

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 15, No. 3

Marietta, Ohio

September, 1978



There is a town in West Virginia named Sarah Ann (zip 25644) and nearby is the Hatfield Cemetery over which a life-size statue of Anderson (Devil Anse) Hatfield presides, his back turned forever upon the country across Tug Valley where the McCoys lived.

Devil Anse and Levicy Chafin Hatfield raised a family of thirteen kids of their own, and at least one other. On Thursday, June 25, 1978 the last of this flock died, 90, in the St. Mary's Hospital, Huntington, West Va. He was W. Willis Wilson Hatfield, born Feb. 10, 1888 at Dejorme, W. Va. near the Big Sandy River's Tug Fork. He had been a lawman in Logan and Fayette counties, a Logan County jailer, a detective, and a personnel manager at the Youngstown Coal Mine at Dehue. He retired in 1961, about forty years after his father's death.

Most of the gunfire which had erupted between the clans of Anderson Hatfield and Randall McCoy had died away in Willis's time, but he grew up still surrounded by his family's Colt revolvers and Winchester rifles. His brother Johnse had created something of a sensation when he romanced with a McCoy girl, Rose Anne. Another local sensation was the day on Big Sandy at Pikeville when Jesse P. Hughes played the calliope on the CRICKET. Hatfields and McCoys gathered by the river to marvel and listen, and not a shot was fired.

Bernard McDonough, most famed citizen of Parkersburg, W. Va. with a penchant for acquiring trifles which turn out not so trifling, up and offered the Chessie System "a lot of damn money" for the swank Greenbrier resort this past June. The Chesapeake & Ohio Railroad bought the 600-room hotel on a lush 7,000-acre site in 1919. The U.S. took it over during WW2 and then C&O bought it back in 1946 for \$3.3 million. It has four golf courses, five indoor tennis courts, and 12 to 15 outdoor courts, and caters mainly to wealthy businessmen and Washington politicians.

In the late 1960s Bernard McDonough bought Domoland Castle in County Clare, Ireland, now operated as a hotel. His river activities once made him owner of the towboat MONONGAHELA (pictured in our last issue) and he presented the boat's large pilotwheel to S&D. It now is displayed in the Ohio River Museum.

His offer to the Chessie System came as a surprise to many, including Mrs. McDonough. "I'm full of whims," he said. The Chessie officialdom is listening to this offer for the Greenbrier, the crown jewel of its corporate holdings.

Sirs: I have not told you the whole story of how I happened to acquire those pictures taken on the QUINCY (March '78 issue, pages 28-30) but now that most of them have been identified (June '78 issue, page 2) I will give you a little more information about them.

During research on an article for the Phillips County Historical Quarterly I talked with Mrs. Gladys C. Johnson, the widow of Capt. A. C. Johnson. She said she had run across an old photo album in a dresser she had traded for at her furniture store. She gave it to me, and I sent it on to you.

Tom E. Tappan,
1226 Audubon,
Helena, Ark. 72342

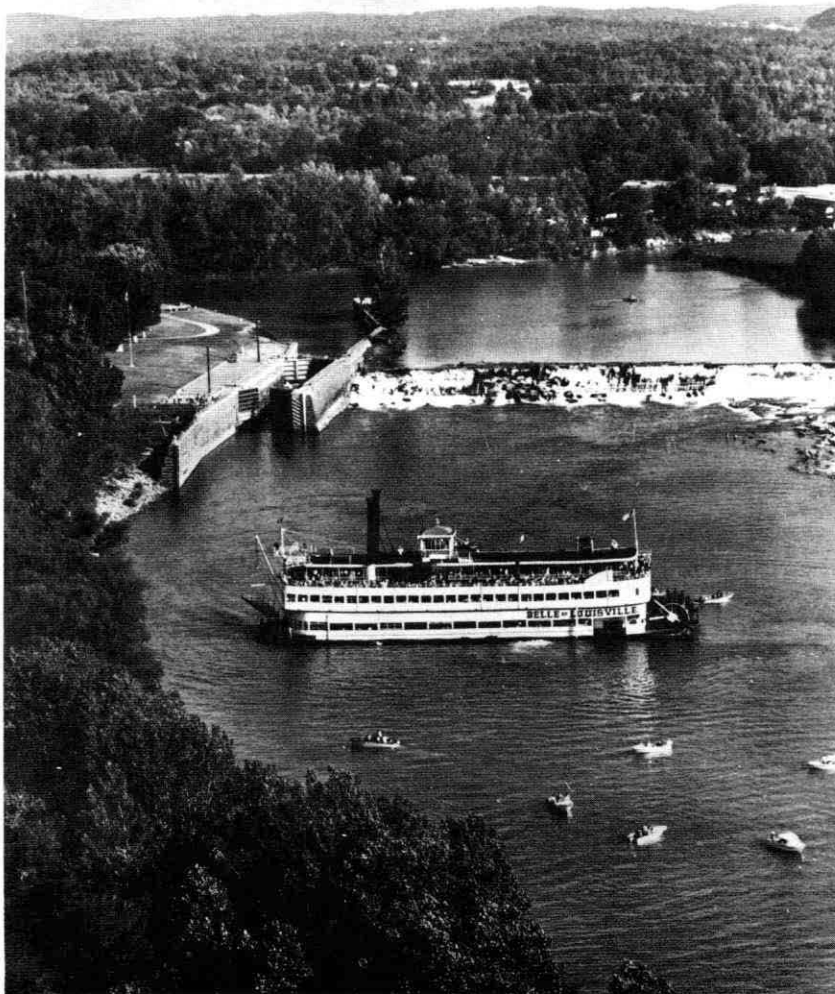
=Thanks to these special persons we turned up with good likenesses of Commodore John Streckfus (Sr.) and his son Capt. Joe Streckfus. --To say little of a U.S. battlewagon named AMPHITRITE. -Ed.

Sirs: I have located an old coal scuttle for use in the TELL CITY pilothouse. Will fill it with coal.

S. Durward Hoag,
119 Strecker Hill,
Marietta, Ohio 45750

=Work of refurbishing the pilot-house interior has progressed. In June this year Gene Fitch and Lawrence Peters installed colorful linoleum flooring (fitted and placed all in one piece no less). F.W.Jr. then installed quarter-round trim at the sides and bordering the pilotwheel well. The coal stove presented by Chuck and Catherine Remley was placed and guyed. -Ed.

Among our special summer visitors, 121 River was delighted to harbor Dianne Barber of Peoria for a day or so. By profession Dianne runs a regular news broadcast on a TV station there. In spare summer hours she is a crew member on the JULIA BELLE SWAIN.



The BELLE OF LOUISVILLE in 1964 explored up Green River and turned below Lock 3 at Rochester, Ky. This old lock, built in 1838, was too narrow to contain her.

Sirs: The photo story of Elizabeth, Pa. in the last issue has had enthusiastic reception here. Our mayor Harvey Rennie comes from a river family in West Elizabeth and he sure liked it. Glenn Jones and Charles Storer showed copies of the REFLECTOR to the members of the Rotary Club and the Lions Club here. Mr. Storer is interested in Elizabeth history and is a member of the Methodist Church which gave rise to the naming of Gospel Mine. He showed the pictures to the church members.

I have been told that the J. M. WHITE of 1844 mentioned in the Elizabeth article was built about 180 feet above where I live. In early times this was a valley, now largely filled in.

Steve Mackinack,
502 First St.,
Elizabeth, Pa. 15037

Sirs: It was good to read Ed Mueller's report about the tiger traveling as a passenger on the JULIA DEAN from Zanesville to Cincinnati in January 1851 (June '78 issue, page 40). As near as I can figure, this boat was named for a popular actress who made her debut at the Green Tree Tavern on the SE corner of 4th and Main in Zanesville.

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

Jack C. Standen, 217 Glenwood St., Elyria, O. 44035 sends us an account of the boiler explosion aboard the steamboat EUTAW at Steubenville, O. The accident was reported in the Steubenville "Union," dated April 24, 1838. The small side-wheeler was running daily trips Steubenville-Wheeling, departing Steubenville at 6 a.m.

She had just backed out from shore at that hour on the morning of April 23rd when two boiler flues collapsed. A deckhand was drowned, the engineer Mr. Smith was badly scalded; others were injured and "great injury" was done to the boat.

"We believe this to be the first explosion of the kind to occur at Steubenville," added the editor. The 51-ton boat was built at Brownsville, Pa., 1836, and was retired from service in 1842, according to Lytle-Holdcampfer.

A river you never hear much about these days is the Pearl.

Once in the long ago it had a good bit of traffic. Historians tell that boats have whistled for Jackson, the capital of Mississippi. They also claim that paddle-wheelers have been to hell-and-gone above Jackson, on up to Edinburg in Leake County.

When Mississippi sought admission to the Union the "Pearl River Convention" was held at the John Ford home, south of Columbia, in Marion County. It was there that

the petition was drafted. The home still stands. That was in 1816, and statehood was awarded the following year.

The capital was located at LeFleur's Trading Post because of its central location, abundant timber, nearness to the Natchez Trace, and availability to a navigable stream---the Pearl. The Trading Post is today's Jackson, still the capital.

But the Congress decided to stop all navigation improvements on the Pearl in 1922. The U.S. Engineers had withdrawn the small snagboat PEARL (82 x 25) which operated up to Rockport, Miss. in Coptah County long before that time.

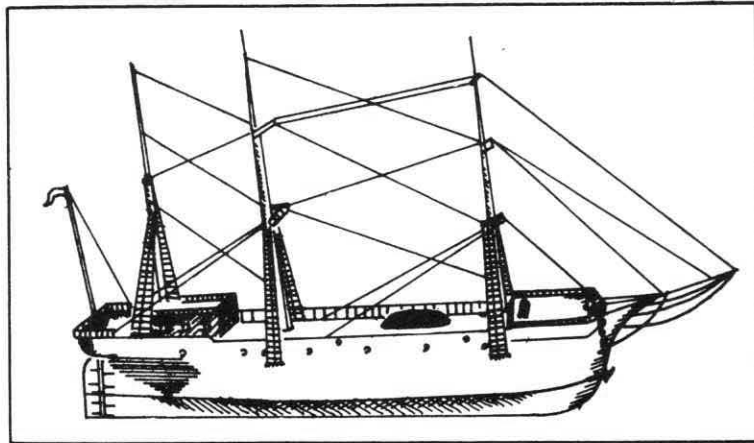
But wait. Today you'll find a barge canal paralleling the Pearl from about four miles south of Bogalusa southward to where the West Pearl joins Holmes Bayou. This was begun in 1936 and was

completed in the early 1950s, and has three locks. The U. S. Engineers built it to assist the economy of the region. It did not justify expectations and is seldom used.

The Pearl River, counting all its crooks and turns, is about 400 miles long. It forms in the historic Nanth Waiya Indian Mounds, Winston County (on a parallel some south of Greenville, Miss.) and fingers into five outlets into the Gulf of Mexico, the easternmost of which is the boundary line between Mississippi and Louisiana.

Sirs: The cover picture of the W. P. SNYDER, JR. is great. As you may know, the boat was named for Barbara's uncle Bill.

Henry Phipps Hoffstot,
5057 Fifth Ave.,
Pittsburgh, Pa. 15232



1847 Marietta-Built Vessel Carries Relief to Europe

When the famine stricken people of Ireland sent a signal of distress, Marietta came to their aid...with the John Farnum, a Marietta-built boat carrying relief to Ireland.

The Farnum was built for Capt. Asa B. Waters and named for a Quaker merchant from Philadelphia who had persuaded Waters to take a boat load of food to the people of Ireland.

The ship, launched at Marietta in February, 1847, took on a cargo consisting chiefly of corn. It cleared New Orleans in March and made the long voyage to Ireland, where it was given a big welcome.

But Waters did not make the return voyage alone. He gave passage to 17 women escaping from poverty and hunger to the New World. Upon finding employment for them, Waters made the voyage-of-mercy complete.

The above appeared in an advertisement of the Marietta Savings & Loan Company in the Marietta "Times" this past May 8th. The drawing is made from an old photograph of the model of the JOHN FARNUM. The model today is exhibited in the Ohio River Museum, and is the handiwork of the late Col. Harry D. Knox who was draughtsman at the Knox Boat Yard at Harmar. Colonel Knox used the original lines for the barque which was 100 ft. keel, 24 ft. beam, and 11½ ft. hold. Knox was son of Morris G. Knox, and was named for Capt. Henry H. Drown (who was called Harry) and who built and ran the WILD WAGONER and others. After the Knox Yard quit business, Harry D. Knox was a clerk in the Ohio State Senate and an officer in the National Guard. He was quite active in assembling records and pictures for S&D until his death, February 15, 1944. The JOHN FARNUM model was at Campus Martius before S&D started its River Museum there in 1941.

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

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

Correspondence is invited by the editor. Please do not send unsolicited photographs on loan. Additional copies of 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

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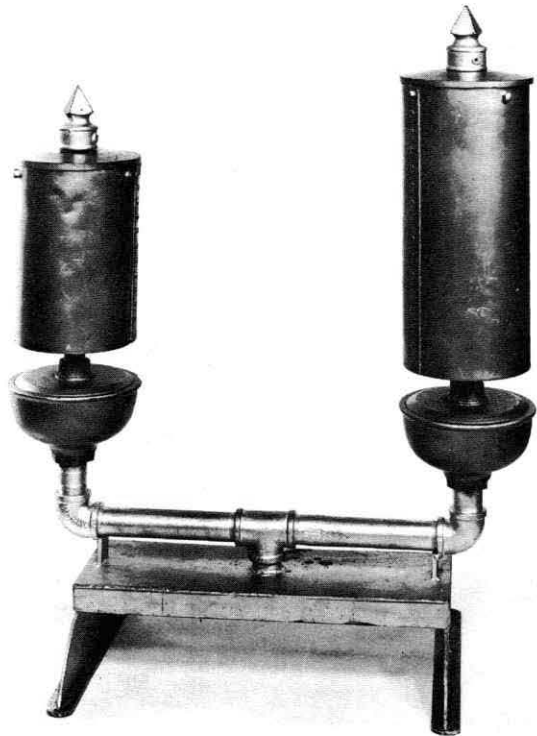
TELL CITY pilothouse restoration

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SIXTY YEARS AGO this past July 1st, in 1918, the late Reno G. Hoag and his son S. Durward Hoag opened the Hotel Lafayette, Marietta, O. Not only has the hotel survived the modern transition to motels but over the past three score years seldom has there been a time when additions and improvements were not under way. The Lafayette thrived in 1918 as an oasis for the traveling salesmen who packed their duds in "telescopes" and "steamer trunks" and arrived at Marietta by steamboat, railroad and trolley. They did business on week days and went home---the hotel was empty from Saturday through Monday. Then came a complete reversal with modern highways and the modern tourist. The Hoags kept apace. Adjacent property was bought, old buildings razed, and ample parking areas--paved and lighted--added. The guest rooms, diningrooms, bars and lobby sparkled with innovations. S&D started meeting at the Lafayette in 1939 and now pauses to salute Steve and Della Hoag. Also, in the same breath, to extend a well deserved pat on the back to Harry Robinson and Bob Moseley for their energetic pursuit of what may be rightfully called the "Lafayette tradition."



THE EVANSVILLE'S WHISTLE

It still exists but we are unsure of its present whereabouts.

THE FRONT COVER: New Orleans artist Joseph Wilhelm recently completed this 34" by 49" oil portrait of the NACHEZ which was about to carry her one millionth passenger (see page 47) and will host Steamship Historical Society (see page 33).

S&D'S ANNUAL MEETING. Precaution was taken to announce our get-together in the June issue inasmuch as, due to uncertainties of the postal service, this issue may not be in the hands of some members prior to the week-end of September 9th. We remind our Board of Governors that they convene promptly at 9 a.m. that date in the Riverview Room, Hotel Lafayette, Marietta. The boat ride is GO, departing 11 a.m., luncheon aboard. Tickets on sale in the main lobby of the Lafayette from early a.m. until departure. A Schedule of Events will be available at the lobby desk Friday evening for your convenience. The Sternwheelers cordially welcome S&D visitation aboard their boats during the week-end.

Our roving nautical friend Alan F. Gintz currently holds down the third mate's berth on the steam freighter JOHNSTOWN plying the Great Lakes. He first made news in the S&D REFLECTOR by descending the Tuscarawas and Muskingum Rivers from New Philadelphia, O. to Marietta in 1969 using a home-made boat, 159 miles. (See June '70 issue, pages 15,16).

The BEN FRANKLIN has changed hands, now owned by Capt. John L. Beatty, Warsaw, Ky. This twin-prop towboat made news towing the Bicentennial Barge, and originally was the Pascagoula-built JAMES E. LOSE of U.S. Steel built in 1952.

There is a \$300,000 luxury yacht afloat in the Ohio River which has taken 20 years (repeat years) to build and never has rolled her props. She's 90 feet long and her name is ACHIEVEMENT.

Leon Bibber, native of Portland, Maine, built the craft almost all by himself. Very few humans saw the boat until it was launched three Decembers ago at Neville Is-

land, Pa. Bibber built her cooped up in a covered barge, remindful of Noah's Ark, moored along the left bank of the Allegheny River in Pittsburgh's Lawrenceville section. The barge was there for years and years as Bibber's boat took shape slowly and surely. Also in the barge was a complete machine shop, a drafting room, and simple living quarters. Bibber dragged the hull plates around inside, did all the cutting and welding (he's a charter member of the 56-year-old Pittsburgh Chapter of the American Welding Society and has received every honor the Society has to give out) and so designed, built and gave the finishing touches to his ACHIEVEMENT.

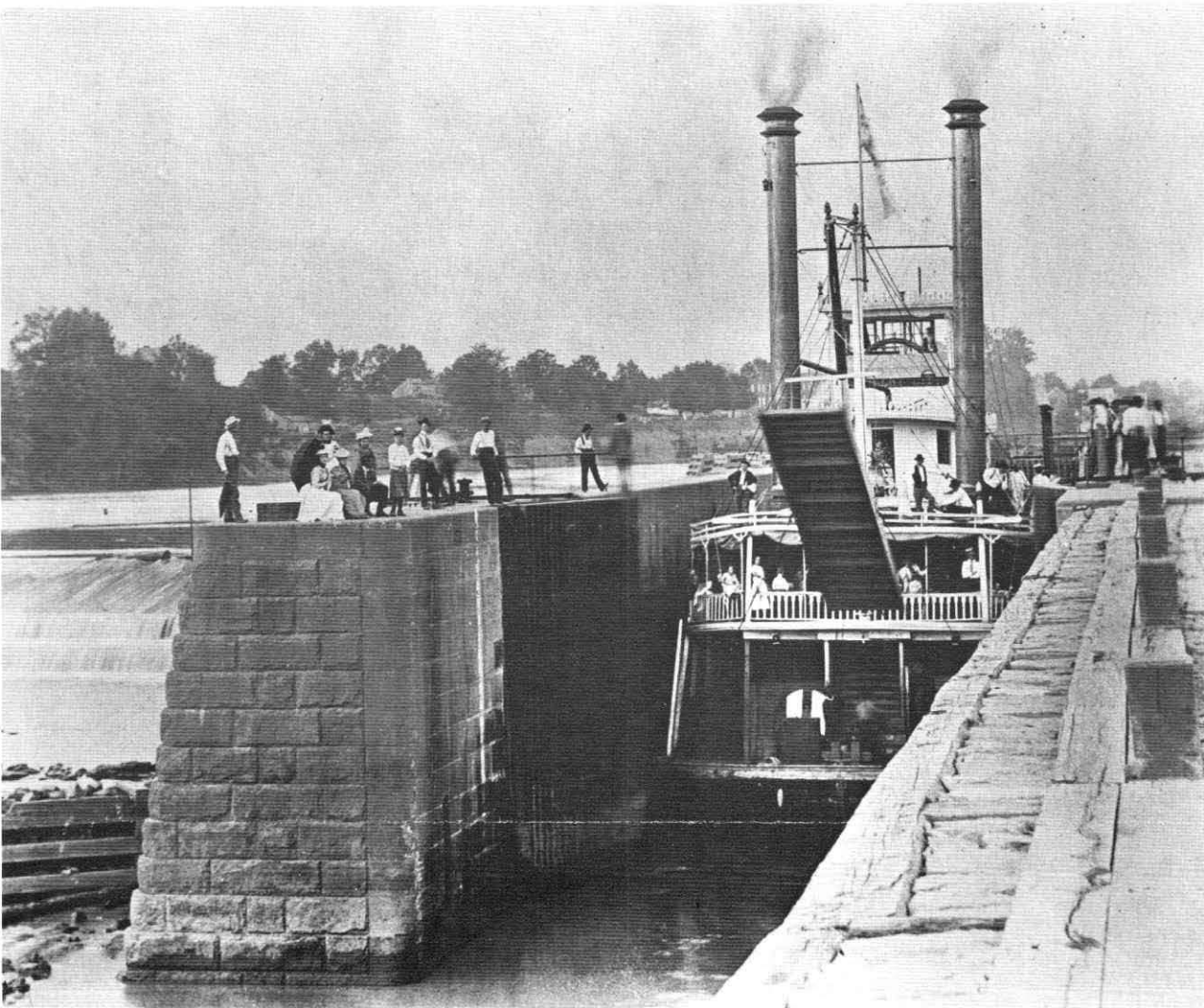
Then he suffered a stroke. He was 85. Let it be said that when she was lowered into the water after lifting her from her rusted steel kimono she settled precisely to the draft marks Leon Bibber had projected for her. Looks now like he will never navigate his adventure in retirement, but did he really want to take her around the world? It was real fun to build her and dream.

Joseph A. Wetzel Associates, 77 Washington St., N., Boston, Mass. 02114 is developing plans for the river exhibits in the proposed new Memphis Mississippi River Museum.

The legal rhubarb as to whether Kentucky owns the Ohio River to the Indiana shoreline (seems certain) and just where that shoreline existed in 1792 (who can say?) got to the U.S. Court of Appeals in Washington this past April. Kentucky filed suit to stop construction of the \$1.7 billion Marble Hill nuclear power plant near Madison, Ind. Why? The discharge lines are in Kentucky jurisdiction within that old 1792 shoreline.

One thing interesting...in 1970 an old survey, and maps, of the Ohio River made in 1819 accidentally showed up. This 427-page survey of maps and manuscripts, all in handwritten detail, shows and explains nearly every inch of the river between Pittsburgh and Louisville.

It may assist in determining the disputed 1792 boundary.



In this picture, taken in 1902, the CRESCENT CITY is locking down at old Lock 2 on Green River at Rumsey, Ky. Note how the stage is raised to clear the gates. The present lock is at Calhoun, on the opposite side of the river. This picture comes from the Courtney M. Ellis collection, Western Kentucky University.



The ASSUMPTION is featured in new 1979 calandar. See story below.

A LLEN HESS has prepared a 1979 steamboat calandar, jumbo size, which opens to 11 x 17" and features 13 selected steamboat photographs. Selections have been made from the Inland Rivers Library, Cincinnati; the Howard Steamboat Museum, Jeffersonville; the University of Louisville photographic archives; the C. W. Stoll collection; from Joe Cavalier, John L. Fryant and Ye Ed.

One of the inclusions is shown above, the ASSUMPTION, the photo taken at New Orleans by George Francois Mugnier, from the collection of the Louisiana State Museum.

The ASSUMPTION, a cotton-type sternwheeler, was Howard-built in 1875. She was advertised in 1878 running New Orleans---Thibodaux, Capt. P. A. Charlet, with N. Z. Dupuis and Joe Lagroue, clerks. In 1880 she was running New Orleans-Bayou Lafourche, Capt. Charlet, with Edw. Nicolle and J. W. Lagroue, clerks; same in 1883 with M. H. Landry, clerk. In July 1895

while running New Orleans-Bayou Vermillion she hit a bluff bar and had to be beached while the DANUBE and STELLA WILDS unloaded her. One scribe disposed of her saying: "She laid up for repairs until she rotted away."

The calandar is the work of Rohner Printing, Chicago, noted for quality photographic reproduction. Copies are available by writing Allen Hess, 10 Bank St., Princeton, N. J. 08540. Priced \$5 the copy, including postage.

Henry Mancini will conduct the Pittsburgh Symphony Orchestra Oct. 28-30 in the season openers for the Pittsburgh Pops series. His listeners will be treated to his latest, "Ohio River Boat."

"I remember when I was a youngster how impressed I was when I'd watch the sternwheelers on the Ohio when I'd attend church picnics. 'Ohio River Boat' is my effort in recapturing those early

impressions," he says.

Mancini was raised along the Ohio at Aliquippa, Pa. He has won three Oscars in his career--for "Days of Wine and Roses," "Moon River," and the score of "Breakfast at Tiffanys." He has won 20 Grammys, more than any artist has won.

John Stobart, the noted marine artist who in the past several years has changed his Plimsoll marks to fresh water readings, has recently completed a noteworthy portrait in oils of the ROB'T E. LEE in the New Orleans harbor. It serves as an admirable companion to his view of the J. M. WHITE in a similar setting (see June '77 issue's cover and pages 2-3). Since completing his Pittsburgh river scene (March '78 issue, page 40) he is now embarked on creating a trilogy of the St. Louis wharf, three scenes c. 1875-1880 featuring steamboats framed by Eads Bridge.

The Worcester (Mass.) Sunday Telegram recently reminded its readers that the inventor of the calliopo, Joshua C. Stoddard, who lived thereabouts, lies buried on a quiet knoll in Hope Cemetery. The grave is unmarked. He was born in 1814 in Pawlett, Vermont, became a beekeeper in Worcester, invented a hay raker, a fruit-paring machine and a fire escape system. He was 88 when he died.

Not one of the original calliopo instruments Stoddard manufactured is known to have survived. For five years (1856-1860) his American Steam Piano Company was quartered in his shop at Southbridge

St. and Quinsigamond Ave., Worcester.

The Worcester Historical Society retains a steam valve of Stoddard design. There is record that once in the long ago Stoddard's daughter Jennie Maria played an instrument of her daddy's manufacture for a demonstration in Worcester Common.

"It is good for the dyspepsia, has an excellent influence on torpid livers, cures melancholy in a moment and is infallible for the mully-wumbles," commented an early reviewer with keen perception.

Our thanks to Joseph F. Black, Jr., 73 Downing St., Worcester,

Mass. 01610 for the clipping.

One would wonder why Dennis Trone ran an ad in the first July issue of "Boats & Harbors" as follows:

WANTED IRON OR STEEL HULL. For conversion to sail. Length 100-130'. An old coastal motor vessel would be suitable if it has classic elliptical fantail and rather fine forebody. Condition of machinery and equipment is unimportant. Sangamon Packet Co., P. O. Box 1487, Peoria, Ill. 61655.



GOIN' DOWN THE MISSISSIPPI on a log raft could be fun. This fascinating picture showed up recently at the Murphy Library at La Crosse, Wis. where the University of Wisconsin is assembling its huge steamboat picture collection. The original print was unmarked, so we can only guess as to what rafter appears in the scene, and the approximate date. Our hope is that someone knows the facts. Meanwhile the girls will continue to enjoy their excursion trodding the logs.

William D. (Bill) Gernes, director of the Winona County (Minn.) Historical Society, Inc., 160 Johnson St., Winona 55987, was prowling around the premises of the Ohio River Museum, Marietta, while we were laying the linoleum in the TELL CITY's pilothouse. He was getting the 50¢ tour escorted by museum manager John B. Briley.

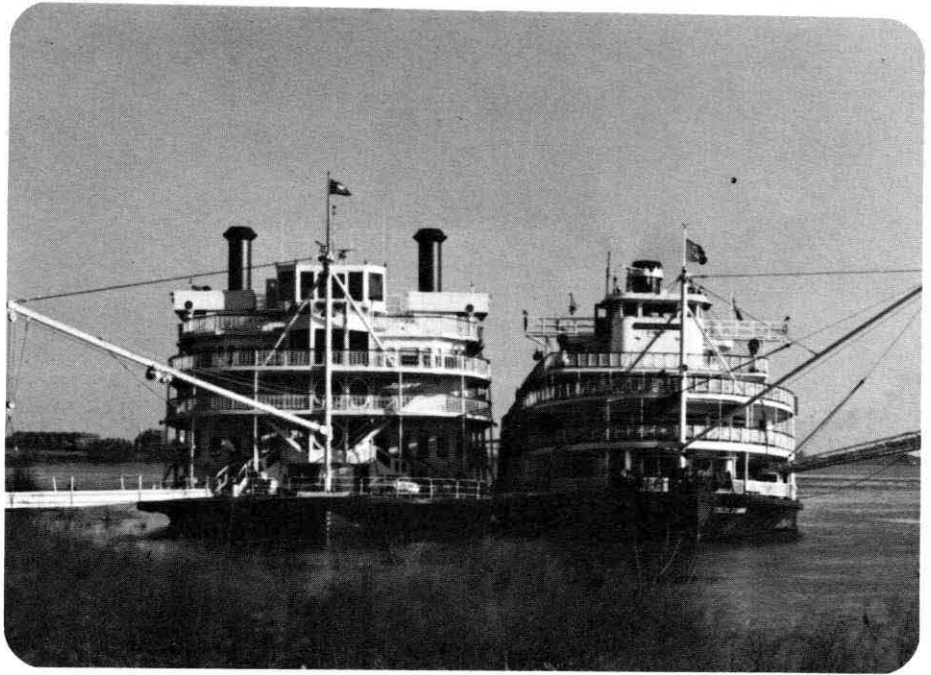
These Winona people have a pseudo-packet, full scale, named (by them) JULIUS C. WILKIE which they tout in a descriptive folder as "the last wood hulled, stern-wheel steamboat in this country."

Lately an urgency has developed in Minnesota to create a Mississippi River Interpretive Center and on December 8th last Minnesota Governor Rudy Perpich nominated Winona as the logical location.

An "Interpretive Center" is Museumese for the portrayal, in this case of the Upper Miss, from pre-historic times to the present. The "portrayal" requires a Reader's Digest dehydrated form of graphics palatable to tourists of all ages, shapes and sizes. They pay at the entrance and fifteen minutes later are back on the sidewalk loaded to the guards with the wisdom of the ages. The Ohio River Museum may be cited as an example of this thinking.

The Winona County Historical Society is seeking \$50,000 from the state of Minnesota for initial planning. They figure the completed project may run close to a million.

The center spread in the July '78 issue of YANKEE Magazine is a full color oil painting titled "The Catboat," by S&D member Richard W. Rutter. It accompanies an article "In Praise of the Cape Cod Cat," by Joseph Chase Allen. Our thanks to Dorothy Sutton for providing us with a copy.



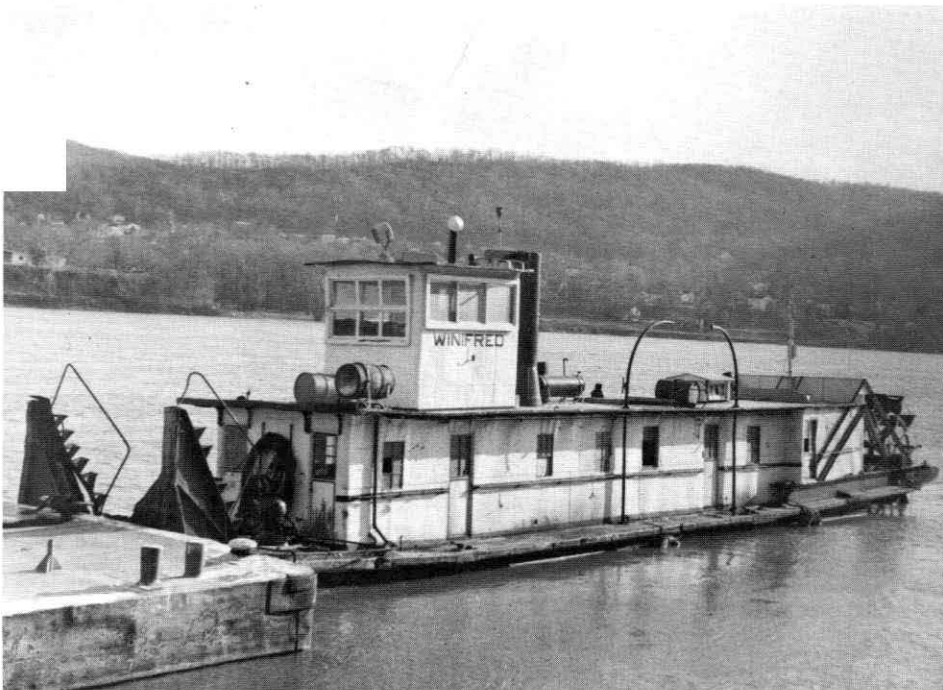
Christmas Day 1977 at Houma's House, La., the DQ downbound and the MISS-Q upbound. Photo thanks to Jim Sutton, Metairie, La. who was riding the DQ.

Rumors flying thick-&-fast in the Pittsburgh area this past June had it that Gateway Clipper had purchased the ailing Wilson Line of Washington, D.C. Then in the July 22nd issue of The Waterways Journal appeared a half-page ad on page 21 announcing an auction of the Wilson Line properties, a sale in bankruptcy, slated for Thursday, Sept. 7th at 10 a.m. on the premises of the Line at Pier 4, 6th and Water Streets, Washington.

John L. Fryant had clued us in that the largest of the fleet, a 2,500 passenger excursion boat

named GEORGE WASHINGTON, has been idle for several years and is some worse for the wear. Regular service handling tourists between Washington and Mount Vernon has been in full swing this summer using three 1974-built catamaran 400 passenger vessels, AMERICA, LIBERTY and FREEDOM.

The beautiful pictures featured and displayed at Campus Martius Museum by Paul L. and Dorothy Pryor during S&D's 1977 meeting are currently open for viewing in the Museum of Natural History and Science, Louisville, Ky. Closing date is about October 25, 1978.



The WINIFRED, piloted by Clyde Bryant, Zanesville, O., was the easy winner in a Pittsburgh race staged Sunday, July 23rd last. Clyde is a pilot with Allegheny Airlines. About four years ago he bought and rejuvenated the old sternwheeler built by Dravo in 1930. He has been having a lot of fun since. The accompanying photo was taken in the summer of 1975 by William E. Brandt at East Liverpool, O.

The CLAIRE-E, piloted by Gene Fitch, Hebron, O., was the loser by about four lengths as the racers ended their 2.2 mile sprint from Brunots Island to the Smithfield Street bridge.

The prize is a silver and gold model of a sternwheel steamboat, to be exhibited and held in the home state of the winner, in this case Ohio, for a year.

HOW STEAMBOAT PICTURES WERE SAVED



PICTURE taken with a stereoscopic camera, actual size, made from the original glass plate. Taken in the cabin of the GREAT REPUBLIC c. 1867. This is the oldest known view by a photographic process of passengers in the cabin of a Western steamboat. If you have a stereoscope in the attic, haul it out, insert this picture, and you will behold the magnificence of this boat's cabin in three dimensions.

THE LARGEST collection of Western steamboat pictures ever attempted is being assembled at La Crosse, Wisconsin. The Area Research Center, University of Wisconsin, was authorized four years ago to gather photographs of the steamboats of the Upper Mississippi and tribes. Ralph DuPae, who lives at La Crosse, and who is chief industrial engineer for the Northern Engraving Company, Sparta, Wis., was appointed ambassador-at-large to seek out old steamboat pictures for the University's collection housed at La Crosse.

The work is being done at the Murphy Library there, where Ed Hill is the special collections librarian. Realizing that many valuable photographs, particularly those reposing in libraries, and in private collections, could not be purchased--but could be borrowed for copying--a modern photo lab

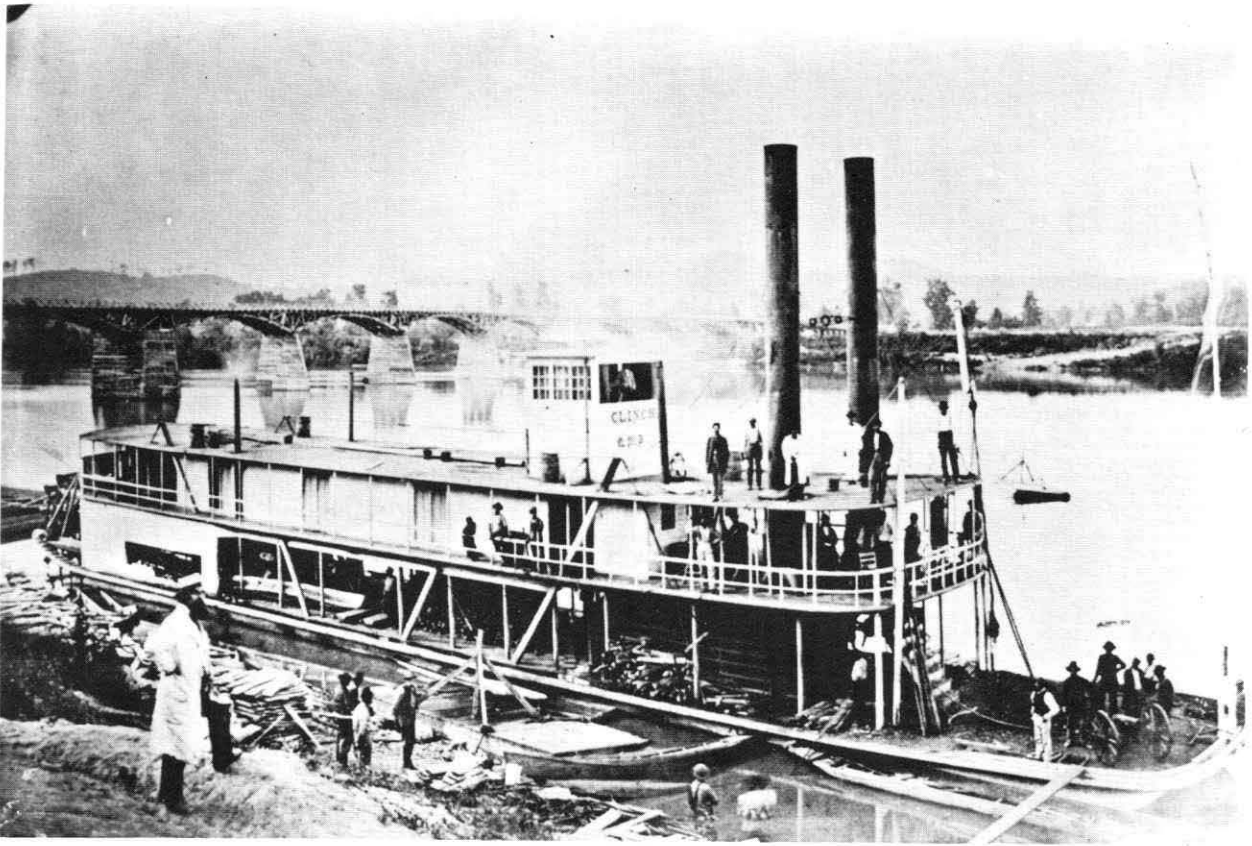
was installed and staffed. Modern copying techniques frequently turn out a new negative superior to the old borrowed print and certainly as good (sometimes better) than would be possible from, say, an 1880 glass plate negative which has "suffered infirmities of old age."

Several years ago decision was firmed to expand the scope of the collection to include all of the Mississippi River System, the steamboats of Fort Benton, St. Paul, Pittsburgh, Nashville, Chattanooga, Little Rock, Shreveport, Yazoo City, New Orleans, and all ports between.

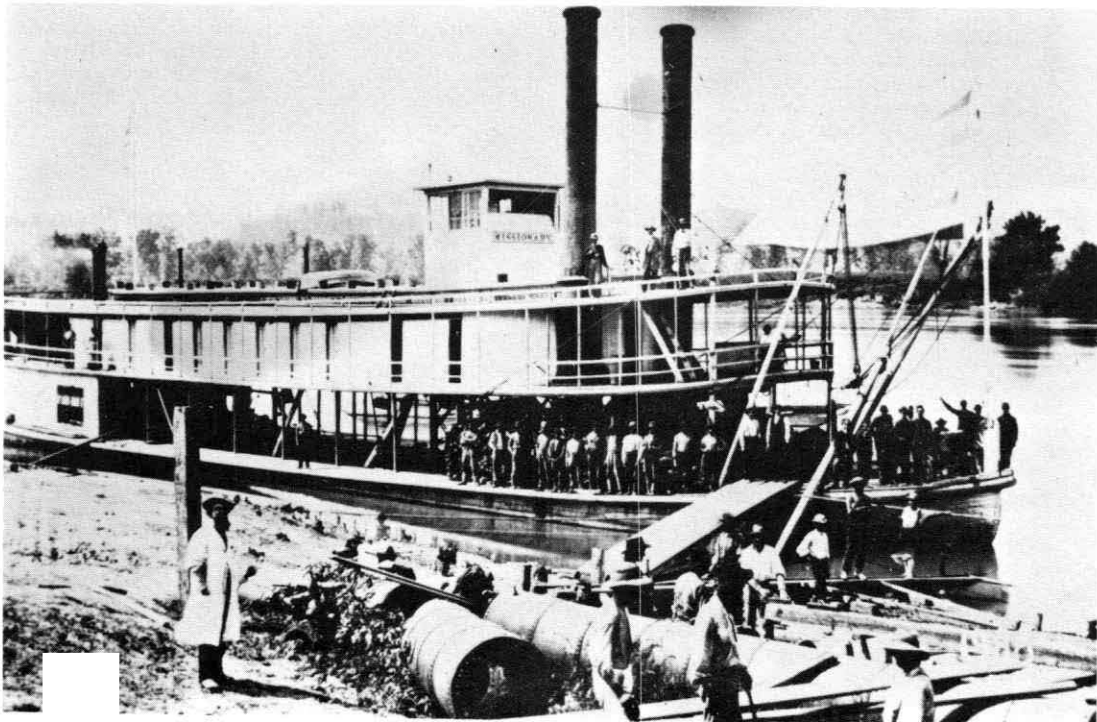
This past May Ralph DuPae arrived at 121 River, Sewickley, with the "C" listings so far assembled. The prints, all 8 x 10" uniform size, are contained in special folders identified on the top lip with the boat's name and the nega-

tive catalogue number. Ralph had sorted these folders into cardboard cartons for ease of transport in his station wagon, and when the cartons were assembled on the livingroom floor at 121 River our black dog Wrecks had to wag his tail up and down instead of side to side to keep from hitting them.

Betty Pollock drove her husband Capt. William S. up from Beaver, Pa. (Bill never has driven a car save once---and that is a story in itself) for this event. Bill, who turned 75 this past August 14th, started taking photographs of river steamboats in 1916. He owns a comprehensive collection acquired by gift and purchase besides, including many of the original glass plates of Thornton Barrette who operated a floating photo gallery about 1890-1905. At one time Bill assembled an immense (for those



TAKEN in 1864 on the Tennessee River. The CLINCH was built by U.S. forces for the Quartermaster's Department at Kingston, Tenn. The picture was taken by the "wet plate" process requiring a lengthy exposure. All of the persons in the scene stood rigid for a minute or so during the exposure. The photographer, in white dust coat, lower left, took position after opening the lens, waited until his image was impressed, then ran back to "cap" his camera. The same procedure was used in the picture below, of the MISSIONARY, built at Bridgeport, Ala. 1864 for the U.S. Quartermaster's Department.



times) collection for the John Eichleay Jr. Co., Pittsburgh, a project which sent him rooting into the attic loft of the James Rees & Sons Co. boat and engine shop in quest of plates.

Ralph DuPae hadn't gone to all of this trouble to entertain Bill and me. These "C" listings contained boats named COLUMBIA. Now, since the advent of photography of Western river boats, there have been at least a dozen named COLUMBIA, and who's to know which COLUMBIA is which---without error? There were two side-wheelers named CAPE GIRARDEAU---now, which was which? There were five packets named CHATTANOOGA since 1852---so which one are we looking at? These random examples multiplied into the 26 letters of the alphabet present for a neophyte a maze of problems to be resolved.

The University of Wisconsin is not content with one good picture of each Western steamboat. They want the pictorial history of each steamboat from cradle to grave. Hence when Bill and I pried into the CITY OF LOUISVILLE file we saw some 30 excellent prints dating from progressive shots of her con-

struction in 1894 until she was kindling wood in the ice gorges of January 1918.

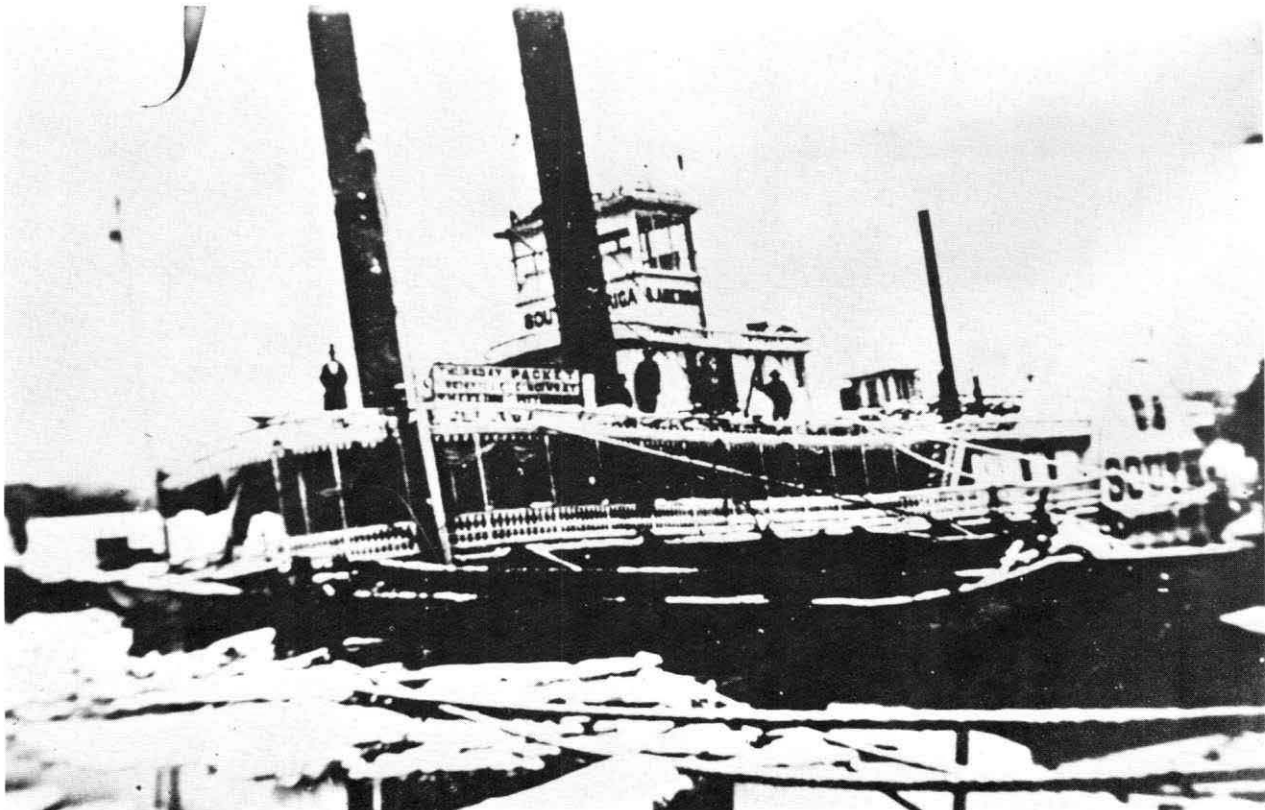
Since Ralph DuPae started collecting for the University four years ago some 7,000 pictures have been processed and catalogued. The total may go to 25,000 in the foreseeable future, after which time new "finds" will taper off to possibly several hundred a year. Presently the more outstanding collections owned by libraries, universities, and in private hands, are being courted. The arrangements with such sources vary and are always generous. To some who loan pictures they get in return pictures they do not have, a swap arrangement. Others prefer negatives. Others prefer new, clean 8x10's of their old dogeared prints.

The oldest steamboat pictures taken by a photographic process known to exist are the daguerreotypes of 1848 taken at Cincinnati, a panorama of the waterfront (see S&D REFLECTOR, March '68, pages 6-13 in which all eight are reproduced and discussed). Evidences of prior daguerreotypes exist; it is known that the J. M. WHITE of

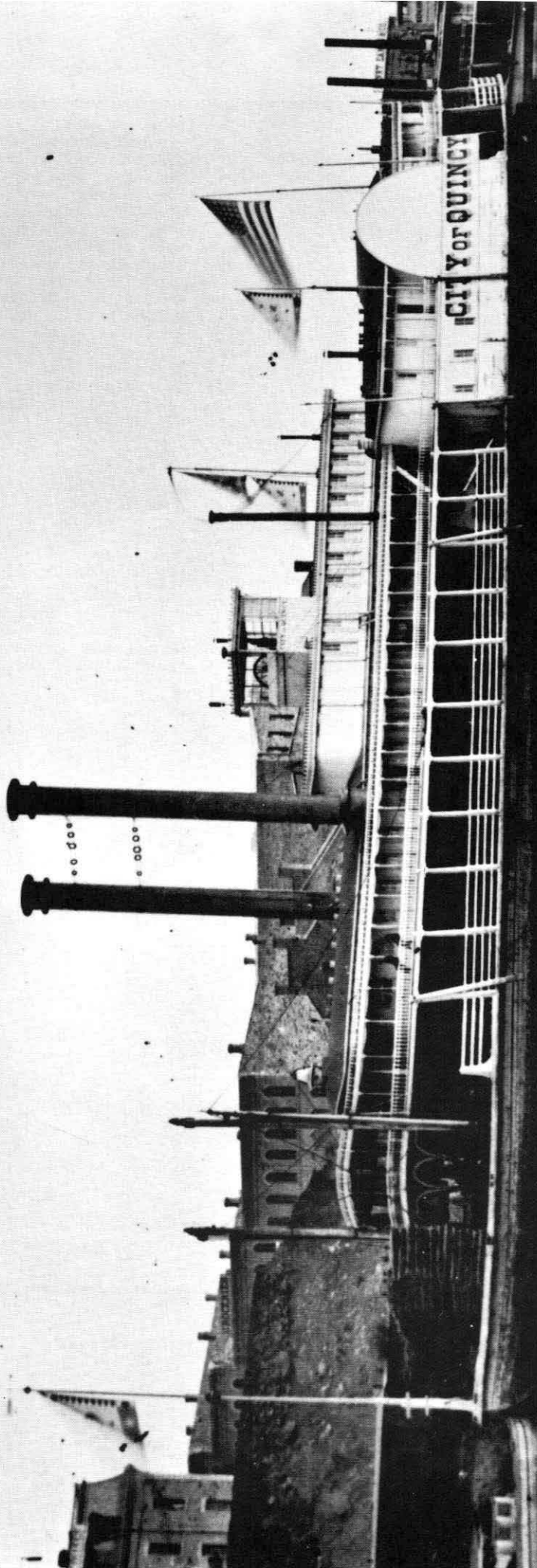
1844 was photographed, as example. Slow emulsions of early photographic plates dictated that the boat must not be in motion. Time exposures were so lengthy that in some cases the photographer could open his shutter, run around and pose in the scene, and then dive back to shut his lens. Smoke and steam caused unreal strands, flapping flags were blurs and persons moving about created ghosts.

Even with these handicaps some excellent boat pictures were taken and still exist. The earliest photograph of a steamboat under way dates about 1868. When the ROB'T E. LEE approached St. Louis, the victor in her 1870 race with the NATCHEZ, one picture was taken of her from Carondelet Bluffs, blurred by her motion through the water. The earliest picture of people aboard a Western steamboat dates about 1868, taken in the cabin of the GREAT REPUBLIC. This was shown in the S&D REFLECTOR, issue of March '67, page 10.

Steamboat pictures taken prior to 1880 for the most part were "wet plate," a process requiring skill and on-the-spot preparation of glass plates, restricted to



ABOUT the most improbable location for taking a picture on February 10, 1856 would be in Cypress Bend, Ohio River, below Henderson, Ky. The 170-foot SOUTH AMERICA was sunk there that day in heavy ice. A photograph gallery boat was nearby and fared some better. Capt. Asa Shepherd of Steubenville, O., skipper of the SOUTH AMERICA, arranged for the picture and, so the story goes, he posed nonchalantly on the roof garbed in long coat and stove pipe hat for the occasion. As matters turned out he saved his steamboat, and had this view to enjoy and exhibit later on. We have never seen the original, so cannot say what type of photography was used.



15C

CITY OF QUINCY
Picture on opposite page

A pat example of new "finds" turned up by the University of Wisconsin's picture sleuths is this one. It was discovered in the Bromley Collection at the Minneapolis Public Library.

The view was taken at St. Paul in April, 1871 on the occasion of the initial arrival of the CITY OF QUINCY. She had been built at Madison, Ind. and completed at New Albany, Ind. When she landed in at Quincy, Ill. on her way north, the town celebrated by turning out en masse with a brass band. A "magnificent set of colors" was presented by the Quincy folks, and supper was served aboard. The flags and banners are very evident in the scene.

Off to the right, behind the CITY OF QUINCY, is the Minnesota River packet MANKATO, a sternwheeler built at La Crosse in 1864 and due within thirty days to her doom. She was lost on the Minnesota River on May 8, 1871.

The CITY OF QUINCY was owned by Commodore William F. Davidson and others. She made frequent trips to New Orleans and once, at least, advertised at New Orleans "direct to St. Paul," this in June 1871, Capt. Judson T. West. Sometimes she ran St. Louis-Keokuk, and in the spring of 1875 she was loaded with iron ore at the docks below St. Louis and, towing two model barges also laden with ore, went to Steubenville, O. After unloading, she went on to Pittsburgh, landed in at Painter's Mills, loaded aboard 300 tons of cotton ties (for binding bales), and then proceeded to the Pittsburgh wharf and loaded out for St. Louis.

She had a wood hull 275 by 47 by 7 and could carry 1500 tons.

Our thanks to the Murphy Library people at La Crosse for supplying this unusual picture.

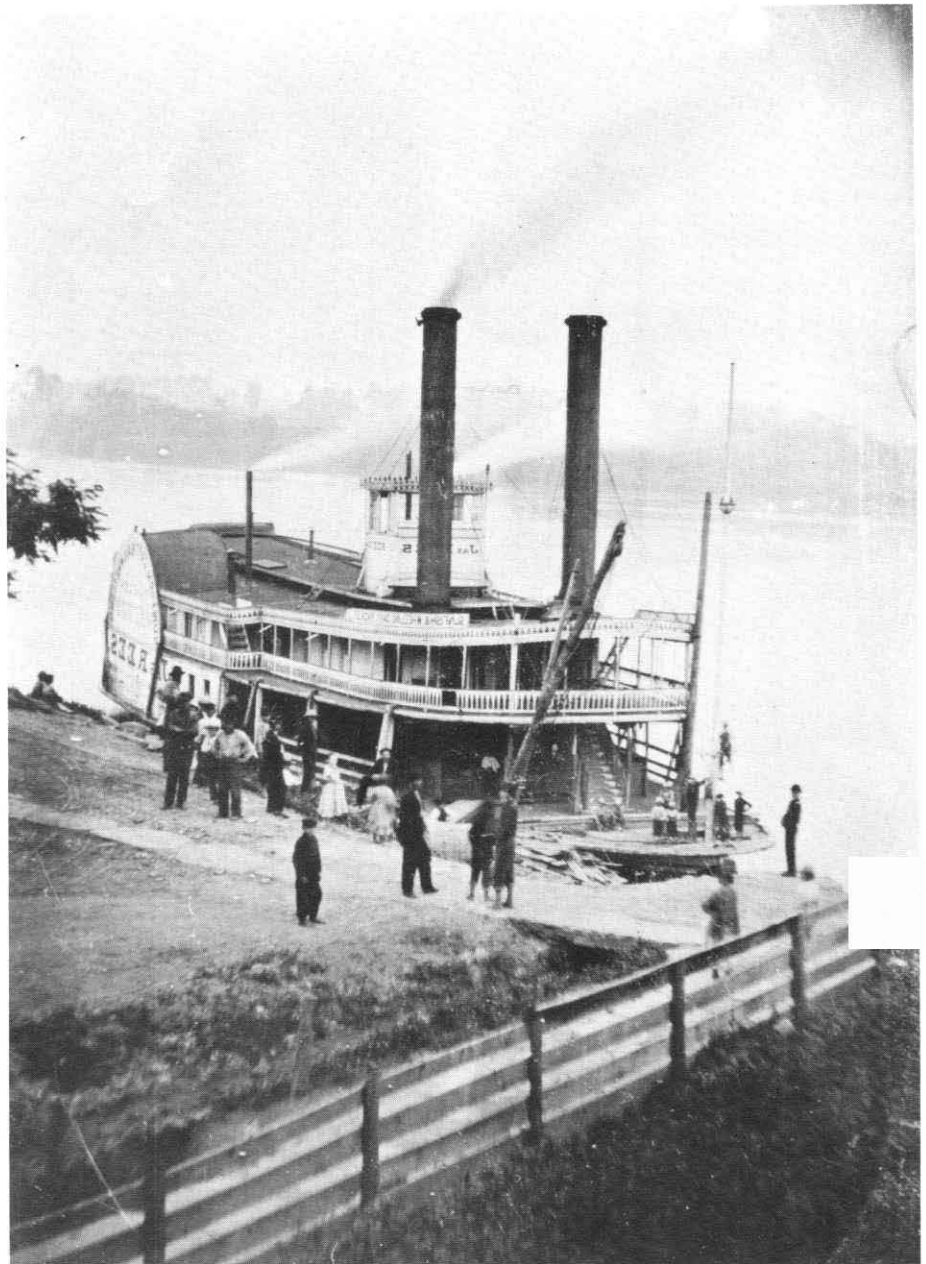
professionals. The "instantaneous dry plate" was perfected during the 1880s, at which time amateur photography got its real start. The most celebrated amateur taking steamboat pictures was James E. Howard, Jeffersonville, Ind.

The preponderance of steamboat pictures until 1910 were taken by professional commercial photographers as a side-line to their basic portrait work. They used glass plates long after the introduction of film inasmuch as the retouching of portrait negatives to block out and soften facial wrinkles and blemishes was essential to success, and best accomplished working with plates. When

Paul Briol, celebrated Cincinnati photographer, was commissioned to illustrate "The Log of the Betsy Ann" in 1932 he took all of his river pictures with an 8x10 glass plate camera.

Commercial photographers dabbled in steamboat pictures because of

personal fascination with the subject. Thus, by 1915, the amateur collector could correspond with commercial sources at Wheeling, Pomeroy, McConnelsville, Cincinnati, Madison, St. Louis, Memphis, Vicksburg and elsewhere to procure "old steamboat pictures" taken in



hOLD this picture to a mirror and you will see it properly. The original is a "tin-type," taken on a sheet of black enameled metal sensitized on one side. Also called a ferrotype, the image comes out reversed. This was taken at Powhatan Point, O. c. 1872 of the JAMES REES then running in the Wheeling-Clarrington trade on the Ohio. The original tin-type was mounted and framed by Reuben Thomas, the boat's engineer. It passed along in the Thomas family, going to Rube's son Elmer and was loaned to us some years back by Bob Thomas, Elmer's son. We made a copy negative by photographing it and could darn well have flopped the neg to show you a proper print. But everybody who's seen the original for over a century has looked at it just as shown here. The name of the photographer is not known, and a shame, for this is an excellent example of the method.

those regions. Most of these prints were made from original glass plates of excellent quality.

Collectors were very wary about "copy" pictures which carried the stigma of being substandard. Some commercial photographers enhanced their listings by rephotographing old prints, often with very sour results---absence of contrast, too much contrast, poor focus, grain, and such nauseating muck. The art of making a successful copy was first developed by Capt. Sam G. Smith of St. Louis who called himself the Marine Photo Company. All of his several hundred selections were copies. Capt. Sam used glass plates and, being a perfectionist, he was his own most severe critic. He strove for quality and when possible he'd borrow an original plate, make from it by contact exposure a positive plate, and then reverse this into a new

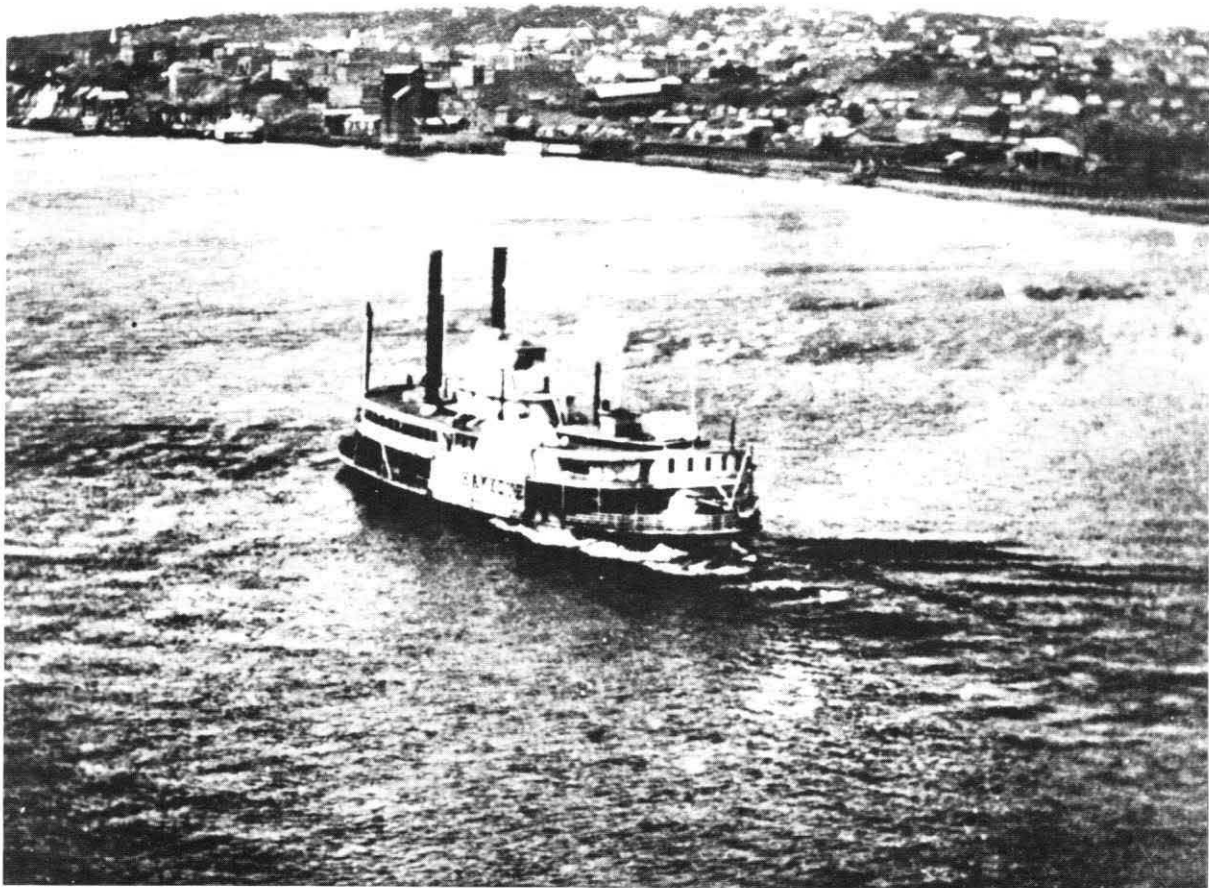
negative plate. He did this work in his darkroom using the flare of a parlor match for his light source, and learned exactly how far from the exposure to hold the match to suit varying densities.

Capt. Sam Smith also must be credited with making available the first wide geographic range of steamboat pictures. His endeavors preserved many a Cumberland, Tennessee, Green, Arkansas and White River steamer.

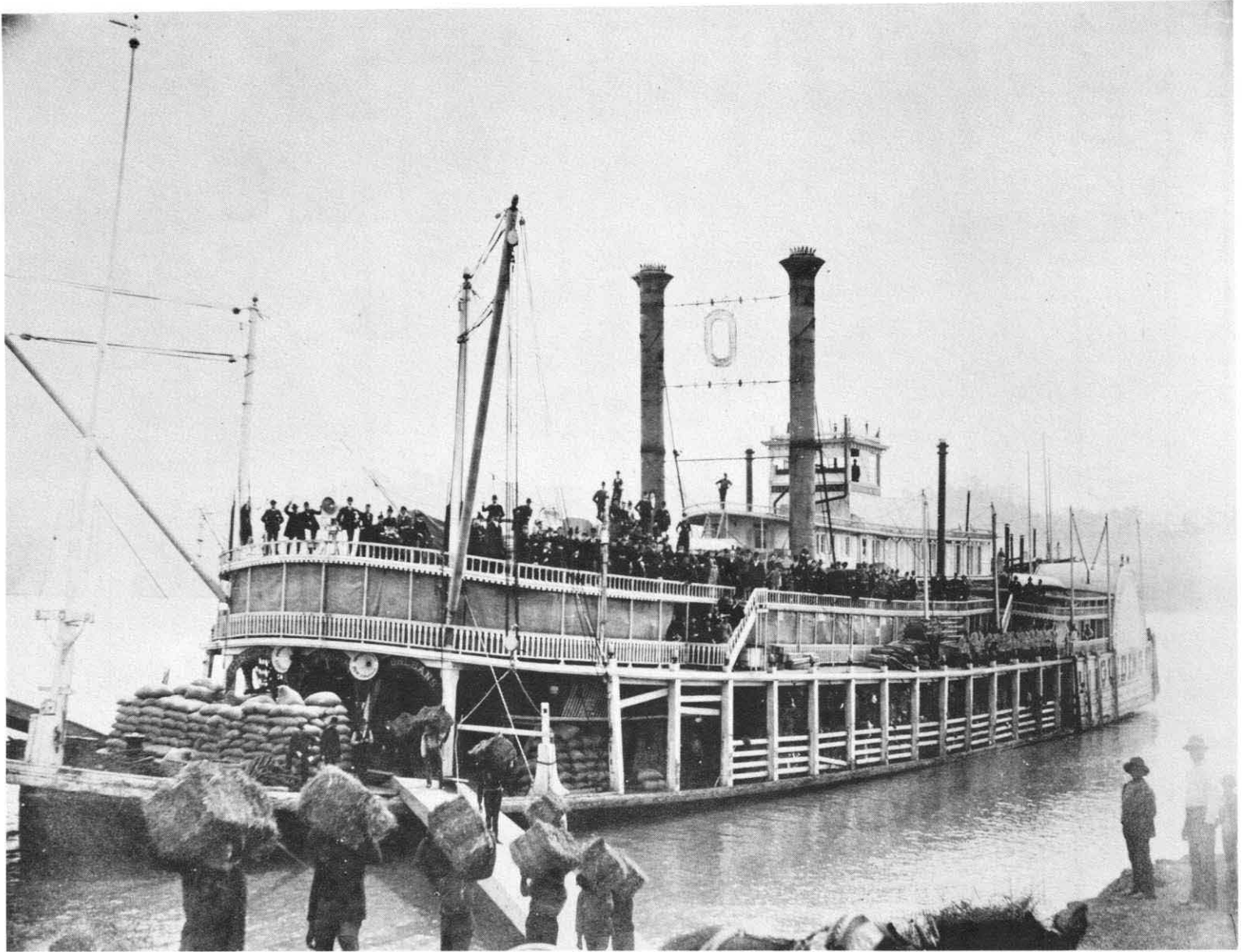
Glass plates, by their very nature, are vulnerable to calamities galore. The Sam Smith plates, mentioned above, fell victim to moisture and excessive heat while stored in an attic (many did, not all); the James Howard plates went through a fire and despite heroic effort suffered losses; the Feiger plates at Pomeroy were drowned in the 1913 Flood; the Hunster plates at Cincinnati went to a dump heap

--and through all such collections there was, and still is, the occasional snap or tinkle of broken glass. In attempting to clean the dirt and grime from old glass plates in a tray of luke warm water many a novice has discovered, too late, that the image vanishes when the powder-dry emulsion comes in contact with liquid of any sort. Far too many excellent river pictures have been maimed no thanks to careless fixing and washing when the plate was new, causing irremovable blotches, stains and streaks.

The invention of the stereoscopic camera and viewing instrument providing three-dimensional photographs to the eyes of the beholder caused a U.S. fad 1870-1900. Many of today's best steamboat pictures had origin thanks to this parlor preoccupation, copied from one or other of the two slightly differ-



RESOLVING the facts of many old-time steamboat pictures taxes the experts at times. The above picture has been handed down to our generation with no known notes or explanation, other than that she is the HAWKEYE STATE. If this be true, as it seems to be, the picture was made prior to 1870. How then, please tell, did the photographer, handicapped with "wet plate" and slow emulsions, arrest the motion of boat and waves? Obviously she's under full headway. Steam is jutting from both 'scapes partly concealing the pilothouse. This was taken somewhere on the Upper Mississippi and just may be about the earliest successful photograph of a Western steamboat under way. The HAWKEYE STATE was built at Shousetown, Pa. in 1860 for Capt. Richard C. Gray and cut quite a swath with speed records between St. Louis and St. Paul. She was dismantled at the end of the 1869 season.



Take a look at Page 24 to appreciate this scene.

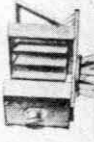

UNTIL a moment ago we did not realize that the full page photograph of the GUIDING STAR elsewhere in this issue is not alone in the world. Shortly after it was taken, wherever and whenever that may be, the photographer reloaded and took the shot above. All of the details in the two pictures check to a T, even to the first two sections of the bullrails pulled aloft, the misplaced bullrail in the fifth section and the missing one in the eighth.


Ah--you say--so what about the big "O" slung between the stacks? It does not appear in the other view. Well now listen to this: the above "O" was inked in by hand, and so happens we know who did it, Capt. Sam G. Smith. During a brief period a number of Cincinnati-New Orleans packets banded into a consolidation, each one carrying an "O" between the stacks, for "Orleans," adopted inasmuch as like T or I it was readable fore or aft. Cap'n

Sam liked that "O" and added it with pen and ink on other pictures, too.

The above picture is made from a glass plate in Cap'n Sam Smith's collection. Doubtlessly he copied it from an original print (after adding the "O"). We are no closer to knowing where these two pictures were taken, but now we do know that she landed to unload bales of what looks like hay. Also we know with reasonable certainty that the river flows from left to right in both scenes, so the location is on the right shore of the lower Ohio or on the Mississippi. Nobody in his right mind between Cincinnati and Cairo would buy and pay freight on hay, a leading product of Indiana and Illinois. Scratch that. She's somewhere on the Mississippi where bluffs crop up on the east bank, and we elect for Vidalia, La.

Picture collecting can be fun.

Life - Size Portraits  **PHOTOGRAPHS**  Bromographs,



The Barrette Portrait Co., 1900 RUSSELL KY.



PHOTO GALLERY BOATS
Pictures on opposite page

Thornton Barrette, based at Russell, Ky., opposite Ironton, O. on the Ohio River, took more steamboat pictures than did his contemporaries afloat. His floating studio obviously was built on an old steamboat hull, although we never have learned what boat it was. He appears in the picture, the tall gentleman standing outboard on the port side. He used a 5x8" glass plate camera, had a knack for composition, and made most of his prints on single weight gold-tone. He enlarged up to about 11x14". The active part of his river career was approximately 1890-1905. His several hundred negatives were catalogued by numbers scratched on the plates, the number prefixed by the symbol #, which serves to identify his pictures even today.

On both pictures you will observe a triangular skylight on the roof, admitting sunlight to the studio for portrait work. The lower one, marked on its pilothouse "Williams' Floating Gallery," was operated by Hazael C. Williams. It is moored at Sistersville, W. Va. where he captured on glass plates the spectacular "oil boom" of the 1890s. He "coasted" from town to town, Powhatan Point to Marietta, and once was on the Muskingum.

Many old-time steamboat pictures were taken by these two and by other floating photographers, dozens of them, distributed along the inland waterways.

ent scenes, each 3½x4", dually mounted on a slab of cardboard.

The photographic post card, with a 3½x5½" scene on one side, and space for stamp, address and message on the other, prompted a new U.S. fad, that of filling up "post card albums," readily available in shops, hardbound, slits cut into each page to receive the pictures vertically or horizontally. Commercial photographers were quick to supply local photo scenes to racks in every corner drugstore and those in river towns soon learned that pictures of the local steamboats outsold views of the Baptist Church. These post cards (glossy preferred) were the catnip which started many a steamboat picture collection, procurable at 5¢ each, and good legal tender for swaps with brethren of the cult in Clarington, Cincinnati, Keokuk and Kankakee. A local accident created instant demand for on-the-spot post cards. When the JEWEL sank

at Marietta in 1908 the local photographer H. P. Fischer scored a scoop so profitable that he went with camera to the scene in 1910 to picture the VIRGINIA in the cornfield; he covered the loss of the H. K. BEDFORD above town in 1912, and a year later he marketed hundreds of photo cards showing ravages of the 1913 Flood. The photo post card had practically no competition at the time; newspapers carried very few photo news pictures, and the weekly Waterways Journal hardly any at all. The first pictures your scribe saw of the wreck of the KANAWHA, a first-rate disaster along the Ohio in 1916, came several months afterward in the form of a set of photo post cards. Today such a tragedy would appear above the fold front page in evening editions, same day, Miami to L.A.

The advent of the amateur river photographer, box camera in hand, came about much slower than you'd think. Early roll film was extremely thin and had emulsion on one side only. After exposure and processing, such film had the filthy habit of rolling into tight shiny black cigarettes almost im-

possible to uncurl and handle. So the amateur's camera didn't really get off the launching pad until Mr. Eastman marketed a film which would stay flat, which he did by coating both sides.

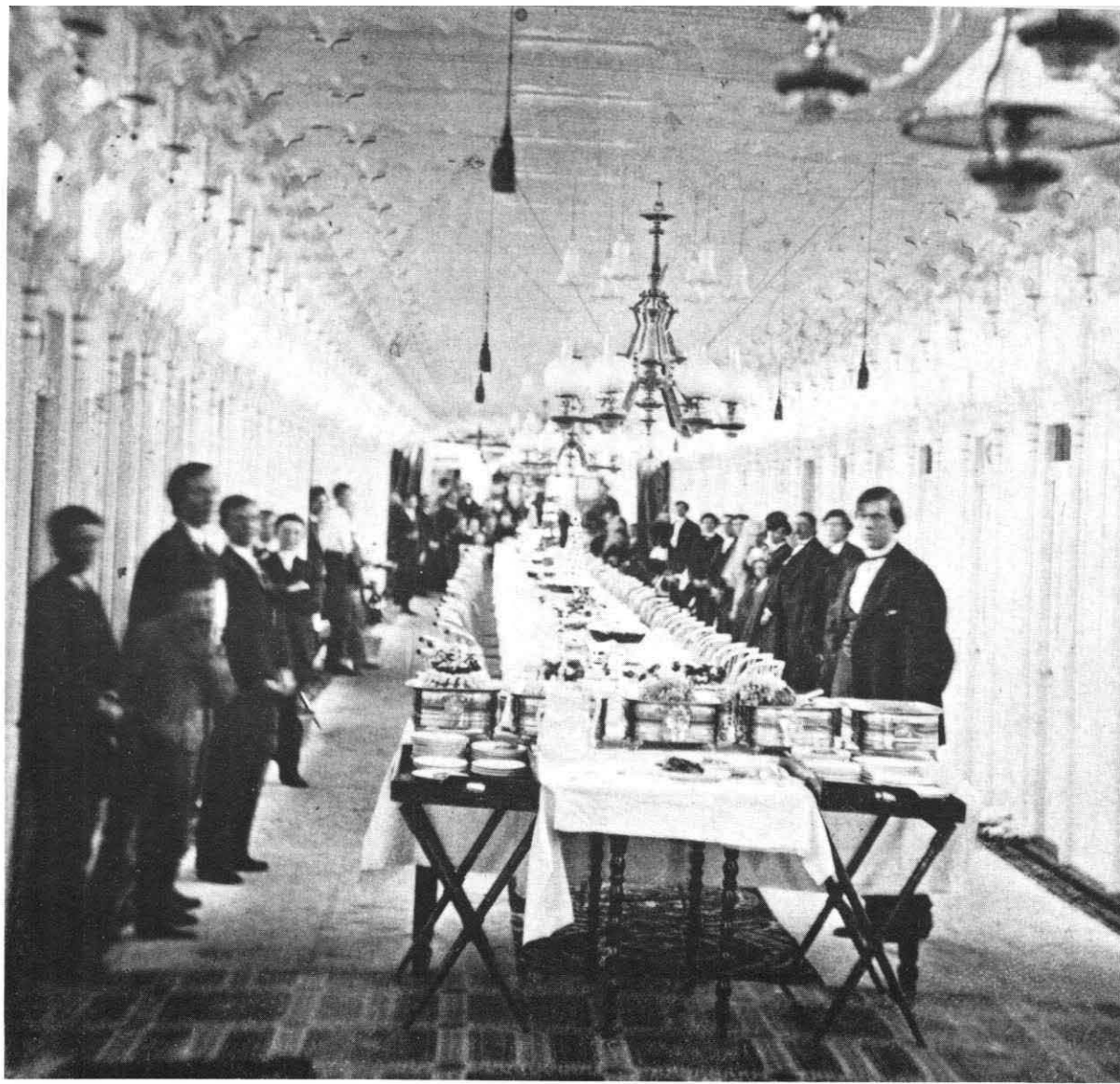
Such non-curl roll film was getting off to a propitious start in 1914 when I took my first river pictures, and in retrospect I'd say many another amateur bought his first Brownie about that time. During the next fifteen years, 1915-1930, the amateur had captured the field. He was taking pictures of steamboats the length and breadth of the Mississippi System, double exposed, underexposed, over-exposed, light-streaked, out of focus, mottled, deformed, disfigured, total blank negatives ("you snap the shutter and we do the rest"), but once in a while he'd hit three cherries. These occasional triumphs multiplied by the throng summed up in fifteen years to more excellent river photographs than had been taken by the pros since the advent of the art.

From such kernels and chaff the Wisconsin people now winnow for worth.



SMCKE was avoided where possible when taking steamboat pictures requiring lengthy exposure. This one of the H. D. MUNSON was staged at McConnellsville, O. on the Muskingum River in 1895 with the timer on about ½ second, just long enough to smear the smoke, all else perfect.

FROM a stereoscopic view of the cabin of the side-wheel ALEX MITCHELL taken c. 1870 by M. Nowack who operated the Minnehaha Gallery, 115 Washington Ave., N. Minneapolis. This comes to us from Grant Dinsmore, 515 Nichols Road, Pittsburgh, Pa. 15237. Says Grant: "The exposure was about 5-10 seconds or more. This was made "wet plate," wherein a glass plate was coated with an emulsion which had to remain wet during exposure to retain its sensitivity. It then must be developed immediately, usually in a portable darkroom tent. This was taken from the forward area looking aft. We are a bit puzzled as to the purpose of the suspended tassels on the end of cords which appear to pass through screw eyes fastened in the overhead carlins, and then pass downward and are attached to the chandeliers.



THE ALEX MITCHELL was built at Paducah (hull) and completed at La Crosse, Wis. in 1870. Her wood hull was 241 by 37.5 by 5.5. Engines, 20's-7 ft. stroke; four boilers. Belonged to the North Western Union Line and the Keokuk Northern Line. When practically new in 1871 she was sent to Pittsburgh, where she arrived March 12, 1871, with a cargo of iron ore, Capt. Lon Bryson. After unloading she was advertised direct to St. Paul. Her upper Ohio pilots were James Rowley (Sr.) and James Hughes. She was named for the president of the Milwaukee & St. Paul Railroad with which her owners had prorating arrangements for the transfer of freight at Prairie du Chien and at La Crosse. She is reported to have made trips from New Orleans to Shreveport on several occasions, Capt. Charles Boardman. When dismantled at La Crosse in 1881 her cabin and machinery went to the GEM CITY (second of the name).



NOW READY

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These sell rapidly so order yours early.

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

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

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.



The JULIA BELLE SWAIN will be leaving Peoria at 9 a.m. on the following dates for Dickson Mounds and returning to Peoria at 8 p.m.

Sept. 16-21 inclusive; 25th, 26th, 27th and 30th. Also Oct. 1-15 inclusive.

The boat trip goes to Liverpool, Ill. and thence by double-deck tour buses to Dickson Mounds State Museum. The fare \$30 includes noon brunch, dinner at 6, bus fare and coffee at all times.

This is a downstream trip from Peoria on the Illinois River, so you see where the COLUMBIA sank, go through the lock at Peoria Dam, pass by Pekin and Kingston Mines, Ill. and get a look at the old Copperas Creek lock and dam.

The fastest paddlewheel boat on the Western Waters is a small-fry job named MILLENIUM FALCON based at Peoria, Ill. built by the Willis family of that place. It's a little johnboat powered by a gas engine and takes off like a hydroplane. She has side-wheels and won the recent paddlewheel race at Peoria by a country mile. The JULIA BELLE SWAIN came in third. The runner-up was the TIN CAN, also side-wheel built on a motorboat hull. John Hartford and Bob Anton are piloting the JBS this season.

Speaking of fast boats, Capt. W. S. Pollock has reminded us of a stainless steel passenger and light freight craft which was partially constructed on the Monongahela wharf, Pittsburgh, in the

1930s. She was framed 120 by 22, single deck, and was to have an airplane-type enclosed cabin with 80 persons capacity, seated in reclining chairs. Her name was to be MISS MARIE-H and she was designed to handle commuters to and from Pittsburgh at phenomenal speeds.

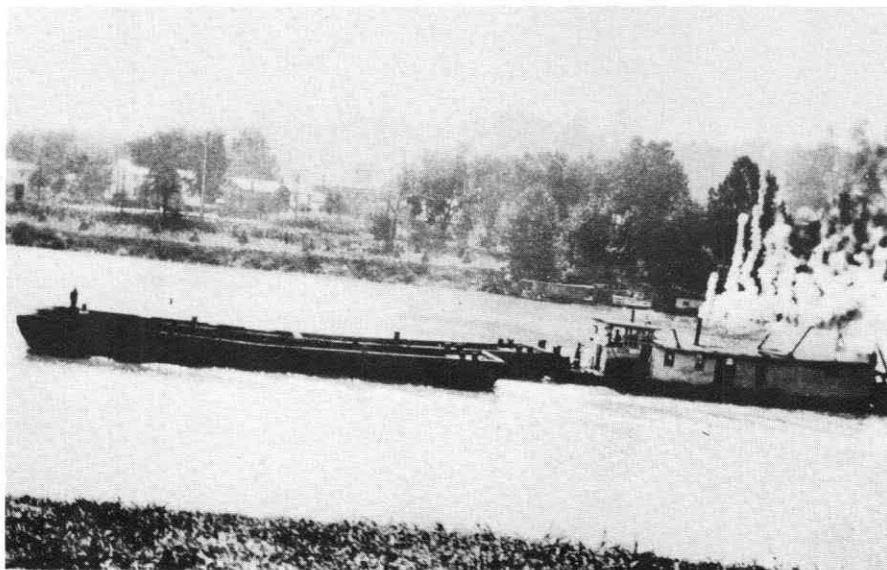
Bill Pollock and Ye Ed were piloting Streckfus excursion boats at Pittsburgh then, and we often wandered down to the construction site, between Wood and Market, to watch the progress. We met and talked with Eugene K. Gross, the designer, who had been with the Dollar Steamship Line on the West Coast and had designed and built boats and airplanes out there.

Work progressed until the steel framing was well advanced. Then everybody concerned packed up and departed. The MISS MARIE-H which was going to "revolutionize the river shipping industry" rusted in her stocks and was eventually removed from the wharf.

Jim Webster, kingpin of the Chautauqua Lake Steam Navigation Co. has our unbounded thanks for a gorgeous color photographic enlargement of the attractive stern-wheel excursion steamer CHAUTAUQUA BELLE based at Mayville, N. Y. This past winter new and expertly faired sponsons were installed, dramatically increasing her speed and adding to her passenger allowance. Jim was figuring on placing

larger engines, to be 8" bore by 40" stroke but the pleasing performance since placing the improved sponsons has led him to decide on keeping the original machinery. Alan L. Bates, now a minority stockholder in the firm, is going ahead with drawings for the larger engines anyhow, using the California cut-off with a simplified exhaust set-up. These larger engines may prove useful in future plans. This Chautauqua Lake excursion firm, founded in 1973, has met with good reception. Serious thought is being given toward the building of a wharfboat for use at Mayville, constructed along the lines of a Nathan Brown storeboat.

A house tour in Cincinnati this past May brought to light the existence of the former Henry Probasco mansion, at 430 West Cliff Lane, Clifton. Often called "Clifton's Castle," it was built in the 1860s. It is listed in the National Register of Historic Places. William and Carol Nagel, the current owners, have recently restored the library. A large side-wheel packet built at Cincinnati in 1873 was named HENRY PROBASCO and didn't last longer than it takes to tell. She sank on rocks in the Grand Chain, Ohio River, Nov. 14, 1873 at 6 p.m. The side-wheel IDLEWILD took off passengers and crew.

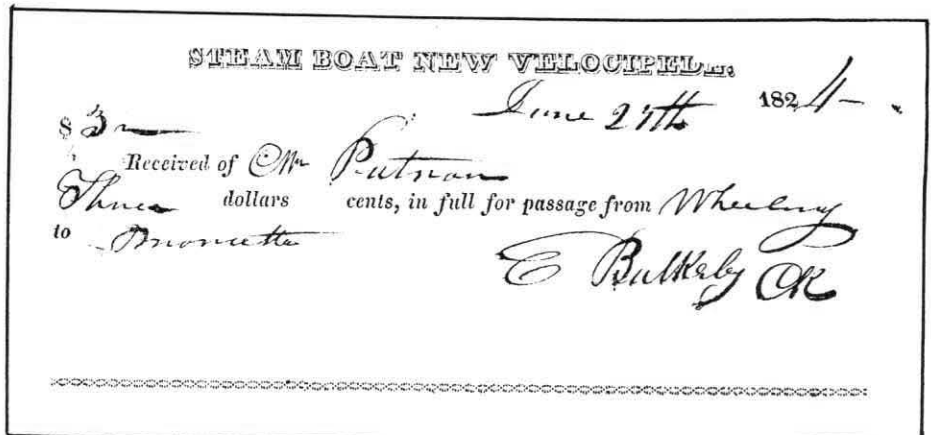


LOOK AGAIN. Why all the "steam streaks" jutting into the atmosphere? The towboat DON was built by Mozena Bros., Clarington, O. in 1922 for the Ohio River Gravel Company at Parkersburg, W. Va. She had a Prim semi-diesel, 35 hp., with an exhaust that blew smoke rings. Others of the era also had learned the art, self-taught, but DON persevered and under proper atmospheric conditions could hurl aloft a perfect ring and blow a second one right through the hole of the first one. Our thanks to Mrs. Nellie Engelke who has shared with us this picture from her collection.

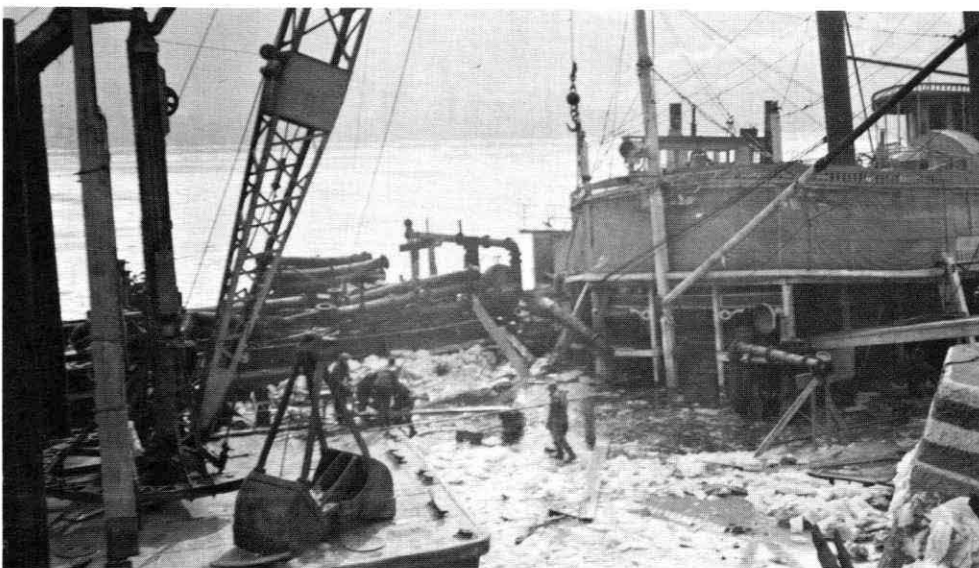
Yes, the buildings depicted in two photographs on page 42, last issue, are at Cape Girardeau, Mo. Michelle Kingsley was the first to recognize the location, and then John L. Holland, 120 South Benton St., Cape Girardeau, Mo. 63701 sent us the July issue of "Tipoff" published at the Cape which pictures the Port Cape Girardeau Restaurant and Lounge clearly recognizable in the scenes we showed, located at N. Water and Themis. On the upper side of N. Water are the old Bloody Bucket and Yellow Dog saloons, the buildings since razed to provide parking space. Off to the right of the Court House at the head of Themis, not visible, was the residence of Capt. and Mrs. William H. Leyhe at 103 N. Lorimer. Mrs. Leyhe was the former Miss Mary Filburn, whose daddy owned the Boat Store now the Port Cape Girardeau Restaurant and Lounge.

Sirs: I have just heard from the University of Indiana that their application to the National Endowment of the Humanities for a grant to catalogue and restore the Howard Ship Yard collection has been approved. The collection is a fountainhead of information as Ralph Hitchcock and I discovered last summer. It will be a gold mine when it is catalogued and the drawings are restored.

John H. Leslie,
3600 West Lake Ave.,
Glenview, Ill. 60025



JERRY B. DEVOL, Route 3, Devola, O. 45750 offers this old receipt for our students of the olden time. Mr. Putnam came aboard the VELOCIPEDE at Wheeling, Va. on June 27, 1824 and paid passage to the boat's clerk B. Bulkeley in amount \$3 for passage to Marietta. Mr. Putnam was handed the receipt, took it home to Marietta, and it still exists. The actual size of the original is about 3½ by 8 inches. Inasmuch as the Steam Boat is dignified as the "New" VELOCIPEDE leads to the surmise that she is the second of the name built at Cincinnati in 1824, 109 tons, replacing the original of the name built at Louisville winter 1819-1820. The original VELOCIPEDE ran Wheeling-Louisville, Capt. Jacob Beckwith, and could come up in 4 days 20 hours. She once sped from Louisville to Cincinnati in 26 hours, averaging 5 mph. Capt. Charles Ross, Cincinnati, remembered her as having a wooden walking beam, well strapped with iron, the wood making a screeching noise at each movement of the engine. Both were low pressure side-wheelers. No description of the second VELOCIPEDE has come to our notice, but doubtlessly she was some improvement over her predecessor. She burned at the wharf, Cincinnati, and the iron was recovered for use in building the TRI-COLOR at Portsmouth, O. in 1830.



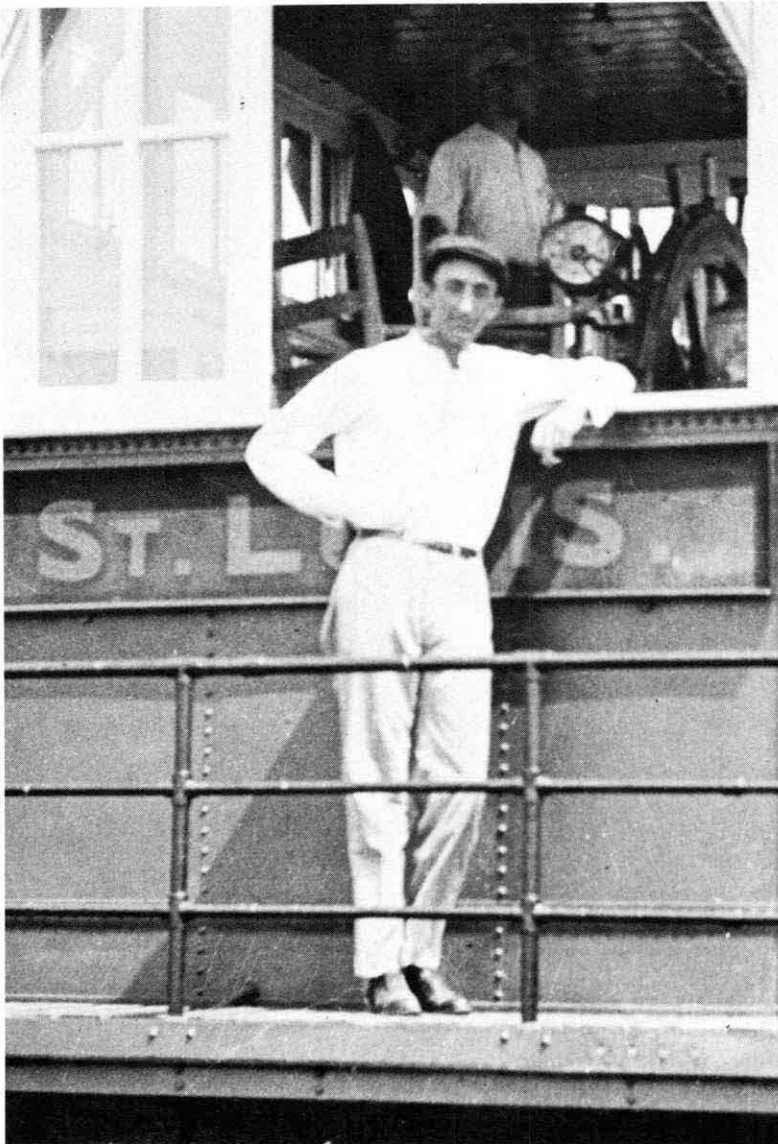
FORTY FIVE YEARS ago this coming February 5th the packet SENATOR CORDILL, upbound on the Ohio River from Cincinnati to Pittsburgh, struck an improperly lowered wicket at Dam 14 near Clarington, O. at 4:20 a.m. The wicket speared up through the forecastle and she sank almost instantly. Crew at the time: Capt. Fred Hornbrook, master; Wilsie Miller and F. Way, Jr., pilots; Fred M. Hoyt, purser; Herbert Swan and Herbert Sidenstricker, clerks; Norwood Chamberlain and Walter Webster, engineers; Wylie Hill, mate; Alonzo Sewell, 2nd mate and George Beegle, carpenter. Three black deckhands lost their lives. The above picture was taken as the U.S. Engineers, Huntington District, were preparing to raise her. Although successfully floated, she never operated again, and was dismantled at Pittsburgh.

Sirs: Oh ye of little faith. The MISSISSIPPI QUEEN passed Tell City upbound for Cincinnati at 7:15 this morning, July 17th, hours ahead of schedule, loafing along to kill time. Then she made an unscheduled landing at Cannelton to waste three hours. She's running fine!

Bert Fenn,
P.O. Box 157,
Tell City, Ind. 47586

=Bob McCann tells us she arrived at Cincinnati on schedule, and he visited on board to find Capt. Gabe Chengery in very high spirits lauding the MISS-Q to the skies. She then loaded aboard passengers for a short tour down the Ohio, returned them on schedule and departed again on time. -Ed.

Two recent new members to S&D are George and Jeanette Stillwagner, 340 Seborn Ave., Zanesville, O. 43701. They are the proud owners of the houseboat HONEY BEE. That name Stillwagner rang bells and now we discover that George started out as deckhand on the ferryboat BERYL at Sardis, O. He then graduated to Pittsburgh on the CRITERION with Capt. Frank Paden, and served aboard the PROSPERITY with Capt. Earl Webster and on the DIESEL with Capt. Clyde Paden.



THOSE OF YOU who knew him in his latter years will hardly believe that this man, pilot on Federal Barge's ST. LOUIS in 1922, is Capt. Eugene M. Hampton. His lanky frame filled out a good bit after he went to the SPRAGUE in the summer of 1926. He was pilot on Big Mama with Capt. Canton P. Seitz, and when Seitz died in 1942 (after spending 10½ years on the SPRAGUE himself) "Gene" Hampton became master and was on her near as long as she ran. Esso Standard sent him to Neville Island, Pa. in 1947 to take out their new super-duper ESSO LOUISIANA built by Dravo, 166 ft. long, 2600 hp. and when Gene came over the hill for his first look at her he stopped short. "That?" Then he said in disbelief, "She's so little!" After retirement he did a good bit of trip piloting, often on the DELTA QUEEN, preferring the after watch when he could "clutter the air waves" with lengthy conversations on the "gossip channel" talking to cronies within radio range. Gene died July 31, 1960. The picture comes to us from C. W. Stoll who received it from a friend of his, Frederick C. Shipley, 64 Chestnut St., Dobbs Ferry, N.Y. 10552.

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.

The Ohio River Division of the B&O Railroad back in Dan Willard's time had cute little passenger engines which they hooked on the Pittsburgh-Kenova trains at Parkersburg downbound to Kenova to tippy-toe across the frail bridge spanning the Kanawha River at Pt. Pleasant. The bridge was too lightly constructed to bear the weight of B&O's heavier engines. They had copper flare stacks, were 4-6-0's and on one occasion we inquired of the engineer as to the birthdate of his attractive relic. He said, "She's been around here longer than I have."

Roddy Hammett, the Frimbo of rivermen, has verified our recollections for us, and reports that these engines were built by Baldwin 1892-1893. He says there were a bunch of them, but four of the flock were indeed converted to Class B-8a, were given Walscheart valve gear, piston valves, superheaters, and copper flare stacks. They were numbered 1343, 1365, 1377 and 1388. The headlight was mounted on the smokejacket forward of the stack, and they carried 170 psi.

The new bridge across the Kanawha opened in 1947 ended the fairybook days, and light Pacifics replaced them (Class P-5). The copper flare jobs were scrapped by 1951. Of course Frimbo Hammett has no recollection of these very fascinating little engines--he was born the year the heavier bridge was opened.

The following engine sizes may prove of interest in days to come: MISSISSIPPI QUEEN has 16's, 32's - 10 ft. stroke.

NATCHEZ has 15's, 30's- 7 ft. The towboat OMAR had 16's, 32's- 8 ft.

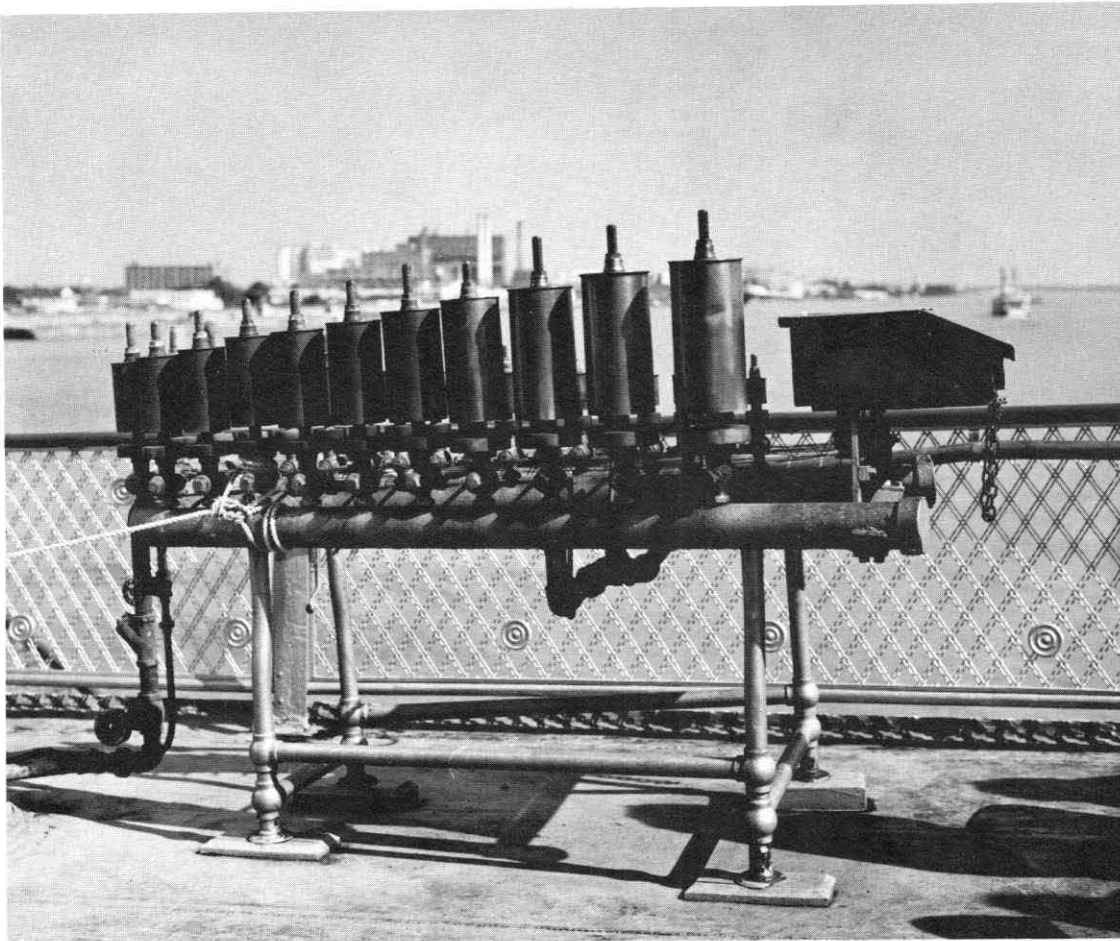
The towboats JOHN W. HUBBARD and CHARLES T. CAMPBELL had same size engines as the OMAR.

The steel hull packet S. S. BROWN also had 16's, 32's- 8 ft. Her hull was 228 x 50 x 8.



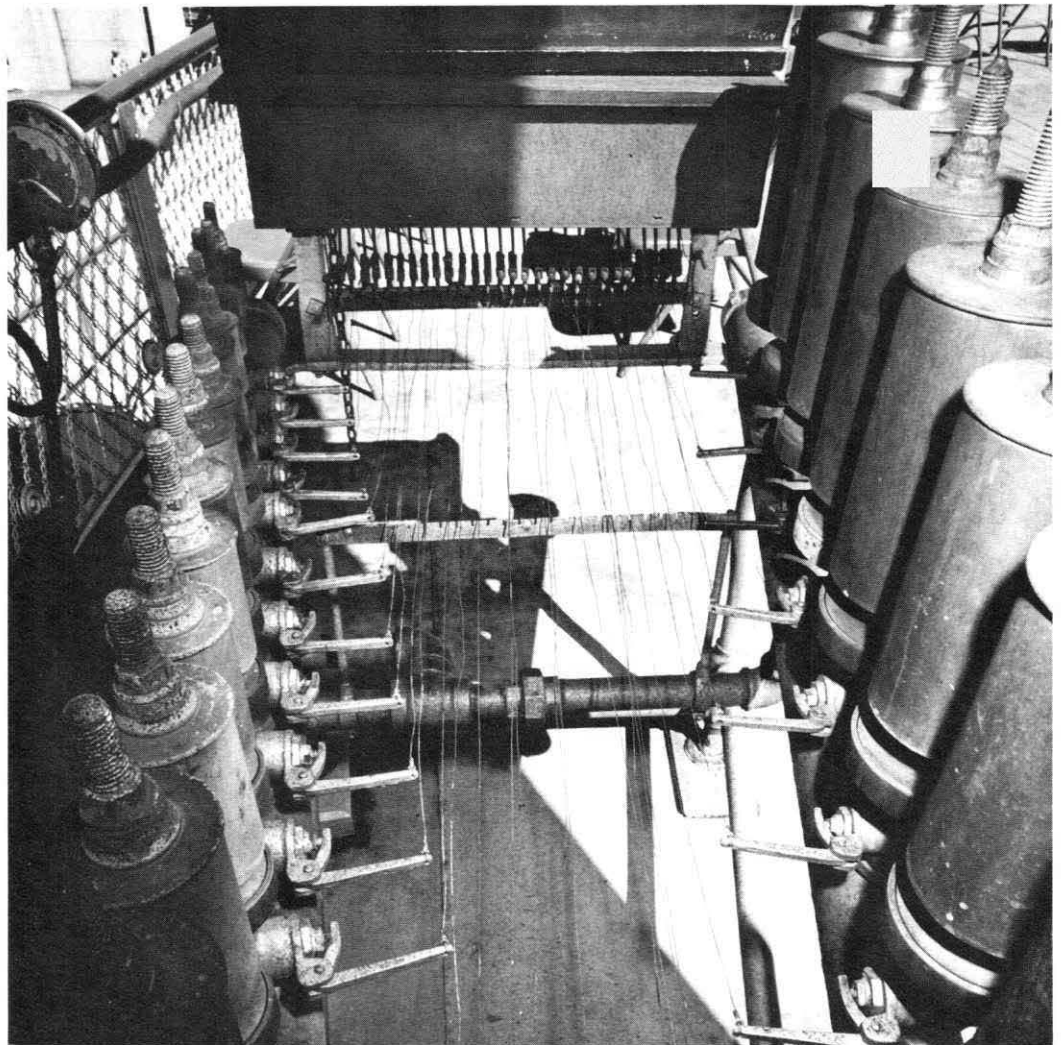
WELL, look what has surfaced here--a good photo of the Carnegie Steel towboat YOUGHIOGHENY built in 1927. Today the hull and superstructure are down along the Gulf Coast serving as a restaurant-club boat named GEN'L ROBT. E. LEE (see March '78 issue, page 31) and her tandem compound steam engines drive the beautiful steamer NATCHEZ at New Orleans. We are indebted to Steve Mackinack for the picture which he says was taken of her "brand new" downbound at Lock 3, Monongahela River. The name is pronounced Yock-ah-genny, probably the longest single name ever placed on a river

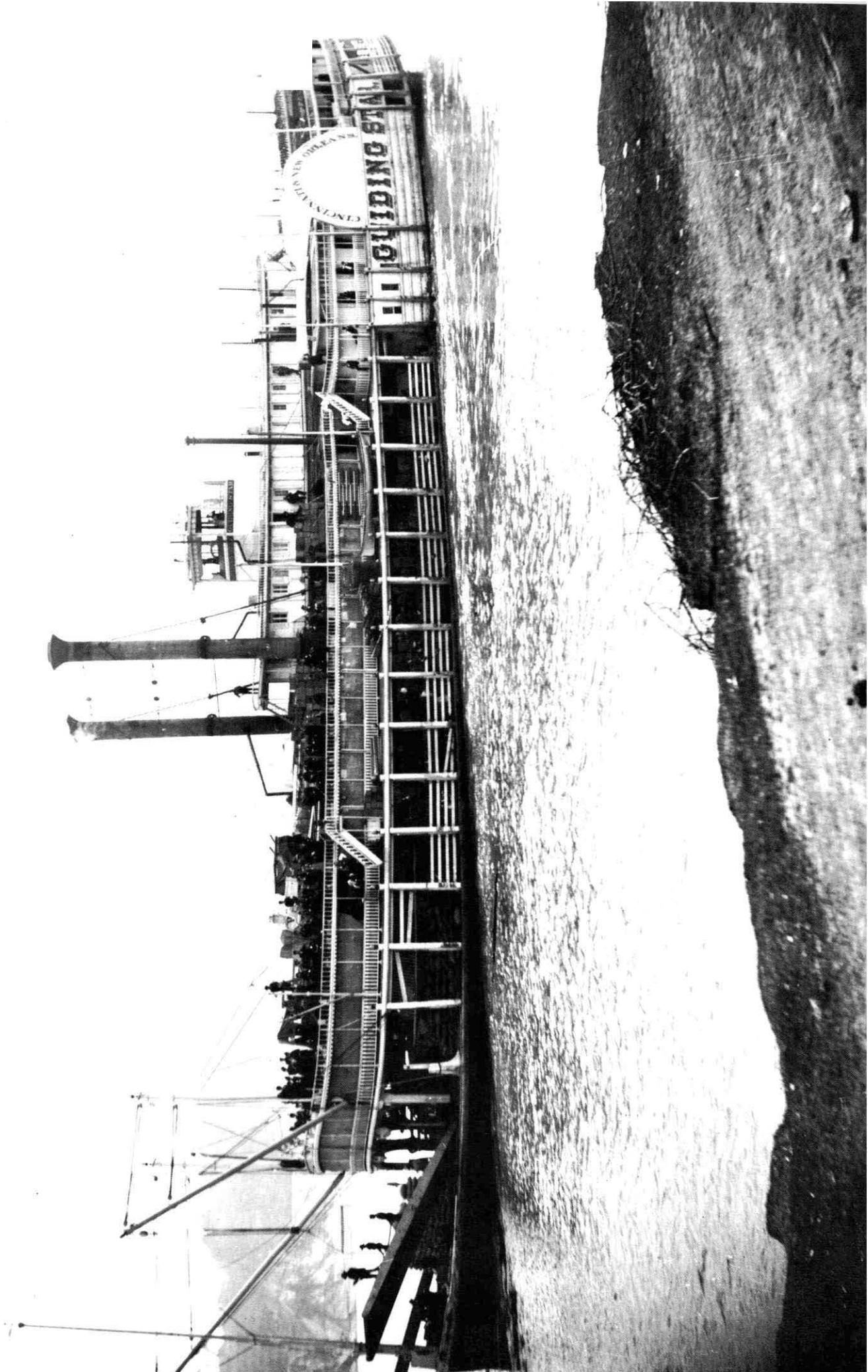
steamboat. The Youghioghenny River is a principal tributary to the Monongahela, coming in at McKeesport, Pa. Capt. William J. Cook, from Jeffersonville, Ind. was master-pilot of her most of her days, and George Ehringer was chief engineer. She was renamed B. F. FAIRLESS in 1935, and again renamed CLAIRTON in 1952. Turned over to the Washington-Greene County (Pa.) Promotion Agency in 1964 she went to Ten Mile Creek, Monon River, where she was located when Wilbur E. Dow, Jr. bought her in 1972 and took her south.



Allen Hess went aboard the PRESIDENT last year at New Orleans and took these two pictures of her manually-played calliophe. For the benefit of neophytes to this steam stentorian art form, the graduated whistles are connected into a common U-shaped steam line mounted on a pipe-stand. The player opens the box at the right exposing brass keys similar to those on a piano. He opens the steam valve and the drain valve to rid her of condensate and presses keys at random to get her hot and bothered. A calliophe will gargle if she's too wet, and she'll screech with an overdose of pressure. It is recommended that the player know by heart what he plans to "render," and can fit it within the compass of the 28 notes available to him. This instrument has no patience with amateurs and on occasion will unhorse an expert.

This is the only photograph of the gizzards of an old-time manually operated calliophe we have seen, thanks to Allen Hess. The underside of the keyboard (top center) transmits pressure on each key to a wire attached at its nether end to a double-seated whistle valve. Presto, push on the key and the whistle blows. There is no soft pedal; all is ff. (fortissimo). There are isolated instances in which the instrument has been played rather successfully during the below freezing temperatures of winter, the "artist" wearing heavy work gloves---both to keep his fingers warm and to protect his hands from the liberal application of lube oil on the keys to keep them limber. ---Which leads us to the observation that very few musical instruments, least of all a piano or organ, can be taught to respond to gloved hands, let alone take kindly to lube oil. Most of the manually played calliopes were custom made, and those best remembered came from the shops of the Thomas J. Nicol Co. in Cincinnati or George Kratz of Evansville, Ind.





GUIDING STAR

Not every day do we have the opportunity to present a picture of so famous a boat as this, the likeness from the original glass photographic plate.

Dr. Thomas H. Gandy of Myrtle Banks, Natchez, owns the plate. Recently he presented the print from which our picture on the opposite page was made to John Hartford. John kindly loaned his print to us, so here it is.

In 1881 Capt. J. D. Hegler of Cincinnati bought the GUIDING STAR at a U. S. Marshal sale held that June in Cincinnati. He was an old salt with several years of Atlantic service who had come to the Kanawha River in 1867, bought control of the ANNIE LAURIE, and then built the KITTIE HEGLER. He ran her in the Cincinnati-Kanawha River trade, then switched to the Cincinnati-New Orleans trade. His first clerk was Sterling McIntyre, and both were aboard when the KITTIE burned at New Orleans in February 1876 and both got ashore with little other than their shirt-tails. They returned to Cincinnati and built the GOLDEN CITY for the trade, an enormous sternwheeler. When Hegler bought the GUIDING STAR in 1881, McIntyre went master of the GOLDEN CITY and lost her by fire a year later. He then came to the GUIDING STAR as first clerk with Hegler master.

Capt. Gordon C. Greene often said he admired the GUIDING STAR above all others, and he adopted the fancy stack tops you see in this picture for all of his boats. Your scribe in 1941 stood watches on the ISLAND QUEEN (2nd) with Harry W. Doss, then 77, for partner pilot. He had piloted the GUIDING STAR and continually talked of her until you'd think she was about to appear in the next bend.

portant part of the story which began with the arrival in the United States in 1884 of a young couple from England, Sam and Violet Bryant, Billy's parents, who were prepared to make their fortune as entertainers in the new country.

Getting rich proved to be considerably more difficult than they had expected. They were traveling by Conestoga wagon, pulled by a team of mules, until 1901 when they joined Capt. Edwin Price's showboat WATER QUEEN. They were happy to have a regular job and to be able to provide more dependably for their two children, Billy and Florence. So young Billy became a showboat trouter on the WATER QUEEN at the tender age of ten.

But even after this, there were difficulties, losses and disappointments. However, after some years, following Billy's marriage to his wife, Jo, things began to improve. Jo was a good actress as well as an accomplished musician who could play the piano and, subsequently, the calliope. The boatmen's banker, C. C. Bowyer of Point Pleasant, staked them to the \$25 needed to buy a dump scow which later emerged as a showboat, Collins related.

It was in 1917 they built the first of their more pretentious showboats, and that was the beginning of fame that spread throughout the upper Ohio, Kanawha and Monongahela valleys and, eventually, much farther.

Through it all, Billy's humor and his zest for showboating seemed to grow, and there was never a time when he was at a loss for words. While giving "The Shooting of Dan McGrew" one evening, Billy interrupted the play to briefly announce that some ladies in the audience might be upset by the sound of gun shots, so Dan would have to be stabbed--which he was, with a rubber dagger.

A comedy bit as part of the "opera" Carmen was typical. Painted on the backdrop was a bullring scene, including the faces of many spectators. When the male lead came on and began to sing the Torador Song instead of fighting a bull, a flap opened in the backdrop and Billy's face appeared there among those of all the other spectators, to give forth with the loud declaration that "This is a hell of a bullfight, 'I'm going home."

On display for the meeting was the excellent model of the last Bryant Showboat, brought from Greensboro, Pa., by Ernest S. Gabler, its builder. Mr. Gabler told something of the showboat and of the construction of his model.

Capt. Charles Henry Stone had on display a large painting of the Cincinnati riverfront as seen from the Kentucky shore in the early 1930s, with the Hatfield-Campbell Creek Coal Co. fleet in the fore-

ground, done by the late Capt. "Rome" Childers. Exact in line and form, it shows the downtown Cincinnati buildings of that period in considerable detail, along with the towboats HENRY C. YEISER, JR., JULIUS FLEISCHMANN and W. C. MITCHELL. Formerly at the Point Pleasant office of "Ham" Johnson, the painting will soon be installed in the beautiful, new Colonial-styled Mason County Library at Point Pleasant. This was "Rome" Childer's last painting, said Captain Stone.

H. D. Bennett, from Finleyville, Pa., of the Monongahela River Buffs Association, spoke of his organizations' interest in improving the Monongahela River and, consequently, life in the Monongahela Valley. "Fish are again to be seen in the Monongahela," he said.

Jack Burdette read an ancient letter from Ralph Emerson Gaches (not to be confused with the American essayist and poet) in which the captain complained to the city officials at Point Pleasant about a fee for landing his showboat, the FLOATING PALACE, at the city levee. Captain Gaches pointed out that he had always purchased food and other supplies from the local merchants when the showboat was at Point Pleasant, and stated that he felt the fee was unfair.

The annual election of officers was held, with all of the previous officers being retained by general acclamation. Forty three members and guests were present.

At the conclusion of the meeting announcement was made that Bob Kennedy, upper Ohio representative of the Waterways Journal, will give an illustrated talk on Big Sandy steamboating before the next meeting of the O-K Branch, to be held early in December at Huntington. He has a wealth of material on the subject.

O-K BRANCH HAS GOOD MEETING Career of Billy Bryant is Featured by Jim Wallen

The irrepressible humor of showboatman Billy Bryant shone brightly through the story of Billy, his showboats and his family, presented by R. Jerome Collins before the summer meeting of the Ohio-Kanawha Branch of S&D, held Sunday afternoon, June 11th, in the impressive new Mason County Library at Point Pleasant, West Va. The talk was illustrated with slide views of Bryant plays, showboats, and members of the Bryant family on stage.

Billy's inimitable personality and his enthusiastic and colorful manner of speech were also an im-



Billy Bryant (left) and Capt. Tom R. Greene, October 1948.

AS OTHERS SEE US

The Dubuque County (Iowa) Historical Society has been planning for a Riverboat Museum and has sent scouts here and there to see and evaluate existing museums. We have been favored with their report of findings at the Ohio River Museum, Marietta:

"A block away from Campus Martius is the newly built Ohio River Museum. As part of the complex of over 60 museums controlled by the Ohio State Historical Society, much of the decision-making is done in Columbus, for which the local staff spent a lot of time apologizing. There were clearly some shortcomings. Architecturally the museum is three separate pods about 30 ft. square connected by board walks, built over a pool, about fifty feet from the river. The roofs leak, the displays are not well identified, and the pool is hard to keep the kids out of. The sales area should be closer to the front door. However the boat models are very good, the display of boat title boards was good, and the little theater idea was very good. We saw a multi-media presentation of 'The River.' Being built on the river bank doesn't add materially to the effectiveness of the museum. Some attempt has been made to serve the handicapped, but there were still a few too many steps."

In all fairness this evaluation was made about a year and a half ago, March 7-9, 1977.

The report of this same committee following a visit to the Hotel Lafayette, Marietta:

"We stayed in an old hotel formerly owned by an old river boat buff, Mr. Hoag. It still retains the river decor; drawings and photographs of river boats and scenes on the river abound, and there is an excellently coordinated display in the lobby of an 11-foot pilotwheel and pilothouse equipment."

And to wind up the tour, here is the report on the flatboat:

"Somebody has constructed a 'typical' Ohio River flatboat and tied it behind the SNYDER. The sweeps and rudders are far too large for any human being to handle. A fireplace has been built in the stern, and is so heavy that the bow has to be weighted down. Also it is leaking. It seems that boats have more maintenance problems than buildings."

These Dubuque scouts arrived at Marietta in an Aztec plane chartered from Beyer Aviation.

In 1942 there was a deckhand on the WHEELLOCK WHITNEY by the name of Richard Bissell. The Waterways Journal was printing pro-and-con letters concerning the relative merits of Ohio River versus Mississippi River steamboats. This Richard Bissell stated his opinions in the Nov. 28th issue.

The following issue contained this:-

"...Well done, Dick Bissell, and you will do well to exchange that



WHEN NEXT YOU VISIT the Ohio River Museum, Marietta, the TELL CITY pilothouse will be sporting a whistle. Not any old whistle. All the time she ran in the Louisville -Evansville trade she blew the one in this picture, of Italian origin, with a story long as your arm recounted in the new booklet OLDEST PILOTHOUSE (see notice elsewhere in this issue). In this picture, furnished by C. W. Stoll, it is doing service on the SOUTHLAND, and this view was used to create the fairly accurate mock-up version at the Tell City Chair Co., Tell City, Ind. this past summer, thanks to Bert Fenn. Yes, the TELL CITY pilothouse is wearing a Tell City whistle these days. It is a no-blow version, made of wood, mostly, so who has a boiler anyhow?

rope in your hand for a fountain pen or a typewriter. May I predict a brilliant future ahead for you - whoever you are."

Truthfully we had forgotten all about this--what now may be called --event. C. Leonard Schlamp, 2911 Rugby Ave., Evansville, Ind. 47711 has reminded us of it. He was reading some old Waterways Journals and happened upon it.

The applause to the deckhand on the WHEELLOCK WHITNEY was signed F. Way, Jr.

Sirs: On page 12 last issue you indicate that the Combine bought the EXPORTER from the Mississippi Valley Transportation Co. in 1901. I can buy the date; however, I'm afraid that you've missed some information on the EXPORTER's owners. In the "River News" of the Pittsburgh "Dispatch" for March 6, 1901, page 11, it states that the EXPORTER had been owned by the Bunker Coal Co. of New Orleans.

This is apparently one of the "insurgents" which refused to join the Combine until March 1901. The Huntington & St. Louis Towboat Co. was another late-comer; and, come to think of it, the connection between the Bunker Coal Co. and the Huntington & St. Louis Towboat Co. is Capt. Fred Hartweg.

According to the "River News" column in the Pittsburgh "Dispatch" of May 29, 1901, page 3, the EXPORTER and the IRONSIDES were up on the Elizabeth ways together, so the photo at the top of page 12 last issue dates late May or June, 1901. The EXPORTER was given the old wheel shaft from the SMOKY CITY (ibid., May 7, 1901,

page 11). According to the same source (ibid., July 24, 1901, page 11) the photo on page 10 last issue would date July 1901.

One of the reasons for the activity at Elizabeth was that the work at Mound City, Ill. had dwindled off so badly that the whole population of carpenters came to Elizabeth for the summer of 1901 to find work. By the early part of August they were ready to head back home (ibid. August 5, 1901, page 11).

One final comment on the last issue: page 44 shows the tug R. W. WILMOT. The festivity is probably Mardi Gras, because the R. W. WILMOT for many years brought Rex to the foot of Canal Street.

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

Charles Sullivan, 1794-1867, an artist who lived in Marietta from 1835 until his death, and who did several detailed oil paintings of early Marietta, still preserved and cherished, was buried in Mound Cemetery with no marker. This past May Owen P. Hawley, professor of history at Marietta College, decided to do something about it. An appropriate stone has been placed.

An application for funds to repair the W. P. SNYDER, JR. has been filed with the National Trust for Historic Preservation which has set up a Maritime Preservation Grants program. A number of such applications are now being reviewed.

Sirs: I wasted no time putting the cover picture of the W. P. SNYDER, JR. in a frame. What a dramatic expression of the steam age!

I also enjoyed reading the letter from Richard Carmell (last issue, page 26) about his work as a striker on the ISLAND QUEEN. The paradox of handling those heavy, massive engines with the delicate timing of a ballet dancer is certainly cause for wonderment. It is a sad thought that none of us will ever see that kind of action again, at least not on such a grand scale.

Lexie Palmore,
630 Windsor,
Tyler, Texas 75701

=Lexie now holds first class pilot license on the Ohio River Cincinnati to Cairo, and on the lower Mississippi from Baton Rouge up to about the Louisiana-Arkansas state line (Mile 506). She has been standing watches since May between Cincinnati and Paducah on the DQ. She has favored us with a copy of her

portfolio "One Dozen Assorted Steamboats," each done on buff stock 9 x 12". Send her \$6 to the address above; foreign \$7.50. Very nice work. -Ed.

D. J. (Doug) and Janet Wetherholt have moved from Gallipolis, O. to 356 College Hill Drive, Baton Rouge, La. 70808. Doug has accepted a position with Louisiana State University where he will instruct in typography and graphic design in the school of journalism. Some 20 years ago he was an instructor in journalism at Morris Harvey College, Charleston, W. Va. and has a fund of experience in putting out publications.

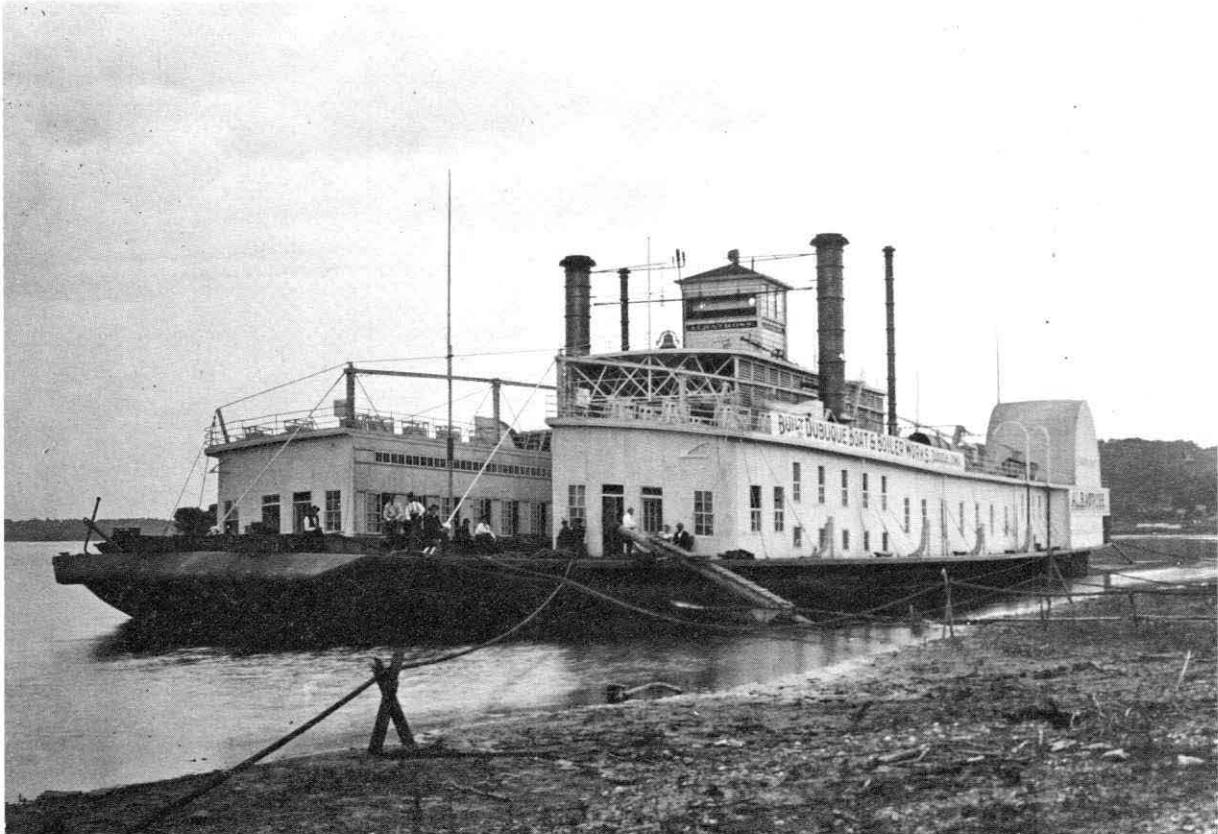
Sirs: I grew up in Cairo, Ill. and went to work for Federal Barge in 1927, then to Mississippi Valley Barge Line in 1932. My grandfather was Capt. J. S. Hacker of Cairo. Now I'd like to know how to procure the two Whistle Echo records, Nos. 1 and 2, stereo,

33 1/3 rpm.

Fred C. Danforth,
1350 N. Portofino,
Apartment 408,
Sarasota, Fla. 33581

=Send \$5.75 (each) to Mode-Art Studios, 3075 West Liberty Ave., Pittsburgh, Pa. 15216. Price includes mailing. If you want to get them by phone, call 412-343-8700. -Ed.

During our BETSY ANN days we befriended Sherman D. (for Dana) Archbold, then the superintendent of Standard Shipping Co., a subsidiary of Standard of N.J., with headquarters in Parkersburg, West Va. inasmuch as Standard's product was barge-loaded at the Camden Refinery there and distributed by UBL's RELIANCE towing a special fleet of miniature barges. His father was James H. Archbold of Fredonia, N.Y. and his mother was Helen Sherman of Titusville, Pa. He and his wife Isabel moved to Mt. Kisco, N.Y. and we have not heard from either since 1967 (!).



PERHAPS you saw mention in our last issue, page 41, that the new railroad transfer side-wheeler ALBATROSS, built at Dubuque in 1907, was stopped at Montrose, Iowa downbound on her delivery trip south, because of low water on the Des Moines Rapids, and also because she was too big for the Des Moines Canal locks. Above is a photograph of her moored at Montrose at that time. The sign on her boiler deck reads: BUILT BY DUBUQUE BOAT & BOILER WORKS, DUBUQUE, IOWA. E. Carroll Taber, who lived at Keokuk, once recalled that when an unexpected summer rise came along that summer of 1907, the townsfolk were so excited about seeing the ALBATROSS run the Keokuk bridge that the fire department volunteered to ring the fire bell when she was sighted--which was done--and almost the whole Keokuk population was on hand to watch. In 1921 the ALBATROSS again appeared at Keokuk, this time to be lengthened at the U.S. Dry Dock, where they stretched her out to measure 365 feet. The job was completed in February and she made the trip south breaking 4" ice to St. Louis. The Streckfus Line's big ADMIRAL is built on the ALBATROSS's hull.

Boone Weaver suffered a stroke, was taken to the Holzer Hospital, Gallipolis, O., and died there on Friday, July 14, 1978 about 11 that morning.

Boone took along with him a fund of information accumulated through four generations of how to properly build a flat-bottomed river skiff. For many years he operated the Weaver Skiff Works, Racine, O. and did most of the work himself. He worked in wood, fashioning his skiffs of cypress, oak and poplar, and in late years when cypress became almost impossible to procure, he went to plywood. His customers were the principal barge lines, contracting firms, and the U.S. Engineers. The skiffs were ordered by length, 14, 16, 18 and 20 footers being in greatest demand.

Also he accepted individual orders and on three occasions built 30-footers which became privately owned sternwheelers.

Everybody called him Boone due to his habit of shutting up shop every year for a spell of squirrel hunting. His real name was J. Wallace Weaver, Jr. His boat shop adjoined his home there at Racine, and his wife Aline, who survives him, ran a nearby beauty parlor.

Skiffs have been produced at Racine, O. for many generations; the Bell family, the Smiths (related to the Weavers) and then Boone's father commenced a shop about 1900. All of these craftsmen eyeballed their work and had scant patience with advance specifications other than the length desired.

Boone was 80 when he died July 14th last. Other than his wife Aline Holter Weaver, he is survived by four cousins, P. D. Hale of Columbus, O., Virginia Renner and Josephine Cotterman, both of Parkersburg, W. Va. and Lucille Weldon Hoffman of Pittsburgh, Pa.

Jim Wallen has been researching Capt. Charles M. Holloway (1830-1916) who rose to prominence in river affairs as general manager and then president of the Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Co. and of the Louisville Mail Line. He became quite well to do and lived in Cincinnati at Reading Road and Maple in a red brick of consequence. Jim is not quite sure that this home still stands, but chances are good that it does, and he aims to go see. Also Jim was some pleased to learn that Holloway was Virginia born, in what is now Mason County, West Va.

Charles M. Holloway became a river pilot and by the time he was 30 he was on the EUNICE in the Wheeling-Louisville trade and nearly met his Everlasting when she got in a tornado near Vevay while he was on watch. The sash left the pilothouse and the rest of it, including Holloway, landed on the roof which moments before had been cluttered with buggies, enroute as freight, but now enroute via air mail. Holloway was pinned down by pilothouse haberdashery and had to be extricated

with leverage from a spoke from what had been his pilotwheel moments before. Miracle of miracles, he was not permanently harmed.

Coming from Mason County he undoubtedly early dabbled in salt, the most promising product of the region, and was instrumental in 1866 in building the 255-foot side-wheel FLEETWOOD which conveyed this salt to Cincinnati. He entered his boat into the newly formed packet line mentioned earlier and left the river as an active profession in 1870 to take charge of the Ohio River Salt Co.

Meanwhile he and Minerva A. Hanley were married Feb. 8, 1858, his wife being a native of Cabell County, of which Huntington, West Va. (Jim's home town) now is the county seat. Captain Holloway sold his stock in both steamboat lines in January 1890.

He was v. p. of the Cincinnati Chamber of Commerce in 1873, and was elected president several times thereafter. This old Democrat lived to be 85, and died at Bay Side, Long Island, N. Y. in 1916. His remains were returned to Spring Grove Cemetery, Cincinnati, for burial. This riverman, described as jovial, did right well thanks to a tornado not meddling with his welfare. We'll be interested in hearing from Jim as to whether the red brick at Reading Road and Maple still stands.

Our thanks to Richard C. Simonton, his name indelibly linked with the DELTA QUEEN, for a small book recently published in Australia recounting the novelties of operating a steam side-wheel boat on the Murray and tribs 1899-1912. Named ETONA, she was a floating church built for the Bishop's Home Mission Society to paddle and peddle the Gospel to rural settlements which had sprung up along streams navigable at least for ducks. She was 60 by 12 and drew 2 feet. She had aboard a chapel "tastefully decorated to that end" complete with altar, a small font, an organ and six chairs.

The first skipper was the Reverend W. J. Bussell who, when not navigating, was busy with the church affairs conducted aboard, communion, confirmations, baptisms and weddings. At one wedding 18 were squeezed aboard and the balance peeked in at the windows.

The coming of the railroad put the blink on this novelty but did not end the career of the ETONA. She is still afloat today, and as late as 1974 was a participant in "the great Echuca boat race" although apparently not a winner.

Sirs: The first two issues of the S&D REFLECTOR I have received since recently joining have proved a great bounty for my imagination. I am planning to build a river boat.

Frederick S. Malone,
308-1960 Lee Avenue,
Victoria, B.C. Canada V8R4WB

Mrs. Aline Weaver informs us that the Weaver Skiff Works will remain in business. Due to the passing of her husband, reported in the left column on this page, there was some doubt as to whether it would. George Neigler, who assisted Boone Weaver for the past 28 years, will build skiffs at the same location and operate under the title of Weaver Skiff Works as usual.

Jim Hutchins, Shannon, Ala., says he "swum" the Ohio annually for about ten years starting back when he was 13. This meant from the Kentucky shore to the Ohio shore and back, a round trip. He recalls on one such occasion, just below Cincinnati's C&O bridge, nearly getting mowed down by an ungainly and wide boat named FROMAN M. COOTS. He had to make like the E. L. THUMPER to get clear. Now these years later he's wondering why the COOTS was there?

In a nutshell, she was a side-wheel ferry 169 by 50 and by the time of the attempted mayhem on Jim's anatomy she was a Louisville-Cincinnati packet of sorts run by the Ohio River Transit Co.

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return for reunion



The pioneers of '38

ON THE WEEKEND of June 24th last 14 men convened at Marietta, O. to celebrate the 40th anniversary of their "landing" at the Ohio River wharf. They had their pictures taken at the Start Westward Monument in Muskingum Park.

From the left, kneeling: Erling Wade, Swan Lake, Montana; Bernie Haskett, Senecaville, O.; Dr. Clarence Shaffer, Youngstown, O.; Richard Courage, Ipswich, Mass.; and Carl Givier, Wabash, Ind.

Standing: Graham Johnson, Zanesville, O.; Milo Scott, Battle Creek, Mich.; Robert Jeffrey, St. Paul, Minn.; Cliff Appleton, Ipswich, Mass.; Edwin Puch, Lake Worth, Fla.; Marvin Shock, Lowell, O.; Robert Hawes, Marietta, O.; Dan Singer, Chesapeake, O., and F. Marion Powell, Florida.

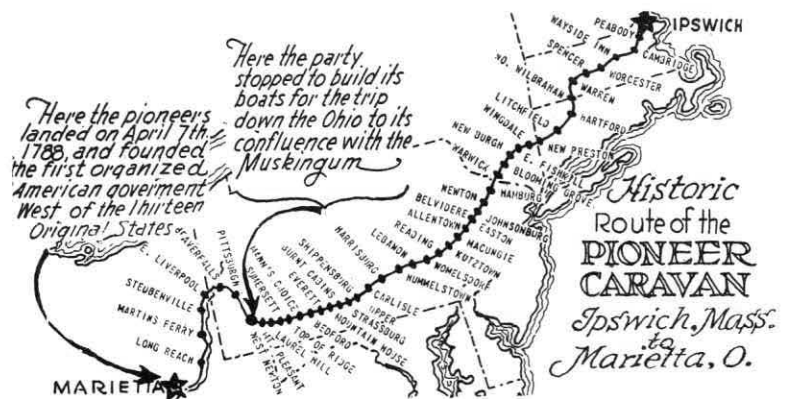
Of the original 34 men selected to reenact the trek of the pioneers of the Ohio Company from Ipswich, Mass. to Marietta, some

six were victims of World War II and another eight or so have died.

They started from Ipswich in a Conestoga wagon hauled by oxen in 1937. That same Conestoga wagon today is displayed at Campus Martius Museum, Marietta. Upon arrival at West Newton, Pa. they spent the winter 1937-1938 building a

flatboat, even as the pioneers had done 150 years prior. The idea was to "float" the flatboat in the rivers' currents down the Yough, the Monongahela and the Ohio to Marietta, even as General Rufus Putnam had done in 1788.

Nobody in the group had any idea of the navigation channel in the



Buckskin boys



THIS CREW of coonskin cappers in early 1938 built a "galley" at West Newton, Pa. on the Youghiogheny River and launched forth in it down the Yough, the Monongahela and the Ohio to Marietta, O. to reenact the original 1788 voyage of the Ohio Company. The occasion celebrated the first permanent settlement of

the Northwest Territory on the 150th anniversary of the event. This picture, taken 40 years ago, shows the young men at the time they felled the trees, hewed and sawed the timbers and lumber, and turned out a boat that was eminently riverworthy.

Yough. They contacted Capt. John L. Howder and Capt. Robert F. Eberhart. These eminent rivermen suggested that John W. Zenn be deputized as the "high pilot" from West Newton out to the Yough's mouth at McKeesport, Pa. Jack Zenn had made exploration trips on the Yough in a motorboat just prior.

Accordingly, when the flatboat was declared riverworthy and ready to depart, Jack Zenn volunteered to serve. According to his version, he arrived to find the coonskin cappers all gung-ho to cast off the lines. Jack made inventory of the stores and discovered no food aboard at all, unless you counted the sack of jelly beans one "pioneer" had in his pocket.

The flatboat had no motive power, nor did it have adequate push poles, rope and anchors.

Be these deficiencies as they may, departure was made on schedule. A fair current was running, and good progress was made for the first mile or so until she hit and stuck solidly on the first sandbar. After she was pried off by great exertion, the flatboat made excellent time until she arrived at the second sandbar. She hit this one full broadside, and the exertions were repeated and were, in time, successful. Thus it was that the ADVENTURE GALLEY seemed to acquire an affection for sandbars, and would go out of her way to greet each successive one she met--not to nuzzle it in passing--

but to collide and infringe upon its rightful territory; to mount herself upon it and so become an island instead of a means of transportation.

When the weary, hungry and much chastened "pioneers" arrived ultimately at McKeesport they had flattened 16 sandbars in the 19 miles they had come, and trip pilot Jack Zenn was to be known the rest of his days as Sandbar Johnny.

After liberal stockings of food and a period of rest the crew of the ADVENTURE GALLEY headed her down the Monongahela for the 15½ mile jaunt to Pittsburgh. The Mon was in pool, no current running, and a stiff upstream wind was blowing. As consequence the high-



Taken at the Emsworth Locks, Ohio River, in early April, 1938 as the ADVENTURE GALLEY was being locked through in tow of the U. S. Engineer's towboat SHENANGO. The day was windy, rainy and cold.

sided flatboat, acting like a sailboat, started upstream, instead of downstream. Obviously she would never make it to Marietta in a week of Sundays without mechanical assistance of some sort.

The situation was rather humiliating. Thus far the reenactment of the 1787-1788 journey from Ipswich to Marietta had been authentic to a high degree, complete with hardships and with the use of tools and appliances of the period. The young men had done well. Their "galley" of hand-hewn timbers and planks had withstood the sandbars of the Yough without springing a leak. The public press had covered the events with liberal sprinklings of pictures and stories, and LIFE Magazine was making a national show of it.

Ah me. Modern progress had brought changes. Instead of the free-flowing Monongahela and Ohio of 1788 known to Rufus Putnam and his settlers, the rivers now were placid pools. The U.S. Engineers, Pittsburgh District, had been keeping a motherly eye on these proceedings of 1938. Their towboat SHENANGO was sent to the scene to "escort" the pioneer flatboat to destination.

It was a cold ride. In the course of the recent reunion this past June one of the men recalled performing the historical show for the people of Steubenville in a snowstorm. They arrived at Marietta amid a downpour.

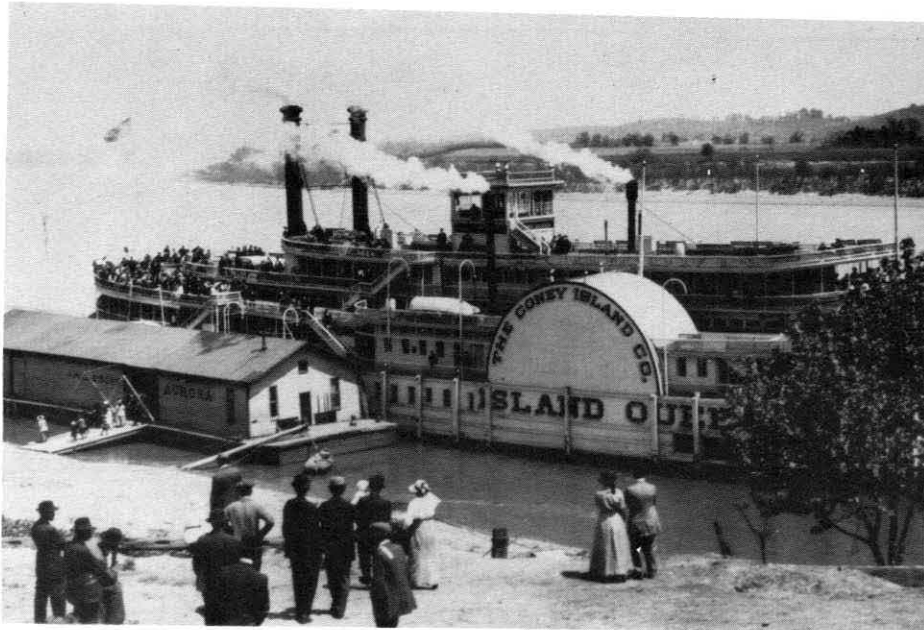
The fourteen who attended the reunion are now in their sixties. They rode the VALLEY GEM, visited the Ohio River Museum and Campus

Martius, had dinner at the Lafayette, and vowed to return to Marietta ten years hence for the city's bicentennial. "With canes, of course," quipped one.

As postscript, the reunionists posed before the Start Westward Monument in Marietta's Riverfront Park inasmuch as the work was dedicated in 1938 as part of the pageant. It is the creation of the noted sculptor Gutzon Borglum 1871-1941 who did the heroic figures on Mount Rushmore. Some years ago one of the pioneers on Marietta's monument was decapitated when a youngster climbed it. A new head was made by an area amateur sculptor to replace it. The ADVENTURE GALLEY was beached along the Muskingum at Marietta with plans to preserve it, but following reported misuses it was demolished.

The landing at Marietta on April 7, 1938 at the conclusion of the momentous undertaking originating at Ipswich, Mass. in 1937. This picture is reproduced from a post card made at the time by the late Marietta photographer H. P. Fischer.





JIM P. HUTCHINS, Shannon, Ala. 35142 sends this one of the first ISLAND QUEEN at Aurora, Ind. with an excursion. A peculiarity of this fine sidewheeler were the condenser-tops on her 'scape pipes. She had tandem compound engines, 20's, 35's- nine ft. stroke, non-condensing, powered by six Western style boilers, each 42" dia. by 24 ft. long. Our guess is that the date is about 1916-1918.

Amongst the odd lot items we have received during the past several months is a 16" high pressure cylinder ring from the HERBERT E. JONES, ex-JASON. It comes to us from R. J. (Bob) Brown who operates the R. J. Brown Towing Co. based at Tarentum, Pa. on the Allegheny River. Bob acquired the ring when the engines were scrapped some years back to make space for a beer bar on the floating night club THUNDERBIRD moored at Blawnox, Pa. Later on Bob Brown bought the THUNDERBIRD, ex-HERBERT E. JONES, and has gradually dismantled her until only the hull remains afloat.

In the summer of 1959 David Woodford and y.t. went in the LADY GRACE up the Kanawha River and saw the HERBERT E. JONES cleaning out the landing at Port Amherst. We moored alongside, had supper with the crew, and remained overnight. She was cooled down while we were there and never again was steam raised in her boilers. Her active career ended that night. The silver lining in this cloud was meeting up with Charles T. Jones and, in 1971, with Nelson Jones, son and grandson of Herbert E.

One of our eagle-eye sleuths has spotted an interesting advertisement in the third May issue 1978 of Boats & Harbors.

ENGINES WANTED- WANTED: One set of sternwheel steam engines including as much ancillary equipment as available. Preferably 7 ft. stroke, rated 250 psi. Call 504-88-8777. William Dow.

For openers that's a wrong phone number: should be 504-586-8777.

"Thought Mr. Dow had the engines

from the BECKY THATCHER," comments our sleuth.

So did we. --And they are 7 ft. stroke. Like the scrambled phone number, maybe 8 ft. stroke was intended in the ad.

Although there is much static on our wires since receipt of the above, enough has been deciphered to warrant a comment for present publication. We may be about to witness the construction of another big, beautiful, successfully designed steamboat for our Western Waters.

On Tuesday, July 18th last Col. and Mrs. Tom Tappan were sitting on the bank at Pt. Angeles harbor waiting for the ferry MY COHO to take them to Victoria, B.C. The MY COHO handles 125 cars and 750 passengers, operated by Black Ball Transport, Inc. She runs year-around crossing the straits of Juan de Fuca.

Sirs: Do you have any information about a steamboat named OLIVE that ran between Cincinnati and Portsmouth, O. in 1850? I have a boiler inspection certificate dated Oct. 10, 1850, listing Capt. W. G. Whitney as master. I have reason to believe the boat was named for my (3 greats) grandmother Olive Whitney McArthur.

Stephanie K. Jones,
11301 Tarlton Road,
Circleville, O. 43113

=Likely the OLIVE listed in Lytle-Holdcamper b. Ironton, O., 1849, sternwheel, 64 tons. Off the lists in 1854. -Ed.

Sirs: While reading the June issue (the cover showing the W. P. SNYDER, JR. is great!) the picture and blurb on page 28 of the NEW ORLEANS and ALGIERS caused one of my brain cells to pop. Can it be that the paddlewheel, pitmans and pilothouse that Larry Walker mentioned (Dec. '76 issue, page 22) are those of the NEW ORLEANS?

Jim Sutton,
1012 Beverly Garden Drive,
Metairie, La. 70002

=Good sleuthing, Jim. Hope you can find out for sure. We are hanging on to good photographs of these relics pending a positive identification. -Ed.

Melvin E. Norris, 220 N. Walnut St., Rising Sun, Ind. 47040 sends us the June 22nd issue of The Ohio County News which front pages a wail of desperation from the president of the local Dearborn Country Club. Seems the Club had asked members to make prior arrangements for a Mother's Day dinner. One hundred responded; two hundred arrived. "This makes it hard for the manager to schedule help and plan a meal," moaned the Club's president Fred Way. Not ours, theirs.



OFFICIAL S&D PINS

Bronze S&D pins finished in blue enamel are available at \$7.50.

Two types, lapel and pin-on. These have been made to order by a Chicago firm, finest quality.

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

Please state type desired.

The DQ and B/L ran their customary race at Louisville this past Wednesday, May 3rd. The JBS was, as they say, conspicuous by her absence. The contestants ran the usual course, a round trip from Louisville to Six Mile Island. Walter Blice, pilot on the B/L, got off to a good start, but the DQ gained momentum, and Harry Louden, on watch, steered the DQ to an easy victory.

Capt. Charles J. Larkin commanded the B/L, and Capt. Ernest I. Wagner was in charge of the DQ.

Among those who rode the B/L was comedian Foster Brooks.

A gala party for all concerned was held that evening at Rock Hill hosted by Capt. and Mrs. C. W. Stoll.

WANTED:- A photograph of the steam sternwheel packet MATTIE HAYS:- built at the Howard Yard, Jeffersonville, Ind., 1877. 100 x 20 x 3.4. Named for daughter of Col. Will S. Hays, Louisville. Took Clara Barton to West Point, Ky., Feb. 17, 1884 where she spent two weeks doing flood relief work. Lost at the mouth of Mill Creek, 1891.

Whenever the subject of steamboating on Salt River is discussed the little steamer MATTIE HAYS is invariably mentioned. The navigation on Salt River was pretty much a sporadic business, dependent largely on the stage of the water in the Ohio. Salt River rises in central Kentucky near Harrodsburg and enters the Ohio at West Point, some 23 miles below the Falls. There was some semblance of regular service to Pitts Point, where the Rolling Fork enters Salt River when there was a good boating stage in the Ohio, and during high water. On a "tide" on the Salt, boats used to go to Shepherdsville. But this was something like boats going to Pikeville on the Big Sandy.

But so far, to my knowledge, no picture of the MATTIE HAYS has shown up. I once talked with an elderly lady in Shepherdsville who told me she had made a trip on this boat from Shepherdsville down to Pitts Point. Paul Seabrook recalls the NETTIE GRANT which later on also ran on Salt River.

This latter settlement, incidentally, is a ghost town today, being part of the Fort Knox reservation and off limits except on special occasions.

I have inquired and have sent out inquiring pleas to friends in or from Shepherdsville to try and locate a picture of this boat but, so far, to no avail.

My most recent ploy in this quest did, however, turn up a surprising item of interest. Lucy and I were visiting the granddaughter of Capt. Scott Paris, a noted master-pilot in the Evansville Packet Line. When I mentioned the MATTIE HAYS, Miss Lucille Paris stated that her grandfather had served on that boat. Her late mother had tried for years to secure a picture.

However Miss Lucille did bring out her grandfather's master-pilot license which, as I recall, was dated 1917. The pilot route was as follows:

Carrollton, Ky. to New Orleans; Green and Barren Rivers to Mammoth Cave and Bowling Green; (now get this-) Salt River to the L&N Railroad Bridge (that would have to be at Shepherdsville, as the R.R. bridge at West Point was then on the L. H. & St. L. where there is still a draw span); Rolling Fork to Shepherds Ldg., Ky. (!), and Nolin River to Dismal Rock, Ky.

How's that for a pilot's li-



CAPT. EDWIN A. SHEBLE

This portrait comes to us from Ann Sheble Rinckenbach, 4800 Surrey Drive, Corona del Mar, California 92625, great granddaughter. Captain Sheble's obituary outlining his river career appears elsewhere in this issue. He built and commanded 24 steamboats and is buried in Bellefontaine Cemetery, St. Louis.

cense?

But still no picture of the MATTIE HAYS.

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

The Steamship Historical Society of America has invited S&D to join in a meeting at New Orleans for the week-end of Friday, Sept. 29th through Sunday, Oct. 1.

Headquarters are to be at the International Hotel, 300 Canal Street.

Events include a trip aboard the NATCHEZ, a bayou cruise, visits to museums and optional cruises on excursion boats. A banquet will be held in the Florence Room of the International Hotel.

S&D members are asked to make their own travel and hotel-motel arrangements, and to report in at the International Hotel for the itinerary and banquet arrangements upon arrival.

The chairman of arrangements is Leonard V. Huber, assisted by Capt. Clarke C. (Doc) Hawley, master of the NATCHEZ, and C. W. Stoll, v.p. for Western Rivers in SSHA.

The band leader on the ISLAND QUEEN (2nd) near as long as she ran was Clyde Trask. He and his orchestra often pinch hit for dancers at Coney Island's Moonlite Gardens when "name bands" weren't scheduled. On Friday, March 24, 1978 Clyde Trask died, 79, in St. Luke Hospital, Fort Thomas, Ky. He is survived by his wife Margaret, 130 Cookbrook Lane, Fort Mitchell, Ky. 41017, and by two sisters.

Sirs: Last September while enroute to S&D, I stopped in Cincinnati and asked a book dealer to keep an eye open for a copy of Way's Packet Directory-1955. On the return there I was advised that a copy had been located, and the price was \$125. I didn't buy, but would like to ask is it true you buried some in your back yard? Are they still there, and were they wrapped to waterproof?

Jim P. Hutchins,
Shannon, Ala. 35142

=Perish the thought. True, books are buried by the garage at 121 River, unsold copies of Inland River Recond-1945. It seemed the decent thing to do at the time. They were not embalmed. -Ed.

The obituary of Capt. Edwin A. Sheble appeared in the St. Louis "Times-Star" issue dated Tuesday, Feb. 23, 1904. It serves to further illuminate the career of this gentleman whose home was pictured in our last issue.

"Capt. Edwin A. Sheble, veteran riverman who died Monday (Feb. 22) at his home, 4300 McPherson Avenue, in his 80th year, was buried Tuesday morning in Bellefontaine Cemetery after services at the New Cathedral Chapel, at which Father Gilfillan officiated.

"Captain Sheble was born in Philadelphia on April 2, 1820, emigrating with his father when a boy to Covington, Ky. He received his education at Bloomington, Ind. and at the age of 17 began his career on the river.

"Throughout the war he conveyed troops and supplies for the Union Army, and was with Grant at Vicksburg. In the 60's he engaged with David Gibson in the steamboat building business at Louisville. He reorganized the Peoria Packet Line in 1867 and was in charge of it for years. He relinquished his steamboat business to become general passenger and freight agent of the Rockford, Rock Island and St. Louis Railroad. He built and commanded 24 steamboats.

"Since 1881 Captain Sheble has engaged in other pursuits. He managed the St. Louis Sewer Pipe Co. and later bought the McMurray-Judge Iron Works.

"He was one of the oldest members of the Mercantile Exchange

and was for a time a member of the Mullenphy Emigrant Relief Fund.

"He is survived by his widow, one daughter and seven grandchildren."

Our thanks to Herman Radloff, 3828 Courtois St., St. Louis, Mo. 63123 for this transcription, sent kindness of Jeff Sheble, 20 Jack-

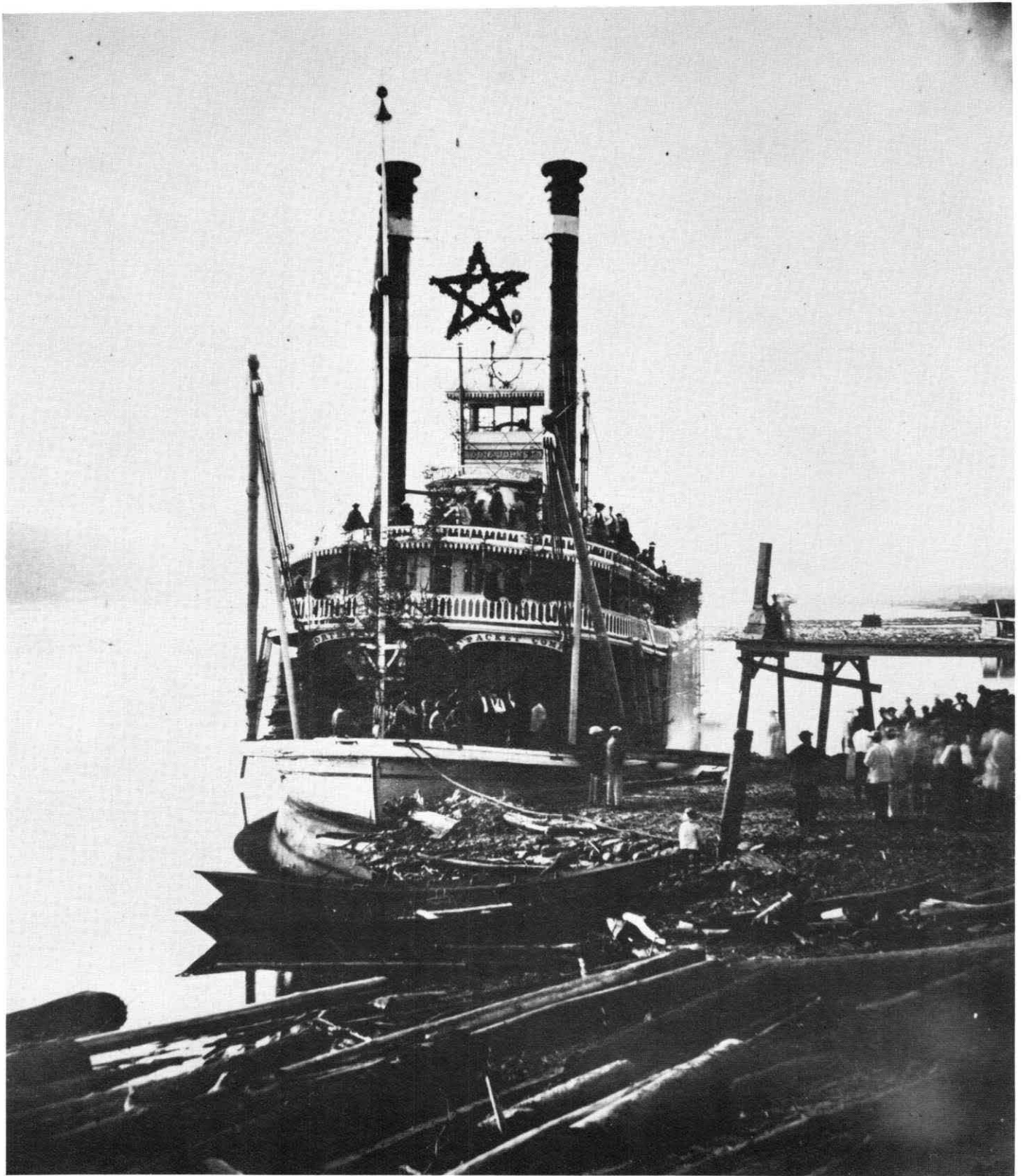
son Place, Apt. M, St. Charles, Mo. 63301.

We have enjoyed some correspondence with Alice Oberholtzer, 604 Winslow Ave., North Cape May, N.J. 08204. Her grandfather was the Charles D. Shaw for whom the packet of the name was named in 1883.



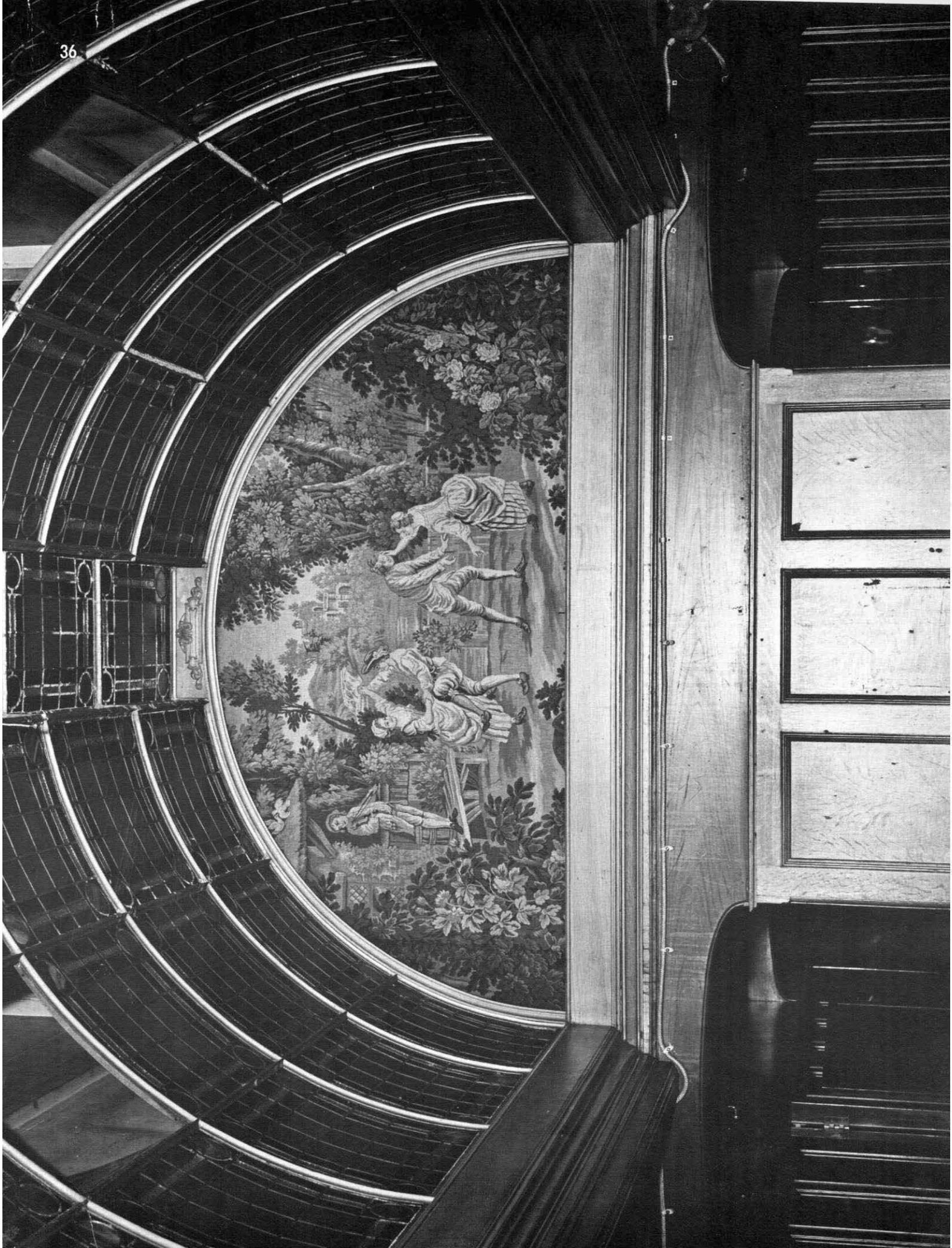
THIS PICTURE comes from C. W. Stoll with the comment that "most every picture of the BIG KANAWHA I've ever seen shows her as a rather beat-up, broken-down old packet, down by the stern. This print is highly enlarged from a negative I've had for some time, and what with backing out in the ice, the gay ninties costumes worn by the debarked passengers, etc. I thought it might prove of interest."

--And so it does. Obviously this was taken while she was in the White Collar Line, running Louisville-Madison during the gay ninties C.W. has mentioned. She was about the same size as the LIZZIE BAY (before she was lengthened), 152 by 30, both built at Madison, Ind. within a year of one another, the LIZZIE in 1886, and the BIG KANAWHA in 1887.



THIS is the first view we've had of Her Ladyship ADDIE JOHNSTON which, according to Lytle-Holdcamper, was built at Port Byron, Ill. (across the Mississippi from Le Claire) in 1865. Another account locates her place of construction at La Crosse, Wis., probably both partly right inasmuch as the hull frequently was built for these old-timers at one location and then towed to another city of place for completion. She's a sternwheeler of 315 tons in ser-

vice for the Northern Line Packet Co. as evidenced by the wording on her forecabin signboards. This is an occasion. The boat is decorated in greenery, pine boughs twined up her gallowstaff and jackstaff, and the star between her stacks bedecked by florists. We have no knowledge of the place, time or occasion, the picture having come to the University of Wisconsin's Le Claire branch without identification.



PICTURE ON OPPOSITE PAGE

THIS STRANGE scene was taken at Cincinnati on July 27, 1947 by Bob Lodder in the social hall of the DELTA QUEEN. About a week later Her Ladyship proceeded from Cincinnati to the Dravo Marine Ways, Neville Island, Pa. where she arrived August 10, 1947 fresh from California. One of the first events was an S&D meeting held on board, the only time S&D has met aboard a real steamboat.

The DELTA QUEEN and DELTA KING both were given these oval glass domes. The picture at the end was a handsomely executed tapestry in full color which virtually glowed when the amber-tinted dome was lighted. This opulence was sacrificed to provide needed space for improvements to the rooms on the second passenger deck. The glass dome was scrapped, and your writer never learned the fate of the tapestry.

We do know that the dome from the DELTA KING was carefully removed at the Fulton Ship Yard at Antioch, Calif. and today is serving as the overhead section of an elaborate greenhouse at the home of Mrs. C. E. Fredericks, the former Mrs. Les Fulton.

The electric cable showing in this scene was added while the DQ was in Navy service in the San Francisco Bay area, and was removed at Dravos.

Last issue, page 35, we confess a mental lapse in saying we had failed to find documentation for the rafter CLYDE. She was built at Dubuque, 1870, a small side-wheeler, as shown in the photograph on last issue's page 34.

Further, she had an iron hull, the first such produced at the Rouse & Dean shipyard. In 1875 she was returned to Dubuque, the hull lengthened, and converted into a sternwheel raft boat which led a long and useful life terminating in 1941 when she was dismantled.

The WM. HYDE CLARK, also appearing in the picture mentioned above, was built at Dubuque in 1870 and was launched at the foot of Seventh Street in late April.

Capt. Jack Goessling and crew took a two-hour plane flight from Pittsburgh to Miami. There they climbed aboard the excursion boat BISCAYNE BELLE and started her for the headwaters of the Ohio.

They got to Miami June 13th.

They arrived back in Pittsburgh July 4th.

It was a long 3,000 miles.

The BISCAYNE BELLE, now renamed GATEWAY COURIER, is the latest addition to the Gateway Clipper fleet in Pittsburgh. She was built at Dubuque in 1965, almost

a match for Gateway's LIBERTY BELLE which was built same place, same time. She had been running excursions in Biscayne Bay until lately.

Jim Swartzwelder stood pilot watches with Cap'n Jack up the Mississippi and Ohio. By the time they got to Memphis Jim had to head for a hospital. He had been virtually chewed up alive by mosquitoes. On his left arm alone there were 144 bites. The MD's decided he was able to continue the trip and sent him back to the boat with a brown bag full of pills and lotions. Cap'n Jack had been using his own recipe, corn starch and Clorox bleach to good effect.

The 3,000 mile safari provided ammunition aplenty for Rich Gigger, writer for the Pittsburgh "Press," to fill up a complete page in the Sunday, July 9th edition.

On July 21st last Capt. T. Kent Booth, his son John, 42, and his brother Bob honored us with a visit at 121 River. Capt. and Mrs. William S. Pollock came up from Beaver, Pa. for the occasion. Charles G. (Chuck) and Catherine Remley, house guests at the time, also joined in on what may be aptly termed a "sternwheel reunion."

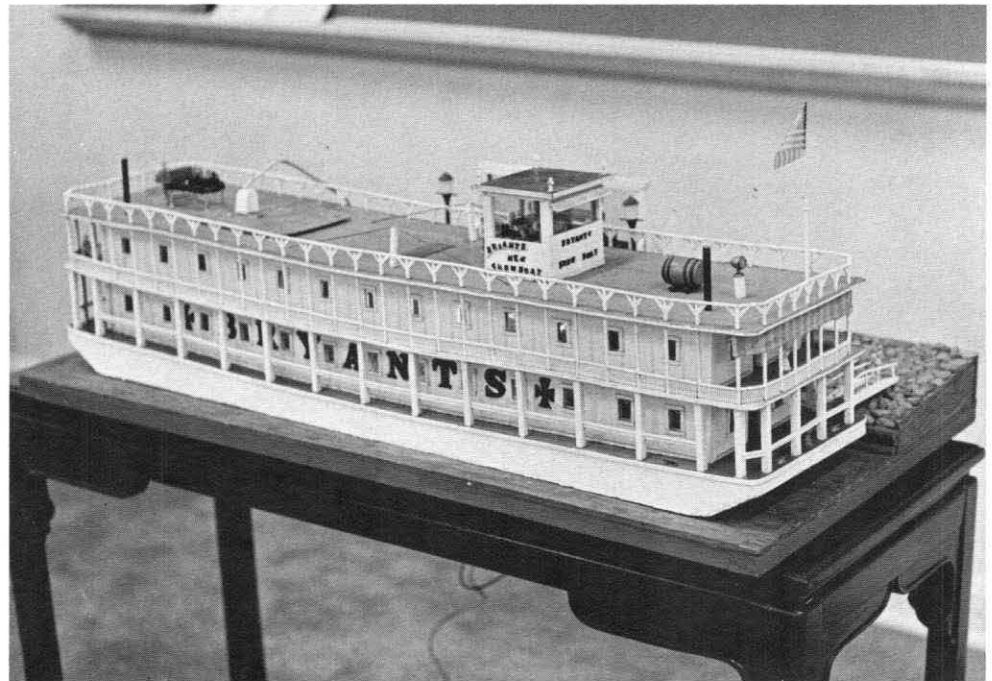
Kent, now living in Clermont, Fla., was visiting in the Pittsburgh area with Bob and Eleanor. Betty Booth, Kent's wife, elected to spend the day with Eleanor, so regretfully we did not have opportunity to renew acquaintances with them.

Kent and Bob are sons of the

late Capt. Walter C. Booth who was associated with the sternwheel packet LIBERTY, built at Clarington, O., 1912, from the day they decided to build her until she quit the packet trade in 1936. At various times both Kent and Bob, as well as Bill Pollock and Ye Ed, worked on the LIBERTY, the alma mater for continued relationships over the years involving the BETSY ANN, GENERAL WOOD, WASHINGTON and SAINT PAUL. Still later, Kent and Ye Ed cast our lots with Ashland Oil and changed watches as pilots on their major towboats of the time. Chuck Remley was related to the Crockards of Wheeling. The Crockard & Booth wharfboat there, built at Moundsville in 1892, long was a fixture at the Wheeling waterfront.

There wasn't any lack of things to talk about.

The towboat A. I. BAKER, long operated by the Ayer & Lord Tie Co., Paducah, was named for Miss Annie I. Baker who for some 32 years was associated with that firm. For the last ten or eleven years she was assistant manager of transportation and held down an office at their Paducah marine ways. She died in 1931. The manager was Capt. William Luther Berry who had been headquartered at Paducah since 1908, first as an employee and then as owner and president of the Blue Spot Towing Co. which he sold to Capt. Walter Hougland and the Indiana Tie Co. in 1918. Such was the set-up in 1927 when Ye Ed took the BETSY ANN to Ayer & Lord for extensive repairs.



BRYANT'S NEW SHOWBOAT depicted in model form by Ernest S. Gabler, Greensboro, Pa. Photographed at the June 11th last meeting of the O-K Chapter of S&D, held at Point Pleasant, West Va. by J. P. (Jim) Bupp, Charleston, West Va. See write-up of the meeting elsewhere in this issue.



THIS odd-looking creature was built in 1906 at Pierre, South Dakota by the Chicago & North Western Railway. They were bridging the Missouri River at Pierre in 1906 to connect westward to the Black Hills (Rapid City, Deadwood, et al.) for reasons sufficient, one would suppose, to justify such a bridge. So meanwhile the RR built this transfer ferry and christened her W. D. WALDEN. She had a wood hull 101 by 31 by 3.7.

She handled passengers and freight until the bridge was opened Oct. 4, 1907, and after that time she was laid up a good bit for several

years and then was sold to the Benton Transportation Co., commanded by Capt. Jos. Leach. The new owners renamed her SCARAB and ran her as a freight carrier out of Pembina, N.D. but she required "eastern" coal, a luxury not in keeping with her income, so Benton sold her "down the river." In October 1918 she was reported sold to the Flesher Towboat Co., Mount Vernon, Ind. Here we lose the thread, and if anyone can pick up the story thenceforth we will be ever so obliged. The picture comes to us courtesy of the University of Wisconsin, La Crosse, Wis.

Capt. Calvin Leonard Blazier is buried in the Beaver (Pa.) Cemetery, his headstone marked 1858-1939. He was one of the more noteworthy towboat pilots from Pittsburgh to New Orleans. In his latter days he was widely known as "Quaker Oats" inasmuch as his locks draped to his shoulders reminding of the gentleman on the Quaker Oats containers. Capt. William S. Pollock, who lives in Beaver, Pa., recently "discovered" Captain Blazier's final resting place and took John Hartford and y.t. to visit there and pay our respects. Captain Blazier's last home was in Baden, Pa., a stone house facing the Ohio River, still standing. Bill Pollock reminded us that Captain Cal and Henry Nye were the pilots on the SPRAGUE in 1907 when she took 67,307 tons of

coal from Louisville to New Orleans in a single tow. On the SPRAGUE's trip of 1904, with some 53,200 tons of coal, her skipper was Capt. Oliver A. Douds.

"Well, speaking of that, step over here," said Bill Pollock to John Hartford and me. He showed us the grave and headstone of this distinguished riverman, marked Oliver A. Douds, 1840-1925.

Inasmuch as both Captain Blazier and Captain Douds lived in the Beaver Valley area, Bill Pollock was rather well acquainted with them while they were still active and enjoying life.

One of the greatest contributions to river history was "The Allegheny River," researched and written by that fine lady, Serepta Cooper (Mrs. Phil) Kussart.

Sirs: I look forward eagerly to receiving each issue of the S&D REFLECTOR and am never disappointed in the fascination of the articles and the often incredible high quality of the photographs. The only complaint I have about the REFLECTOR is that it is not a monthly. I go over each issue thoroughly for two days and then have to wait two months and twenty nine days for the next. There is no greater pleasure, however, than to go over past copies on a rainy (or sunny) afternoon.

If I may make a request, I would like to ask for a feature article on the TOM GREENE.

Charles E. Cason,
70 Grant St.,
Fort Thomas, Ky. 41075

The Davison Sand and Gravel Co. and the Glacial Sand and Gravel Co. have applied to the U.S. Engineers, Pittsburgh, for renewal of their permits to remove sand and gravel from the Allegheny River. The Davison firm has been operating there since 1873 when their first digger, named HIRAM, was purchased.

Col. Max R. Janairo, Jr., district engineer at Pittsburgh, announced that an environmental impact statement is being circulated relative to the proposed renewals. Objection has been raised that "dredging activities would cause the removal of benthic substrate

and organisms that are considered of major ecological impact."

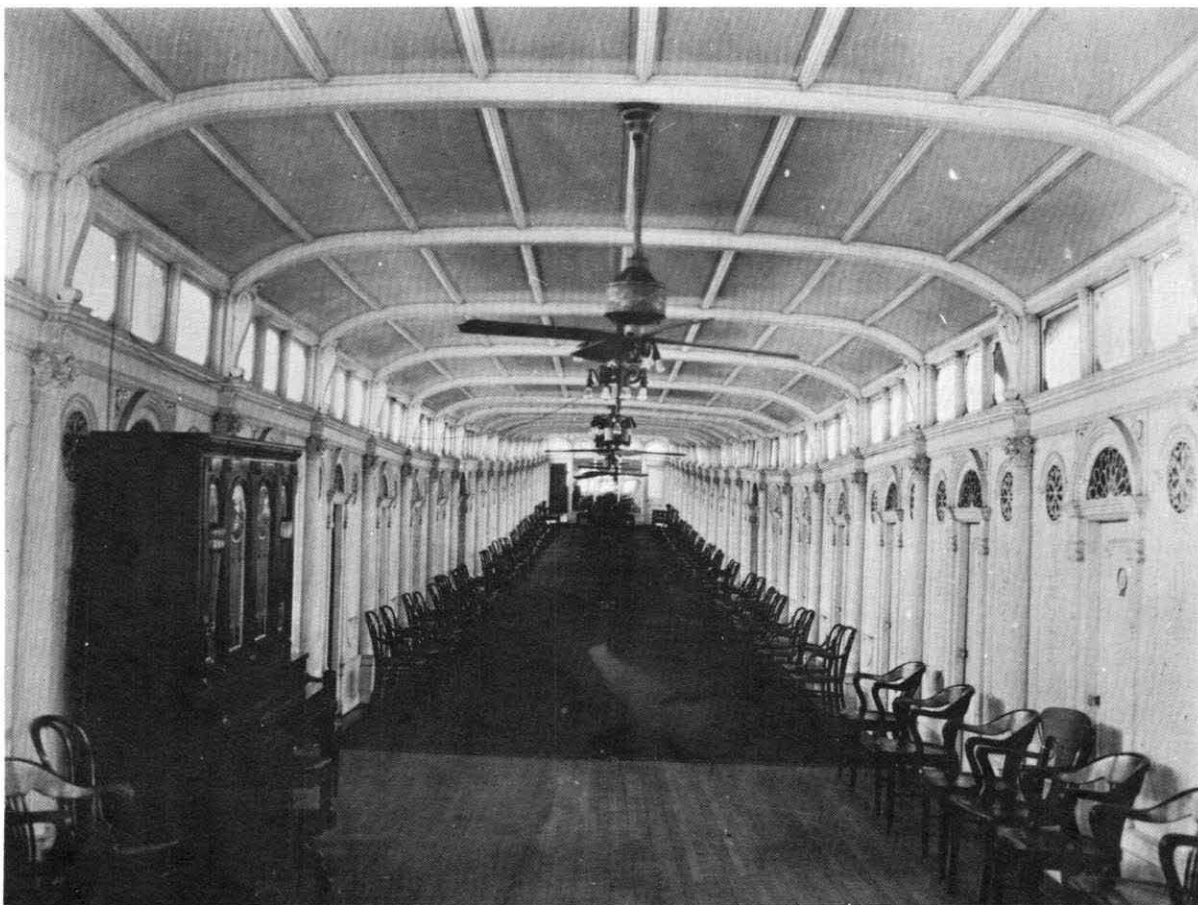
Freely translated, this means the posey pickers aim to shut down the remaining sand and gravel operations on the Allegheny. Their contention is that "relocation of bottom sand and gravel would smother some organisms and impair functions of others and the existing fishery habitat would be altered."

That sand diggers and Allegheny aquatic life have coexisted in Elysian harmony for better than a century is a plain statement of fact too abstruse, apparently, for environmentalists to comprehend.

Sirs: I would like to have a copy of the March '78 issue containing the picture of the REES PRITCHARD. My father Capt. John Richardson was master of that boat when he and my mother were married in March 1899.

Harrison Richardson,
4620 Dolly Ridge Road,
Birmingham, Ala. 35243

=Harrison Richardson arrived on the scene in October 1900, taking his mother's family name. She was Annie Harrison, whose father was sheriff of Yazoo County, Miss. The REES PRITCHARD was operating on the Yazoo when the wedding took place. -Ed.

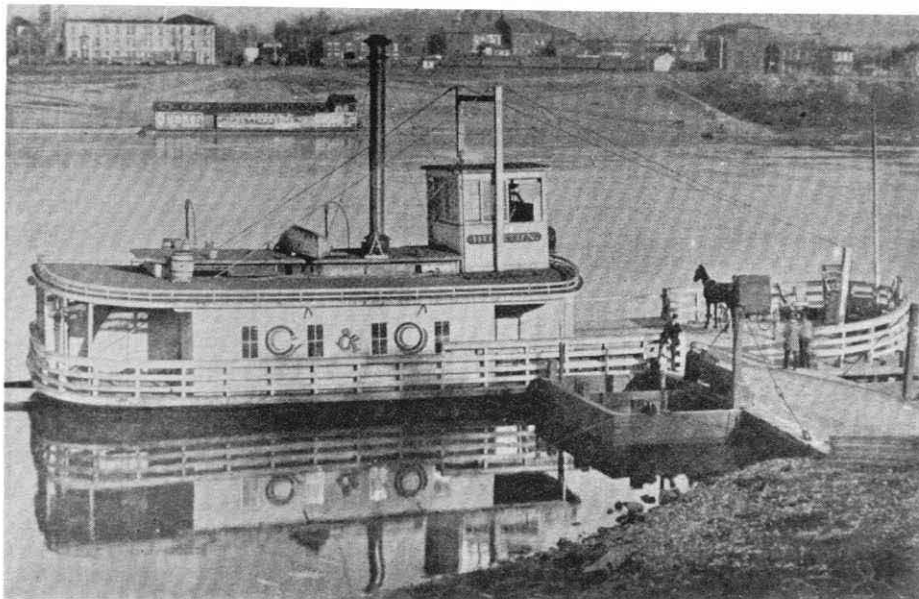


ODD as it may seem, a decent picture of the passenger cabin of the last KATE ADAMS has eluded picture collectors for years. Our thanks to Capt. Thomas E. Kenny for making available to us the "discovery" shown above. The "Lovin' Kate," built at the Howard Yard in 1899, was the largest steel hull side-wheel packet of her time. Considerable innovation was incorporated into her cabin design. As you see, the usual fancy bracketwork in the skylight clerestory area was virtually omitted. In its place was a sort of beamed ceiling divided into long panels, the panel beams painted pure white and the ceiling spaces done in light blue. The stateroom doors each were more like the entranceway to a mansion, flanked by columns and topped with a semi-circular fan-light filled with lace-like metal. Instead of the usual overhead transoms for admitting light and

cabin warmth into the staterooms, a round opening was provided in the bulkhead with ornate lace design.

The above picture was taken in the front area looking aft. The floor of the front area was maple, suitable for dancing, and the instrument at the left was a patented piano-organ instrument. The ladies' cabin was carpeted. We are somewhat at a loss to explain where the dining tables have disappeared to, but when the dinner bell rings they'll be there and the overhead blade fans will be keeping the flies stirred up.

The pleasant, airy, modern look of this cabin undoubtedly influenced the construction of the CITY OF CINCINNATI which in some ways is an imitation of it, also Howard-built at about the same time.



R. JEROME COLLINS, 2168 21st St., Nitro, West Va. 25143 sends us this picture of the Chesapeake & Ohio Railroad ferry IRONTON moored at her dock at Russell, Ky. On the opposite side of the Ohio River is the wharf grade at Ironton, O. and the Bay Line wharfboat placed there in 1895. The IRONTON is a good example of a recess-wheel type ferry, quite popular inasmuch as the rudders were aft of the paddlewheel, performing like monkey rudders, acting instantly when the wheel was started ahead. She was built at Levanna, O., 1895, hull 90.8 x 27 x 3.9. She worked two engines, 10" bore by 3 ft. stroke, powered by one boiler 42" dia. by 17 ft. The IRONTON ran until she wore out, and was replaced in 1909 by another of the same name. The old IRONTON, seen in this picture, was rebuilt at Point Pleasant, W. Va. in 1910, owned by P. Q. Shrake, Kenova, W. Va. who sold her Oct. 1910 to Charles W. True, New Matamoras, O. In Sept. 1911 she was sold to the Bellaire, Benwood & Wheeling Ferry Co., R. W. Gilleland, president. In November 1923 due to fire damage at Moundsville, W. Va. she was rebuilt and in March 1924 renamed RUTH ANN, Capt. Homer Litten, master. The opening of the Bellaire-Benwood highway bridge in 1927 considerably altered the fortunes of the Ferry Company. The RUTH ANN and CHARON lay around about a year and in 1928 RUTH ANN took CHARON in tow and started for the docks, but lost her at Lock 23 (see S&D REFLECTOR, March '70, page 34). Thereafter RUTH ANN tried it in the Levanna-Dover ferry trade, didn't make it, and sank at Levanna, O. about where the Barrett shipyard formerly was, returning to her birthplace to die.

Capt. Charles F. Menke, 85, died on Tuesday, May 23, 1978 at the Ridgeview Nursing Home, Covington, Kentucky. He was the last of four brothers who linked the name Menke with showboats back to 1904. They were John William (Bill), H. J. (Harry), B. F. (Ben) and C. J. (Charley).

Charley Menke brought the showboat GOLDENROD to St. Louis in the 1930s, and despite predictions she'd never make it in the big city, she's still there. He was associated with her operation until 1967.

For the past three years Charley had been living with a niece, Mrs. Marcella Harding, 1214 Amsterdam Road, Park Hills, Ky. He also leaves a sister, Mrs. Luella Summers, of that place.

Funeral Mass was at the St. Agnes Church, Park Hills.

Sirs: The TELL CITY was the last boat my grandfather Capt. Richard E. Ballard was on. If my memory serves correctly he came home from her in the fall of 1910. He died in February 1911.

I wish I could hear that whistle blow again.

Helen Craydon,
(Mrs. Albert E.)
Route 6, Box 496,
Corydon, Ind. 47112

A full page of Ohio River Museum pictures appeared in the Wheeling "Intelligencer," issue of Saturday June 10, 1978. These included a good shot of the TELL CITY pilot-house, the diningroom of the W. P. SNYDER, JR., the MONONGAHELA's huge pilotwheel and the old-time skiff. Our thanks to Jim Paisley for sending us a copy.

Sirs: Regarding the "Pink Palace" you were wondering about on page 41 of the last issue:-

This was the home of Clarence Saunders in Memphis, founder of the Piggly Wiggly grocery store chain in 1916. He pioneered the self-service plan, providing baskets for shoppers to pick up goods themselves. Eventually there were some 1200 Piggly Wiggly stores.

In the early 1920s, on his huge estate in Memphis, some one mile square, Saunders built a mansion he dubbed "Cla-Le-Clare" using pink Georgia marble. Financial reverses cleaned him out, and in 1930 the city took over the "Pink Palace" and his estate.

The house since has been maintained as a museum. The property (with a private lake, no less) has been subdivided and today is one of the more posh residential areas in Memphis. End of history lesson.

Robert G. Reynolds,
22 South Reese St.,
Memphis, Tenn. 38111

=Bob Reynolds went on the river as deckhand on the DELTA QUEEN. He recently acquired his mate's license. Bob joined S&D three years ago and hopes to make his first appearance at our Sept. 9th annual meeting. -Ed.

Helen Rose Stephenson saw the W. P. SNYDER, JR. on the cover of our last issue. Inasmuch as she was one of the happy "mourners" on that last and eventful trip in 1955, she wrote to give us an update. She and her husband George M. (Jack) Stephenson have lately moved to a 135 acre farm "high on a beautiful hill with the Berkshires in the background." Their address: 190 Chestnut Ridge Road, Bethel, Conn. 06801.

The sternwheeler VIRGINIA, Dravo-built in 1923 (and hence older than the DELTA QUEEN) is now owned and operated by C. W. Lewis and is based on the Big Sandy River at Burnaugh, Ky. "Tubby" Lewis uses her occasionally to shove barges for his Tri-State Readymix operation which supplies concrete for highway construction involving a 25-truck fleet. He moors the boat at his Burnaugh summer home and he and his wife take out friends on cruises. He's carpeted the decks with AstroTurf, has installed air conditioning and keeps two refrigerators well stocked.

Sirs: I plan building a riverboat (hopefully powering it with steam) and sailing the Mississippi. I should very much like to join S&D and am enclosing check for membership.

Fred Malone,
c/o McMillon,
39-3987 Gordon Head Rd.,
Victoria, B.C. Canada

THE REES PRITCHARD

The photograph of the REES PRITCHARD in our March '78 issue, page 20, has evoked considerable interest. Duane Huddleston, 201 East B Street, North Little Rock, Ark. 72116 has furnished us with some details.

The sternwheel cotton packet of the name was built at Madison, Ind., 1891 on a wood hull 150.3 x 31 x 3.3. According to the Arkansas "Gazette" of June 2, 1891 she was owned and operated by the Little Rock Oil Compress Co. "She has electric lights throughout and is fitted with all the modern improvements." Capt. L. Drake was master with S. W. Weaver, head clerk.

Articles of incorporation were filed Sept. 26, 1893 for the Rees Pritchard Steamboat Co., with capital stock of \$12,000. The incorporators were: W. H. Wright, H. F. Heberts, W. H. Haynes, A. J. Haile and J. Erb.

Then on February 28, 1894 Capt. Rees Pritchard died at Little Rock and his obituary in the Arkansas "Gazette," March 1st said:

"Capt. Rees Pritchard, the best known and for many years the most popular passenger steamboat captain on the Arkansas River, died at 9:20 at his home at 621 Cumberland Street. He was stricken with paralysis of the right side in the morning of February 15th. He improved slightly and began to decline Monday, since which time he was kept alive by stimulants until he died.

"Captain Pritchard was born near Lynchburg, Va., October 8, 1813. He came to Arkansas on the ARKANSAS MAID, a steamer then plying on the Ohio, Mississippi and Arkansas Rivers in 1832. He had begun his steamboating at the age of 15 on the Ohio. He was continuously engaged in running passenger and freight steamers on the Arkansas, Mississippi, Ohio, Tennessee and White Rivers from 1832 to 1882, a period of 50 years, his steamboat career covering 54 years, a record almost without parallel.

"He located at Little Rock in 1863, where he has resided since. He has lived in his late home since 1873. He leaves two brothers and a sister.

"He married Margaret Hamilton who died two and a half years ago in this city, sister of Capt. Ferd Hamilton and of Mrs. M. S. Harrocks.

"Among the boats of which he was owner and captain were the RIALTO, EMMA DEAN, MORO CASTLE, HICKMAN, S. H. TUCKER (named after Little Rock's well known citizen), CHESTER ASHLEY, CELESTE, THOMAS H. ALLEN, PAT CLEBURNE, CLARKSVILLE, MAUMELLE, MARLIN SPEED and the G. H. VAN ETEN. The boats are named in the order he commanded them.

"The CHESTER ASHLEY was burned during the war by the Confederates

on Sept. 8, 1863, when they evacuated the city, back of the State House. Also burned at that time were the PINE BLUFF, ST. FRANCIS, and JULIA RONE.

"The PAT CLEBURNE was blown up on the Ohio and was one of the finest side-wheelers on the river.

"On the THOMAS H. ALLEN he made 24 consecutive weekly trips without varying an hour from the arrival and departure schedule.

"He was generally known as 'Old Safety,' and planters and merchants along the river placed their families in his charge for the long trips to St. Louis, New Orleans and Cincinnati.

"Among his contemporaries were Rube Haynes, Dismukes, Parry and Woodburn. Captain Pritchard was not only one of the pioneers, but one of the best and most highly esteemed men on the Arkansas.

"For many years since he broke a leg eight years ago, he had become feeble, yet was a familiar sight on the steamers. His wide experience furnished inexhaustible reminiscences which made him a very entertaining companion. He was very fond of pets and was always accompanied by one of them on his

walks. He had a dog named Jeff, after the president of the Confederacy, which for years made trips with the Captain to Memphis. He was a white Scotch terrier. Jeff on one occasion left Memphis on a boat thinking Captain Pritchard was on board. He wasn't. Jeff got off at DeValls Bluff, took the train to Argenta, got on a bus with somebody who knew the dog, and the bus delivered Jeff home.

"The funeral is this afternoon with Rev. Wallace Carnahan officiating. The pall bearers are Capt. T. J. Darragh, John N. Jabine, Phillip Pfeiffer, G. T. Walker, J. H. Shannoner and S. M. Water. Burial at Mount Holly.

"Captain Pritchard was a firm adherent to the Confederacy, contributing largely of his energy and means to the cause."

For passengers who rode the NATCHEZ during the Great Steamboat Parade, also featuring the PRESIDENT, as part of the Interfest celebration at New Orleans last August 6th, the fare was \$25 each 11:30 a.m. to 1:30 p.m. Lunch and drink tickets were included.



We mentioned to C. W. Stoll our lack of any sort of picture of the late Capt. Fred Hornbrook. C. W. now sends us this candid shot taken aboard the OUACHITA in the summer of 1934 while in the Pittsburgh-Cincinnati trade, Captain Hornbrook as part owner and master. C. W. took this with a Brownie 120 box camera, no flash, and says, "I know it's lousy but I do not bow my head in shame." Alongside is Alma Perner.

That picture of the Civil War hospital boat displayed in our March issue, page 41, turns out to be quite different in pedigree than we surmised.

Dr. Carl R. Bogardus has been writing a series of river-related articles for the Gallatin County News, Warsaw, Ky. In the issue of April 27th last he has this to relate:

"The hulk of the old side-wheel steamer NASHVILLE, 497 tons, built at New Albany in 1849, and dismantled in 1859, was purchased in 1862 and fitted up as a floating hospital which could be towed from point to point to be used as a receiving hospital, from which the transports could load, and in which the sick and wounded could be placed and made comfortable in the absence of the transports. She could accommodate on two decks 1,000 men. With Surgeon Strawbridge, U.S.A. in charge, she was able to perform great service."

Dr. Bogardus gleaned this information from a Report of the U.S. Sanitary Commission.

The NASHVILLE was built at the Dowerman & Humphries yard on a hull 250 by 40 by 7.5, designed for the Nashville--New Orleans trade.

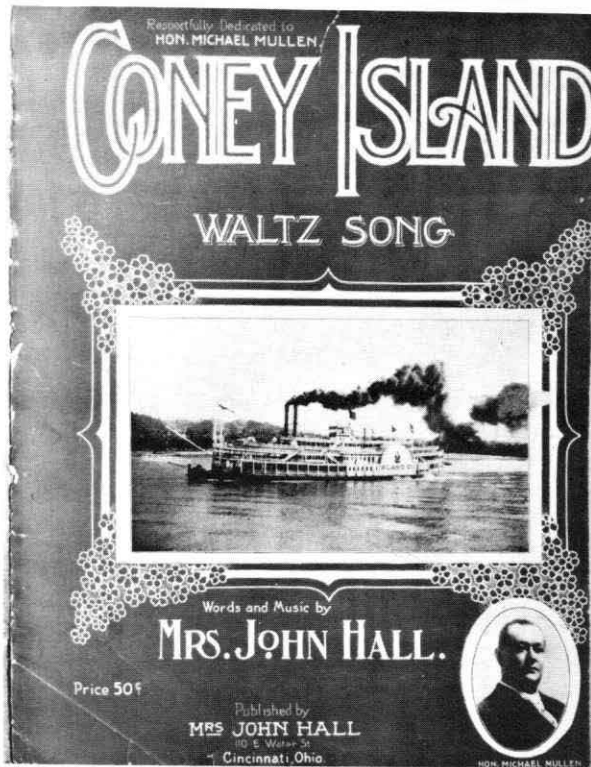
An old navigation lock and the remnants of a dam have been "discovered" lately near Fort Lauderdale, Fla. on the North New River Canal. The lock has not been operative since 1926.

There was a time when passage northbound through this lock, and through a man-made ditch termed New River, connected Fort Lauderdale with Lake Okeechobee. The waterway was used commercially and in 1922 there was a sternwheel gas packet named LIBERTY plying the ditch and using the lock.

That spring your scribe was one of several invited guests aboard a prop yacht owned by Bert King, who later ran a small-boat repair yard at Fort Lauderdale, and after passing through the lock (about three feet lift) we proceeded to Lake Okeechobee in ample time to anchor well out in the lake to keep away from mosquitoes.

Having been man-cut, this New River followed a course with but little deviation. One section to my astonishment was so straight that the skyline and the water met in the distance, this being the only river ever I was on to see so unusual a sight.

Another "astonishment" was to see Mr. King fire up the equivalent of a Coleman stove at lunch hour, place a greased skillet thereon, and then step overboard with a net to catch his fish, which he readily did with no time-loss whatever. Alligators were so common a sight on either shore that no one thought to keep count of them. Mr. King brought aboard



A harkback to Cincinnati's Coney Island is the "Coney Island Waltz Song" of 1908, words and music by Mrs. John Hall, dedicated to Hon. Michael Mullen. A photo of the ISLAND QUEEN in black and white graces the cover, and the oval insert is a portrait of Mr. Mullen.

Roy V. Heatter, 14023 Gail Lane, Crestwood, Illinois 60445 picked up a copy while recently visiting a flea market and has our thanks for the picture of the cover.

The chorus goes:- "The ISLAND QUEEN's the boat for me....to dear old Coney under the trees.... taking in the summer breeze," etc.

one very young 'gator which whined like a puppy until he pitched it back in the river.

Ducks comprised our supper. One had to be careful retrieving them, as the shallow water was well supplied with water moccasins. Mr. King in bare feet waded about saying softly "shoo-shoo" and taking care not to step on one. The birds we saw that day were beyond reckoning.

To bide the time anchored out on Okeechobee we played poker by lantern light and next day retraced New River and the lock back to Fort Lauderdale, a town so primitive that most of the inhabitants attended a weekly dance at the Broward Hotel, and those who lived out on the Beach brought flashlights to see their way home, as stepping on a rattlesnake was not only possible but probable.

The New River lock, now overgrown and falling apart, this past March was designated a National Landmark. A park is planned in connection at 6521 West State Road 84. The lockkeeper's house will be included, and the dam will be restored to full working order.

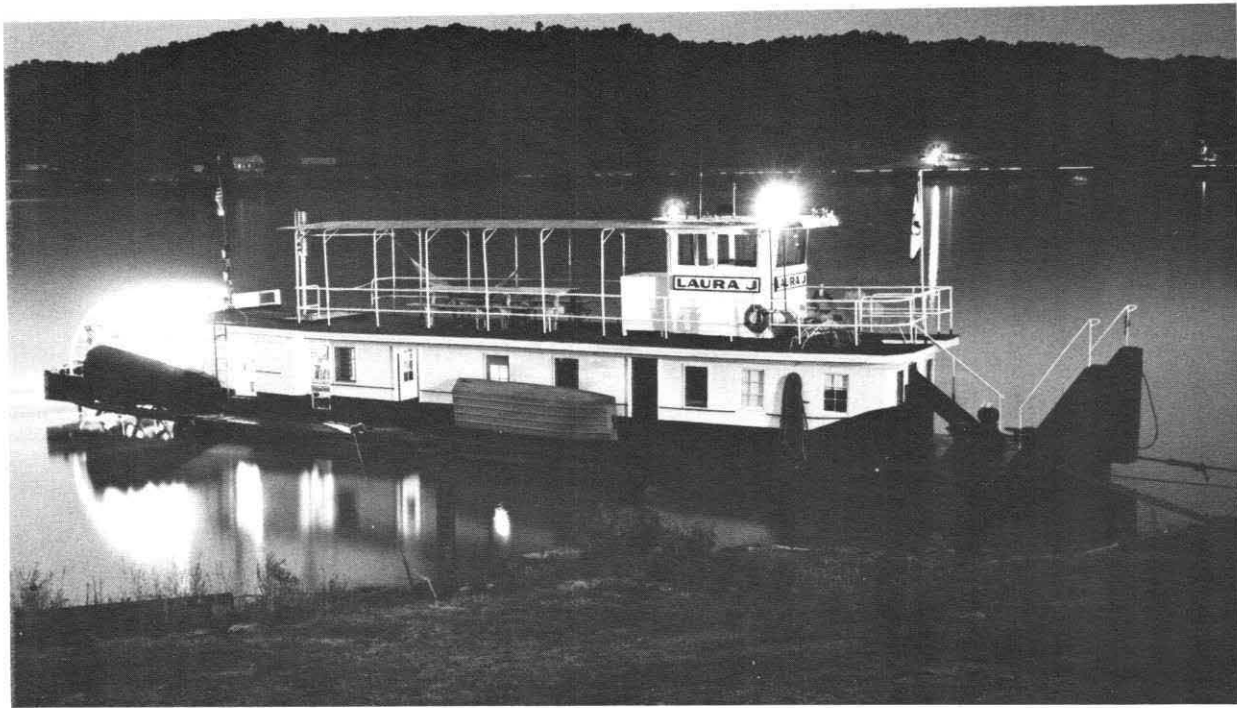
The rumor mill in Cincinnati has predicted a new steam sternwheel excursion boat for the area in the near future. The news seems to have been spread through a columnist in a local newspaper there. Yes, such a project is in the talking stage. One of the problems is to locate suitable machinery, that aside from the tremendous financial outlay.

Friends of Letha (Mrs. Tom R.) Greene are happy with the recovery she is making, having broken a hip in a bad fall in early April. She was confined to the Bethesda Hospital, Cincinnati, for about two weeks.

Regarding the U. S. coastal defence monitor AMPHITRITE (pronounced Am-fi-try-tee) pictured in the March '78 issue, page 29, lower left, John L. Fryant sends us a run-down which offers a clue as to what she was doing on the Mississippi River in 1911. After all, Amphitrite was Greek goddess of the sea.

She was built for the U.S.N. and commissioned in April 1895 at the Norfolk Navy Yard. Size 262'9" by 55'10" with draft of 14'6". Served in the North Atlantic Squadron until November 1898. During the Spanish-American War she assisted in the bombardment of San Juan and at Cardenas, Cuba. She put ashore a landing party and secured the lighthouse at Cape San Juan against superior Spanish forces.

Then she became a gunnery training ship until decommissioned at Boston in Nov. 1901. Recommissioned 1902 she was a Naval Training Station at Newport, R.I. 1902-1903 then a station ship at Guantanamo, Cuba 1904-1907. Decommissioned at Philadelphia Aug. 1907 and remained there until assigned to Naval Militia of Missouri (June 1, 1910-May 12, 1912) and then with Louisiana 1912-1916 and Connecticut 1916-1917. During WW1 she was a training vessel in New York harbor, retired May 31 1919 at Philadelphia.



CHRIS EATON, Route 3, Box 203, Athens, O. 45701 has our thanks for this twilight glimpse of the LAURA J moored at Augusta, Ky. this past June 17th. There has been more going on in Augusta this summer than you can shake a stick at. Universal Studios moved in to film "Centennial," and in the process converted the riverfront to resemble St. Louis at an early time, complete even to covering some paved streets with dirt to lend authenticity. Allen Hess was deputized to photograph old homes and buildings, and Chris Eaton put on a photo display. Then on

June 17 came Augusta's Summer Festival highlighted with a "sternwheel race" which the LAURA J won handily.

Where is Augusta? Good question. It's on the Ohio River 43 miles above Cincinnati and about 19 below Maysville. What's more you can load your car on a ferry and cross the river there---and that's something these days. There was a time about fifty years ago when Augusta was the home address of Drew and Arch and Roy Edgington, Russell Riley, Art Shriver and other river celebrities of note.

John H. Menge IV gave us a buzz last May 26th in quest of photographs of the steamboat J. H. MENGE, named for his great grandfather. He is associated with the J. H. Menge & Company, Inc. marine engineering sales and inventory firm, 5825 Plaque St., New Orleans, currently celebrating its centennial year. Mr. Menge tells us that his great grandpa had no financial interest in the Howard-built cotton sternwheeler which honored his name.

Also he tells us that to his certain knowledge the silver water cooler from the cabin of the boat still exists, although its whereabouts is not known to him. Mr. Menge will gratefully appreciate information concerning the cooler and/or any artifacts from the J. H. MENGE. He may be contacted by writing him at his home, 1024 Philip Street, New Orleans 70130.

Sirs: I have enjoyed the booklet OLDEST PILOTHOUSE telling about the TELL CITY. You have probably forgotten but the photograph showing the TELL CITY at Mauckport is from a print of mine. The little girl in the wagon, now 84, is me when I was 4 or 5---so that fact serves to accurately date it.

Have been looking at the picture of the "photo gallery boat" shown in the last issue, page 29, and am

reminded that my grandfather Trotter traveled up and down the Ohio making tintypes, using a small flatboat.

Helen Crayden,
(Mrs. Albert)
Route 6, Box 496,
Corydon, Ind. 47112

Maybe it's a bargain. About a month ago a retired Methodist minister bought an old ferryboat for \$12. The craft was built to serve at Merom, on the Wabash River in Indiana's Sullivan County. As seems the fate of most ferries, it was replaced by a bridge. So the Merom folks sold it to officials of Owen County, Ind. who proposed to run ferry service with it across the White River.

They paid \$4,000 for it, and did some refurbishing which ran another \$1,000. Then they got into a snarl with the Conrail people who own the access to the White on one side. As a result the old ferry was retired in the mouth of Indian Creek where it has gathered mud for the past several years.

The Rev. Edwin Mercer, 74, acquired the ferry from the Owen County officials. He plans to clean her up and use her on White River where some of his friends have a farm the White River flows through.

"We have to preserve some of

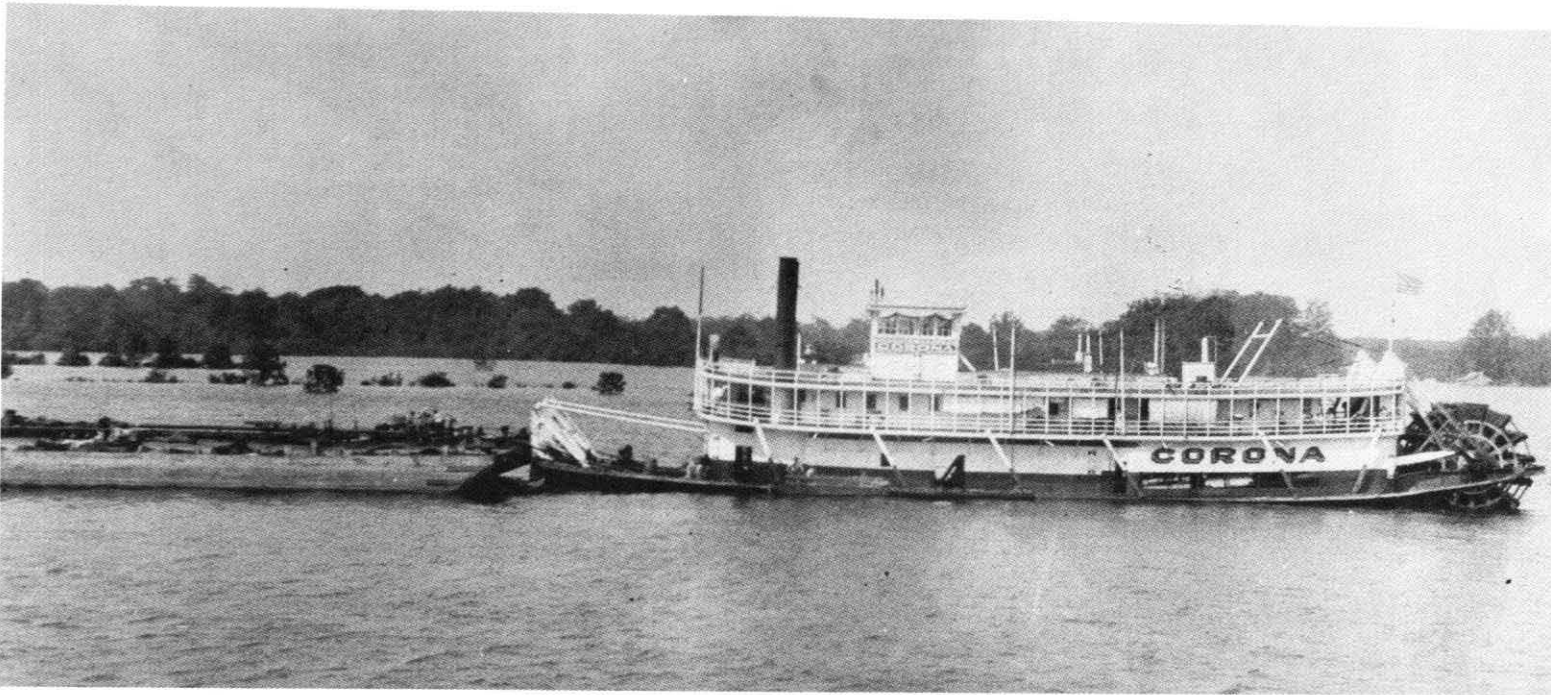
these things or they will pass away," he explained. "Anybody who wants to ride across the White will be welcome."

The Miami Purchase Association has presented its annual Preservation Award to the Laidley House, in the Riverside Drive area, Covington, Ky. The present owner is James H. Allen. The historic home was built by Commodore Fred A. Laidley and was pictured in our Dec. '77 issue, page 19.

Sirs: New point of trivia: the Combine had a small sternwheeler named MONGAH. I believe that the date is 1905 and I have found her in the corner of a photo of the CHARLES BROWN. No one seems to have caught this steamboat in any other photo. Any idea of the anonymity?

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

=Not so trivial. We have never heard of it. The Combine bought the steam tug ELMER E. WOOD built at Camden, N.J., 1883, and on Oct. 19, 1906 changed her name to MONGAH. Later she was operated by W. G. Coyle & Co., New Orleans, who sold her to Charleston, S.C. in 1927. -Ed.



THIS PICTURE was taken, so we gather, while the CORONA was doing flood work in May 1927 on the Ouachita River. She was owned by Standard Oil of Louisiana and commanded by Capt. J. W. Stephens who also explored her up the Boeuf River 80 miles on this flood mission, and came back out to report the Boeuf as "the crookedest river in the world." The CORONA had roots back to 1911 when the Lee Line got the Southern Tank & Boiler Works, Memphis, to build a steel hull for them. She came out as the BOB LEE, JR. She also had been on the Panuco River in Mexico for the Transcontinental Oil Co. After being rebuilt in the spring of 1926 she came out in Standard Oil service, named CORONA

for a small settlement west of Island 35. On Sept. 18, 1932, upbound with a tow, and with Capt. E. S. Gilmore, 38, on watch, she got in a cross current and flipped over at Happy Valley, going to the bottom in 1½ minutes. Two were drowned. The location on the Mississippi where this tragedy happened is about three miles from the boat's namesake town, Corona, Ark. We are indebted to Capt. William H. Tippett, Box 506, Hernando, Miss. for making the above picture available to the University of Wisconsin's Murphy Library collection at La Crosse, Wis. and for Ralph DuPae's assistance in supplying it.

When the QUEEN CITY bound for the Mardi Gras in 1914 sank on the Falls at Louisville these events took place:

The E. T. Slider Co. furnished their towboat NORTHERN to assist in raising operations and rendered invoice of \$580. The 2" line used was bought at 13½¢ lb. The U. S. Engineers furnished their towboat CHEROKEE and dredges CASEY and LOUISVILLE. The "Combine" furnished the tug WASH GRAY at \$5 an hour, and their model barge BEAVER FALLS was used to take off the freight. The U.S. Life Saving Station, Louisville, was awarded \$100 for services.

E. J. Lilly represented the Geo. S. Kausler, Ltd. insurance firm in superintending the raising. Capt. Melvin O. Irwin handled removal of freight.

The QUEEN CITY had aboard 7000 bushels of coal, and all of it washed overboard. This loss was adjusted at 8¢ the bushel.

Tom McGuffin and Charles Broaker were the divers.

The L&N Railroad delivered the salvaged freight to New Orleans and rendered two invoices, in amounts \$2,133.12 and \$1,161.90.

G. W. C. Johnston of the boat's owners was aboard at the time of the sinking and remained during the raising.

We are indebted to Capt. Ross Rogers, Jr. for a bound volume detailing these and other items.



PAUL L. PRYOR, 10 Lonsdale Ave., Dayton, O. 45419 sends this unique shot. Scuba divers are about to enter the water at Disney World to throw a railroad switch which will allow the ADMIRAL JOE FOWLER to leave her regular course and send her into a siding. Some switch. The pilot has nothing to do with steering her.



OUR PRESENT PURPOSE is to discover if anyone reading these lines, having examined the picture above, knows what boat this is? John Hartford brought it in, having received it as a gift from Dr. Thomas H. Gandy, Myrtle Banks, Natchez, Miss. There is ample evidence in the scene to suggest it was taken at Natchez

aboard a medium sized sternwheel packet of that area c. 1910-1920. The photographer was positioned in the forward part of the cabin looking aft toward the large mirror at the stern. Does anyone recognize persons pictured? We sort of hope she turns out to be the LITTLE RUFUS, or CONCORDIA or maybe UNCLE OLIVER.

Jim Paisley has been sending us "The News That Was" culled from files of the Wheeling Daily Intelligencer. From this source we learn that the sternwheel METROPOLIS was at West Columbia, Va. in March 1856 when one boiler exploded killing her master Capt. E. C. Haslet and seven others. She was enroute from Pittsburgh to New Orleans.

We had seen references to such an explosion but had been unable to pin-point the location. West Columbia, now in West Virginia, is a mile or so below Middleport, Ohio. Capt. E. C. Haslet was the principal owner of the packet which had been built the year prior at California, Pa., and he was a resident of Allegheny City, Pa., now North Side, Pittsburgh.

Lytle-Holdcamper makes no men-

tion of the explosion inasmuch as the METROPOLIS was repaired and, in the hands of others, "stranded" at Sugar Creek, Ky. Dec. 26, 1858, her finis. L-H does report this death date and the cause. To elaborate a bit, she was downbound Pittsburgh to New Orleans and got caught in a fog, and while the scenery was blanked out she hit the bank at Sugar Creek with force sufficient to break her bones.

A knowledgeable river friend of ours who keeps to the fore on such things posed the question. "Fred, do you believe the modern diesel-powered towboat will survive?"

I promptly replied that such an upheaval seems unlikely. "The entire inland marine industry is geared to building such towboats," I said.

"Yet you will be the first to agree that in your younger days the industry was completely geared to building highly specialized sternwheel towboats--"

"True, true, but a vast change in economics and technology drove the sternwheel towboat to discard, and such an earthquake will not again soon happen."

"Economics and technology still prevail," quoth our soothsayer. "The larger class towboats as we know them will go back to steam."

The telephone rang and the very disturbed wife of our friend cried in desperation: "Fred, Fred, is my husband there with you? My kitchen stove is on fire, gushing smoke and flame!" So far we haven't heard the rest of this, save that the stove is ruined and nobody was hurt.



PLACE: Augusta, Ky. on the Ohio River.
 Date: June 17, 1978.
 From the left: BELLE OF RICHMOND, CLAIRE-E, LAURA J and ABE LINCOLN. The DONALD B arrived moments after this was taken. Two races were run, both upstream. The two "side-wheelers" BELLE OF RICHMOND and ABE LINCOLN ran the first heat, the latter winning by a length. The three sternwheelers ran the second heat, the LAURA J winning. Incidentally this was the first race the LAURA J has won, much to the joy of Charles T. Jones and his wife Mary Ellen and son Nelson. Said Charlie

Jones still in shock: "It must have been the deep water."

TV personality Nick Clooney announced the results from shore. TV singer Marian Spellman passed out the awards; silver cups and a kiss. Gene Fitch was awarded a consolation prize for the CLAIRE-E, a hand-lettered plastic picnic cup.

Our thanks to Lloyd Ostendorf, skipper of the ABE LINCOLN, for the photograph. Also see Chris Eaton's picture of the winner LAURA J on page 43 this issue.

NOTES FROM ALL OVER

Culled from the Pittsburgh Gazette Spring of 1896.

The Pittsburgh and Cincinnati packets are asking \$12 for the round trip; one way \$7; down by boat and return by rail, \$12.50. Tickets good until used.

The RUTH is in the Pittsburgh-Charleston trade, Capt. Ira B. Huntington, with Ralph E. Gaches, clerk.

Shook, Anderson Co., Pittsburgh, represent Crawley & Johnson for steam steering gears. The new towboat JAMES MOREN has one.

The KEYSTONE STATE is bringing to Pittsburgh large shipments of sugar and molasses, reshipped from the New Orleans boats.

Capt. George K. Vandergrift is master of the U.S. Lighthouse tender GOLDENROD.

Jay Morton, president of the Diamond Jo Line of Upper Mississippi packets, accompanied by John Killeen, superintendent, were passengers aboard the new VIRGINIA.

The EVANSVILLE, Capt. Goodwin, is running in the Wheeling-Sunfish trade.

The H. K. BEDFORD will enter in the Pittsburgh-Charleston trade, starting March 13th. Capt. Gordon C. Greene commands and H. E. Bevan is clerk.

30,000 logs and 100,000 cross ties have been brought to Parkersburg from Little Kanawha points, the best run in two years, jumped over the dams during high water.

Capt. J. Mack Gamble has been off the river since he sold the SUNSHINE.

Capt. Hod Knowles is in the Mer-

cy Hospital, Pittsburgh, having been kicked by a horse last trip up on the VIRGINIA. He must go home to Hockingport, O. to recuperate.

Capt. John K. Booth and his wife are celebrating their golden wedding anniversary at their home near Clarington.

W. N. Chancellor is the Democratic candidate for the governorship of West Virginia. He is the brother of Capt. E. P. Chancellor, supervising U. S. Steamboat Inspector of this District.

The LORENA was the first boat locked through the new Taylorsville lock on the Muskingum River, built to eliminate a troublesome canal. John Rice, who owns stock in the LORENA, is aboard as steward, and is quite a veteran.

Sirs: I notice you have found out about what happened to the ferry THOMAS PICKLES which sank in the Mississippi River during Hurricane Betsy, Sept. 9, 1965. Here are a few details:-

She was moored at the Jackson Avenue ferry landing at Gretna, across from New Orleans. All of the crew jumped ashore safely except her chief engineer, Ferdinand Weber. The storm broke the boat loose, in sinking condition, and Weber was still on board.

She was drifting upriver to Napoleon Avenue. The Good Lord sent alongside a free-astray barge, on to which Weber jumped. He climbed into a rake of the barge, and it landed on top of the levee at Westwego. He was reported missing and his wife was told. So he got out of the barge and walked the six miles from Westwego to his home in Harvey, La.

His wife couldn't believe her eyes when she saw him coming up the street toward the house. He is now in retirement, but comes out one day a week as relief engineer on the COTTON BLOSSOM.

Samuel J. Centanni,
626 Ricks Pl.,
New Orleans, La. 70114

The story on page 43 in our last issue about the ALEXANDER HAMILTON has elicited requests for more information about the National Maritime Historical Society. The main offices are at 2 Fulton Street, Brooklyn, N.Y. 11201. Memberships are available at \$10; for students and retired persons \$5. Their magazine SEA HISTORY goes to members.

Sirs: I am a Cleveland member of S&D. Do you know where a person might get information or plans and data on a Buffalo and Cleveland lake boat named CANADIANA. She was built in 1910 and that's all the information I have.

A good friend of mine owns it and is restoring her into a floating restaurant in Cleveland.

Ralph T. Grugel,
2570 Greenvale Road,
Cleveland, O. 44121

=Built at Buffalo in 1910, she is 209.7 by 45 by 15.8. Owned in 1925 by Buffalo & Crystal Beach Corp., based at Buffalo. Contact the Great Lakes Historical Society in Vermilion, O. -Ed.

Jan Clement, research historian for the Mississippi River Museum projected for construction on Mud Island, off Memphis, was among the passengers aboard the LORENA at Zanesville during the recent get-together sponsored by the Middle Ohio River Chapter of S&D and the Sternwheelers. Jan has been invited to be the guest of the Spear family, 613 Washington St., Marietta, for S&D.

Sirs: I am 15 years old and will be a sophomore at Reitz High in Evansville. I fell in love with steamboating and the river three years ago during an afternoon trip on the JULIA BELLE SWAIN.

I started a scrapbook of newspaper articles, post cards, actual photographs and so on. One section deals with steamboat racing which features, of course, the annual Derby Week affairs at Louis-

THE BACK COVER
An unusual portrait of the PRESIDENT taken at New Orleans in 1976 by that unusual photographer Allen Hess. See elsewhere in this issue about his 1979 Steamboat Calendar.

ville. I'd like to know the winners 1970 through 1974.

Most of my friends are into motorcycles or skateboards, but me --I'm interested in steamboats.

Mike Bevers,
5320 Skyline Drive,
Evansville, Ind. 47712

=Will some one please fill in our young and enthusiastic S&D member? -Ed.

The Summer 1978 edition of our older cousin, STEAMBOAT BILL, has just arrived (July 28th) dyked out in a frosty black and white front cover made from an old photograph taken at Cincinnati depicting a covey of steamboats gripped in an ice jam. Two bundled-up ladies in the foreground are standing (no mean feat) on the contorted cakes, for no good reason we can think of. What looks to be the CITY OF CINCINNATI is billowing steam from stacks and 'scapes into the frigid atmosphere in a frightfully exposed position riverward of the others which are all sound asleep. Two of the snappers are the BONANZA and HERCULES CARREL. The scene is identified "as between December and January of 1917-1918 but it properly dates much earlier, maybe 1904.

The lead article in this Summer edition of SB by William D. Sawyer is a comprehensive study titled "The Western River Engine." This is illustrated with carefully prepared drawings of the early single engine stiff shaft side-wheel setup with flywheels and couplings and the vastly improved independent side-wheels of the 1850 BUCK-EYE STATE. A concluding article is promised for the Fall issue.

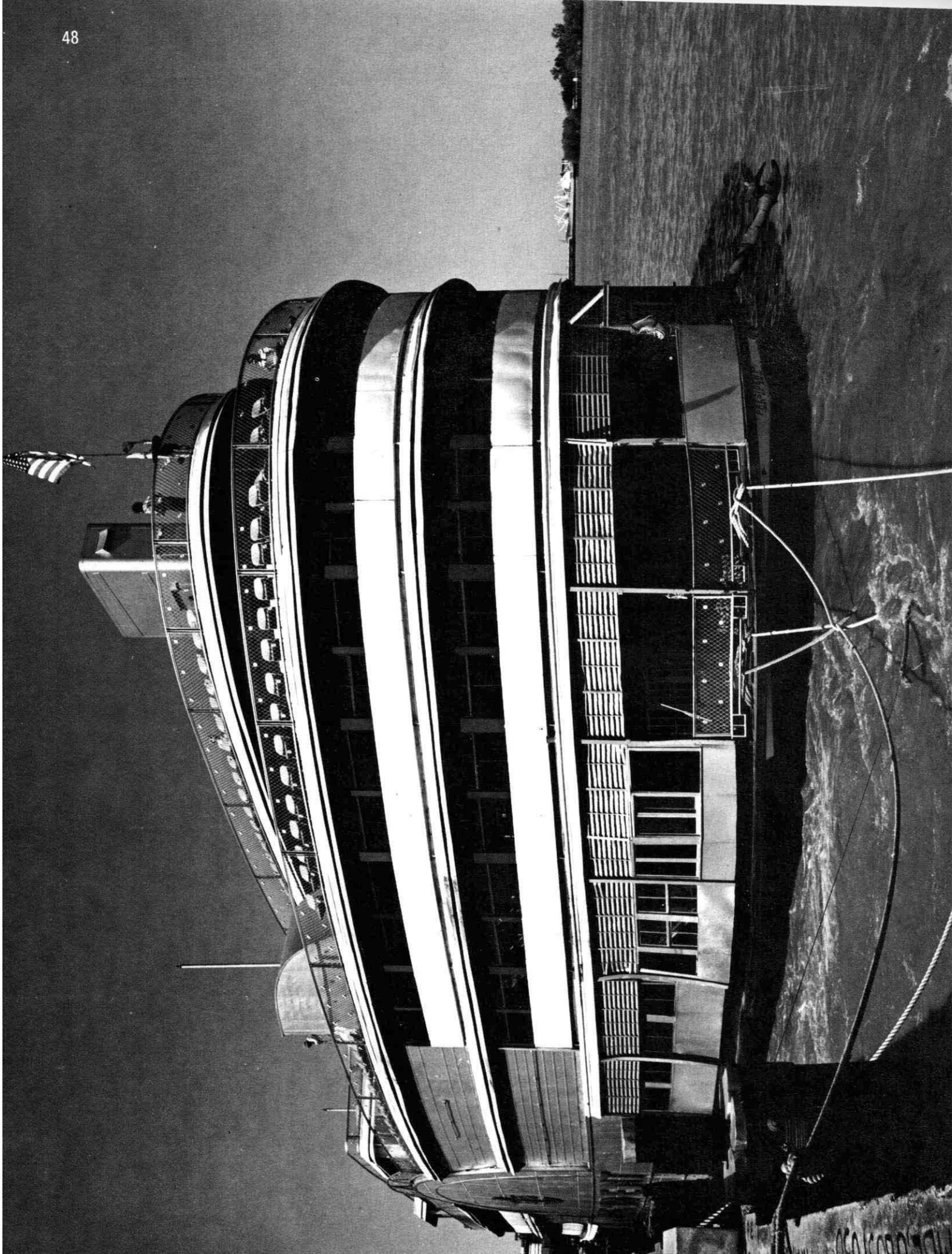
Jerry Sutphin handles the "Inland Rivers" section in SB.

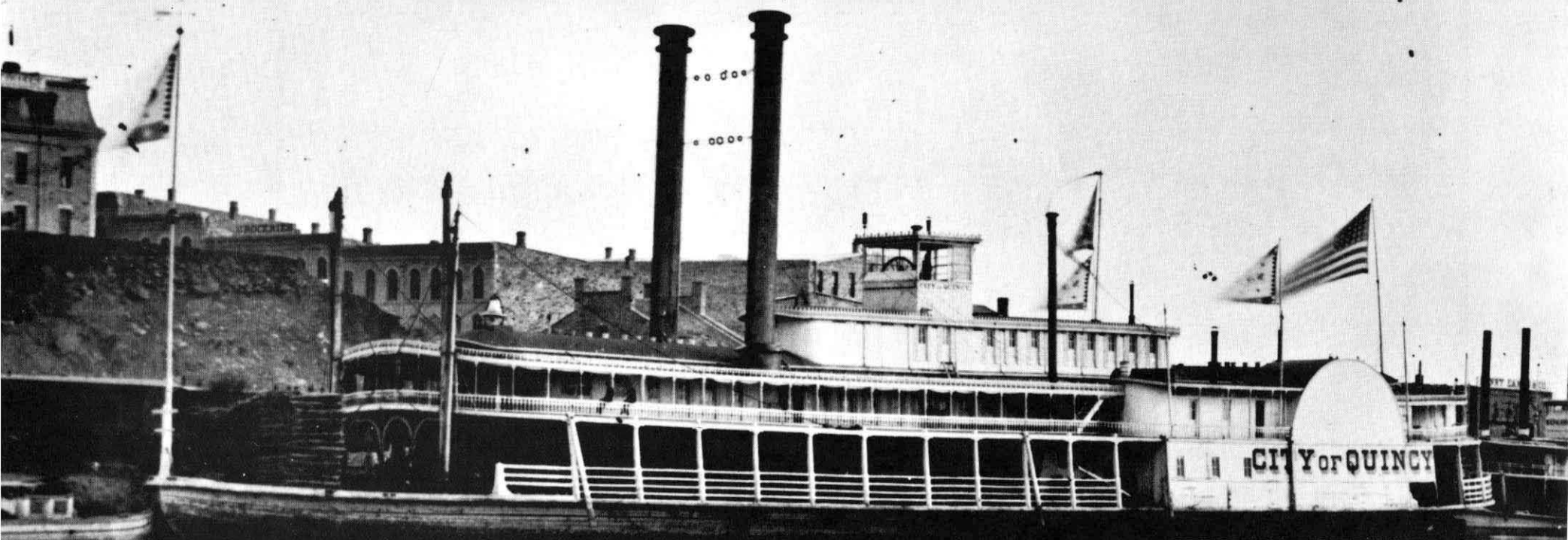
As we go to press July 31st, the NATCHEZ is about to take aboard her one millionth passenger at New Orleans. Predictions were that the lucky one would be counted during the first week of August. Free beer and soft drinks for all, and prizes galore.

O. O. (for Oscar Odd) McIntyre, one of the early syndicated and more popular of columnists (his writings went to 350 newspapers) once wrote: "In my days working on Cincinnati newspapers the QUEEN CITY, BONANZA, HENRY M. STANLEY and others were the high spots--- they seemed grander to me then, than the trans-Atlantic liners do now." His mother was a native of Gallipolis, O. and he is buried there, although born in Missouri.

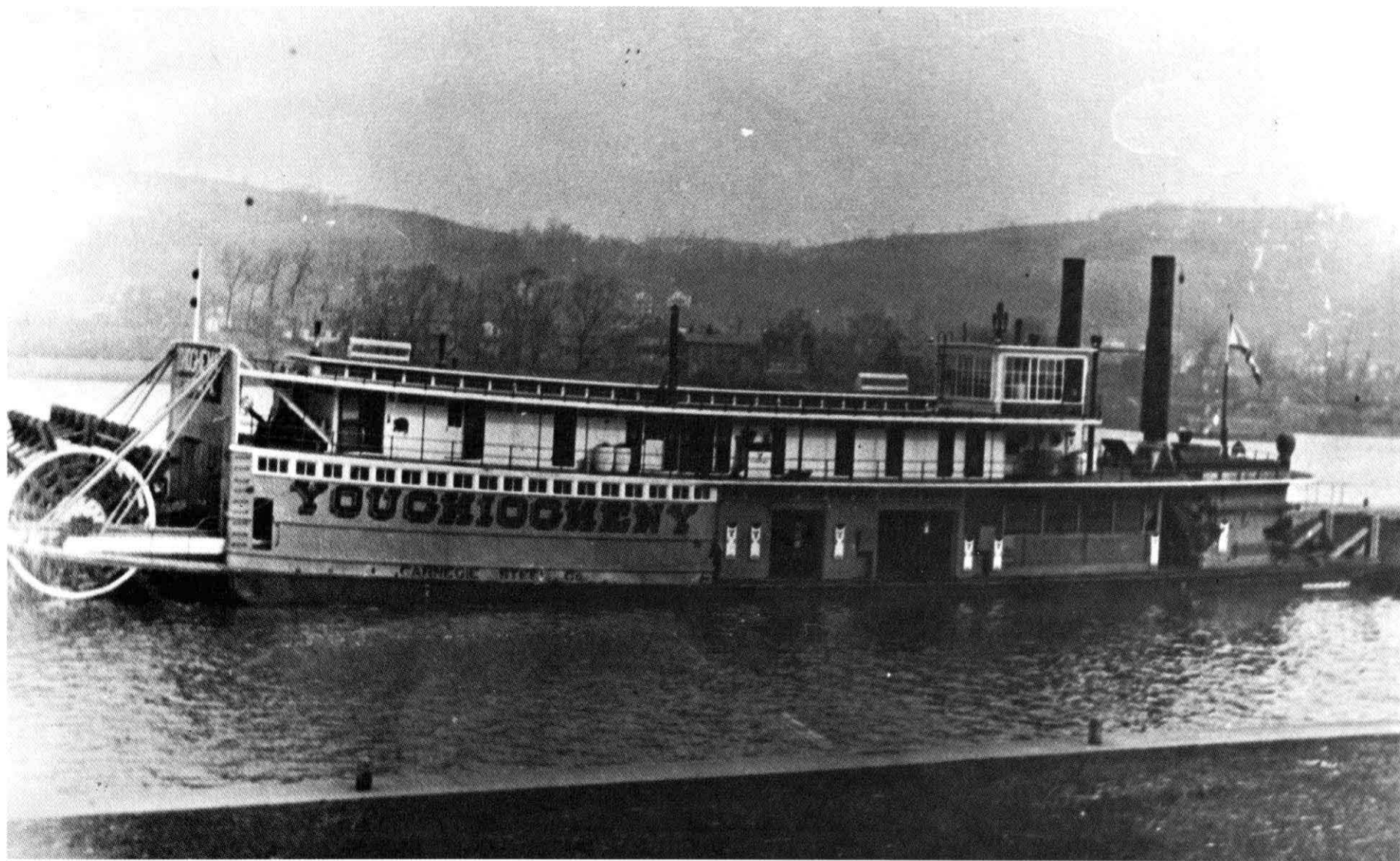


Anthony Hallenbock took up residence on the shore of the Little Kanawha River below Grantsville, having parked his shantyboat on a high tide. From whence he came we know not, probably from Burnsville. A photographer came by, took this scene, and made and distributed post cards in the area. Our thanks to Mrs. Nellie Engelke, 218 N. Court, Glenville, W. Va. 26351 for having one of these cards reproduced for us. She credits her source as Mrs. Ota Marshall's collection.





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WELL, look what has surfaced here--a good photo of the Carnegie Steel towboat YOUGHIOGHENY built in 1927. Today the hull and superstructure are down along the Gulf Coast serving as a restaurant-club boat named GEN'L ROBT. E. LEE (see March '78 issue, page 31) and her tandem compound steam engines drive the beautiful steamer NATCHEZ at New Orleans. We are indebted to Steve Mackinack for the picture which he says was taken of her "brand new" downbound at Lock 3, Monongahela River. The name is pronounced Yock-ah-genny, probably the longest single name ever placed on a river

steamboat. The Youghioghenny River is a principal tributary to the Monongahela, coming in at McKeesport, Pa. Capt. William J. Cook, from Jeffersonville, Ind. was master-pilot of her most of her days, and George Ehringer was chief engineer. She was renamed B. F. FAIRLESS in 1935, and again renamed CLAIRTON in 1952. Turned over to the Washington-Greene County (Pa.) Promotion Agency in 1964 she went to Ten Mile Creek, Monon River, where she was located when Wilbur E. Dow, Jr. bought her in 1972 and took her south.





