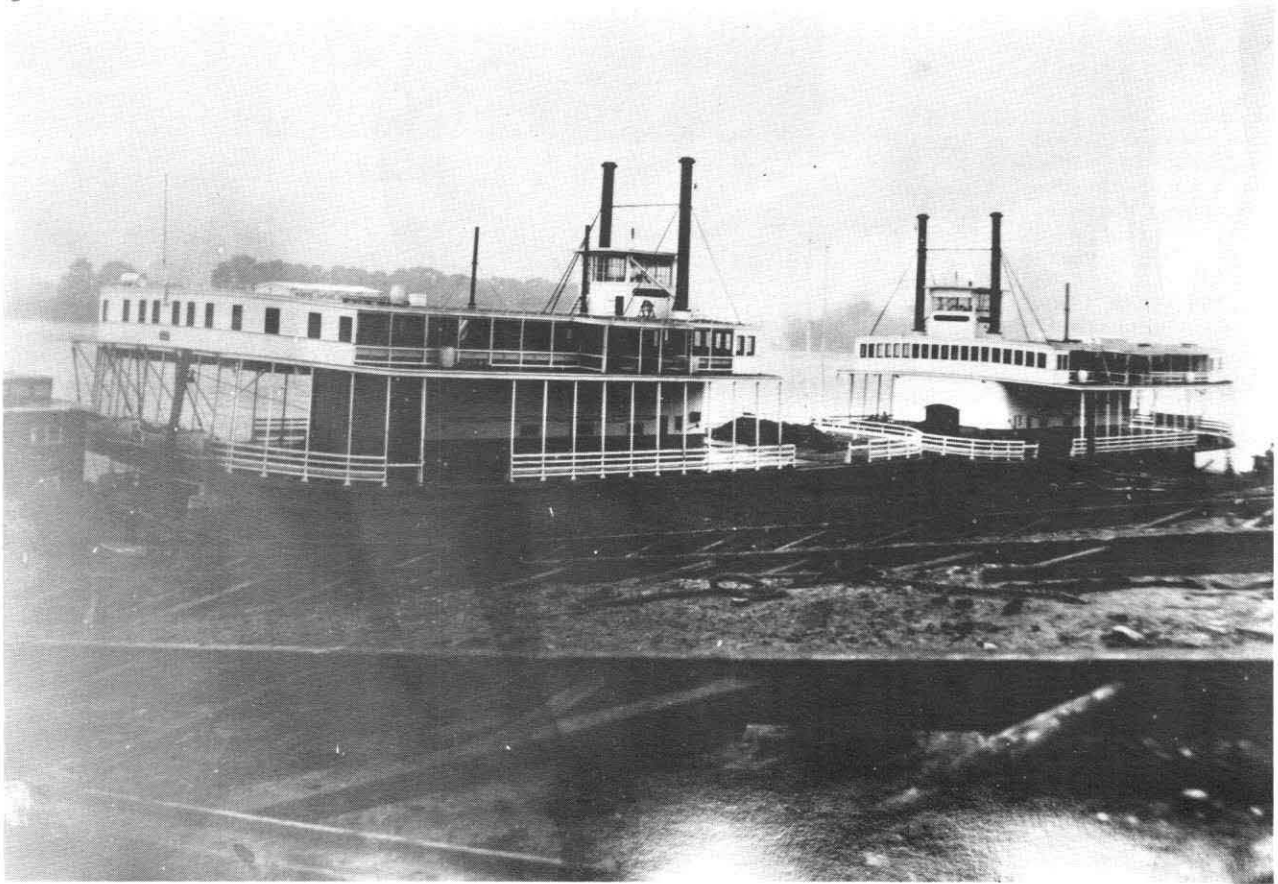
Hal Wilmunder's new sternwheel steamboat ELIZABETH LOUISE is ready for launching, and may be afloat at Sacramento, Calif. as these lines are read. Her hull is 120 by 25 by 6, model bow. She is designed to handle 600 excursionists. She has the engines from the small towboat DETROITER formerly based at Portsmouth, O.

Hal Wilmunder is building a 44-whistle calliope which will be installed aboard. He is an organ buff, and in his home at Carmichael, Calif. he has the 3 manual, 14 rank Moeller from the old Fox Theatre in San Francisco.

The prospect of a passenger

steamboat based at Sacramento has fired up the Sacramento Convention & Visitors Bureau to start up a brochure they have christened "Sacramento Showboat" with the masthead enlivened with a cut of the old-time side-wheel Mississippi side-wheeler PRINCESS, vintage 1855. Volume 1, Number 2 front-pages the ELIZABETH LOUISE story, and carries photos of construction details and of the calliope under construction.

You don't have to be a Son or Daughter to belong to the Sons and Daughters of Pioneer Rivermen.



**S**PEAKING of ferryboats, as we have of late, what happened to the New Orleans-Algiers duplicates, NEW ORLEANS and ALGIERS? The above picture was taken by Cap'n Jim Howard at Jeffersonville, Ind. in 1925 when both were ready to head south. The ALGIERS is at the left. What got us going is a recent news story datelined Sanibel, Florida, March 8, 1978 with mention that the ALGIERS is, and has been for some years, a landlocked part of the Sanibel Island landscape. First we had to dig into Rand-McNally to discover that Sanibel Island is on Florida's Gulf Coast off the mouth of the Caloocahatchee River and hence not far from Fort Myers. In 1958 or thereabout Mr. and Mrs. Lathrop Brown bought the ALGIERS from the Algiers Public Service Co., New Orleans, to become a "dream home" at Sanibel Island. The boat arrived ok, and then in 1959 Lathrop Brown died. Mrs. (Helen Hooper) Brown left Sanibel shortly thereafter. The ALGIERS stayed on. She's still there. Mrs. Brown died last June, and now attorneys for the Brown Estate are dickering with Sanibel's mayor Zelda Butler and the city council to sell the Brown Gulf-front property to the city for \$1.335 million, including a fairly rusty old ferryboat named ALGIERS. The NEW ORLEANS was sold to the Plaquemines Parish Commission Council in 1958 and a year later they renamed her BELLE CHASSE. In 1962 she was completely rebuilt and dieselized. Far as we know she's still perking. -Our thanks to C. W. Stoll for the update on ALGIERS.



SOME WHILE BACK we received this placid scene from Bert Fenn, and only today did we discover (shud-d-der!) that it may not be so placid after all. What you see moored at shore is Schroeter's (some spell it Schroeder's) floating photo gallery. It tramped around place to place in the earlier years of this century and was well known on Green River. Not only did the Schroeters take portraits, family groups, and the like, but they ran sort of a photo finishing service and would print up or enlarge old pictures. Even so, the profits were slim, and therein hangs our tale. A younger generation relative, to improve and enhance the family treasury,

mastered the fine art of forgery and the Floating Studios (so marked on its exterior) commenced turning out presentable \$10 bills. This is said to have happened in the Depression years, early 1930s, which probably has bearing on the circumstance. The quality was good, and business picked up. But by mischance one of the bills was printed on one side only, a boo-boo of interest to the agents of Uncle Sam. They pursued the quest to the backwoods by the rivers, ever gentle on their minds, until as one good lady "who was often on that old boat many times" writes, or wrote 20 years ago, "I am not sure Uncle Sam has opened the gate at Atlanta even yet."

The officers elected at the annual meeting of the Middle Ohio River Chapter of S&D, held at Madison, Ind., March 11 last, are:

Jack E. Custer, president  
Fred Donsback, first v.p.  
Keith Norrington, second v.p.  
Sandra Rae Miller, secretary  
Gordon Reed, treasurer

Elected to the Board:  
Delly Robertson  
Lloyd Ostendorf

Sandie Miller says: "Harlan Hubbard's talk about his shantyboat days and Payne Hollow lasted well over an hour. His wife Anna also commented on their river life. During the social hour Harlan obliged by autographing his books 'Shantyboat' and 'Payne Hollow'".

Sirs: At the tender age of nine, my parents took me for a ride on the PRESIDENT. That's where and when I was first struck with "steamoatitis." I was quite awed by those gigantic "legs" moving up and down and 'round and 'round in the engineroom. I heard those deep sighs from the stacks and thought the boat was alive.

Fifteen years later I again rode the PRESIDENT to learn if the magic was still there. It was.

A long way around to say thanks for the pictures of the PRESIDENT in the March issue.

Lexie Palmore,  
630 Windsor,  
Tyler, Texas 75701

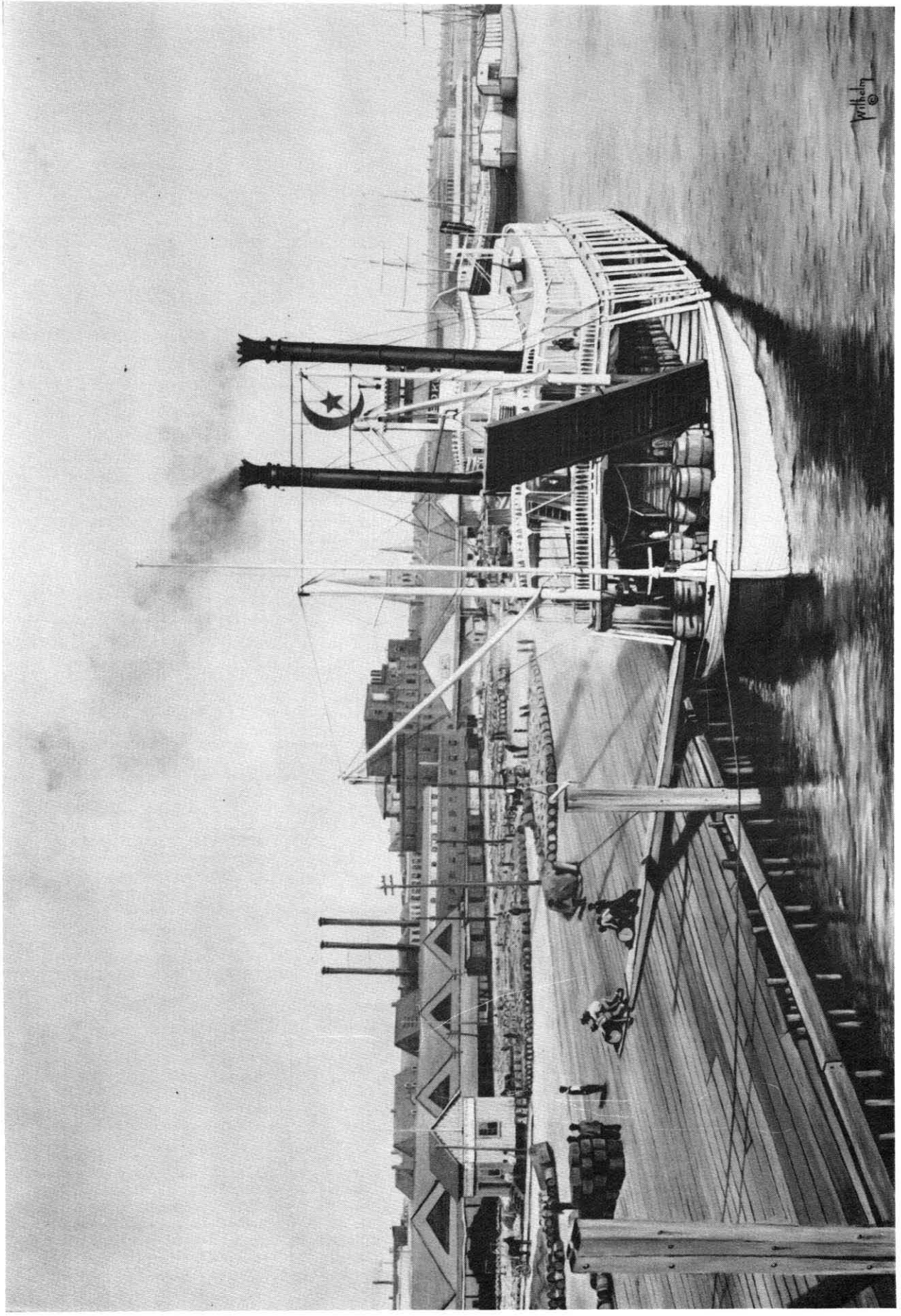
#### OLDEST PILOTHOUSE

A small but mighty book with full color cover, 48 pages, recounting the adventures of the packet TELL CITY from her maiden trip in 1889 until S&D restored her pilothouse 1977.

Text by Frederick Way, Jr., 47 photographic illustrations, and two full color post cards of the restored pilothouse are enclosed.

\$2.50 brings you the book and cards postpaid. Order and make check to Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.





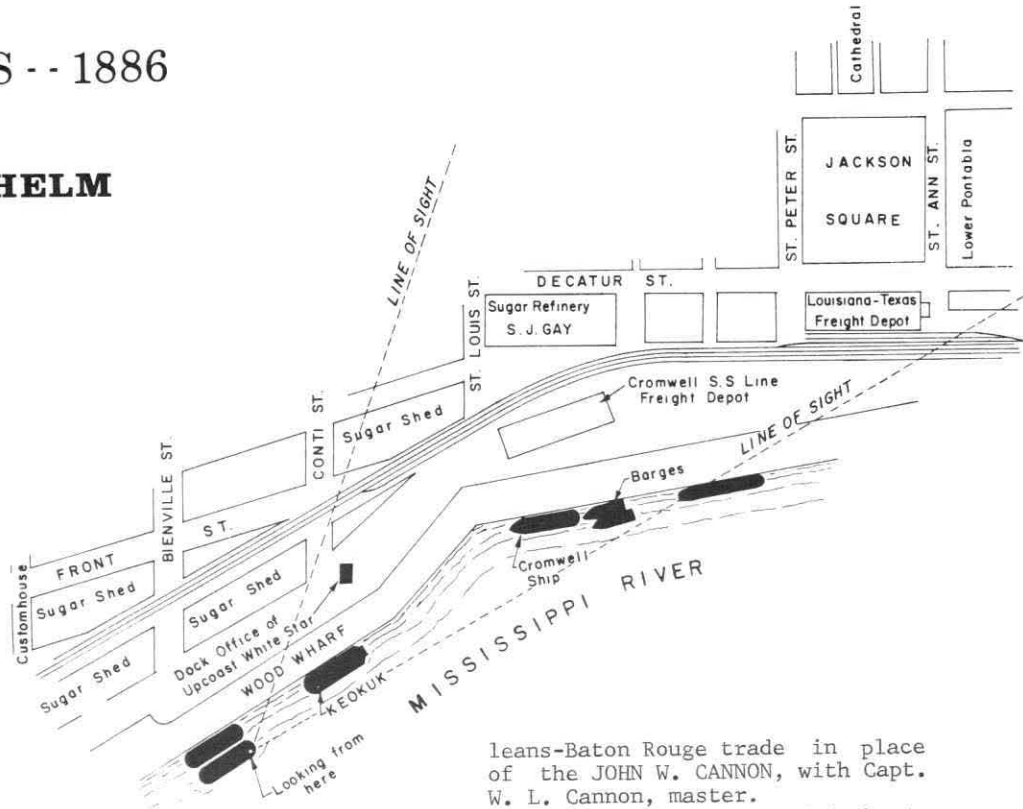
New Orleans - 1886

# NEW ORLEANS -- 1886

Oil Painting by  
**JOSEPH WILHELM**



Artist Wilhelm



THE SCENE is at New Orleans below the foot of Canal Street looking toward the Vieux Carre from the vantagepoint of a steamboat's roof. The packet KEOKUK is in the immediate foreground. Off to the left beyond the immense wooden wharf, at the foot of Conti Street, is the small dock office of the Upcoast White Star Line, agents for cargo and U.S. Mail. The peaked roofs behind are sugar storage sheds. Beyond them, to the right, is the S. J. Gay Sugar Refinery where the Jax Brewery now stands. Riverward of the sugar plant are the warehouses of Cromwell Steamship Company (forerunner of the Morgan Line) whose ships served Gulf to East Coast. One of their steamships, equipped with mast and sail, is moored. The spires of the St. Louis Cathedral are partly concealed by the KEOKUK's starboard stage mast. Beyond the Cromwell area is the Louisiana & Texas Railroad's freight depot. Two model barges show at extreme right.

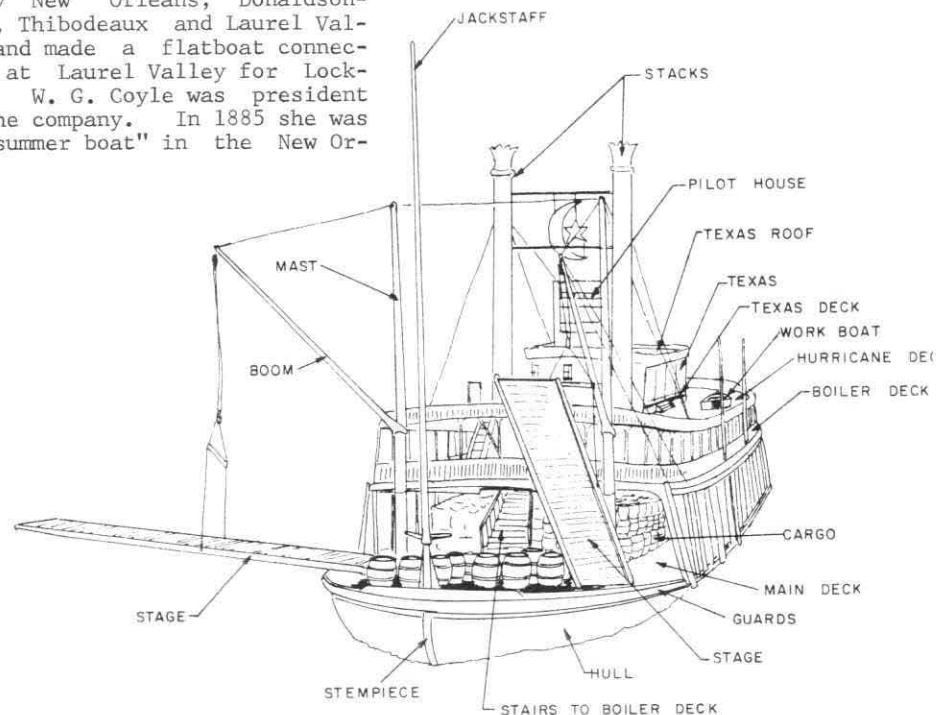
This photographic scene is from an oil painting 24" x 36" by New Orleans artist Joseph Wilhelm who became entranced with an old photograph, took it to Leonard V. Huber, and between them they worked out the date and identifications.

Boat buffs would little suspect that the KEOKUK prior to her appearance here had been to Fort Benton, Montana--not once--but six times. Her hull was built at Mound City, Ill. and she was completed at St. Louis in 1876. She was first named C. K. PECK, a typ-

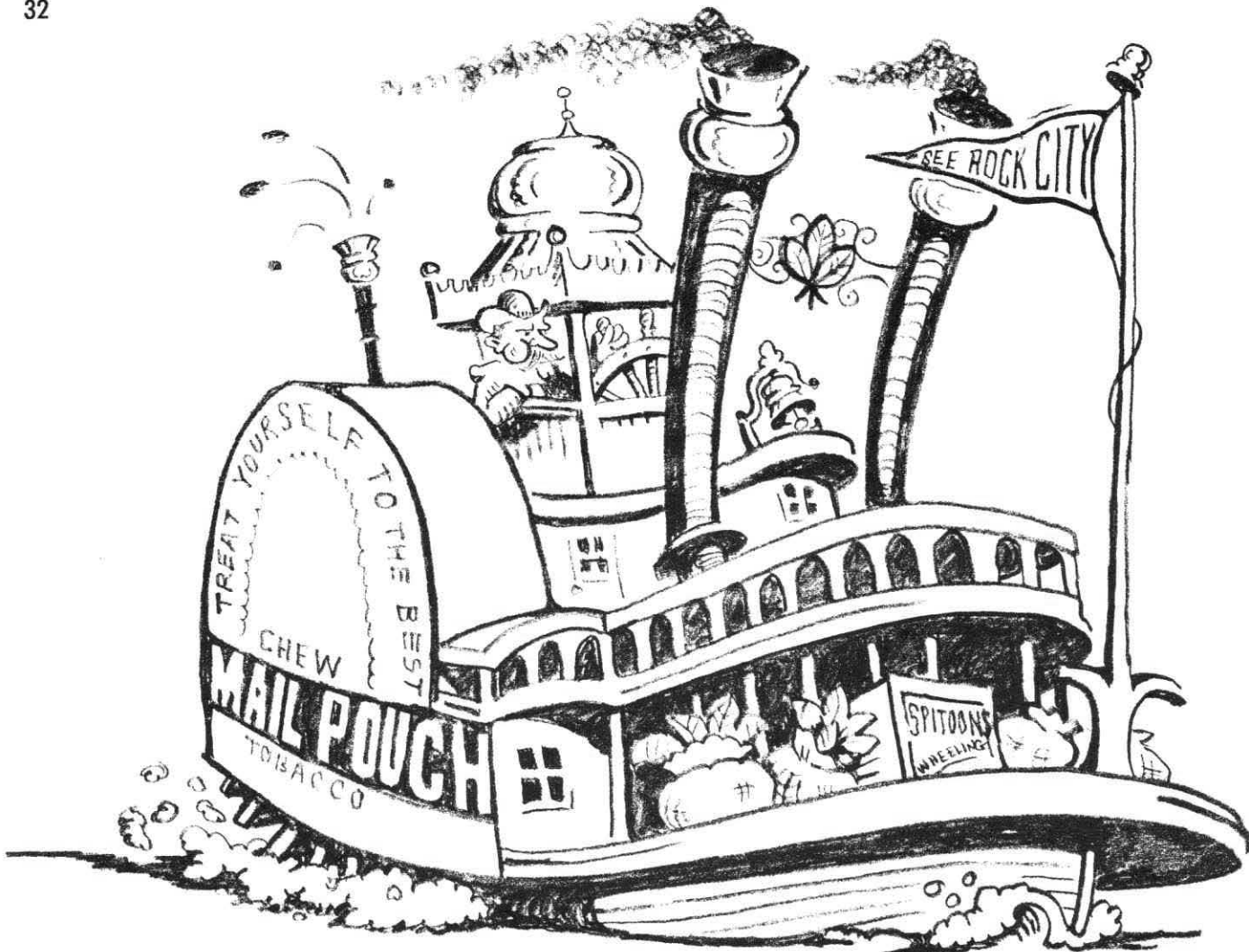
ical "mountain boat" with a hull 211.2 by 36 by 5. She belonged to the Peck Line on the Upper Missouri (NELLIE PECK et al.) and once, in 1881, took 10,000 buffalo robes from the Yellowstone to Bismarck. In 1882 she was streamlined into a typical Mississippi packet, renamed KEOKUK, and in 1884 was sold to the Bayou Lafourche Packet Co., Capt. Max Blanchard, master, and ran twice weekly New Orleans, Donaldsonville, Thibodeaux and Laurel Valley, and made a flatboat connection at Laurel Valley for Lockport. W. G. Coyle was president of the company. In 1885 she was the "summer boat" in the New Or-

leans-Baton Rouge trade in place of the JOHN W. CANNON, with Capt. W. L. Cannon, master.

Joe Wilhelm, interested in boats since a boy, became a builder of boat models and will be recalled by model buffs as author of frequent articles both here and in British publications. Then he turned to painting, and a recent showing at Better Art Galleries, New Orleans, attracted attention. Joe and Ye Ed have corresponded about this-a-&-thata since about 1960. He lives at 8540 Scottsdale Drive, New Orleans, La. 70127.







**M**AIL POUCH flack in the December issue, page 7, triggered the above cartoon. Lexie Palmore, who started it all when she wore a MAIL POUCH TOBACCO T-shirt at S&D's afternoon get-together last fall, is the artist. Also in the act was Nicholas C. Chriss, Lodi, Ohio, who pontificated that Mail Pouch tobacco was named for an Ohio River steamboat of yore. "Had there been such a vessel, what would it look like?" wondered Lexie, and the question sparked inspiration. "Please inspect the sketch carefully for a profusion of spittoons," says Lexie, "a real job for the poor fellow assigned to polish all the brass." The calliope, not shown, is rendering "O Theodor-a, don't spit on the floor-a, use the cuspador-a, that is what it's for-a."

Sirs: The "Memories and Reminiscences of Austin D. Butler" was interesting to me inasmuch as he mentions many of the steamboats I have little or no information on. It is good that Capt. Jesse P. Hughes persuaded him to jot down some of his experiences.

Herschel W. Burford,  
138 Strawberry Road,  
St. Albans, W. Va. 25177

Sirs: Am delighted with the picture of the QUEEN CITY on the back cover of the March '78 issue. Let me quote from a poem by Mary Mauck written in 1897 about the QC:

She's as staunch as an old warrior  
And the prettiest thing that floats,  
She's the swiftest and the

only one,  
And the Queen of all the boats.  
And wasn't that article about the SUMMER GIRL a fabulous description of super luxury! Wonder what eventually happened to her?

Mrs. Jack (Louise) Carley,  
393 Garland,  
Memphis, Tenn. 38104

=The last we heard of SUMMER GIRL was in March 1927 when she was hitched to the U.S. Steamer INSPECTOR at St. Louis and carried to New Orleans a party sponsored by the Mississippi River Commission. -Ed.

Sirs: I am anxious to receive a copy of the TELL CITY booklet called OLDEST PILOTHOUSE. I have a model of the TELL CITY about 90%

completed. The fancy railing has me stymied at the moment.

Richard C. Brasington,  
3449 Uright Pl.,  
Circinnati, Ohio 45208

=Dick Brasington is the boy who procured for S&D the old-time model of the side-wheel TECUMSEH, built by an engineer who worked on the boat in the 1850s. -Ed.

Sirs: That picture of the QUEEN CITY passing Georgetown, Pa. on the back cover of the March '78 issue is a jewel. That's Smith's Ferry, Pa. across the river, and Glasgow, Pa. is at the left below Dry Run, unless I'm getting rusty.

William S. Pollock,  
140 Dravo Ave.,  
Beaver, Pa. 15009

=No rust detected. -Ed.

Ernest S. Gabler, Stone Street, Box 301, Greensboro, Pa. 15338 has our thanks for a booklet issued by the Monongahela River Packet Co., 1902. It lists the landings and mileage Pittsburgh to Morgantown. Copies were handed to passengers on their steamers GERTRUDE and ELIZABETH. General offices were in the Standard Building, Pittsburgh. Hon. Francis J. Torrance was president, associated with Standard Sanitary Manufacturing Co. Charles F. Foster was the treasurer and general passenger agent, son of William G. Foster of the Pittsburgh printing firm Stephenson & Foster. The Packet Company was short lived, existing barely one year when a U.S. Marshal took over the boats for debt.

Ernest Gabler is prime mover in the Monon Center River Museum at Greensboro, Pa. and the Monongahela River Buff's Association. The latter is in process of incorporation, and the several meetings held thus far have attracted good response.

Sirs: The SUMMER GIRL - CHAPERON article in the last issue was the icing on the cake. I've read it

several times, each time picturing in my mind the beauty contained on that barge. The first time I couldn't believe it. The second time things began to fall into place, and the third time I found myself right there on board.

Three automobiles on board the CHAPERON! Back in 1904! Now isn't that something! I wonder if they were electric?

Jan Di Carlo,  
4600 Lexington Drive,  
Oak Crest,  
Steubenville, Ohio 43952

When S&D was in infancy and the River Museum fragrant with new enthusiasm and fresh paint, one of our members, regular as clock-work in paying dues, was affable John M. McFarland, proprietor of the Wakefield Hotel, Marietta.

Many S&Ds preferred the Wakefield with its clean rooms, modest rates and excellent meals.

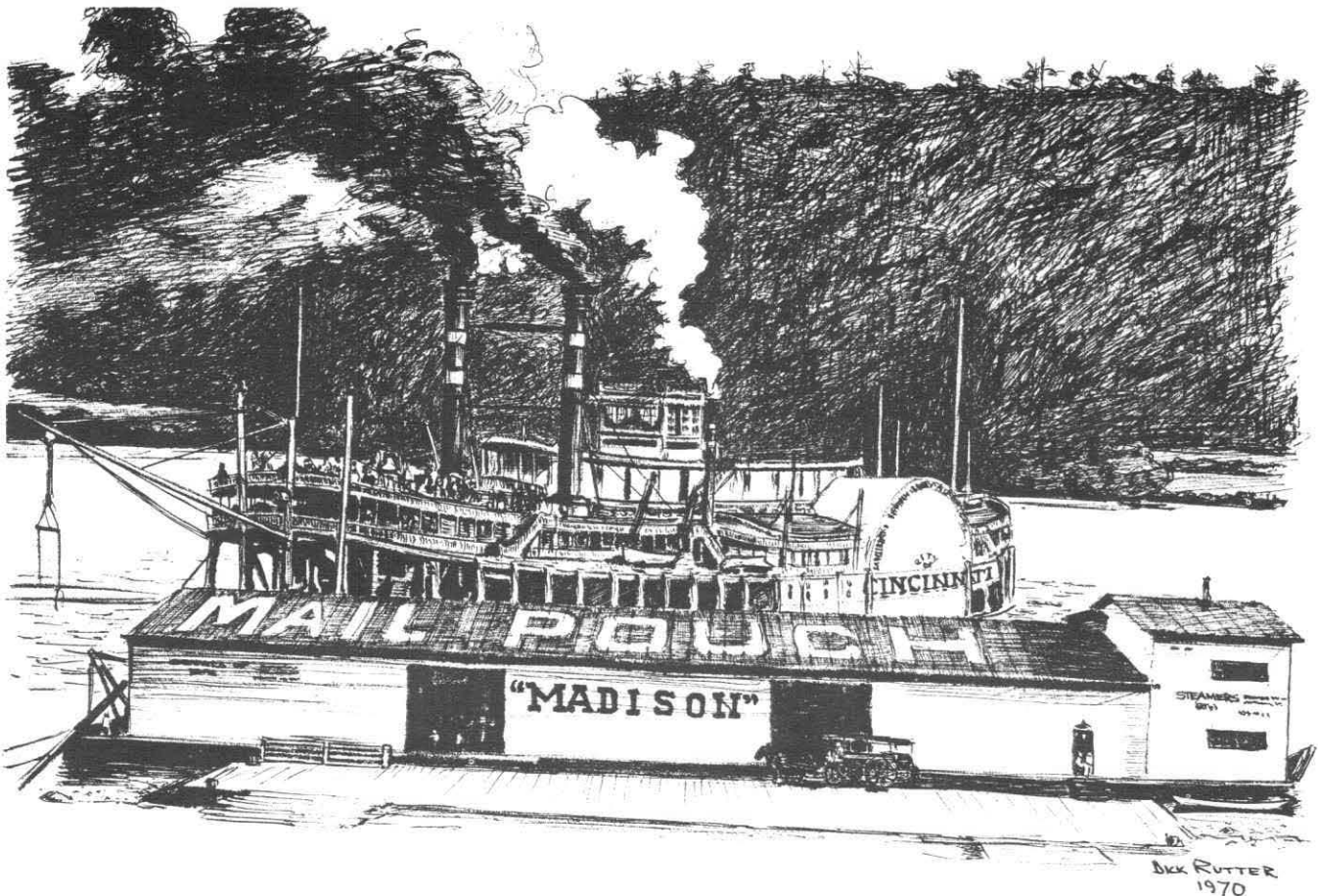
Its decline came after John McFarland's death and due, probably more than any other one thing, to the lack of auto parking space at Third and Putnam. The doors were closed and in 1970 a Marietta College fraternity bought the hotel

for \$120,000, defaulted on a loan, and in 1976 the Dime Bank bought it at auction. Last August the bank sold the Wakefield to Marietta businessman James Mitchell.

Present plans are to raze the once-hotel and on its location erect a four-story business building.

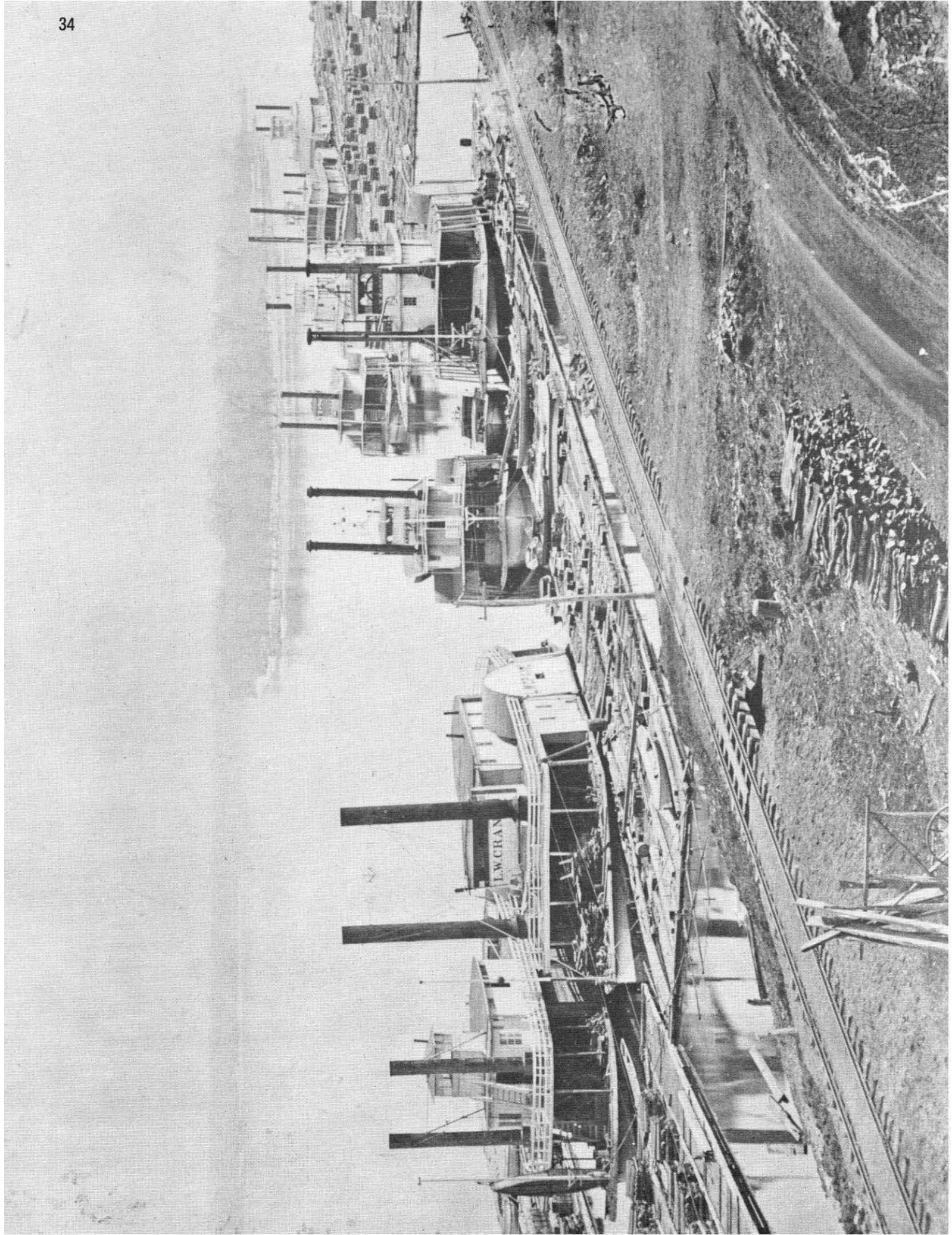
Preservationist Nancy Stout has voiced objection. But she will be hard put to enlist sympathy for a three-story relic of 1900 built plain-jane inside and out. The best feature was John McFarland, and he's gone.

One thing leads to two other things, and since the photograph of the REES PRITCHARD appeared in our last issue, page 20, a letter has arrived from Harrison Richardson, 4620 Dolly Ridge Road, Birmingham, Ala. 35243. Mr. Richardson's parents were married in March 1899 at which time his father, Capt. John Richardson, was master of the PRITCHARD. This, the first picture of the boat Harrison Richardson had ever seen, was brought to his attention by S&D member Jim Hale.



**M**AIL POUCH gets a prominent play in this sketch by Dick Rutter, drawn from a photograph. The scene is at Madison, Ind. with Louisville & Cincinnati Packet Co.'s CITY OF CINCINNATI making her landing---same boat featured in our March '78 issue pictured at Cincinnati shortly before an ice gorge engulfed her.





PICTURE ON OPPOSITE PAGE

**J**OSEPH C. DOBLER, naval architect, 801 Eighth St., Manhattan Beach, Calif. 90266, sent us this precious view taken at Read's Landing, Minn. on the Mississippi River. He credits the photograph to Gerh. Gesell, Alma, Wis. The date is estimated 1890 but ample evidence is present to revise this to at least 1871.

Read's Landing is at the foot of Lake Pepin with the mouth of the Chippewa River opposite, and Wabasha, Minn. is several miles downstream. The picture looks downstream with Drury Island in the hazy distance. All of the boats in the scene are "rafters," whose business it is to guide immense lumber rafts to the mills at St. Louis and intermediate points.

The rafters, from the left:

HIRAM PRICE, L. W. CRANE, ANNIE GIRDON, L. W. BARDEN, BUCKEYE, CLYDE, ST. CROIX, WM. HYDE CLARK and SILAS WRIGHT.

All are wood-burners. A wood pile shows plainly at bottom center, and also on the forecastle of the L. W. CRANE. Joe Dobler, interested in yawls and skiffs, has counted 15 of them in sight.

We have failed to find documentation for two of these rafters, the CLYDE and WM. HYDE CLARK, but of the others the L. W. CRANE is the oldest, built 1863, and the ST. CROIX is the youngest, built 1870.

A feature writer and a photographer of the Cincinnati "Post" recently visited the Gothic castle in the Clifton section of that city at 440 Lafayette Avenue. They discovered that the 55-room blue limestone mansion had been built 1867-1868 by an iron "baron" named George Schoenberger from Pittsburgh, Pa.

Mary Lynn White, who wrote the story for the "Post," learned that Schoenberger had removed to Cincinnati to further the family's iron business after a fortune had been made at Pittsburgh thanks to the Civil War. He acquired 47 acres in Clifton and dispatched an architect to Germany to study the castles on the Rhine. Hence the elaborate home which emerged, when completed, was ranked by architects as the 12th finest in the U.S. Outside it measures 126 feet square. The interior is a marvel of ostentation in any language.

All of which recalls to Ye Ed that some years ago when Union Barge Line had its offices at Dravo's Neville Island plant, a framed picture was displayed of a primitive towboat named JUNIATA, identified as the river's first towboat. It was built 1841 at Pittsburgh for John Schoenberger. Another, called JUNIATA NO. 2 came along in 1847. Then in 1852 George K. and John H. Schoenberger built JUNIATA NO. 3. They estab-

lished the Schoenberger Furnaces at 15th and Pike Streets, Pittsburgh, 1865.

George Schoenberger's first wife Sarah did not long enjoy the Clifton mansion. She is buried in Spring Grove Cemetery just over the hill. He married the second time, and died in 1895. Today the place is unoccupied, but forms an integral part of a retirement home complex, and is used for many social events. It is called "Scarlet Oaks," the interior furnishings and finishings intact, an echo out of Cincinnati's rich German past.



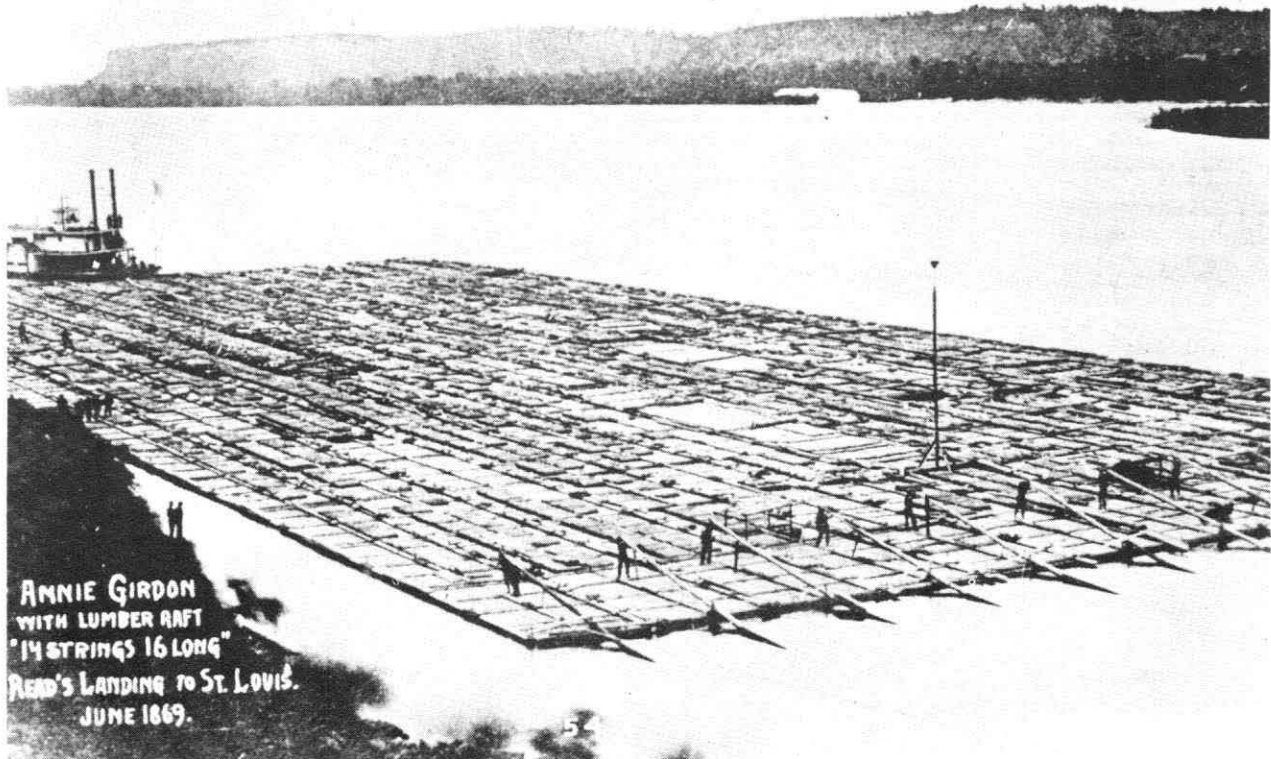
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Please state type desired.



ANNIE GIRDON  
WITH LUMBER RAFT  
"14 STRINGS 16 LONG"  
READ'S LANDING TO ST. LOUIS.  
JUNE 1869.

This rather dramatic panorama shows the rafter ANNIE GIRDON (third from the left in the picture opposite) hitched to a lumber raft, June 1869. This minuscule towboat measured 83 by 14.7 x 2.5, and weighed in at 15.98 tons, built at Burlington, Iowa, 1866, and owned by James L. Harris. Note the steering oar at the head of each string. Had the picture been longer it would show 14 of them.



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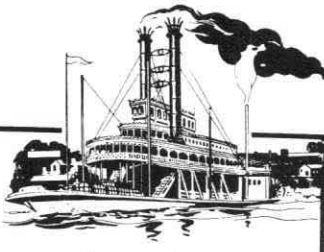
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On page 26 this issue is mention of Capt. Edwin A. Sheble whose mansion survives in St. Louis and whose daughter Mary married Capt. Horace E. Bixby. We now have been contacted by Jeff Sheble, 20 Jackson Place, Apt. M., St. Charles, Mo. 63301 who is researching the Sheble family history. He sends us a Xerox of a letter he received

lately from Herman Radloff, 3828 Courtois St., St. Louis, Mo. 63123 who has been investigating steamboat records stored at the Federal Records and Branch Archives in Kansas City. These disclose that Memphis & St. Louis Packet Co. sold the side-wheel CITY OF ALTON to Capt. E. A. Sheble for \$36,000 on January 28, 1871. This five-boiler steamer was built at St. Louis in 1868 on a hull 285 by 50. Captain Sheble entered her in the St. Louis-New Orleans trade. On Aug. 29, 1871 Sheble transferred for \$5,000 a 1/8 share in the boat to her first clerk Peter W. Scheckley. Then on Oct. 14, 1871 Captain Sheble sold the LADY PIKE to Scheckley for \$3,800. This was an old sternwheel packet which had seen better days and had been towing ice barges south from the Upper Mississippi.

On Aug. 12, 1872 Captain Sheble sold his 7/8 interest in the CITY OF ALTON to Peter Conrad for \$24,000.

The City of Alton Transportation Co. was formed that same day, and Scheckley transferred his interest to the new firm. On July 21, 1873 Captain Sheble "et al" seem to have reacquired CITY OF ALTON and

the owners in 1874 were Capt. Horace E. Bixby 1/4; E. A. Sheble 3/8; E. A. Sheble, Jr. 1/4 and W. Mason 1/8. Captain Bixby had married Mary Sheble on January 2, 1868.

Later transactions disclose that Captain Sheble sold an additional 1/8 interest to Captain Bixby on March 8, 1877 for \$4,000, and on the same date transferred a 1/4 share to W. Mason (spelled Masson in the record).

These transactions are indicative of the continual swapping of steamboat interests in that day and time. Also they provide some clue as to the participation of Capt. Edwin A. Sheble. Jeff Sheble, mentioned earlier, and whose address is provided, invites correspondence from researchers who may fill in more gaps in his quest for Sheble family history.

During the second week of this past April the MISS-Q made history of a sort. A section of bucket plank wrenched free from her paddlewheel, sallied forward and upward on collision course. It went through her vulnerable glass stern splashboard and landed in the Paddlewheel Bar. Fortunately this happened in the early hours, about 4 a.m., and nobody was hurt.

BIBLES BY KEELBOAT

Jerry B. Devol of Devola, O. has something of a knack for turning up odd-lot items. This bill of lading dated January 20, 1839 sends one box of Bibles aboard an unnamed keelboat, commanded by William L. Parker for delivery at Putnam, O. on the Muskingum River. The consignee is E. Putnam, and the bill for freight, paid in advance, is 75¢. The transaction was executed on a Sunday, probably after Marietta church services were concluded. Putnam was across from Zanesville. In 1839 the original locks and dams were being built but were not operative.

A. STONE, COMMISSION MERCHANTS, MARIETTA, PT. HARMAR, O.

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IN GOOD ORDER AND WELL CONDITIONED, BY

**AUGUSTUS STONE**

for account and risk of the owner, in and upon the good *Keel Boat*  
called the *Parker*  
whereof is master  
now lying at Point Harmar, and bound for *Putnam Ohio*

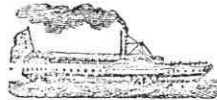
TO SAY: *Box Bibles*

Being marked and numbered as per margin, and are to be delivered, in similar good order and well conditioned, at the aforesaid port of *Putnam* (unavoidable accidents only excepted.) unto *E Putnam* or to his assigns, he or they to pay for the said goods, at the rate of *paid 75*

IN WITNESS WHEREOF, the Owner, Master, or Clerk of the said *Boat* hath affirmed to *two* bills of lading, of this tenor and date, one of which being accomplished, the other *ow* to stand void.

Marietta, Point Harmar, *July 20 - 1839*

*Wm L Parker*



*Edwin Putnam Esq*  
*Putnam*  
*Ohio*  
*1 Box Bibles*

A request from Thomas W. Gibson, Jr. of Lynbrook, N.Y. in our Dec. '77 issue for a picture of the Carnegie-Illinois towboat DUQUESNE evokes some facts from our Monongahela River friend Steve Mackinack.

Tom Gibson, with Pan American World Airways, is a grandson of Capt. Roland E. Dewey, former master of the DUQUESNE.

"I was delivering newspapers at Monon Lock 3, 1925-1931," says Steve. "At that time Capt. R. E. Dewey was captain on the first DUQUESNE, ex-MAMIE BARRETT. Then on April 29, 1929, the new steel hull DUQUESNE came out with Captain Dewey as master-pilot, Thomas R. Cowen, pilot.

"This 1929 DUQUESNE's hull and boiler deck framing was built at the American Bridge Division of U. S. Steel at Ambridge, Pa. She was brought to U. S. Steel's Coal Valley Marine Ways for completion. The Elizabeth, Pa. Planing Mill furnished all of the lumber for the cabin. Elmer Pangburn ran the Planing Mill, and was no relation to the late George Pangburn of the Ohio Barge Line.

"I was invited to make the trial run on her. Got on at Lock 3, and picked up a tow of loads at Colonial Docks, delivering at Clairton. Capt. R. E. Dewey was master, with Everett Moats, chief engineer, and Rush Woodford, second. Joseph Anderson, mate, was brother-in-law of Captain Dewey. Harry Brown was the steward.

"Later I worked with Captain Dewey. He told me he started on the boats at Pittsburgh, then went to the Kanawha River working for the Marmets and on the JULIUS FLEISCHMAN. Then he came back to the Monon River, worked on the MONITOR and then went mate on the W. H. CLINGERMAN, and watchman on the first HOMESTEAD. He got his pilot's license and went to work on the old CLAIRTON with Capt. Frank Gould as master. Then he went to the old DUQUESNE as pilot, and later as captain. Then to the DUQUESNE of 1929.

"Captain Dewey was a real boatman. We called him "One Eye Dewey," and he was always in a hurry to get the boat around. So then he bought an automobile and went to Charleston, W. Va. to visit relatives. On the way back he collided with another car at St. Marys, W. Va. and was killed.

"The DUQUESNE was laid up for a time and came out again with Capt. Frank (Hippy) Hibsternburg, master. He went from her to the CITY OF PITTSBURGH for a southern trip, and then Capt. B. F. Crawford, Sr. replaced him for a short while, after which Capt. Clayton Adams took charge. She made a trip south, and I was boiler deck man. Captain Adams paid off the crew at Cairo, Ill. because of a mutiny which got sort of out of hand when one of the deckhands, Regis

Coomer, stuffed Captain Adams in the kitchen sink and turned the hot water on him.

"On that same trip the DUQUESNE picked up the WM. G. CLYDE which had exploded boilers near Grand Tower (March 4, 1936) and towed her back to Coal Valley for rebuilding. But another crew was on her so I missed that."

Sirs: I am having 500 full color prints run of my New Orleans oil painting showing the KEOKUK (see in this issue). The prints measure 12x18" with a 2" white border. I plan to sign and number them, also remarque 10% of them. My price to S&D members until July 31 is \$25 each, and \$30 for the remarques. These figures, as you can appreciate, are wholesale.

S&D is the only organization I belong to, and my thanks to Leonard Huber for acquainting me with the S&D REFLECTOR.

Joseph Wilhelm,  
8540 Scottsdale Drive,  
New Orleans, La. 70127

ILLUSTRATED CATALOGUE  
James Rees & Sons Company

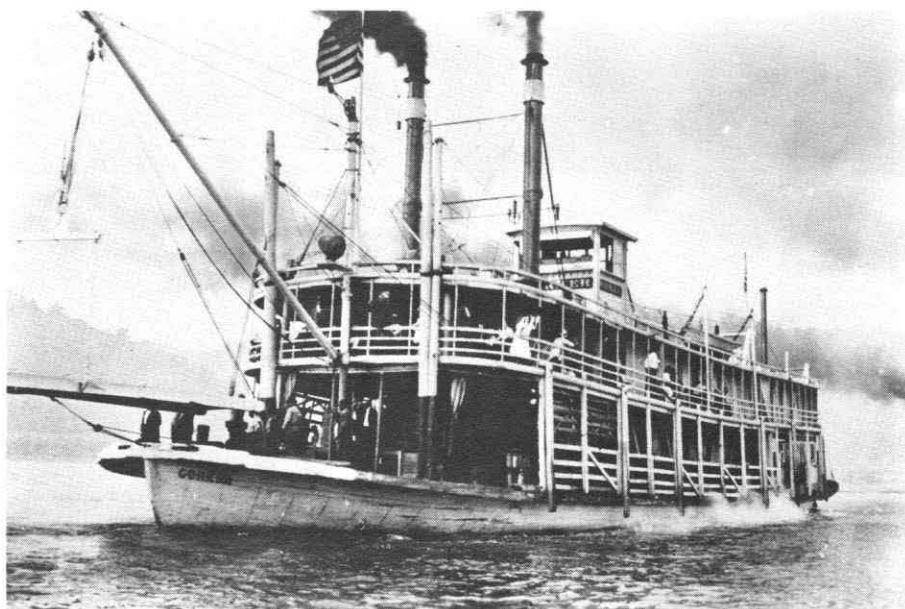
The 60 page catalogue issued in 1912, high grade slickstock paper, original cover imprint. Many good photographs of river steamboats built all over the world by this celebrated firm.

Scaled drawings of steamboat engines and machinery.

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Dealer discounts on large orders, write G. W. Sutphin, 204 Chestnut St., Huntington, W. Va. 25705.

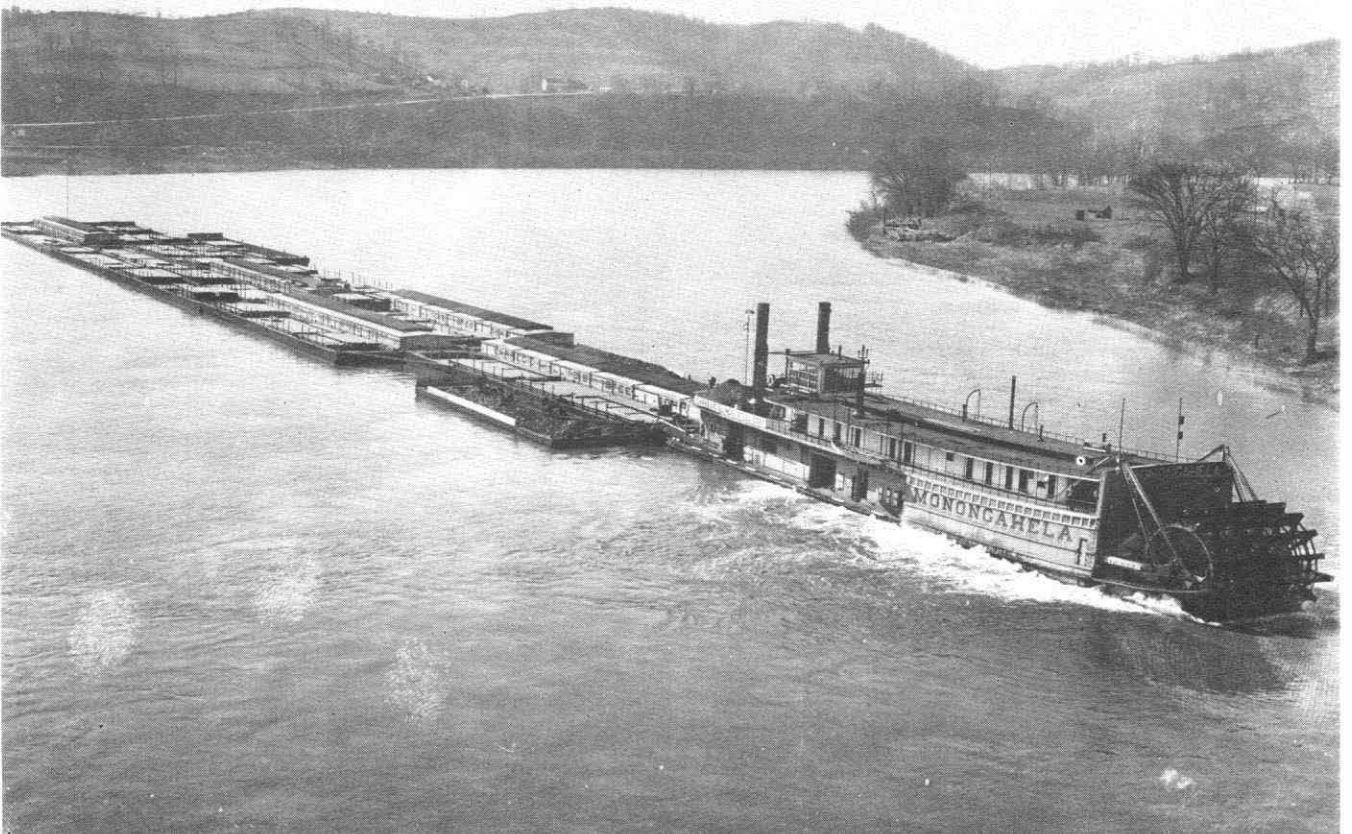


CHARLES H. (Charley) Arnold, P. O. Box 1326, Parkersburg, W. Va. 26101, writes to verify if there was a packet named CORKER. "Across the hall in our apartment," he writes, "is a retired B. & O. claims agent, native of Seymour, Ind. He tells us that back in the late 'teens he played basketball on the local high school team, and their reward for a good season was a train trip to Madison, Ind., thence on the CORKER to Louisville, and thence home on the Louisville-Indianapolis interurban. Is he right about a steamboat named CORKER?"

Right as rain. The CORKER was built for the Louisville & Cincinnati Packet Company at the Howard Yard in 1912 for the Louisville-Madison trade. She wasn't much, 130 by 30 by 3.7 wood hull, but she had a rather bountiful and historic cabin lifted from the former LIZZIE BAY, and also LIZZIE's engines 14" bore by 5 ft. stroke. Not only did this B. & O. agent ride her, but Ye Ed drew his first pay aboard a packet in 1920 on the CORKER. She had been bought by the Liberty Transit Company for the Pittsburgh-Wheeling trade and still was the CORKER for a trip or so, and we watched the sign painter at Wheeling change her name to GENERAL BEACH.

You don't have to be a Son or Daughter to belong to the Sons and Daughters of Pioneer Rivermen.





## FLANKING A TOW

Two Pictures On Opposite Page

ON Monday, March 6, 1939 these two pictures were taken by a crew from the U.S. Engineer's Office, Pittsburgh, from the Hiram Carpenter Bridge over the Ohio River at St. Marys, West Va.

Ohio Barge Line's MONONGAHELA was downbound on open river with 20 loads of steel products and two loaded fuel flats, the tow made up five lengths long.

The upper view looks upstream as the towboat and tow approaches. The course of the Ohio River above the bridge for several miles is a series of easy, long curves. But just below St. Marys is an abrupt 90° turn. In this upper view the MONONGAHELA is backing her paddlewheel to kick the head of the tow close to the "point" of the oncoming curve. The pilot has a choice he must make: he can "drive" the point by coming ahead on the paddlewheel and steering "hard down" or he can kill out his headway, set the towboat close to the oncoming point, and "flank" it. As we see in the lower view, he has elected for the latter.

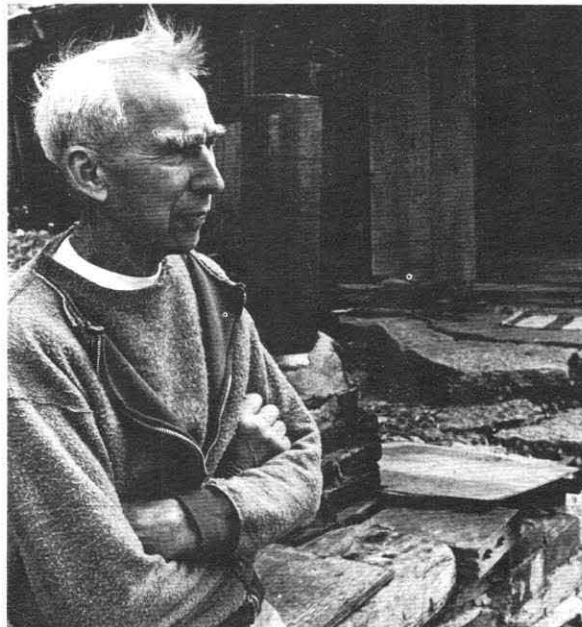
The fulcrum of swing in these long barge tows is away out near the head, approximately at the first coupling. Hence the pilot handles the mass as though balancing a broom in the air.

In the lower view the towboat is skirting down the Ohio (right) shore, and the head of the tow is away over in West Virginia. This looks precarious, with a 3 or 4 mile current running. Actually it is the safer course. The mass is drifting with the current, no forward headway. When he gets down abreast the sharp point at the right, the pilot will "kick" the towboat to the left, and the whole mass will be aimed down the river, pretty as you please, the bend behind.

A virtue of sternwheel towboats was their great rudder leverage in backing. Due to this ability they could maneuver downbound loads, flanking the sharp bends, with dexterity unmatched by any other type of motive power. Diesel propeller towboats, as first conceived, were no match for them, and did not equal the sternwheeler until "flanking rudders" were invented and added.

Even so, flanking has not been outmoded. Even with the superior steering ability incorporated into modern diesel-prop towboats, prudence is constantly exercised, and many sharp bends still are flanked rather than steered.

Good news from New Orleans: Bill Dow is back on the job managing the NATCHEZ following an extended illness. Doc Hawley says "He looks great."



## PAYNE HOLLOW

At the left Harlan Hubbard sits for photographer Frederick A. Hetzel, director of the University of Pittsburgh Press. His wife Anna prepares luncheon in her kitchenette, above. Light streams upon the grand piano, the most unlikely creature in this sylvan retreat perched on a Kentucky hillside viewing the Ohio River ten miles below Madison, Ind.

Harlan and Anna Hubbard were the featured speakers and guests of the Middle Ohio River Chapter of S&D at a recent Madison meeting (see pages 2 and 29).





## ZANESVILLE ZOOLOGY

On Wednesday last Herr Driesbach engaged a stateroom on the popular packet JULIA DEAN from this place to Cincinnati. In doing so he made the odd request that the lower berth be prepared for his traveling companion. "He's a queer old fellow," Driesbach informed the clerk, "and being accustomed to the out-of-doors will sleep on nothing but straw."

Straw being a plentiful commodity hereabouts, the lower berth's bedding was removed and turned into what resembled a manger.

At the time of departure the clerk, hearing an unusual stir, stepped to the office door, and recognized Herr Driesbach but required introduction to his companion. "Meet Colonel Alexander," said Driesbach pleasantly. The straw-sleeping Colonel was a Brazilian tiger. The two of them had received a telegram to show in Cincinnati.

Upon seeing the straw the Colonel made a bound and nestled himself into it. The fares had been paid in advance. The clerk, feeling duped, opened his mouth to enter protest but the words never came out. He gulped and whispered instead, "Please keep the doors closed."

Later- Special wire service from Cincinnati:- The JULIA DEAN arrived at this place with two unusual passengers from Zanesville. Herr Driesbach, the celebrated tamer of wild beasts, was one, and his partner, Colonel Alexander, a Brazilian tiger, is the other. From what we gather from the crew of the JULIA DEAN, Herr Driesbach shared a stateroom with the tiger, Driesbach in the upper, and his Colonel Alexander in the lower. There was but one tense moment during the trip. Driesbach requested a bottle of brandy from the boat's bar. A waiter made the delivery to the stateroom but neglected to bring along a decanter of water. "Oh pshaw," said the Herr, "I'll fetch it myself." He departed on the mission, remembering to close the door, but forgetting the waiter was still inside. When Herr Driesbach returned, the tiger was purring in his sleep and the waiter hadn't moved a muscle. A hack, driven by a Son of Erin, was engaged to convey this odd couple to the Dennison House. "No, begorra, no!" exclaimed the driver, slamming the hack's door. But the Colonel, seeing the window was open, leaped in anyhow, fortunately unobserved by the horse. So off to the hotel where by some circumstance Mr. Dennison was on hand at the curb. He flatly refused a bed, straw or otherwise, and told Herr Driesbach to be off. For the present Colonel Alexander is staying over in comfortable

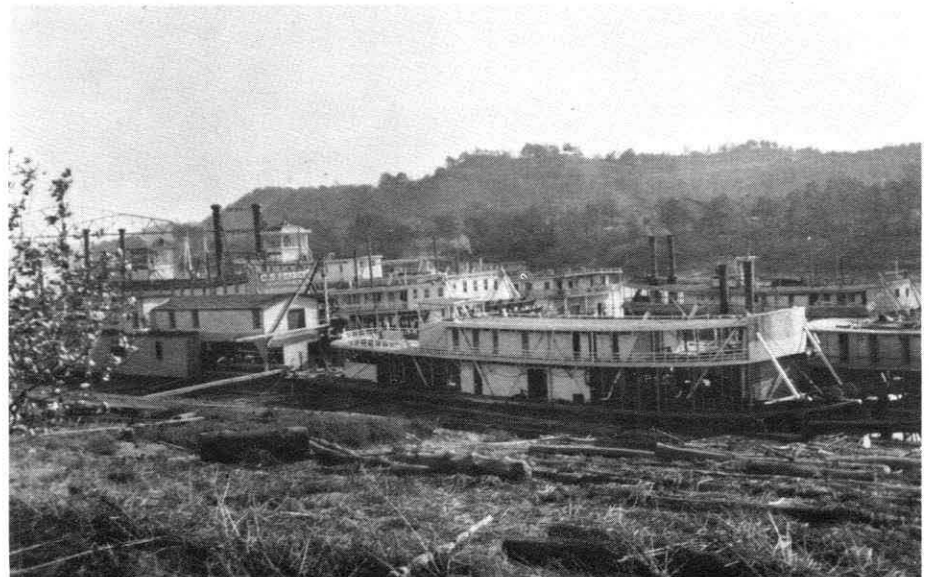
quarters at Wood's Museum, and Herr Driesbach has returned to the hotel where he has made his peace with Mr. Dennison, and has engaged a single room.

-Our thanks to Edward A. Mueller for the above dispatches from the Cincinnati "Commercial," January 1851.

Jack E. Custer, insatiable in his quest for facts about Combine days, has come upon an item in the New Orleans "Daily Picayune" dated Jan. 10, 1903. "The great rain storm early in December caught the EXPORTER 100 miles above here," says the report, "and she went to the bank for safety, occupying nearly 40 hours pumping two and one-half feet of water out of her (loaded) coal barges."

The inference is that 30 inches of rain fell in that storm, certainly a crisis for keeping afloat wooden coalboats with barely that much freeboard. The account says further that steam from all five boilers was used solely to run the syphons out on the fleet, such a drain that the firemen were taxed to maintain pressure.

Nothing sank. Not a lump of coal was lost, unless you would count the fuel heaved into the furnaces for those 40 hours. Some storm.



**T**AKEN AT the Smith Docks, Point Pleasant, West Va. in the summer of 1917 by C. C. Bowyer. In the foreground is the towboat ELIZABETH SMITH under construction for J. K. Davison Bros., Pittsburgh. The large packet at the left is the TELL CITY undergoing renovation before reentering the Pittsburgh-Charleston trade. On this side of her, on the docks, is the towboat C. S. PEARCY, formerly the W. R. MARKLE, and she has about 60 more days to live---she burned at Parkersburg that September. Outside the TELL CITY is Hitter's COTTON BLOSSOM showboat with the JEWEL in attendance, hitched behind. This takes care of everything except the towboat at extreme right partly showing outside of the ELIZABETH SMITH. Thanks to J. W. Rutter for the print.



NOW READY

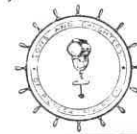
All twelve issues of the S&D REFLECTOR, Vols. 12, 13 and 14 professionally bound in hard cover, brilliant red imitation leather cover. Gold lettering and S&D emblem.

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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.

NB: This is the fourth bound book made available to members of S&D. The first three containing Vols. 1-11 are out of stock, all sold.



**C**APT. ROSS ROGERS, JR. recently loaned us a new book with an imposing title:- "A History of the Rock Island District, Corps of Engineers 1866-1875." We made a few notes as we read it.

The Keokuk Lock, 358 by 110 ft. with a lift of 40 feet, was opened to traffic on June 12, 1913. It and the new dam across the Mississippi were built by the Keokuk and Hamilton Water Power Company. A lake 50 miles long, called Lake Cooper, was created above, drowning out forevermore the notorious Des Moines Rapids and the lateral canal with its three locks skirting the Iowa shore line.

This stupendous project, ten years from date of approval until completion, was designed to generate hydro-electric power and was financed by private capital. This ultra-modern lock and dam, years ahead of time, served in lonesome grandeur, the only lock and dam in the Mississippi between St. Paul and New Orleans, for 21 years, or until the opening of Lock and Dam 15 at Rock Island in the spring of 1934.

There undoubtedly are veteran rivermen still perking who remember the 3-lock Des Moines Canal opened in 1877 and used principally during periods of low water when "running the rapids" was too adventurous and unsafe. The locks had inside clearance 291 by 78 ft., too short as matters soon proved out. The SAINT PAUL, 302 ft. long on deck, had to be "maneuvered" through. Ultimately she was shortened by lopping off some of the stern. When the side-wheel steam r.r. transfer ALBATROSS was completed at Dubuque in the spring of 1907, 308 feet long, she got to Montrose, Ia. She was too big to fit the Des Moines Canal locks and the river was too low for safe passage over the Rapids. The prospect was that she was doomed to spend the summer at Montrose, and certainly she would have done so save that an unexpected summer rise came along, and over the Rapids she went.

Second-worst impediment on the Upper Mississippi was the Rock Island Rapids, a 14-mile stretch of zig-zag channel over rock bottom, which gave rise to a special breed of "Rapids pilots" who boarded the downbound boats at Le Claire and guided them to Rock Island. The U. S. Engineers alleviated the hazard by blasting, carving and chipping. Finally in 1906 the Dravo Contracting Co., Pittsburgh, was given a contract to build a lock 325 by 80 along the upper end of Arsenal Island, called the Moline Lock, which by continuing the outer wall upstream several miles, by-passed the worst of the lower section of the Rapids. This improvement was opened in January 1908.

When your scribe ascended the Upper Miss in 1914 aboard the JOE

FOWLER, we used this lock and canal upbound for St. Paul, and on the return leg of the journey the FOWLER landed at Le Claire to take aboard one of these "Rapids pilots" who took the boat over the whole of the Rapids and got his pay and departed at Davenport. On that same trip the FOWLER locked up and down at Keokuk through the new and mighty lock then barely one year in use. In 1957 the original 358 ft. Keokuk lock was replaced with a new one 1,200 feet long, 110 feet wide.

The upper section of the Rock Island Rapids continued to plague navigation. In 1921 work was commenced on a lateral canal along the Iowa shoreline, 3.6 miles long, commencing about where Lock 14 is located today and extending upstream to Le Claire. This required a lock 320 by 80 ft. and in 1924 the improvement was opened to traffic.

In 1930 the U.S. Engineers were authorized to modernize the Upper Miss between Alton and Minneapolis by constructing 25 new dams, re-

Jim Swartzwelder this past several months has been in Phoenix, Ariz. on a job. "NO Ohio River and NO lush green hills; NO river



MARIETTA HOTEL TORN DOWN

The Wakefield Hotel at Third and Putnam was being razed on April 19th last when Ted Strickland took this picture for the Marietta "Times." See news story on page 33 this issue.

taining the one at Keokuk, to provide 9-foot navigation. The job was ten years in progress and was completed in 1940 at a cost of \$170,000,000.

In 1947 the sternwheel towboat ALEXANDER MACKENZIE arrived at St. Paul shoving barges loaded with 18,500 tons of cargo. This one trip represented one-half of the annual tonnage handled by Diamond Jo Line packets at St. Paul in 1910. The significance of this comparison is that the Upper Miss Alton-St. Paul had been converted from a packet-and-rafter river into a main line extension of the 9-foot barge boulevard bonding mid-continent U. S. with the sea lanes of the world.

A new River Museum is in the planning stages at Memphis. This news came over the phone via a charming girl's voice belonging to Jan Clement, who introduced herself as the Research Historian for the Mississippi River Museum to be located "across from downtown Memphis," funded by the city, and targeted for its opening in the spring of 1981.

"We're going to have a full-sized dug-out canoe, and log rafts and flat boats, and keel boats..." Her enthusiasm was contagious.

"We're going to have a full-sized walk-through reconstruction of the front third of a Mississippi steamboat of the 1870s..."

"We're going to have the entire pilothouse of a twentieth century towboat..."

"We're going to have a full scale reconstruction of the front half of a Union ironclad on the Mississippi River during the Civil War...as well as the Confederate emplacements on the bank above," she added briskly.

"We're going to have a section telling the story of the development of jazz music..."

"The story of various river disasters will be told, and the final exhibit will be the 'River Room,' dedicated to revealing the sciences of the river."

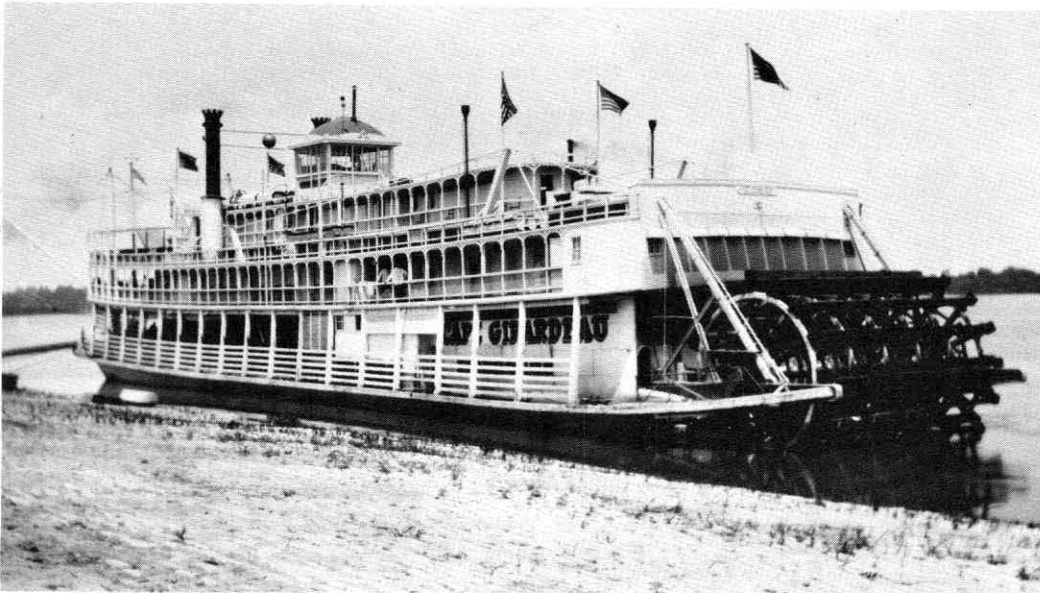
Jan Clement was calling from the Pink Palace Museum, Memphis, and we didn't think to ask her what in the world that is. She said she was on her way to Marietta to visit the Ohio River Museum, and said she had sent a check to Mrs. Rutter to join S&D.

"Well hoorah for you," we exclaimed, caught up by her excitement.

"Memphis is fun," she said.

Claro Deane, Winfield, W. Va., now is president of the American Sternwheel Association. First v. p. is Clyde Bryant, Zanesville, O. The second v. p. is Harold Nichols, Barboursville, W. Va. Secretary is Jan DiCarlo, Steubenville, O. and treasurer is Harry Robinson, Marietta, O.





The Great Lakes Historical Society, kindness of Art O'Hara, has sent us these photographs. "We have been sorting out and consolidating our photo files. The enclosed are not considered a part of the Great Lakes, so here they are," writes Art O'Hara. They were a part of the St. Clair Collection and came to GLHS with no identifications.

What you see in the upper view is a good likeness of the CAPE GIRARDEAU of the Eagle Packet Co., later the GORDON C. GREENE of Cincinnati. She's quite new, and the date may be 1924.

In the center view something mighty heavy is being dragged over the stage and will be loaded in the truck. Note how the stage has been blocked underneath to take the weight.

Bottom view--we're not so sure--is this Cape Girardeau, Mo.? A better glimpse foots this column, and the automobiles on the wharf may spur some of our ancient car fans to verify or debate the 1924 date we've suggested.

Who knows! Maybe the person who took these pictures will do us the honor of stepping forth. We'd enjoy knowing what he/she was doing there armed with a 3½x5½ camera.



The Spring 1978 issue of "Paddle Wheels" features a true confession story written by Capt. David Neill unique in the annals of maritime journalism. On July 15, 1977, in command of the WAVERLEY (the steam side-wheeler with her stacks set fore and aft, not thwartship) the good skipper in attempting a tight maneuver stove her hull on rocks. Unable to free her, the passengers were taken ashore on other vessels. All the king's horses and the U.S. Navy couldn't float her

on the falling tide and for a while it looked like Katy-bar-the-door. When the tide came back late that night she was worked off and limped to drydock.

Captain Neill prepared an official report for his employers, Waverley Steam Navigation Co. Ltd., the Department of Trade, and the Salvage Association. In it he wrote:

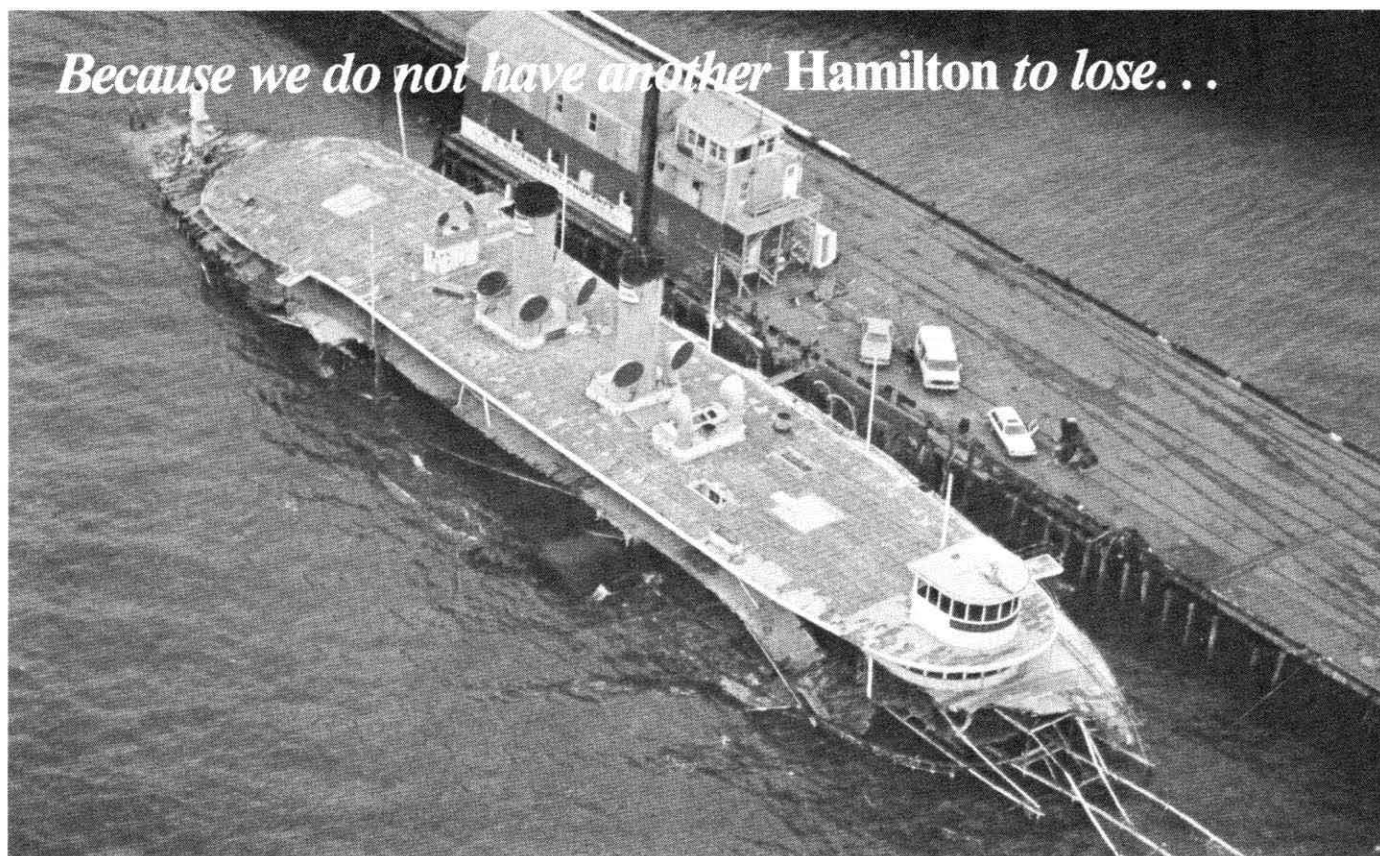
"This was an error of judgement (so spelled in the British Isles) on my part and I accept full re-

sponsibility..."

He got off with a formal reprimand.

Then, to his infinite credit, Captain Neill sat himself down at his typewriter and pecked out the quite fascinating story of his command of WAVERLEY since her very first voyages in the colours of Waverley Steam Navigation Company. "Paddle Wheels" headed this scoop: MY THREE YEARS OF TREMENDOUS RESPONSIBILITY.

Quite a story. Quite a guy.



**T**HE SHOCK WAVE following the foundering of the ex-Hudson River side-wheeler ALEXANDER HAMILTON (March '78 issue, pages 4 and 33) has resulted in the formation of a Ship Trust Committee "to propose action on a national scale to save our heritage in ships." The announcement appears in the Spring 1978 issue of "Sea History," sent to members of the National Maritime Historical Society. The Committee of five: George F. Bass, president, Institute of Nautical Archaeology; Karl Kortum, director, San Francisco Maritime Museum; Peter Stanford, president, National Maritime Historical Society; Barclay H. Warburton III, president, American Sail Training Association, and Frank G. G. Carr (International Chairman), London, England.

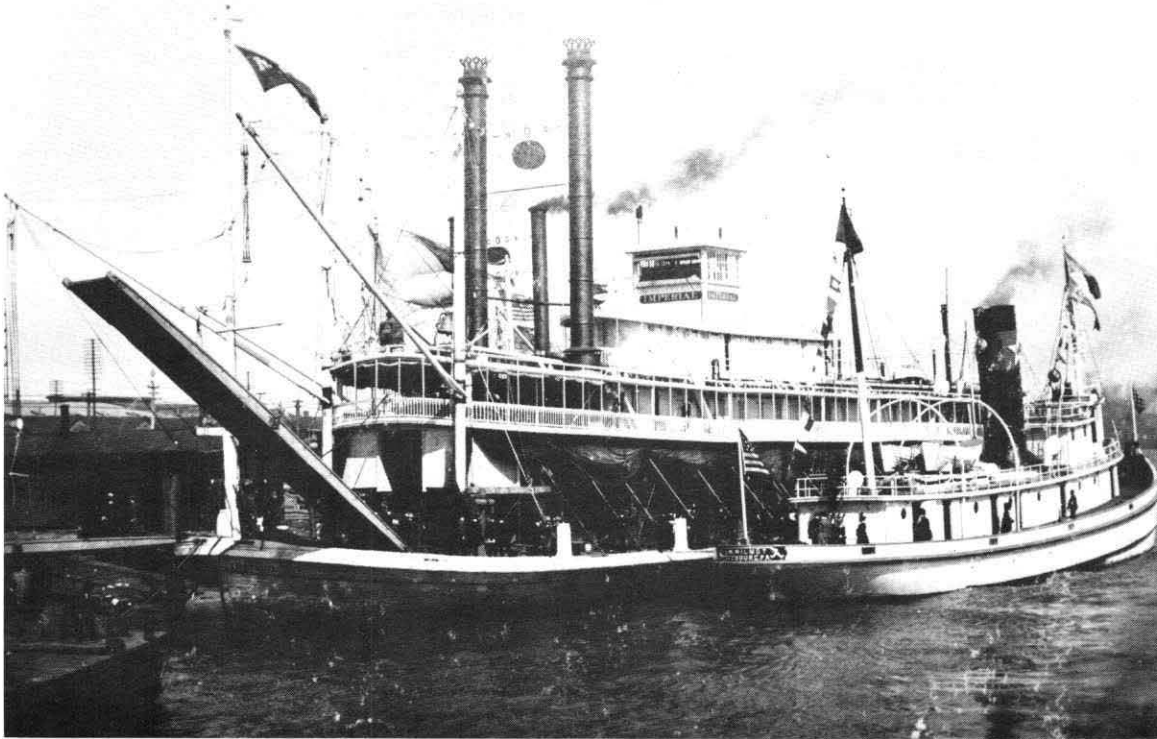
First off, NMHS announces it "does not intend to give up on the HAMILTON." A broadbased coalition has been formed to save what can be saved and continue to work for a mid-Hudson maritime cultural center. The above picture, in color, appears with the story, credited to CPO Louis Levey, USCG, courtesy of Francis Duffy.

Having been ankle deep in Mississippi mud your Editor confesses this to be his first exposure to "Sea History," NMHS's magazine. This,

the 10th issue, showed up in the morning mail with an address label we recognized having origin with the American Bureau of Shipping. The page size is same as S&D REFLECTOR with a full color cover, this one a portion of an attractive painting of the ALEXANDER HAMILTON by artist William G. Muller. National advertising is displayed, one of them a plug for the MISS-Q. One of the featured articles, "Navigation on the Hudson River," is authored by S&D member Conrad Milster, chief engineer of Pratt Institute in Brooklyn, N.Y. He tells a fascinating story focused on Hudson River engines and boilers from first to last. So seldom do we find a versed engineer with such talent for writing. Letters from members of NMHS are printed, one of them signed CHARLES, H.R.H. The Prince of Wales. "Sea History" has offices in Brooklyn, San Francisco, and Washington, D.C. Editor is Peter Stanford.

So we'll leave them for the present, and they are off to the Falkland Islands hoping to bring home salvage from a three-master named ST. MARY lying ashore at Kelp Lagoon. She went down the victim of a collision in 1890 laden with, of all things, a cargo of cast-iron toy locomotives.





The IMPERIAL at New Orleans during a festivity of some sort. The powerful steam ocean-going tug R. W. WILMOT is moored alongside, built at Cleveland, O., 1898, packing 2,418 hp.

**T**HE MISSISSIPPI PACKET COMPANY, Capt. J. B. Woods, president and general manager, in 1902 was running two rather stately sternwheel packets from New Orleans to Baton Rouge and Bayou Sara. The IMPERIAL, Capt. John M. Burgoyne, left New Orleans on Mondays and Thursdays, and the ST. JAMES departed Wednesdays and Saturdays. Company offices were at 310 Magazine Street and R. Strauss was the company's agent at 534 Gravier Street.

The IMPERIAL was the older of the two, built at the Howard Yard, Jeffersonville, Ind., 1894 with cotton guards, designed for the New Orleans-Red River trade, and first was owned by the Scovell brothers, W. T., Matt and Noah. Her hull measured 210 by 40.6 by 6.6. She worked engines 18" bore, 7 ft. stroke, powered by three boilers, each 44" dia. by 28 ft. long. The engines had been built at Pittsburgh in 1879 and were used on the big Missouri River sternwheel DACOTAH which was dismantled at the Howard Yard same time the IMPERIAL was built.

The ST. JAMES was built at Cincinnati in 1898 by the Cincinnati Marine Railway Co. on a hull 185 by 35 by 6.5. Her engines, 17" bore by 7 ft. stroke, were made by the Charles Barnes Co. of that city. She had three boilers, each 44" dia. by 26 ft. long. This Cincinnati shipyard had recently built the ISLAND QUEEN, QUEEN CITY

and FALLS CITY and had introduced on all three new-fangled double-strand wire railings decorated with metal rosettes, a feature attractive to Capt. J. B. Woods, and his new steamer also had them.

The ST. JAMES was not built with cotton guards, an innovation for a New Orleans-based packet of that day and time. Please notice, however, that she was given unusually wide guards resulting in a pro-

nounced overhang of the boiler deck thwartship from railings to nosing. By lopping off the bull rails and stationaries, plus the overhang of the boiler deck, she could have been converted into a cotton-carrier with no alteration of the cabin structure, although this was never done.

As consequence the IMPERIAL was pressed into service during the cotton season. On one trip in March 1895 she brought 3,611 bales out of Red River for the Scovells. In summer, the "lean time," the IMPERIAL often was temporarily retired from service. Even in 1902 the advertising in New Orleans newspapers contained this proviso: "The right is reserved to change dates of departure without further notice." When surveyors for her insurance visited aboard in the summer months of 1907-1910 they reported, "in good condition but laid up a/c end of cotton season." She was valued at \$36,000 and was insured for \$24,000, later reduced to \$20,000 which was the figure in February 1911 when she went to Monroe, La. and brought a Mardi Gras trip to New Orleans.

The ST. JAMES was valued new at \$46,000, and carried \$32,000 insurance the whole time she ran in the trade. When surveyed for insurance in 1913 she was noted "in fine condition."

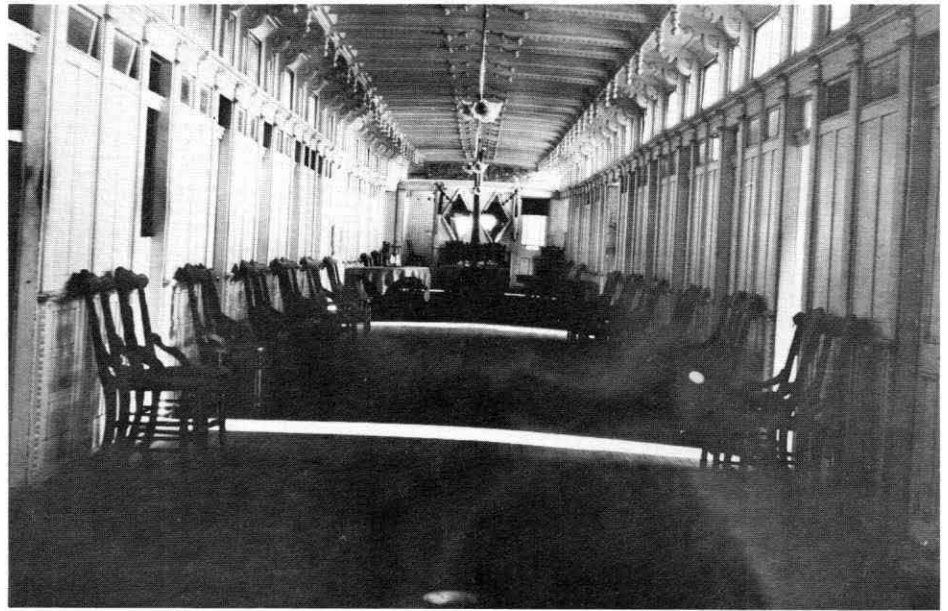
In 1902 these two packets plus Captain Cooley's AMERICA, then running from Monroe to New Or-



Capt. J. B. Woods

leans, and the sternwheel NATCHEZ, Capt. William A. Duke, running to Vicksburg and Grand Lake, all four with double swinging stages, were picturesque reminders in the New Orleans harbor of the opulent Riverboat era. The Hollywood movie makers came along just a little too late to capture such scenes. The IMPERIAL was the first to go. After her Mardi Gras trip she "was laid up for repairs" at New Orleans, a term connoting poor business, and after almost a year and a half of neglect, on June 16, 1912, she sank during the night from swells caused by passing tugs. Next day she burned.

The ST. JAMES fared some better. She was sold to steamboat broker John F. Klein, a Pittsburgher amply supplied with resourcefulness, sometimes rich, sometimes poor, once an inmate at the Western Penitentiary, Pa. for a double deal for which he took the rap, ever an extrovert. Johnny Klein steamed the ST. JAMES to St. Louis in 1914 and ran excursions with her. Many old packets in this era were converted to matinee and moonlight careers by ripping out the staterooms and laying in their stead an end-to-end maple dancefloor with a bandstand within reach, popcorn poppers, expanded toilets and a jail. These alterations plus some paint (any color so it's red) and gaily flapping flags and a steam calliope beguiled whole popula-

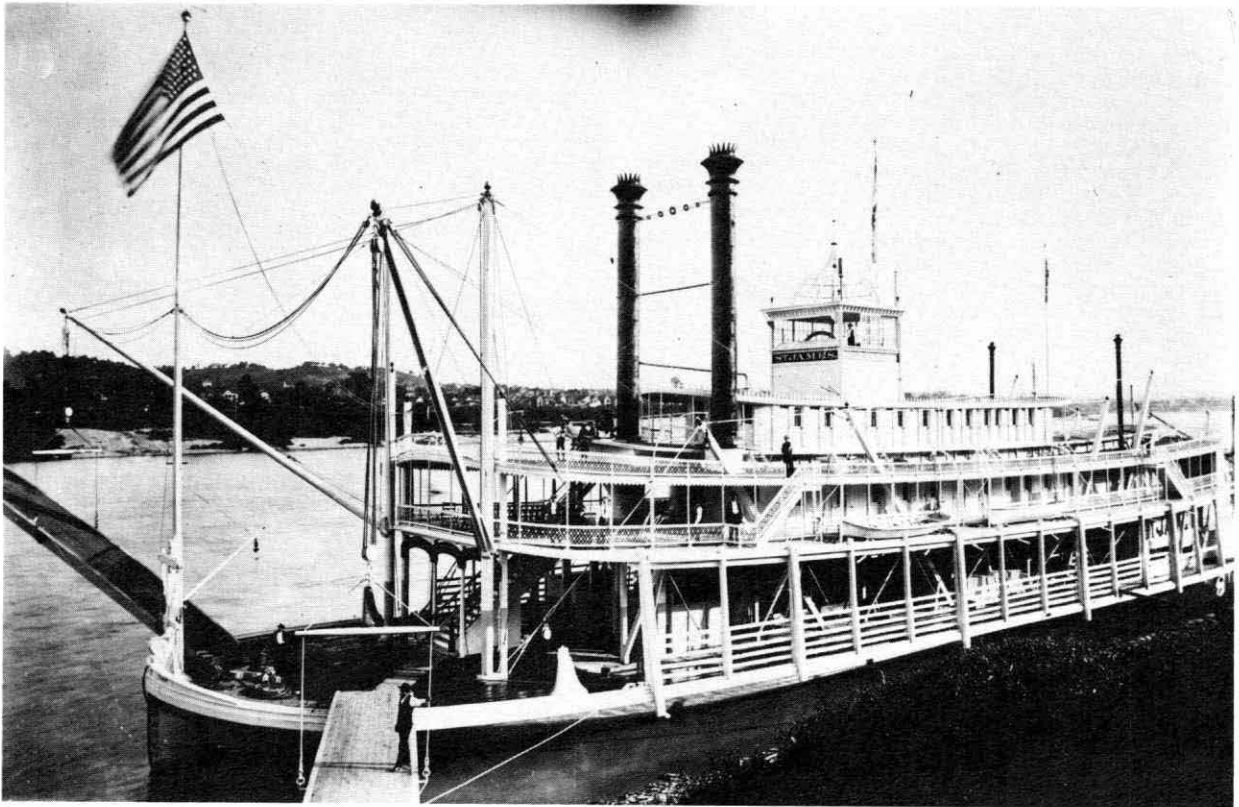


Cabin of the ST. JAMES photographed at Point Pleasant, W. Va. by C. C. Bowyer in 1915 when she was on her way to Pittsburgh to run excursions. Our thanks to Woody Rutter for the print.

tions, rain or shine, to head for the river.

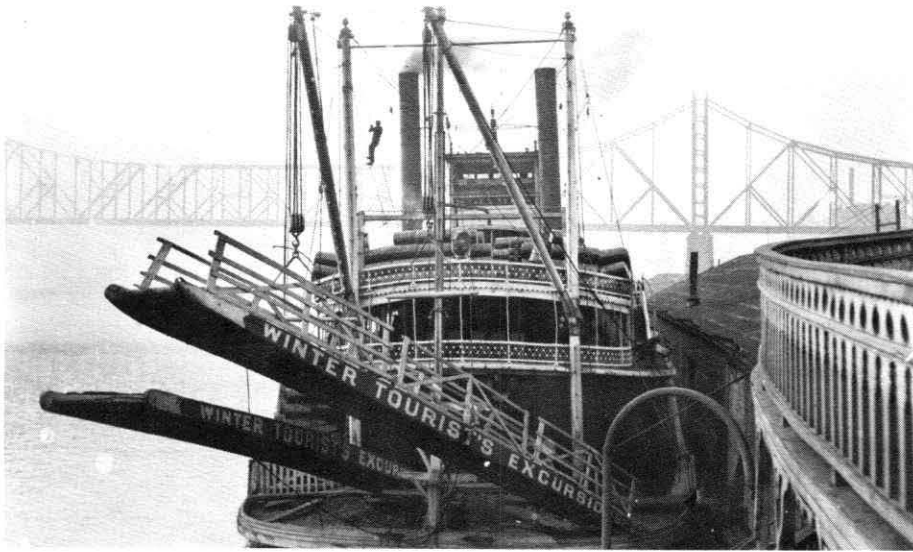
Johnny Klein did none of these things with the ST. JAMES, except for the red paint. She still had her staterooms, still very much a packet. In 1915 he brought her home to Pittsburgh, double stages

and all. There were two alterations in her appearance; the fancy tops were gone from her stacks, and under the pilothouse nameboards at the sides were electrically lighted signs saying SAFETY FIRST. Many Pittsburghers thought that was her name, SAFETY FIRST.



The ST. JAMES brand new at Cincinnati, her colors hoisted, and about ready to depart for New Orleans.





The ST. JAMES preparing to depart Pittsburgh for New Orleans, February 1916. Photo taken from the excursion side-wheeler SUNSHINE with the Wabash R.R. bridge over the Monongahela River in the background.

The U.S. Steamboat Inspection Service had adopted this slogan and required placards be posted in the pilothouse and elsewhere reading in bold letters SAFETY FIRST. But Johnny Klein was the only operator who went whole hog so's all shore dwellers would mistake that the boat's name was SAFETY FIRST.

Capt. Joe McLaughlin caught one of his coat sleeves on a pilot-wheel spoke as it spun hard-down while he was backing her. He sailed up and across the width of the pilothouse and landed full length on the opposite side, a bit stunned, looking at the pilothouse ceiling. He tenderly felt his arm to see if it was broken (it wasn't fortunately) and the first words he uttered were, "Safety first." The reason for this is because although the Steamboat Inspection Service had required a sign in the pilothouse, there was no safe place to post it other than tacking it to the ceiling, which is where it was. Joe was in an excellent position to read it.

All that summer of 1915 the ST. JAMES ran excursions in the Pittsburgh area, matinees, moonlights, and several all day (and most of the night) excursions to Rock Springs Park, 43 miles each way. She did a bit of tramping, too, to East Liverpool and New Cumberland. Once she got on a sandbar at New Cumberland and the passengers were shuttled ashore on a local ferry flat. Otis Reynolds can tell you about that.

Other than the SAFETY FIRST on the sides of the pilothouse, there were other beguiling signs I have not mentioned. On the stage gunnels, in blazing lettering, were announcements:- WINTER TOURIST'S EXCURSION. No one was quite sure what this meant, especially in the summertime. But when school bells rang that fall, death knells to

excursion boats, Johnny Klein announced the answer. He was going to run a Mardi Gras trip to New Orleans from Pittsburgh early in 1916.

Primarily a boat broker, and not an excursion boat operator, he arranged to sell the ST. JAMES when she got to New Orleans to Capt. H. M. Lindsay, Mobile, Ala., who planned to run her Mobile-Tombigbee River. So tourists were plied with a ride down the Ohio and the Mississippi "from the rigours of the North to the balmy Southland," destination New Orleans, period. Johnny Klein convinced himself that nobody in his/her right mind would want to leave New Orleans once he/she got there.

The new HOMER SMITH also was advertised at Pittsburgh for a Mardi Gras Cruise, both down and back.

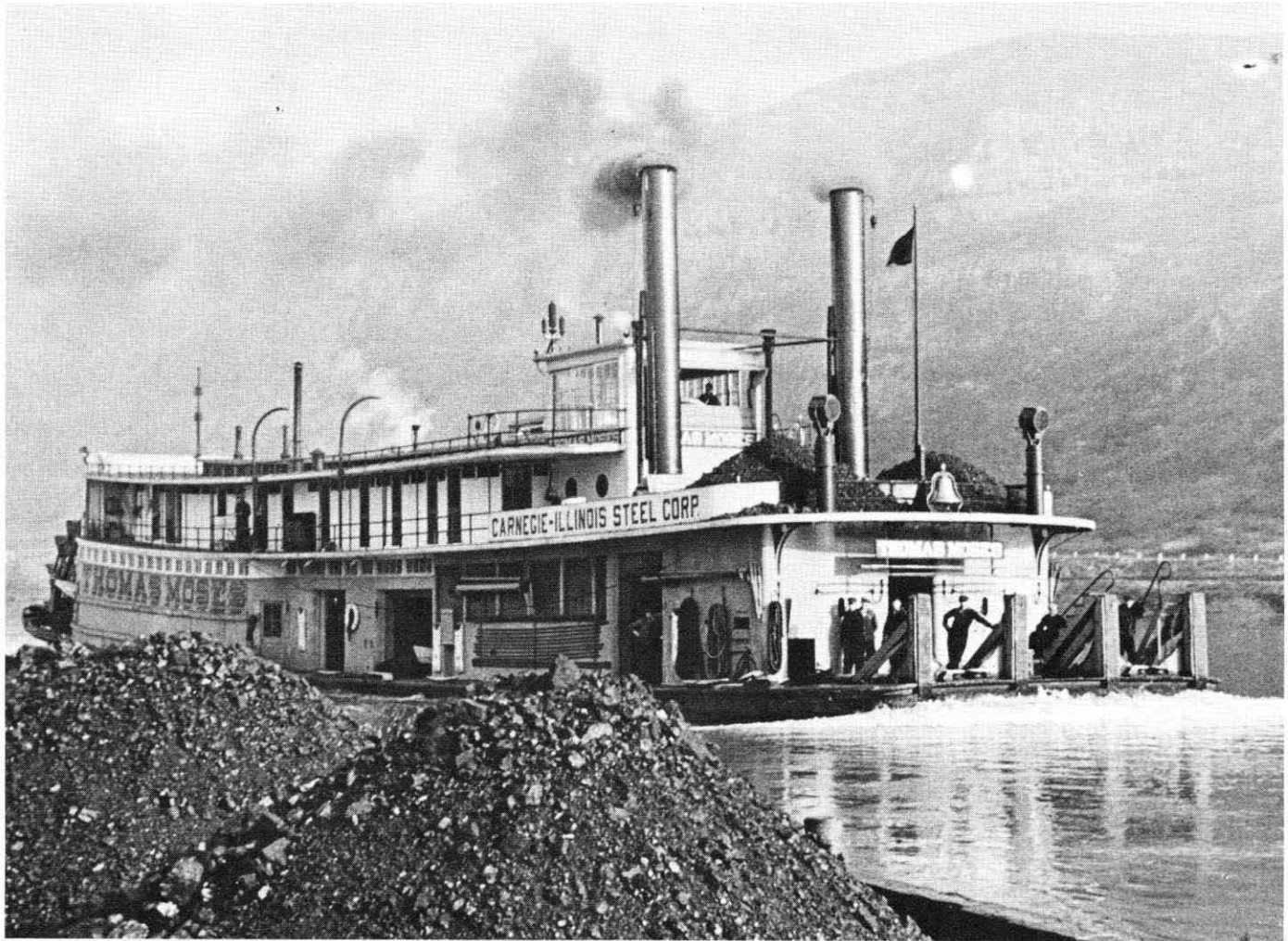
Her agents had lined up all of the freight southbound, principally glassware, Heinz 57 varieties, Clark bars, kegs of spikes and bolts and such Pittsburgh specialties. It looked like Johnny Klein was going to go down empty boat, no passengers and no freight either. Then he discovered a shipper who wished to send to New Orleans thousands of empty steel 55 gallon drums. He filled up the deckroom, the guards, the boiler deck (including the overhang), the cabin and the roof. Yes, and the hull. She was empty drums from the bits to fantail, hull to roof. She was jam-packed with freight which had not altered her freeboard ten inches. Such triumph is seldom achieved. The only passenger, far as I observed, was a Mrs. Warbucks from Cleveland who had lost her Daddy and was whooping it up on the Chickering in the ladies' cabin expecting barrels of fun on board this private yacht, the scenery beclouded by barrels.

I say "as far as I observed" inasmuch, aged 15, I bore witness to the preparations for this departure, having gone aboard to "look over the boat" and to photograph what I saw.

Also in town was a gentleman from Oil City, Pa., seven years my senior, Mr. Donald T. Wright. We had first met and shaken hands at St. Paul, Minn. going on two years prior, at which time he was the exalted second clerk on Capt. Walter Blair's side-wheel MORNING STAR. He was high in the river world therefore and I wished to cultivate him (in the 7th sense of the word "cultivate" as defined in Webster:- to seek or develop a familiarity with; give one's attention to; pursue.) He was departing next day on the HOMER SMITH, guest of the captain and both pilots. I made bold to ask Mr. Wright to accompany me home on the



Empty oil drums stowed on the roof of the ST. JAMES at Pittsburgh for delivery to New Orleans. At extreme upper left are the light bulbs on the SAFETY FIRST sign mentioned in the text.



**W**C. COOPER, Henderson, Ky., wrote a letter to The Waterways Journal during the major flood on the lower Ohio in January 1937. In part: "We tied up in a cornfield five miles from the Ohio River in 13 feet of water, and the THOMAS MOSES has on board 87 refugees, 150 mules, 350 hogs, 14 cows, one dog, four chickens, one guinea, one pigeon, two quail, one pheasant, one coon and one possum; more livestock expected momentarily." Capt. Clayton Adams was master; Harvey Brown and George Vinson, pilots; Pete McCarthy, chief engineer; Emerson McMorrow, second engineer; Eugene Lane, mate, and Mrs. Clayton Adams, stewardess. Sounded like Carnegie-Illinois Steel was in the

huckster trade. The THOMAS MOSES was built in 1926, hull and framing at Ambridge, Pa. and completed at the Coal Valley, Pa. Marine Ways. She came out named ISTHMIAN, retained the name ten years and then was renamed to honor a U.S. Steel official who died, 79, at Danville, Ill., Feb. 20, 1948. In 1944 she was chartered out most of the year, first to Wheeling Steel when her pilot for a while was Capt. Edward F. Smith now retired in Florida with his wife Helen (Zubik) Smith. The above photograph was taken at the Coke Works, Clairton, Pa. The boat was retired and dismantled in 1957.

accommodation train to Sewickley and stay the night. He replied, "I would be pleased to, I'm sure." His very words.

My mother seemed delighted when this momentous news was imparted over the 'phone, so the two of us took a 44 street car to the P.R.R. Union Station and then thence 12 miles on the Beaver Falls local to Quaker Valley. Mother had selected a delightful supper, and all too soon came bed time.

Now I must confess to you something about my mother which I did not have the guts to tell to Mr. Wright. My mother had some unique ideas of the proper way to raise "the healthy American boy." Fortunately she seized upon these ideas one at a time, and not all at once, or I would not be here to tell it. I had survived the "cold

plunge upon arising" therapy, and now it was the Outdoor Sleeping Porch, and it was a porch, and this was February and below freezing. There were four beds lined up hospital ward style. I occupied No. 1, Mr. Wright was to have No. 2, my brother No. 3, and No. 4 would go vacant.

My brother, the athlete of the family, had built-in insulation. I survived by cheating. My English bull dog "Tug" was my foot-warmer. Mr. Wright had never owned a dog. I offered Tug to him, whereupon both growled. So about 2 in the morning the deep-throated voice of a steamboat whistle wafted me into sudden wakefulness. I sat bolt upright, Tug's snoring ceased. Mr. Wright's nose appeared from his blankets. "It's the ST. JAMES going to Mardi Gras," we

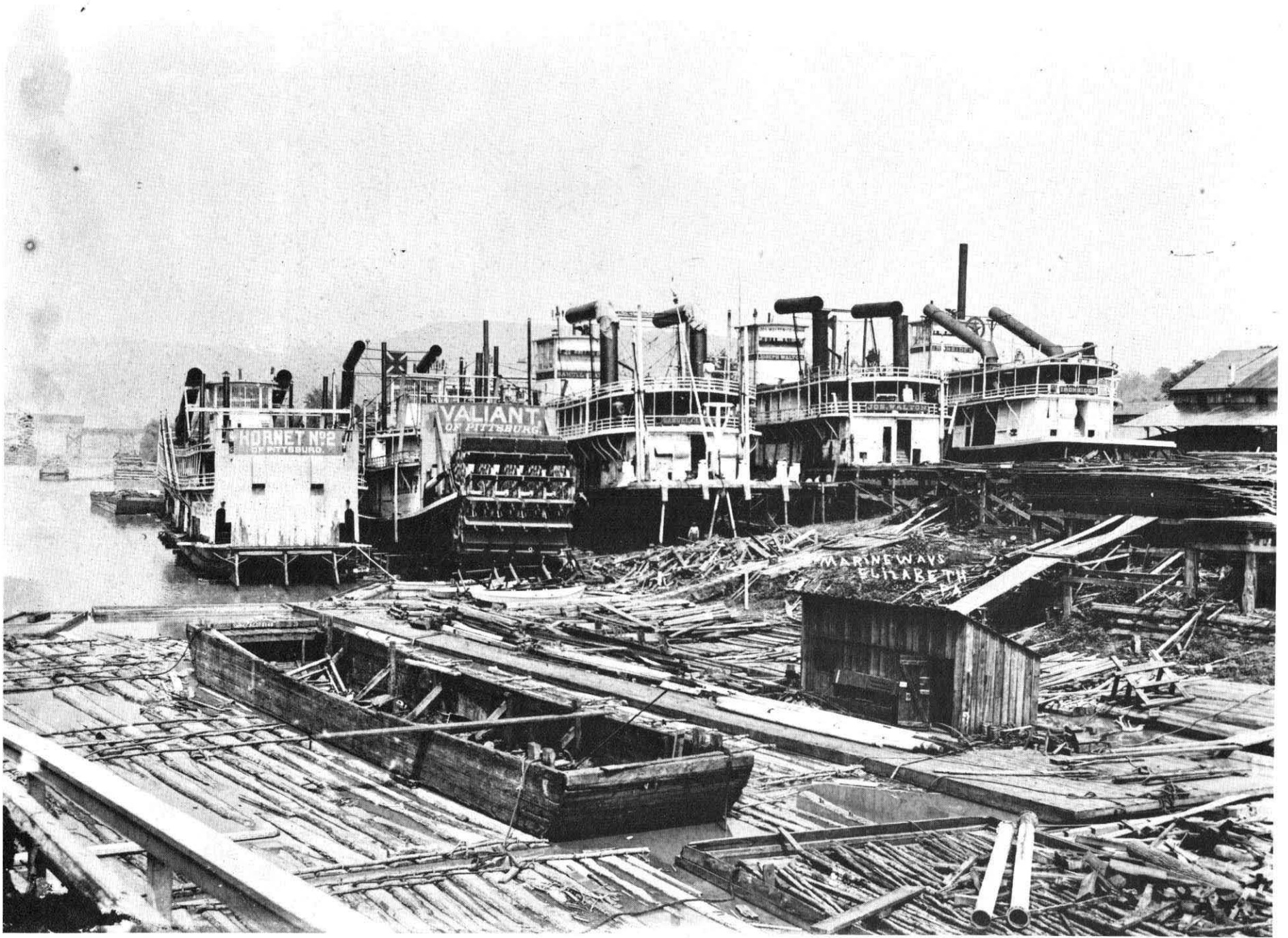
both said. "She's blowing for Capt. Buck Muller at Shousetown," I added.

So that is how I "cultivated" Mr. Wright. In later years when we had progressed to first name basis he became the long-time editor-owner of The Waterways Journal and one of his stock stories was to recount how he nearly froze to death in the 22-room mansion of the Way family, and how we both listened to the ST. JAMES's whistle in the middle of the night.

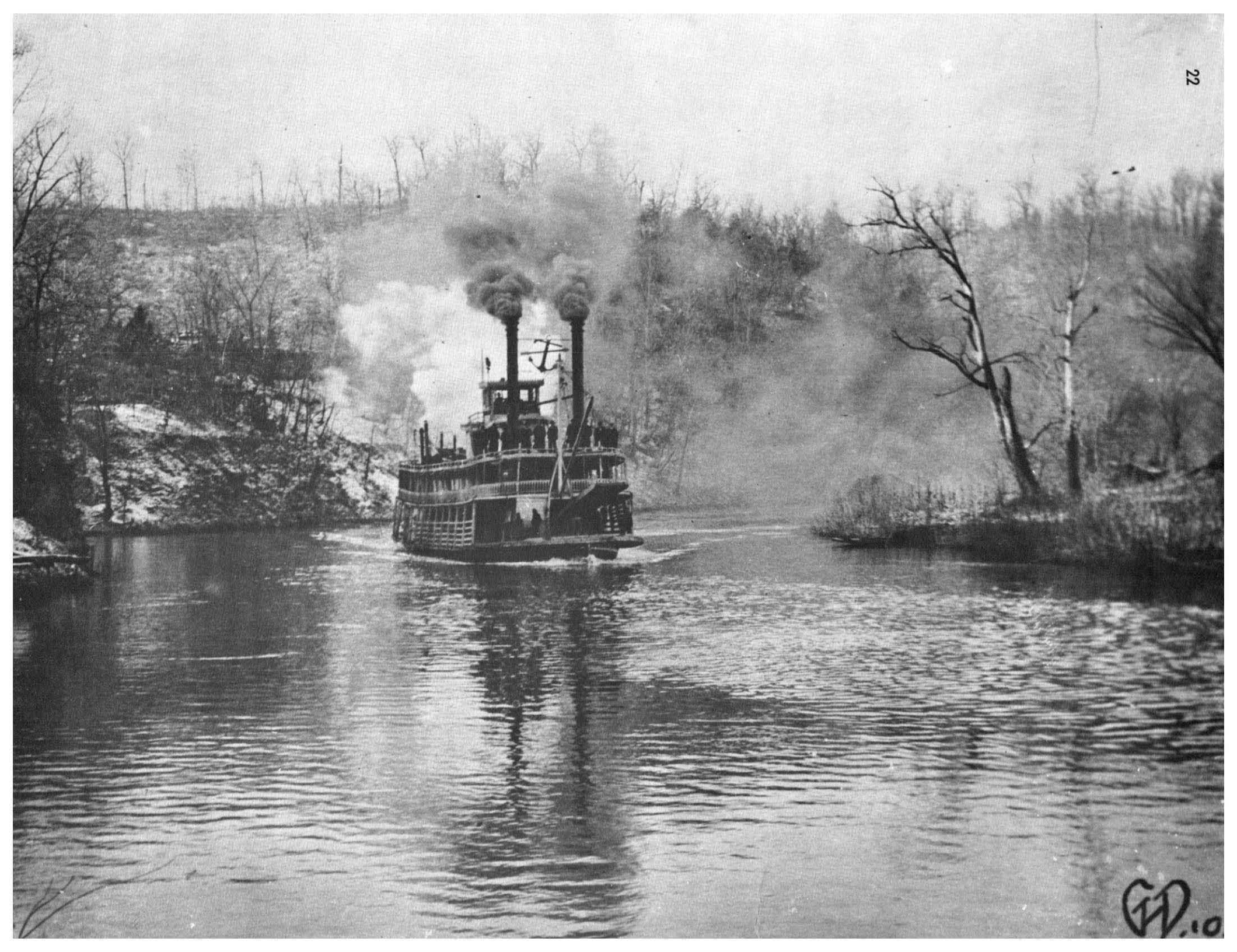
She got to New Orleans. The empty 55-gallon drums were delivered. Mrs. Warbucks stepped in a hack and departed. Then the old ST. JAMES, back in home territory, proceeded to burn to the water line, and was no more.



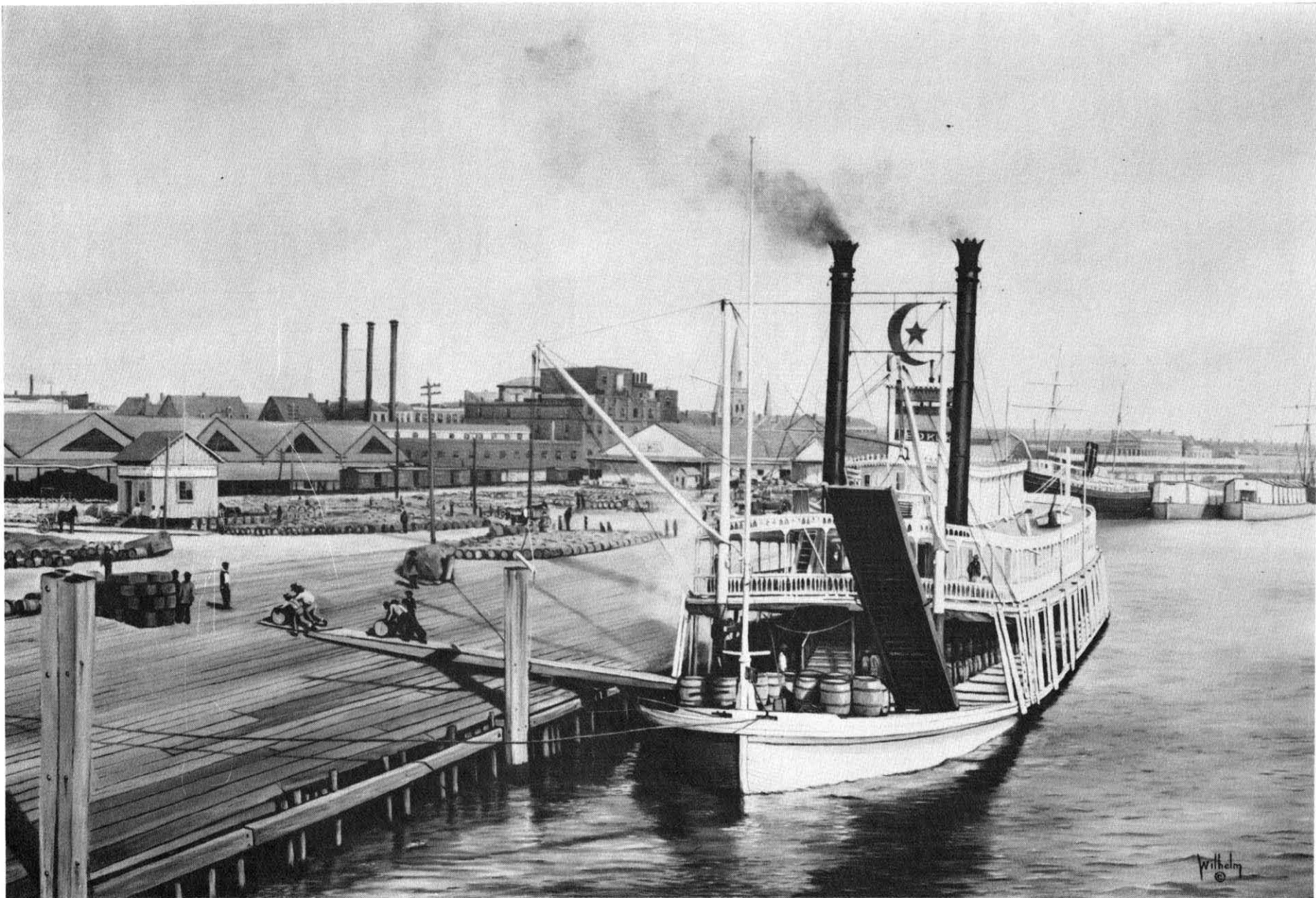








W.10



New Orleans - 1886

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