

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 15, No. 4

Marietta, Ohio

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Out of a clear blue sky we recently had a letter from a grandson of the famed river photographer Thornton Barrette. Some mention of Mr. Barrette appeared in the Sept. '78 issue along with a picture of his photograph gallery boat moored at Russell, Ky.

C. M. Dowling lives in Florida, is 52, has four daughters, and operates a 40-foot yacht which on occasion is chartered bare boat to sports-fishermen.

This grandson has several hundred of original Thornton Barrette glass plates of steamboats, four albums of original contact prints, his camera, two lenses, wood tripod and cherrywood film holder.

Mr. Dowling tells us that Thornton Barrette moved from Ohio to Green Cove Springs, Fla. years ago and had eight children. One of the daughters, Nina, married F. A. Dowling, our correspondent's father. Another of the daughters was born on the photo gallery boat.

The Barrettes moved to Orange City, Fla., six miles south of Orlando. The eldest daughter Alice, Mrs. C. M. Ashton, lived at Deland and died five years ago aged 90.

"I remember Grandfather Barrette as an old man in a wheelchair with his long beard," says C. M. Dowling. "He had suffered a series of strokes, and died in 1932."

Photographer Barrette started dating his plates on the margins in 1891, but Mr. Dowling has some undated ones 1886-1889, one dated 1893 and quite a few 1900-1910. He can account for 323 of the numbered plates, starting with #1, and projects that the total of his steamboat views may have attained 500. He has asked his mother, who was Nina Barrette, to compile a history of her father, with the objective of presenting the story in the S&D REFLECTOR together with photographs of the illustrious river photographer.

We'd been out in the country with Wrecks one bright October afternoon, snapping jewel weed pods and such important matters. Came home to find Christine Stokes and Michael DeVries, 6242 Woodlawn N., Seattle, Wash. 98103 parked in the livingroom gung-ho to launch upon the unsuspecting waters of Puget Sound a combination excursion boat and theater replete with dining and kitchen facilities to handle maybe 400. They painted a rosy word picture, those two, both of them young and full of vinegar. They probably didn't have two dimes to rub against one another but, ah me, from such fragile webs every boat is woven. We wished them luck at the door and went back to picking spanish needles off the dog.

Lady Grace Way appreciates many kindnesses and she's fine, thanks.



ONE of the more unusual looking towboats along the upper Ohio was the BEN FRANKLIN with her arch-style hogchains. She had started out in life as an upper Mississippi rafter named E. RUTLEDGE in 1892 (see June '77 issue, back page). Later she became the private pleasure boat of the Drs. Mayo, re-named ORONOCO (March '72 issue, page 16) and

then BEN FRANKLIN of the Ben Franklin Coal Co., Moundsville, West Va. This picture is from the collection of the late Capt. Charles H. Ellsworth who is standing on the boiler deck under the roof bell. It was taken in old Lock 12, Ohio River, at Warwood, W. Va., upbound. The boat burned at Cincinnati, then owned by Augustus O. Kirschner, Dec. 1935.

W. P. SNYDER, JR. TO GET NEW WHEEL

Capt. Harry C. Allendorfer, Jr., USN (Ret.), director of Maritime Preservation, National Trust For Historic Preservation, presented a check for \$10,000 to John B. Briley, manager of the Ohio Historical Society's properties in Marietta, for renovation of the towboat W. P. SNYDER, JR. during the S&D meeting at Marietta this past September 9th.

The Trust's Office of Maritime Preservation thus far has provided more than \$280,000 to 19 qualifying applicants in 15 states. These 19 were picked from 44 applicants.

All grants must be matched in equal amount by the applicant. John Briley petitioned the W. P. Snyder Charitable Fund, Pittsburgh, for the additional \$10,000. Within several days W. P. Snyder III phoned to confirm that the Fund was meeting the match.

The \$20,000 will be used principally to rebuild the SNYDER's paddlewheel now little else than a brushpile. From what we gather, the contractor will be J. A. Schwendeman & Sons Inc., Lowell, O., same firm which rebuilt the TELL CITY pilothouse.

Among the other 18 qualifying applicants for Maritime Preservation funds is the Nebraska State Historical Society based at Lincoln, Neb. They also are receiving \$10,000 for aid in the restoration of the former U.S. side-wheel dredge CAPTAIN MERIWETHER LEWIS moored at Brownville, Neb., Missouri River Mile 534.9.

Also qualifying is the Shelburne Museum, Inc., Shelburne, Vermont. They were awarded \$10,500 to start a major restoration program on the side-wheel TICONDEROGA which they purchased in 1951. The first job will be to sandblast and paint the hull.

Another recipient is the Maine State Museum, Augusta, Maine, an award of \$3,000 to preserve a salvage section of the square-rigger ST. MARY, lost following a collision while rounding Cape Horn on her maiden voyage (see June '78 issue, page 43).

The National Liberty Ship Memorial, San Francisco, was granted \$10,000 as a start toward restoration of the last unaltered Liberty Ship of the 2,751 built to the same design during WW2. She is the JEREMIAH O'BRIEN, to be permanently moored in the Golden Gate Recreation Area.

Captain Allendorfer, director of Maritime Preservation, was thirty years in the Navy, took a big part in Operation Sail 1976, and was tapped for his present assignment by National Trust's president Jimmy Biddle and his Board. While at Marietta he was accompanied by his wife Nancy, and by her parents, Dr. and Mrs. Frank N. Carroll, Wheeling. The Carrolls have been S&D members 10 these many years, and once operated a pleasure boat there named ANTHONY MELDAHL, hon-

oring Capt. "Tony" Meldahl who was master-pilot of the CAYUGA when they met.

Mr. and Mrs. W. P. Snyder III had a family wedding going on that week-end and sent regrets.

Sirs: In re. the cabin of the KATE ADAMS (Sept. '78 issue, page 39): The musical instrument along the starboard bulkhead is a Seeburg G Orchestron. If one could be obtained in working order these days the cost would run \$25 to \$30 thousand. In 1918 they retailed at \$1,500. Some were provided with a slot into which you inserted a quarter to listen to a tune.

Lexie Palmore,
630 Windsor,
Tyler, Texas 75701

The Fall Issue of "River Riples" issued by the Midwest Riverboat Buffs includes an interesting story by Susan H. Eastman recounting adventures accompanied with her husband C. Dana Jr. on a trip aboard the PURE OIL from Baton Rouge to New Orleans, an 11-hour voyage.

THE FRONT COVERLET

A "popularity contest" was held by the ladies of the Presbyterian Church at New Matamoras, O. between two competing steamboats, the BEN HUR and the COURIER. The votes were counted and to the winner, Capt. J. Mack Gamble's COURIER, went a patchwork silk quilt.

Capt. Ellis C. Mace tells of this in his book "River Steamboats and Steamboat Men," pages 76-77 and remarks that the quilt "is in our possession now." The book was published in 1944, and apparently Captain Mace had transferred his relic some while previous to S&D's J. Mack Gamble who brought it to Pittsburgh for display in a River



Exposition, fall of 1938. Several years ago Woody Rutter photographed the old quilt in color and now lists for us the names and initials woven into it:

E.E., L. & M. Nelz, Ollie Unger, L. Nikalaus, Braun, Norma Fuchs, M. E. Unger, F. Disque, M. Disque, Alice Waters, W.G.M., Nettie Shafer, J.M.B., M.A.B., Leucy, L.C.B. W.B.T., C.J.T., C. E. May, C. Walter, Frank May, Prof. Hawkins, Nannie May, Tune Talbot, C. Talbot.

In the above section view the names Norma Fuchs, Nettie Shafer, M. Disque, F. Disque and Alice Waters are easily read.

The quilt dates c. 1890. Woody sent the picture and names and initials to Mrs. Henry Gay two years ago in hopes she could come up with some details about the ladies who created the labor of art. Mrs. Gay said there still are Talbots in the vicinity, and Woody has discovered Frank May listed in the 1898 City Directory of New Matamoras as village clerk.

Any information will be welcome.



Loretta M. Howard pictured aboard the excursion boat LAKE QUEEN on June 10, 1961 near Louisville, Ky., enjoying a Propeller Club outing. See page 28 for her obituary. Picture by C. W. Stoll.

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VOL. 15, No. 4

MARIETTA, OHIO

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

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

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

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

Capt. Gene Fitch, v.p., Upper Ohio
Box 287, Hebron, Ohio 43025

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

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

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

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TELL CITY pilothouse restoration

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YOUR PRESIDENT, personally, and in behalf of the S&D officers, board members and those serving on committees, extends to you and to those dear to you, best wishes for a merry Christmas and a prosperous New Year.

This December issue closes Volume 15 of our S&D REFLECTOR which launched forth in March 1964 with an 8-page experiment. "Admittedly this is a trial attempt," we said then. "At this early stage we are uncertain whether this publication will be issued twice a year, quarterly, or even occasionally." The Marietta Times editorialized on March 20th, 1964: "'Volume 1, No. 1' on a publication symbolizes the hopeful beginning of something new in print. This symbol looks particularly fresh and full of promise in connection with the 'S&D Reflector.' We wish the new Reflector bon voyage as it starts out on the uncertain seas of publishing."

The uncertain seas have been kind thus far. But in 15 years the 63-year-old editor of 1964 will be the 78-year-old editor, Lord willing, when the green grass sprouts again come next spring. The most startling change these past 15 years, if you will pardon a personal observation, is how very young the average S&D'r has become, handsome young men and beautiful young ladies. How miraculous is this change! These kids, for they were kids only a twinkling ago, now still are kids and they are fathers and mothers and captains and pilots and executives, even to responsibilities like running the DELTA QUEEN, MISSISSIPPI QUEEN, JULIA BELLE SWAIN and the NATCHEZ. Where were we when this transition took place? It's time to take stock, brethren and cistern. Age has taken us by surprise.

No, this is not a valedictory address. It's an ancient mariner rambling about with what started out to be a merry Christmas greeting, but got detoured up White Oak Creek. And while we're off the subject permit the observation that Lady Grace and y.t. frequently make to one another, and it is simply this:- The greatest fun, and surely the highest of compliments accorded so frequently to us these latter days, are the visits we have with these fascinating younger S&D members. You come singly, in couples, in droves, often from distances afar, asking so little and giving so much, content to visit a little, talk a little, walk in the country--certainly no big deal for you, but so very much a big deal for Grace and me.

Now who in his or her sane senses would want to give up being the editor of the S&D REFLECTOR (and we consistently capitalize it because it's great!) so long as this lovely life-style continues?

GIVE YOURSELF A CHRISTMAS PRESENT

The latest attractive addition at the Ohio River Museum, Marietta, is a restored pilothouse from the 1889-built packet TELL CITY.

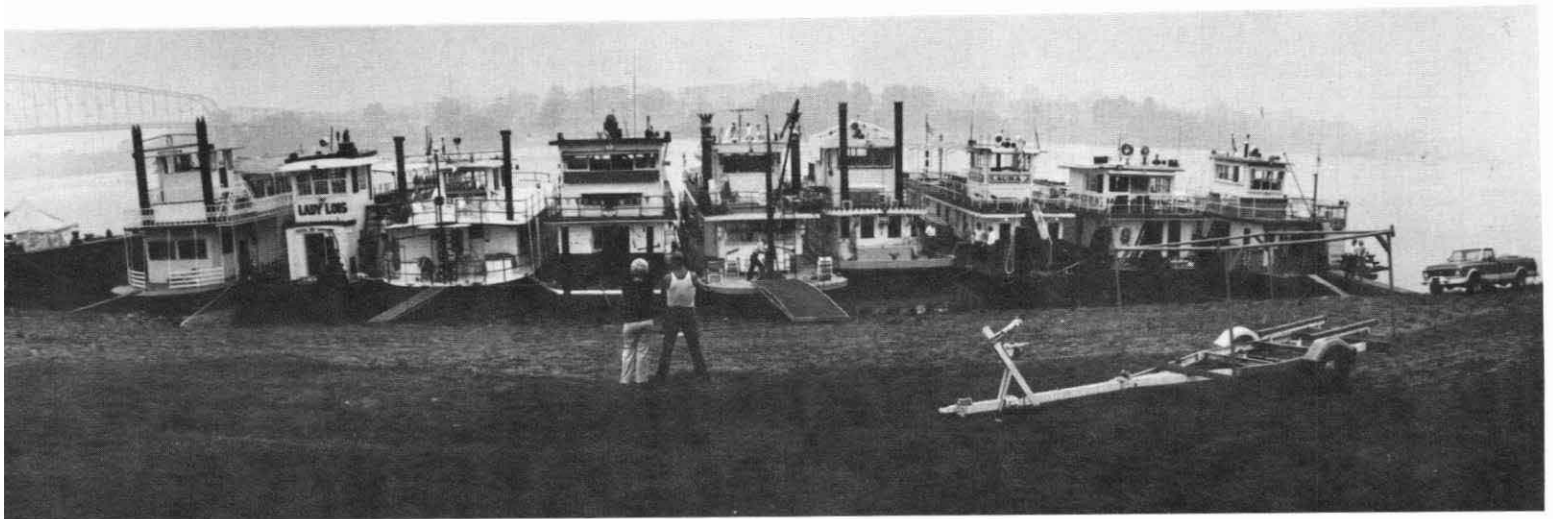
S&D engineered the job and picked up the tab. Visitors and tourists display avid interest and want to know more.

So---S&D underwrote the preparation of a little book, color cover, 48 pages, loaded with photographs. It tells the story of the TELL CITY from the beginning.

Your copy awaits you. Act promptly and we will enclose with it two full color post cards of the restored pilothouse.

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

THE BIG MARIETTA WEEK-END



--And then the fog lifted Sunday morning, the fleet asleep... -by Chris Eaton

S&D convened at Marietta on Sept. 9th last to honor river forbears and their accomplishments by constructive action in the present, and with an eye to the future.

Brought into focus are some surprising developments. When S&D kindled its first smoky flickers in 1939 little did anyone realize that the generated warmth would spiral into the creation of a multi-million river museum at Memphis and an adequately funded steamboat picture collection sponsored by the University of Wisconsin at La Crosse. Or that the old towboat W. P. SNYDER, JR. which S&D cherished to Marietta in 1955 would receive face-lifting funds not from Ohio, but from Washington, D.C. and Pittsburgh. Or that the Inland Rivers Library, Cincinnati, would enhance its prestige through a costly expansion program. These and other developments made for a pretty heady week-end at Marietta.

Board Chairman J. Woody Rutter called the governors to order in the Riverview Room at the Lafayette promptly at 9 a.m., Saturday, Sept. 9th. Answering "present" were William Barr, G. W. Sutphin, S. Durward Hoag, Thomas E. Kenny, Bert Fenn, William E. Reed and C. W. Stoll. Harold C. Putnam was absent.

Larry Walker, treasurer, submitted his report. With all obligations paid in full S&D's balance for the fiscal year showed a small increase, with \$7,750.95 on hand. The disbursements for the year totaled \$10,914.87, about 60% of which went to the printing and distribution of the S&D REFLECTOR. The Board concluded that no adjustment of the membership fees was indicated.

Andy Anderson, trustee of the J. Mack Gamble Fund, detailed the expenditures incident to the res-

toration of the TELL CITY pilot-house, the project now virtually completed. J. W. Rutter, also a Fund trustee, revealed that over 50% of the text for the new and expanded Packet Directory has been completed, the A-K listings totaling 3,290 steamboats of a projected 6,000. Another year will be needed to complete the listings.

A report of the Inland Rivers Library, Cincinnati, was also given by Andy Anderson with the pleasing news that a large expansion of the main library, Eighth and Vine, is under way. The space allocated to the rivers collection will be enlarged to accommodate present and future needs.

Jan Clement, associated with the Mississippi River Museum now being built at Memphis, outlined to the Board some of the plans envisioned for this multi-million project and petitioned S&D for assistance in acquiring worthy exhibits. No formal action was taken, but the Board was impressed with Jan's presentation.

Also heard from was Donald T. McDaniel, Columbus, O., urging emphasis on showboats. His points were well taken.

Introduced to the Board was John T. Briley, recently appointed manager of Campus Martius Museum and related properties of the Ohio Historical Society. John Briley told the Board that two recently negotiated grants would permit restoration work to proceed on the W. P. SNYDER, JR. (see separate news item in this issue).

Board member Tom Kenny brought up the subject of changing the date of S&D's annual meeting to the third week-end in September. Considerable discussion ensued to reveal that setting S&D's date is negotiated each year with the Lafayette to avoid, insofar as possible, conflicts with other organizations, principally the schedulings of Marietta College. A certain amount of flexibility is re-

quired inasmuch as S&D fills the hotel and taxes the diningrooms. Jim Swartzwelder observed that the scheduling of the LIBERTY BELLE would not have worked out so well had S&D convened in 1978 a week later than usual. Tom Kenny having made the suggestion in the form of a motion withdrew it on the promise of president Way that the idea would be given serious consideration.

President Way petitioned the

THANKS!

The 1978 S&D meeting, largest of record, would not have gotten to first base without a crew of volunteers to attend to necessary matters. The sale of tickets for the boat ride was attended to by Chuck and Catherine Remley and Bill and Ann Mallinson and Gnase Putnam. The procurement and dispensing of liquid refreshments aboard the LIBERTY BELLE came thanks to Chuck Remley with able assistance of Catherine Remley and Juanita Etter. Jeffrey L. Spear passed around a Guest Book aboard the boat to acquire signatures of the voyagers. The arrangements with the Betsey Mills Club and transportation to and from came thanks to Bob Moseley. Woody Rutter had to forego the boat ride to set up the slide and movie projectors for the evening meeting. John Briley and crew at Campus Martius, the Ohio River Museum and aboard the W. P. SNYDER, JR. opened prior to scheduled time Sunday morning to accommodate S&D members. The schedule of events came courtesy of the Hotel Lafayette. To these and to persons who assisted with the box lunches and maybe a half dozen other good deeds unnoticed by your president, thanks on behalf of all.

THE THREE PICTURES

Taken on the LIBERTY BELLE, top one shows Allen Hess, our peripatetic photographer---now instructing at Princeton---with Delly Robertson and Sandra Miller. Center: Bob and Ginny Beckett, with Jerry Sutphin smiling at the photographer, and in the background we see (left) Harry and Donna Reed. Lower: Bill and Ann Mallinson enjoying lunch with Bee Rutter. --Pictures kindness of Michelle Kingsley.



Board to elevate Harold C. Putnam to become Honorary Chairman of the Board of Governors for life, in recognition of the many services and favors he has bestowed on S&D over many years. The motion was made, seconded and carried unanimously with expressions of Putty's valuable contributions from various Board members.

President Way appointed a nominating committee composed of Jenny McNally, R. Jerome Collins and Ralph DuPae. The committee was asked to submit a slate of officers to be presented to the members at the evening meeting.

The LIBERTY BELLE of the Gateway Clipper fleet, Pittsburgh, on the return leg of a series of out-of-town cruises which had taken her to Charleston, Huntington and Gallipolis, arrived at Marietta Friday evening in time for the fireworks. This much-travelled boat was built at Dubuque 1965 for service on the Cuyahoga River, Cleveland; was taken via the St. Lawrence River to Philadelphia, and thence to Pittsburgh. S&D rode her once before, to Blennerhassett Island and back, then bearing her original name SHOWBOAT II. She got her present name in 1976.

S&Ds trooped aboard, stores were loaded, and she took off with some 210 aboard shortly after 11. Jim Swift regaled his shipmates with the story of Commodore Rollingpin and his "Duck Creek Ballads" while passing the creek's mouth. The original hope was that Bob McCann would be on hand to do most of the spiel but Bob unfortunately had been grounded in Cincinnati with a throat ailment. Lockage was made at the new Willow Island Locks and Dam, formally dedicated just a year ago during S&D's 1977 meeting. Above there, on the left shore, the partially completed cooling tower which, due to collapse of interior scaffolding, claimed the lives of 51 men this past April 27th, was pointed out. Known as the Pleasants Power Station, the facility is owned jointly by the Monongahela Power Co. and the Allegheny Power System.

The LIBERTY BELLE went through the old channel of Brothers Islands on the upbound leg, and returned along the West Virginia side, the present channel, on the return. The turn-around was made





Dianne (Mrs. Lee) Woodruff of Cincinnati, daughter of Delly robertson.



Bert Fenn & friend at 1:00 p. m. by Bert's wrist watch.



Chuck Remley (right) converses with C. W. Stoll over the bar.

--Thanks to Michelle Kingsley for the pictures.

just below Newport, O. On board were James W. (Jim) and Sherley Greenwood who live in a ranch-type at Greenwood Farm, Newport. Jim is son of the late William (Bill) and Hazel Greenwood. Daughter Jane Ann accompanied them. Also aboard were Bernie and Helen Prather with roots in Newport inasmuch as Helen's father and mother, the late Capt. and Mrs. Jesse P. Hughes, and her sister Lillian, are buried there.

In the upriver distance as the boat turned could be seen the new highway bridge recently opened between Newport and St. Marys, replacing the Hi Carpenter Bridge which was condemned and removed inasmuch as structurally it was same as the ill-fated "Silver Bridge" at Point Pleasant. Other points of interest were noticed, among them the location along the right shore above old Lock 17 where the first Greene Line packet H. K. BEDFORD was lost in ice.

One thing sure, no floating ice impeded the LIBERTY BELLE. The day was sunshiny and hot.

Those who signed the guest register during the boat ride include William W. Willock, Jr., Chestertown, Md.; Mr. and Mrs. Nelson P. Gardner, Gallipolis; Mr. and Mrs. Nathan G. Carder, Murraysville, W. Va.; Jim and Jan Reed and sons Jeff and Jon, Raleigh, N.C.; Patricia K. Sullivan, Cincinnati; Lee and Dianne Woodruff, Cincinnati; Frank X. Prudent, Cincinnati; Fred and Edna Donsback, Jr., Covington, Ky.; Keith Norrington, New Albany, Ind.; Larry and Ethel Walker, Cincinnati; Capt. Bill and Darlene Judd and son Bill, Cincinnati; Ken Hawley, Charleston; Dorothy Frye, Cincinnati; Homer O. and Grace Hawley, Charleston; Ann Zeiger, Cincinnati; Kenneth J. Eddy, Marietta; Mr. and Mrs. James W. Greenwood and daughter Jane Ann, Newport, O.; Jim Cree, Utica, O.; Bob and Virginia Smith, Sewickley; William D. Rist and Elaine Rist, Huntington; Michael and Lena Muldowney, Bridgeport, O.; Marcelle Cable and Frank H. Cable, Richmond, Ind.; Mr. and Mrs. William T. Patterson, Richmond, Ind.; Marion Hartley, Gasport, N. Y.; Bus Longrod, Albion, N.Y.; Garland and Helen Kimble, Marco Island, Fla.; Louise Meldahl Carley, Memphis; Jack and Alice Massey, Cincinnati; Theo A. Cook, Memphis; Mary E. Massey, Cincinnati; William C. Massey, Cincinnati; Robert and Linda Murray, Stillwater, Minn.; Claire Fitch, Hebron, O.; Ruth Bettler, Sioux City, Iowa; Mr. and Mrs. Dave Elphinstone, Pittsburgh; Lillian Bowell, St. Paul, Minn.; Jan Di Carlo, Steubenville; William and Joanna Shelton, Conneaut, O.; Mrs. Harold Blake, Spencer, O.; S. Durward and Della Hoag, Marietta; Mr. and Mrs. Winston E. Sandeen, Scottsdale, Ariz.; Bob and Mary Alice Masterson, Cincinnati; Bill Preston, Gulf Breeze, Fla.; Roy Emery, Hanover, Ind.; Betty Buckley, Zanesville; Slim Brandt, Steubenville; Bob Latta, Pittsburgh, Capt. Clare Carpenter, Belpre, O.

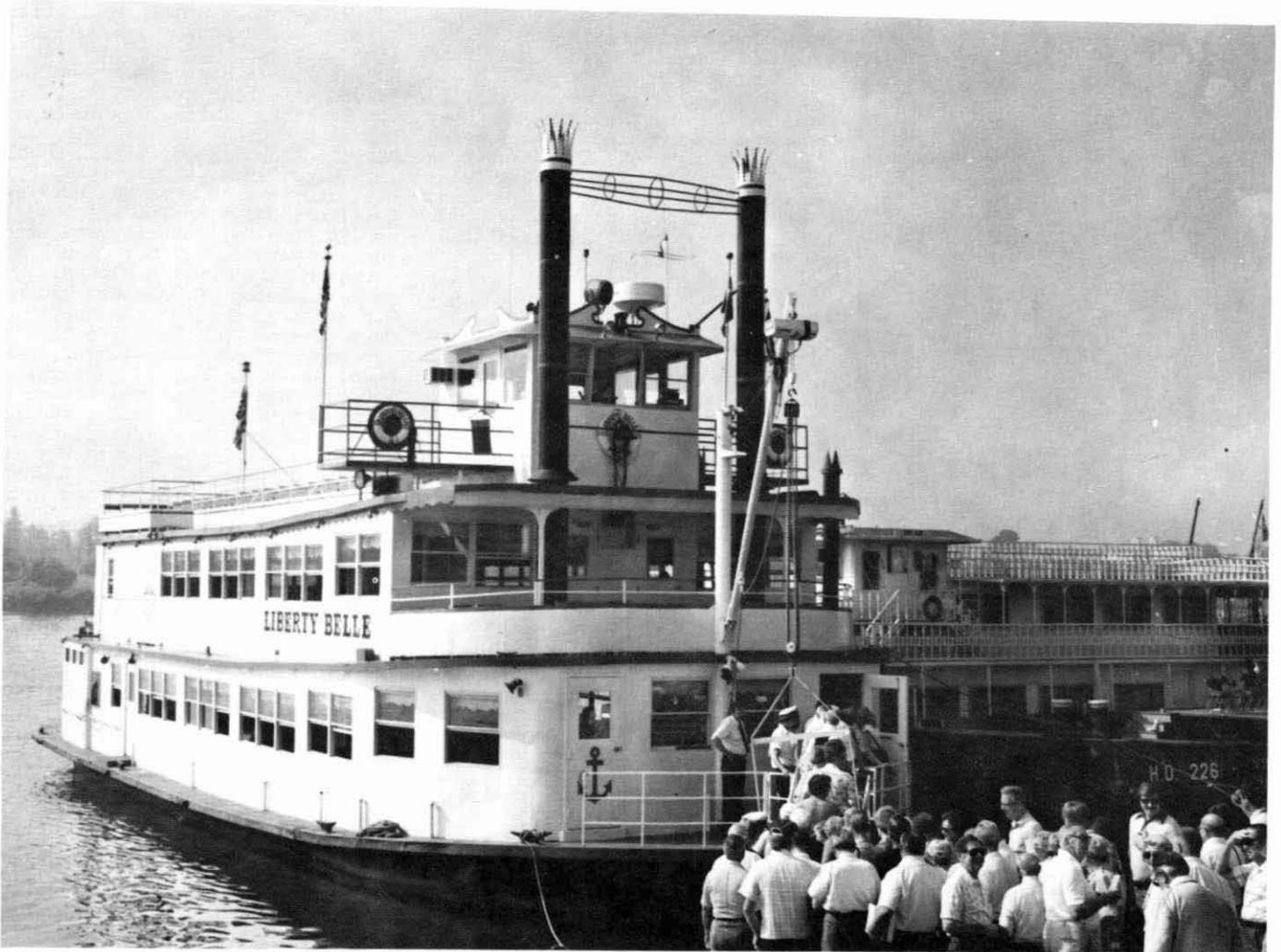
C. W. and Lucy Stoll, Louisville; Allen Hess, Princeton, N.J.; William E. and Mabel Reed, Pittsburgh; James Harry Reed and family, Charleston; Mr. and Mrs. Robert Beckett, Hebron, O.; Jerry and Lenore Sutphin, Huntington; Judy Patsch, Rock Island, Ill.; Bernie and Helen Prater, Louisville, Ky.; Mr. and Mrs. James R. Paisley, Wheeling; Julia E. Thomas, Powhatan Point, O.; Charles and Alice Fuchs, Mansfield, O.; Chuck and Catherine Remley, Marietta; Mr. and Mrs. Robert D. Ashley, Racine, O.; Russell Quillan, Racine, O.; Dave Wilson and Juanita Taylor, Jackson, Miss.; Jan Clement, Memphis; Jack D. Custer, Nashville; Sandra Miller, Louisville; Frederick Way, Jr., Sewickley; Robert S. Way and Martha A. Knauf, Cleveland, O.; Jay and Laura Way and Jessica Lea Way, Akron, O.; Terry and Irene Smith, Craig and Lynne Smith, Medina, O.; Yeatman Anderson III and Guy C. Anderson, Cincinnati; Ernest S. Gabler, Greensboro, Pa.; LeRoy G. and Louise Pratt, Des Moines, Iowa; Doris A. Foley, Keokuk; Bert Fenn, Tell City, Ind.; John B. Briley, Marietta; Bee Rutter, Birmingham, Mich.; Fred III and Nell Way, Cleveland; Bill and Anne Mallinson, Pittsburgh; Chase and Andy Putnam, Warren, Pa.; Delly Robertson, New Richmond, O.; Carl A. and Joan Root, Washington, W. Va.; Tom and Kay Kenny, Ferguson, Mo.; Bud and Eileen Daily, Toronto, O.; Dan and Carroll Taylor, Sewickley; Mr. and Mrs. George W. Schotten, Hubbard, O.; Charles D. and Diana McMahan, New Matamoras, O.; Lizzie Waller, Sewickley; Tom L. Miller and Tina Miller, Marietta; Dianne Woodruff, Cincinnati; Bill Campbell, Columbus, O.; William D. Bowell, St. Paul, Minn.; Dr. Philip L. Bettler, Sioux City, Iowa; Scott Schriver, Reno, O.; Jeffrey L. Spear, Marietta.

Dear to the hearts of all S&Ds was the pleasant surprise to find that one of the large downstairs exhibit rooms in Campus Martius Museum had been turned into a river picture gallery. Manager John Briley and his staff made this change several days before S&D convened.

Many oil paintings were brought out of retirement and rehung. The dramatic oil by William E. Reed of the HOMESTEAD-TITAN race commands attention. Steamboat portraits by Jesse P. Hughes, more interesting as the years go by, fill the space of almost an entire wall.

Two large frames contain boats built at the Knox Yard, Harmar, O. One large frame shows the U.S. Lighthouse tender GOLDENROD, her engineroom, and cabin. The SENATOR CORDILL in Emsworth Lock, with an oval insert of her skipper, Capt. Mel Irwin, refreshes memories.

One which delighted us is a home-made framed announcement of the CITY OF LOUISVILLE's fast upstream run from Louisville to Cincinnati, including a roster of the complete



S&D members boarding the LIBERTY BELLE at Marietta for a ride up the Ohio River, Saturday morning, Sept. 9th last, shortly before 11 a.m. --Photo thanks to William E. Reed.

crew. This hung for years in her cabin.

Also attractively framed are the eight photo reproductions of the 1848 daguerreotypes of the Cincinnati waterfront, including a well prepared description of each.

Artistic photo enlargements prepared by W. Hurley Ashby, attractively framed, form another section of the exhibit.

Most astonishing, to us, was to discover a large full color framed poster announcing the 1879-1880 schedule of the Pittsburgh & Cincinnati Packet Line sailings from Pittsburgh. Years ago we purchased this relic from a gentleman and his wife who were moving into a trailer and had no room for its display. They let us have it for \$25. We paid for the framing, and brought it to our early River Museum. There it hung for a year or so, and one day was missing. Upon inquiry we were told that two of the Ohio Historical officials had borrowed it for a special display in Columbus. Now, a quarter-century later, it is back in Marietta and nobody knows how, when or why. The universe will never explode, take cheer--just get lost in its

own vastness.

The LADY GRACE is there, too, with love, from Dorothy Frye.

The Betsey Mills Club was the scene of the evening meeting with Bert Fenn at the lectern telling the story of "Tall Stacks On the River," his cadence and depth of voice reminiscent of the deep 'scapes of the side-wheelers and sternwheelers as they were shown on the screen. Many in the audience said afterward, when it was all over--all too soon--they felt spellbound as in a trance.

The slate for officers was presented by R. Jerome Collins, acting as spokesman for the Nominating Committee. All present officers were reelected by acclamation and Gene Fitch was elected vice president, Upper Ohio, filling the vacancy created by the passing of Robert G. Thomas.

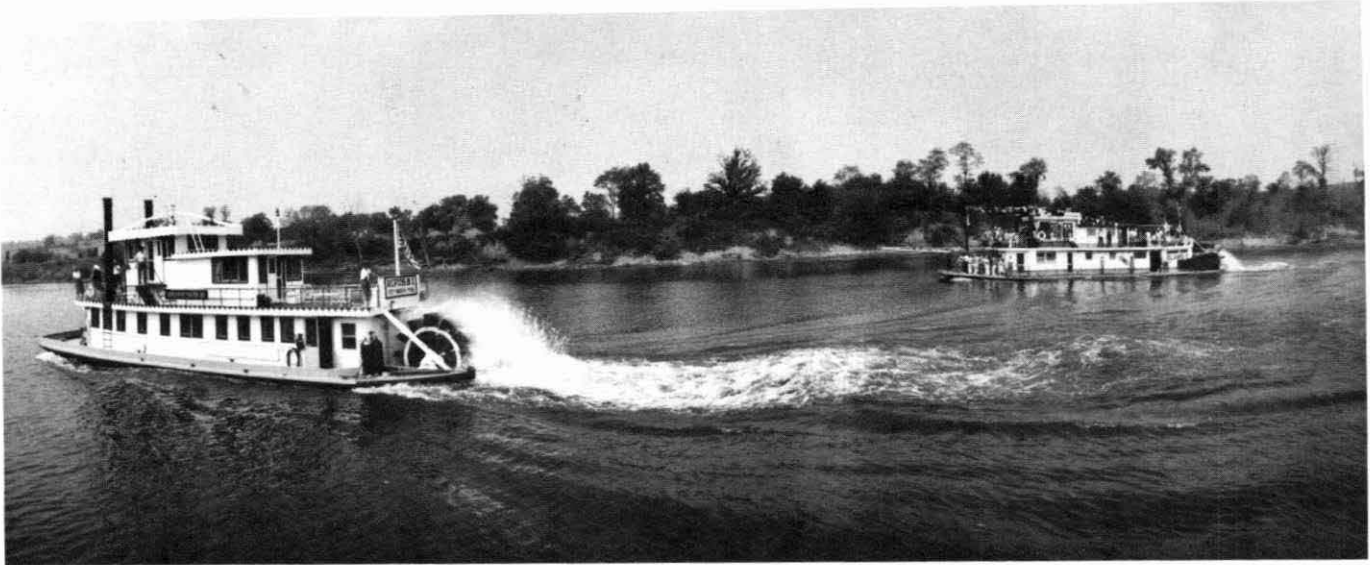
John B. Briley introduced Capt. Harry C. Allendorfer, Jr., director of Maritime Preservation, National Trust for Historic Preservation, Washington, D.C. Captain Allendorfer presented a check for \$10,000 in behalf of National Trust to the Ohio Historical So-

ciety to forward renovation work on the W. P. SNYDER, JR. John Briley then announced that a sum in like amount had been received from the W. P. Snyder Charitable Fund, Pittsburgh.

The evening meeting was ably MC'd by Capt. C. W. Stoll.

Also featured was a dramatic movie detailing the construction of the famed New River Gorge Bridge in West Virginia with its world-record 1,700-foot main steel arch towering 876 feet over the river and canyon. The film was prepared by Mode-Art Studios, Pittsburgh, and was loaned for the showing kindness of Robert L. Stone, president. The new span carries 4-lane traffic along U.S. 19, and was opened with ceremonies Oct. 22, 1977. American Bridge Division, U. S. Steel, erected the structure.

Clark Powell, associated with the Parker Towing Co., Tuscaloosa, Ala., sends regards from Capt. Tim Parker who heads the firm, and who remembers in 1946 when Woody Rutter and y.t. hailed his steam towboat HELOISE on Tombigbee River and hitch-hiked a ride.



Chris Eaton rode the DONALD B. during the Sunday, Sept. 10th Sternwheel events at Marietta and took the two pictures on this page. Dean of the Sternwheelers is Capt. Ray Brookbank who says he was "built the same year as the TELL CITY's pilothouse, in 1889." His son Capt. Donald Brookbank did the piloting.

STERNWHEELERS commenced making treks to S&D in 1975 when the SHELLEY P., RUFUS B. II, LAURA J. and the prop houseboat MARY-BECK put in their appearances even as S&D embarked aboard the SHOWBOAT II for a circuit of Blennerhassett Island.

The participation with S&D gained momentum with the formation of the American Sternwheel Association. In 1976 more arrived to help celebrate Marietta's Bicentennial program complete with fireworks. Still more in 1977 and the Sternwheelers threw a Dignitaries Dinner at Marietta College's Gilman Student Center. More fireworks.

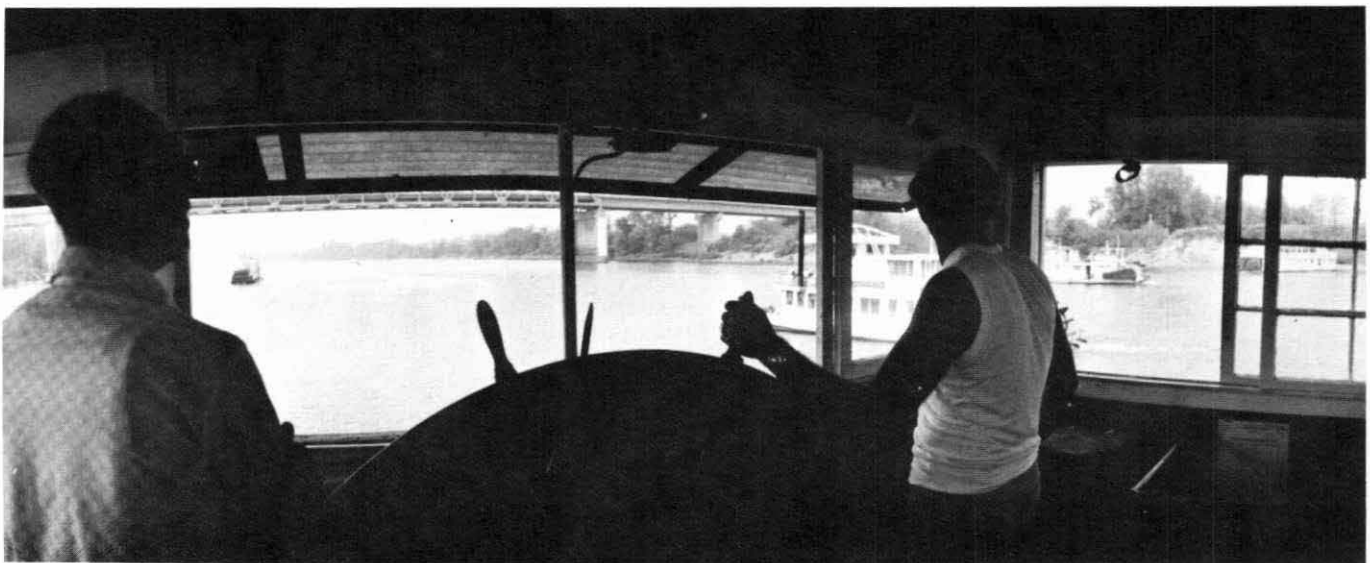
This past Sept. 9th week-end the Sternwheelers outdid themselves with a line-up of boats looking like a miniature of the St. Louis waterfront in Mark Twain's time. Some few boats we'd never heard of; the CENTENNIAL, J. J. JUL KAST among them.

The boat activities and related shore events (including the most elaborate fireworks display ever) were dubbed the "Third Annual Ohio River Sternwheel Festival" headed by a Director General, a President and sixteen committees made up of predominantly Marietta talent. The Pooh-Bah, Lord High Everything Else, was Robert L. Eredics, pres-

ident of ORSF, a non-profit organization sponsored by the Marietta Area Chamber of Commerce.

They issued a 32-page program, same page size as S&D REFLECTOR, full color covers front and back, loaded with advertising, which accomplished the incredible feat of not mentioning the American Sternwheel Association nor the Sons and Daughters of Pioneer Rivermen, the two chief actors in the play. But aha!, the S&D REFLECTOR was credited as the source of a photograph of the W. P. SNYDER, JR.

The sternwheel LADY LOIS, Capt. Merdie Boggs, was Sunday's winner due to the disqualification of the



The RUFUS B. II (left) left Wabasha, Minn. in early August crewed by Dr. Philip and Mrs. (Ruth) Bettler of Sioux City, Iowa. They "took in" the Charleston Regatta held Labor Day week-end and brought their boat to Marietta. They planned to return down the Ohio to Paducah and then go to Gunterville, Ala. on the Tennessee River where the boat will winter. At right is the CLAIRE-E which distinguished herself several days later by towing the celebrated Ohio Historical Society flatboat up the Muskingum (see another page in this issue).

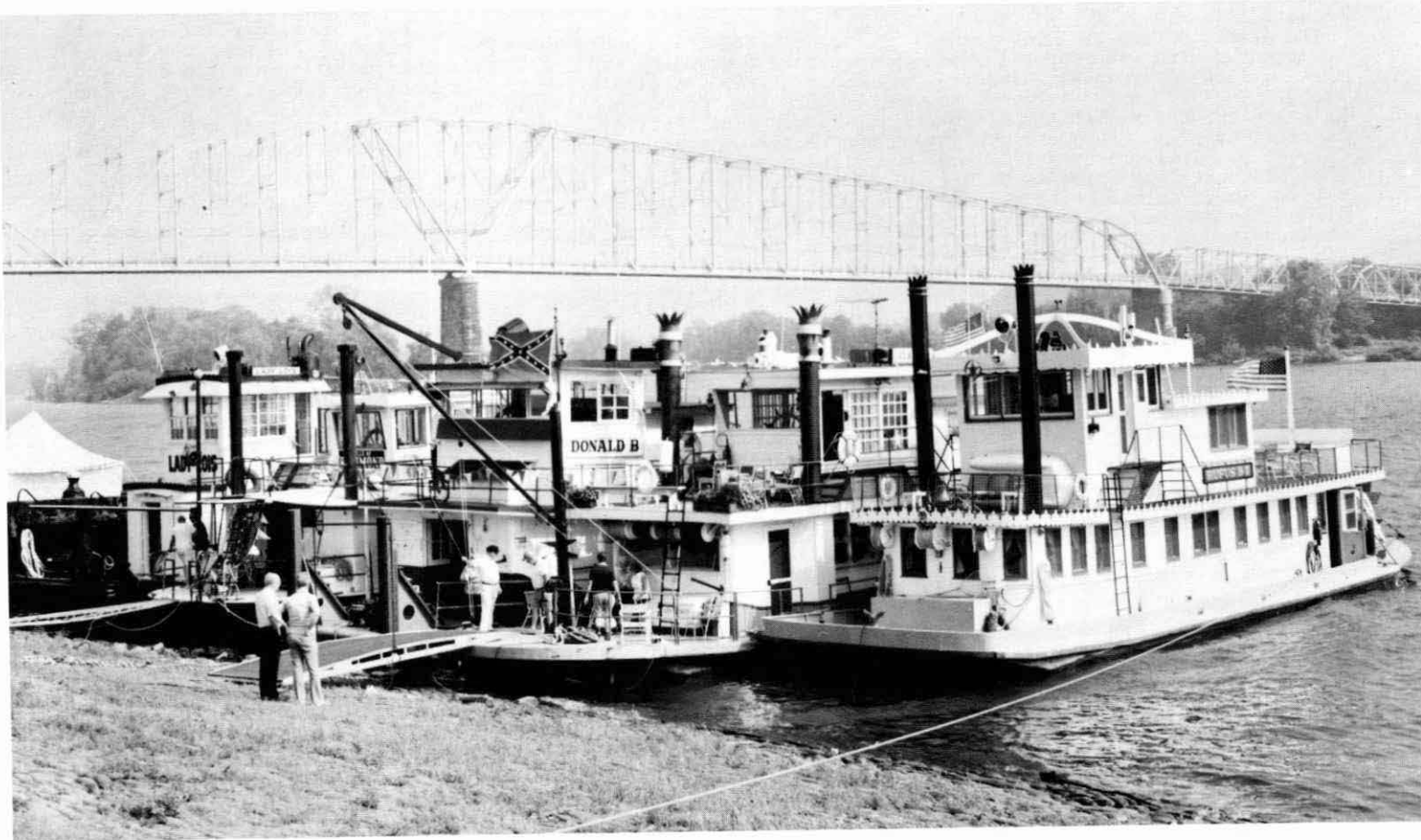
E. L. THUMPER which, in the lead, got off course. Other participants in the races were the WINIFRED, LAURA J., VIRGINIA, VALLEY GEM, RUFUS B. II, DONALD B., MISS STERLING, CENTENNIAL and the J. J. JUL KAST. The BELLE OF RICHMOND, not being a sternwheeler, did not participate.

Most newsworthy event, judging the extravagant coverage in the Marietta "Times," was the arrival in Marietta of a 12-foot aluminum outboard skippered by Bill Harris of Guntersville, Ala., aged 66. Since 1967 he's logged 26,000 miles on the Ohio, Tennessee, Cumberland and Mississippi Rivers, all the way to New Orleans. He was the featured speaker at the Sternwheelers' Dignitaries Dinner.

About a year ago we lost a note book and it has turned up again without a word of apology for its long absence. Among other things noted in it is that a fluke anchor had been placed by the Ohio Historical Society on the concrete flooring beneath one of the new Ohio River Museum buildings. It measured four feet long crown to ring. Maybe this information may now prove handy. That four-foot fluke anchor was stolen by person or persons unknown sometime this past early summer.



Photographed Saturday morning, Sept. 9th, by S. Durward Hoag, foot of Front Street, Marietta. Sunday's winner, the much-travelled LADY LOIS (left) was built 1928 at Nashville, originally CATHERINE D, then C. A. IRVIN, then GRACO. About five years ago she was taken to Panama City, Fla., then returned in 1975 to the Upper Ohio. Capt. Merdie Boggs gave her the present name.



William E. Reed has our thanks for this one, taken Sunday morning, Sept. 10. Worthy of note, but not visible, the large painted "C" on the Marietta-Williamstown bridge pier seen over the pilothouse of the DONALD B. was altered several days prior to become an "O".

The signal bells to the engine-room won't ring. The whistle does not blow. But it all looks mighty real.

Bert Fenn accepted the responsibility of providing a wooden whistle (that's why it wouldn't blow) manufactured at his Tell City Chair Company. It is made from a drawing whopped up by Ye Ed. "If it doesn't look like the TELL CITY whistle don't blame us," said Bert as we stood in the moonlight and looked up at it there in place. "A whistle that size would blow a mellow tone all right," he mused; "must be pretty close."

Bert had the whistle crated and shipped United Parcel to Marietta. John Briley phoned and alerted us it had arrived. The story of how it was installed on the pilothouse is sort of interesting maybe.

First need was to paint the bells to simulate corroded brass so we turned ourself into a reasonable facsimile of Dean Cornwell and looked into the paint locker at Campus Martius Museum. Aha. About a spoonful of green in the bottom of one can, some off-white in another and a dab of what might have been tan in a third. Pour a dib-dab of green into the off-white. Glurk in a smidgen of tan. DON'T STIR. Apply with a second-hand $\frac{1}{2}$ " brush with whiskers. Fantastic. Patent pending.

So when this concoction had dried overnight we got Lawrence Peters on the tow line and the two of us went on the hunt for a 14' length of $1\frac{1}{2}$ " pipe. Gene Fitch told us to go see a junk man who has a Zubik orchard down near the Marietta bridge approach. Easy to find. Beautiful junk all over the place. Sure he has a 14' length of pipe. Turns out to be double-strength pipe, no less. Imagine finding a 14' length piece of pipe in a junk lot.

So Lawrence and I gave him \$6 for it. We took it to a place to get it threaded on one end. The stock and die person says, "That isn't $1\frac{1}{2}$ " pipe, it's $1\frac{1}{4}$." Oh boy, and it's paid for.

So Lawrence and I go to another place to pick up a bushing $1\frac{1}{2}$ - $1\frac{1}{4}$. Jim Sands is there. Not that he has anything to do with it. This thing won't screw into the cross. Why? The obliging clerk comes out to solve the mystery. Because the cross is $1\frac{1}{4}$ " not $1\frac{1}{2}$ ", that's why. We get our 55c back. Back to the thread shop and the pipe threads screw into the cross. The whole set-up is $1\frac{1}{4}$ ", not $1\frac{1}{2}$ "--the pipe we bought was right in the first place. Confusing? Not necessarily. Read it six times.

So back to the TELL CITY pilothouse with our loot. Dale McCoy provides an aluminum ladder. Lawrence drills a $1\frac{1}{2}$ " hole in the top of the tiller box on the port side and.... How did he drill a $1\frac{1}{2}$ " hole? I'll tell you how; I had a Clark expansive bit in the back of the car--figured we might need it. Lawrence pushes the pipe up through the hole already provided in the eaves (Cecil Schwendeman tended to the hole while rebuilding the pilothouse) thread end up, sockets it down through the tiller

box, everything tickety-boo, ready to screw on the new wooden whistle at the top. Dale sends a young athlete up the ladder who's been working summer part-time on the premises. He freezes 13' up and says a college word that means he gets dizzy up in the air like that. Lawrence goes up, gets on the roof, the whistle is passed up to him, and he screws it to place. One whistle is a bit cock-eyed so we pass up a Stillson and Lawrence twists it plumb. Lawrence paints all the pipe work flat black enamel.

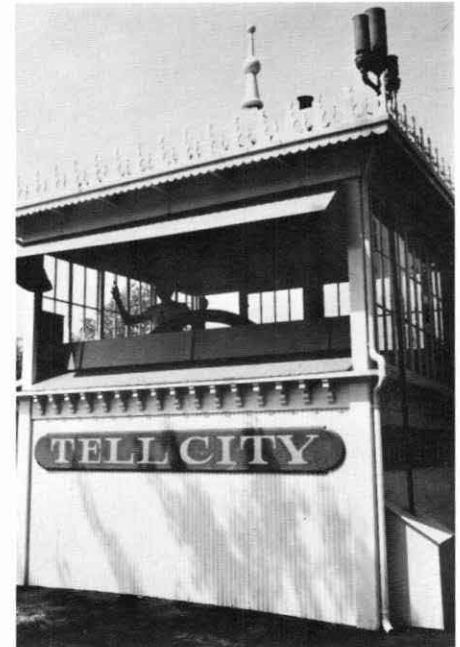
"That whistle looks so real it fools everyone," said Woody Rutter. "Even looks a little wet as if steam was leaking around the valve."

Gene Fitch meanwhile had been rounding up guy rods, turnbuckles, etc. for the Burnside stove. The old U. S. Inspection Service required such stays to prevent the upsetting of coal stoves; probably still on the books if you know where to look. Gene made the clamps, threaded the rods, and put in the eye-bolts, etc. While he had his electric drill there we got Bob Thomas's bell stand (about the last carpentering Bob did and expertly tailored) and lagged it to place, looking natural as life. Gene reamed the holes to allow clothesline to be rigged for the pulls. Lawrence and I crawled underneath and installed springs to provide proper tension so's the pulls would work realistically. The idea of rigging actual engine-room bells was unthinkable---every kid in fourteen states would be ringing them, us included. This mock-up bell system provided a chuckle a couple of days later when one good S&D member gave the stopping bell an expert yank. It rang! "Real bells!" exclaimed the yanker. Somebody down on the W. P. SNYDER, JR. had managed to ring her stopping bell at that exact moment. Or is that what really happened? The incident has haunted me since. I'm not normally superstitious but when a person gets to monkeying with the project of bringing back to life an old steamboat pilothouse he gets into a vague borderland between fact and fiction, an area of extreme uncertainties. Both of us heard a stopping bell ring and let's leave it at that.

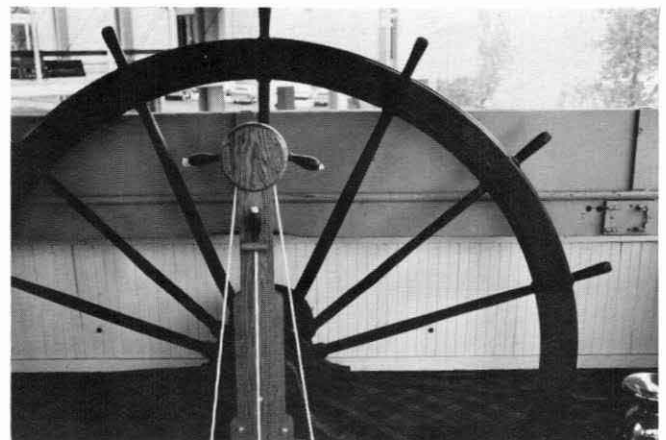
Bob Thomas made the bellboard now installed in the TELL CITY's pilothouse. Gene Fitch and Lawrence Peters and y.t. rigged the bell cords and--bottom right--have a first look at the genuine brass gaboon presented and installed by S. Durward Hoag.

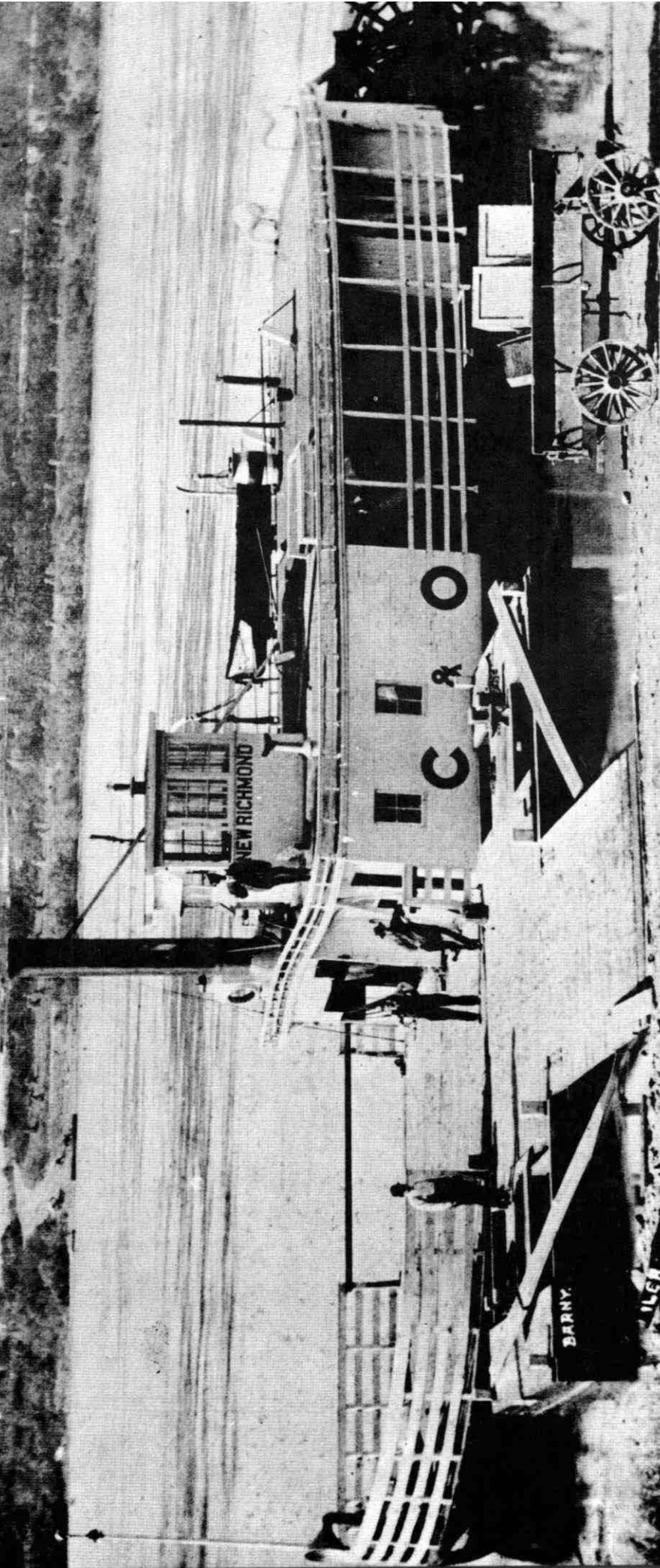


The new whistle as photographed by Lawrence Peters, Coal Run, Ohio 45721.



The first picture of the new pilothouse whistle came to us from Michelle Kingsley; that's it, high aloft, right.





*New Richmond
Motel & Marine*

NEW RICHMOND, OHIO

BARNY

ILCA
Photo

For description see box at top left column, next page.

Picture on Opposite Page

The NEW RICHMOND was the regular ferry across the Ohio River at New Richmond, O. She was built at Cincinnati in 1890 on a wood hull 86 by 22.5 by 4.3. Her high pressure engines were 10½" bore by 14" stroke, powered by one boiler 48" dia. by 15 ft. long. For many years she was owned and operated by the Chesapeake and Ohio Railroad. Their depot on the Kentucky side shows over top of the pilothouse in this picture. John B. Prudent was pilot for quite a while and later operated the ferry under lease. He appears in the picture, at the left, standing on the landing float. Charley Short, engineer, and Jim Trumper, fireman, are on the head. George Cason, the C&O agent, is on the boiler deck. In the late 1920s the NEW RICHMOND was sold to the Manchester Ferry Co., Manchester, O. and renamed E. I. FORD. We are obliged to Frank X. Prudent, great-grandson of John B. Prudent, for the picture.

er. When they sold the BETTY TURNER in 1947 they kept the whistle.

At the time of our Steam Whistle Concert at Tell City in 1960 we drove to Bowling Green and borrowed this whistle from the James R. Hines Corporation. We blew it in the concert and recorded it, then returned it to them.

Seems to me there was talk then that it had been, or was headed for the museum at Western Kentucky University, Bowling Green.

It was a nice whistle.

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

Hugo Alpers, P. O. Box 81, Chesterland, O. 44026 is seeking one copy of S&D REFLECTOR, Vol. 6, #2. He has a complete file with this sole exception.

Those who examine the roster of S&D's Board of Governors on page 4 will discover the name of Catherine Remley. She is the first lady S&D board member, and fills the vacancy created when Harold C.

Putnam was honored last Sept. 9th when the Board unanimously elected him the Honorary Board Chairman. Catherine Remley needs scant introduction having been good friend of S&D while she served as curator at Campus Martius and always active in S&D affairs. She brings to us excellent executive judgment and, not incidentally, a husband (Chuck) who has been up to his middle in Whistle Blows, raising a flatboat, assisting at river doings and you name it.

The Winter Meeting of the Ohio-Kanawha Branch, S&D, was held at Huntington, West Va. on Sunday, Dec. 3 last at the Highlawn United Methodist Church, corner of Third Ave. and 28th Street. Bob Kennedy was the featured speaker, his subject (what else?) was "The Big Sandy River." Details will be forthcoming in the next issue.

Note:- We have written the above in the past tense inasmuch as most members will not have received their December issue prior to that date. A shame, too, for Bob Kennedy is half batwing, half log raft, the authority on his favorite's subject.

It's now Colonel Harry Loudon, if you please, suh. Julian M. Carroll, governor of Kentucky, by authority vested in his high office, has bestowed upon Capt. Harry Loudon the title of Kentucky Colonel, effective this past June 5th. When we visited with this noteworthy pilot aboard the DELTA QUEEN at Pittsburgh this past August 28th Harry produced the document, neatly framed by the boat's carpenter. In some astonishment we asked Harry how he managed to come by such distinguished honor. Said Harry: "Dunno, James Barnett of Cincinnati rigged it up somehow or other."

If anything wrong can happen in a print shop it usually does. The "New Orleans" magazine in its August issue features a story "to make more locals aware of the river." The focus of all of this attention is Streckfus's PRESIDENT. Heading the article, full width, is a picture of what? Not the PRESIDENT, saints preserve us--the NATCHEZ.

Sirs: Regarding the EVANSVILLE's whistle pictured in the last issue, page 4: It started out on the packet CRESCENT CITY in 1898 and was transferred to the BOWLING GREEN when she came out in 1905. After the BOWLING GREEN sank in 1920 it was put on the EVANSVILLE which carried it until she burned July 25, 1931.

The whistle was salvaged and was stored at Evansville until 1940 when the Williams brothers gave it to their nephews Capt. James R. and Tom Hines of Bowling Green, Ky. They put it on the towboat BETTY TURNER, the last steamboat to operate regularly on Green Riv-

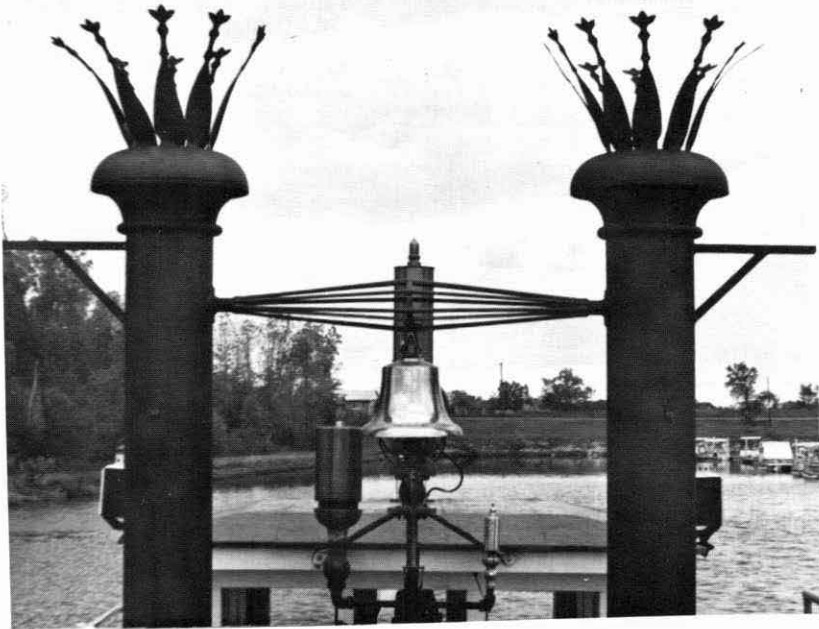


Ol' STEAMBOAT DAYS FESTIVAL at New Orleans on Aug. 6th last was climaxed with a gala river parade featuring the NATCHEZ, PRESIDENT and about 20 assorted craft including Navy and Coast Guard vessels, the Dock Board's fire boat and towboats. On board the NATCHEZ for the event were Kentucky-born journalist-author Ben Lucien Burman (left) and Martha Ann and her husband Ray Samuel. A Steamboat Film Festival showing, among other relics, "Steamboat Round the Bend" bombed out for several deplorable reasons. This was the first attempt toward establishing an annual steamboat affair in the Crescent City. Ben Lucien Burman first appeared on the river scene about 1927 when he rode the BETSY ANN to Cincinnati seeking lore and legend and since has been published widely. Ray and Martha Ann Samuel are associated in many and varied present-day New Orleans enterprises. Their knowledge of the homes and buildings in the city is inexhaustible. We are indebted to Gretchen Hecht for the picture.

SURE, SHE'S A STEAMBOAT

SIRS: You will be intrigued with the SHAWNEE PRINCESS. She operates out of Grand Rapids, Ohio on the Maumee River and Bee and I spent last Saturday afternoon (Oct. 14th) cruising around on her.

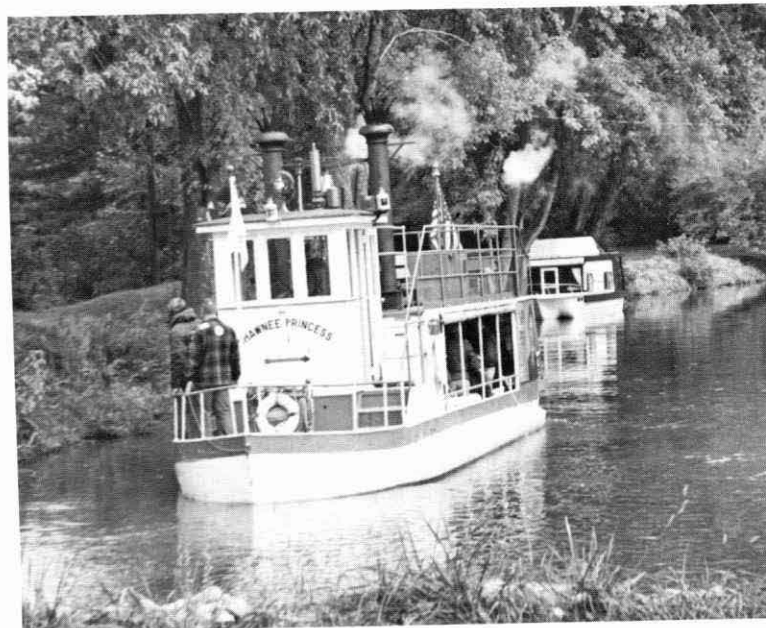
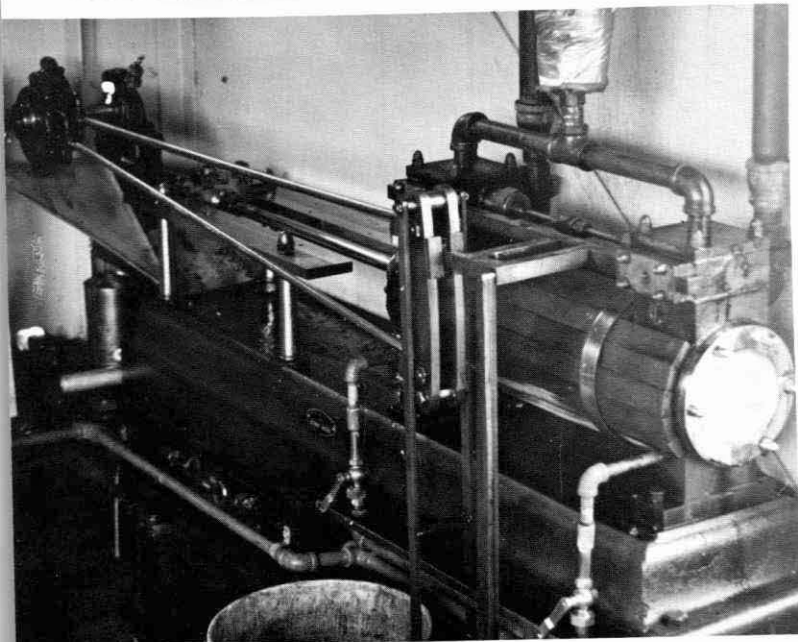
The PRINCESS is steel, 50 by 12, and authorized to carry 30 passengers and a crew of three. Originally, the boat was built by a fellow in Huron, Ohio and the engines are marked "Geeke's Tool Room Ltd." Geeke built the boat for pleasure and then sold it to nine men from the Toledo area who are incorporated as a non-profit museum. To carry passengers and meet Coast Guard requirements you will notice that sponsons had to be added a la CHAUTAUQUA BELLE.



One of the owners, Lester Woodyard, 6150 Section Road, Ottawa Lake, Michigan was taking out a private birthday party as we came over the hill to take some pictures. Les invited us aboard and before the afternoon was over he had a full house including a Boy Scout troop.

The boat goes along as slick as a whistle (of which there are three) but she doesn't handle very well, particularly astern. The rudders are hung on the fantail aft of the paddlewheel. As you can see, the builder went big for feathers and even the boiler blow-off pipe has feathers. The 'scape pipes are topped by brass puddings and she whistles when 'scaping.

J. W. (Woody) Rutter,
964 Worthington,
Birmingham, Mich. 48009



Sirs: I note with interest your report on our proposed Upper Mississippi Center (Sept. issue, page 8) and since meeting you in Marietta a great deal of progress has been made.

We have received \$50,000 state planning grant. The site for the Center has been selected on the levee in downtown Winona, Minn. Project costs look like they will be about \$3.5 million, and we have received a \$250,000 Federal Urban Development Action Grant as seed money for construction. The initial facility will occupy about 30,000 sq. ft.

Also we have received a small grant to enable us to inventory and catalog our collection of river pictures. We have a fair collection of photos acquired over the years, and now we will know what we really have.

This summer we acquired another sternwheeler. She is the LOUISE, a 60-foot wood hull, diesel towboat that began life on the Ohio River in the 1920s. She was leaking badly, so we pulled her out on the shore across from Winona. If you know anyone looking for a restoration project, she is available.

We have joined S&D and receive your excellent publication. I really don't understand why we haven't been a member all along; we should have all of the back issues of the S&D REFLECTOR in our library.

Will keep you posted as our Center develops.

William D. (Bill) Gernes,
Director,
Winona County Historical
Society, Inc.,
160 Johnson St.,
Winona, Minn. 55987

=The LOUISE originally was the J. A. CRESAP built at Clarington, O. in 1923. Crain Bros. renamed her SKIPPER; Clyde Daily renamed her LOUISE. Since then she's been to Panama City, Fla. and to Chaska, Minn. -Ed.

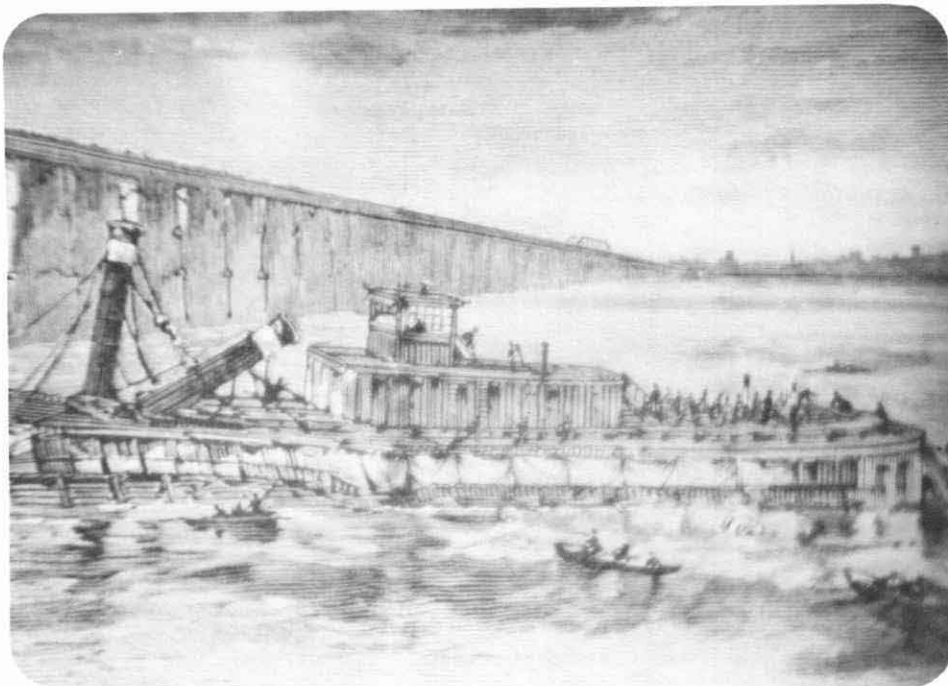
Sirs: This past August my wife and I visited our children in Alaska and one of our side trips was a ride on the BARTLETT from Whittier to Valdez. Imagine my surprise in learning that the BARTLETT had been built by Jeffboat, Inc., Jeffersonville, Ind. I have made several inquiries as to how long it took to make the delivery of this vessel from its birthplace to Prince William Sound in Alaska, but so far no one has the answer.

Paul J. Lowry,
2029 Claudia Court,
Mt. Washington,
Cincinnati, Ohio 45230

=This is the E. L. BARTLETT which departed from Jeffboat in May 1969 and had to go almost to the equator before heading north to her destination N. Lat. 60. Her picture appears in our issue of Dec. '69, page 37. Does anyone know how long the voyage took? -Ed.

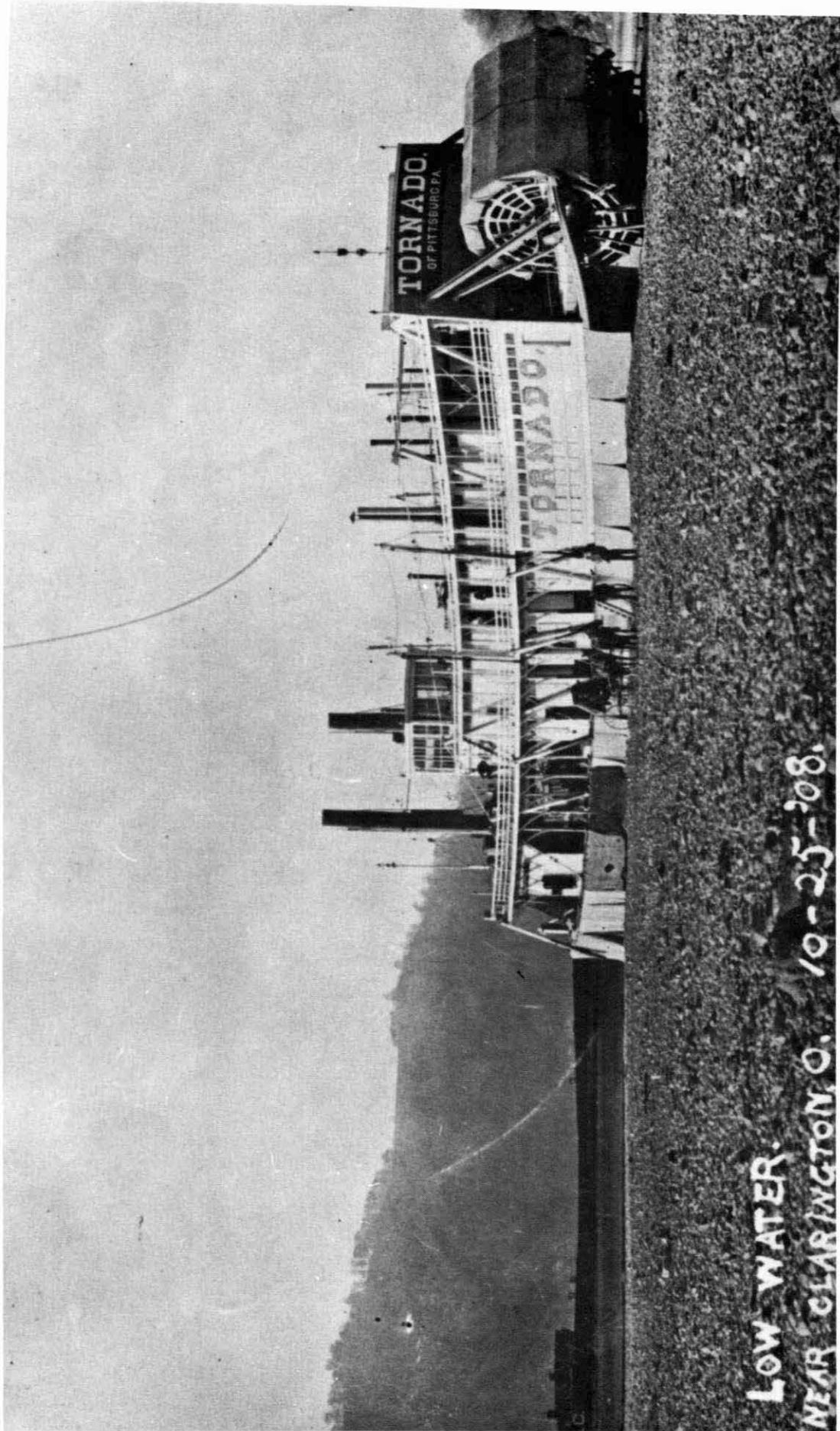
Russell M. Lintner of Bellevue, Pa. has made available to us a compilation of all of the steamboat accidents and disasters reported in the columns of Pittsburgh newspapers 1848-1870. Russ systematically researched and recorded the dates and details over the 22-year period. His findings occupy 147 single-spaced typed sheets, the coverage extending

over the entire Mississippi System. This contemporary evidence will greatly assist in pin-pointing factual details, locations and dates, as well as the names of rivermen involved, in accidents which heretofore have been clouded and in dispute. The worth of Russ's labor to the future historian is beyond measure.



Dr. Leland R. Johnson, 7010 Plantation Drive, Hermitage, Tenn. 37076 sends us the above, culled from the March 18, 1882 issue of Harper's Weekly. The caption reads: "The wreck of the stern-wheel steamer JAMES D. PARKER on the falls of the Ohio River, March 5, was attended by thrilling incidents. The boat had just left Louisville on her way to Memphis, with one hundred and twenty passengers and crew, and about six hundred tons of freight. In order to save time, it was decided to go over the falls, instead of around through the canal. Amid the cheers and waving handkerchiefs of people on the wharf-boat, the PARKER steamed majestically up the river a piece, when she was rounded to and straightened up for her entrance into the chute. She was started ahead on a slow bell, and went over the dam as handsomely as could be expected. But suddenly she was noticed by those on the shore to be sheering to the left, and then she began wobbling and turning sideways. It was noticed that her bow was gradually disappearing from sight, and when the boat got just below the bridge her bow disappeared altogether; she careened to the starboard side, her smokestacks toppled over, and down she went in eighteen feet of water, leaving nothing but her hurricane deck visible. As she went down, a cloud of steam rose high in the air, which was occasioned by the rush of water into the furnace and on the boilers. Fortunately the life-saving men were near at hand. All on board were rescued."

=The JAMES D. PARKER was owned by the Memphis & Ohio River Packet Co., built at Cincinnati 1872. Wood hull 185 by 36 by 5.5. She had engines 16's-5½ ft. from the EMMA FLOYD, and three boilers. The above-described accident happened at 12:30 p.m., March 5, 1882, Capt. "Pink" Varble at the wheel. In this luckiest of lucky accidents, as the account says, there was no life loss. Later the wreckage was cleared and the hull recovered, although this was curtains for the PARKER. Capt. James D. Parker, identified with the company, left steamboating to manage the J. W. Gaff Estate in Cincinnati, and was an organizer of the Cincinnati boat store called Parker, Wise & Co., which later became the Consolidated Boat Store on lower Main Street.



-Thanks to Jerry Sutphin, from the Hiram A. Carpenter collection.

Mitchell, fireman.

The chief concern as weeks passed by was to keep her hull timbers from drying out and shrinking. This problem was alleviated by pumping water into the hull, and also by stretching tarpaulins stem to stern to shade her sides from direct sunlight. Also notice the tarps over the paddlewheel.

Possum Creek is below Clarington, O. and the spectacle of the stranded towboat could readily be seen from the front yard and porch of the J. Mack Gamble home on

ONE of the luckiest and most publicized events on the upper Ohio was when the Combine towboat TORNADO, upbound for Pittsburgh with empties, stranded on Possum Creek bar at midnight on August 1, 1908. A falling river left her high and dry on gravel so flat that she sat there, no distortion to her wooden hull, like she was in drydock. Among those in her crew at the time were Capt. George Henning, master-pilot, John B. Henning, engineer, Reuben M. Brown, mate, Ed Joyce, steward, Lee Smith, watchman, and Joe

the Ohio hillside below the creek bar. Today's Ohio Route 7 was a winding dirt road and visitors could drive right up to the TORNADO in buggies, and examination of this picture shows two such rigs, and horses, forward of the engineroom door. The annual "Thanksgiving rise" petered out into a mere shrug, but was sufficient at least to float the TORNADO. She was again afloat the day before Thanksgiving, none the worse for the vacation.

THAT SHALL BE, SHALL BE

SCARCELY had the Ohio River Sternwheel Festival concluded at Marietta when tragedy hit. At about 9:15 p. m. on Saturday, Sept. 23rd last a houseboat-type cruiser owned and skippered by Robert Hawes, and with two invited guests aboard, came in collision with the upbound oil tow shoved by the L. W. SWEET about 350 feet below the I-77 bridge which crosses the Ohio River over Marietta Island. All three lost their lives. Bob Hawes, 60, of Bramblewood Heights, Marietta, was one of the pioneers who participated in the 1938 reenactment of the journey in 1788 of the original Marietta settlers. His picture appeared in our last issue, page 29. No blame was placed on the crew of the towboat.

Accidents involving loss of life to pleasure seekers afloat are sure-fire news stories. And so it was in this instance. The Marietta "Times" sent two staff writers to the scene, gave front page by-line coverage, ran a related

story on page 5 (also with a by-line) and a carry-over to page 14 in their Monday issue.

On Saturday, June 17th last a two-decker excursion boat with a stern paddlewheel capsized when caught in a sudden squall, with the loss of 16 lives. This was the WHIPPOORWILL, operated by Bruce and Veda Rogers near Vassar, Kansas, on a lake in the upper drainage area of the Arkansas River, not too far from Arkansas City, Kans. The news of this calamity was still reverberating on Sunday, Sept. 24th last when the "Daily News" at Bowling Green, Ky. picked up an NEA story and ran it full page width, reporting that the WHIPPOORWILL is back in operation, inspected, licensed and insured--same owners, same name.

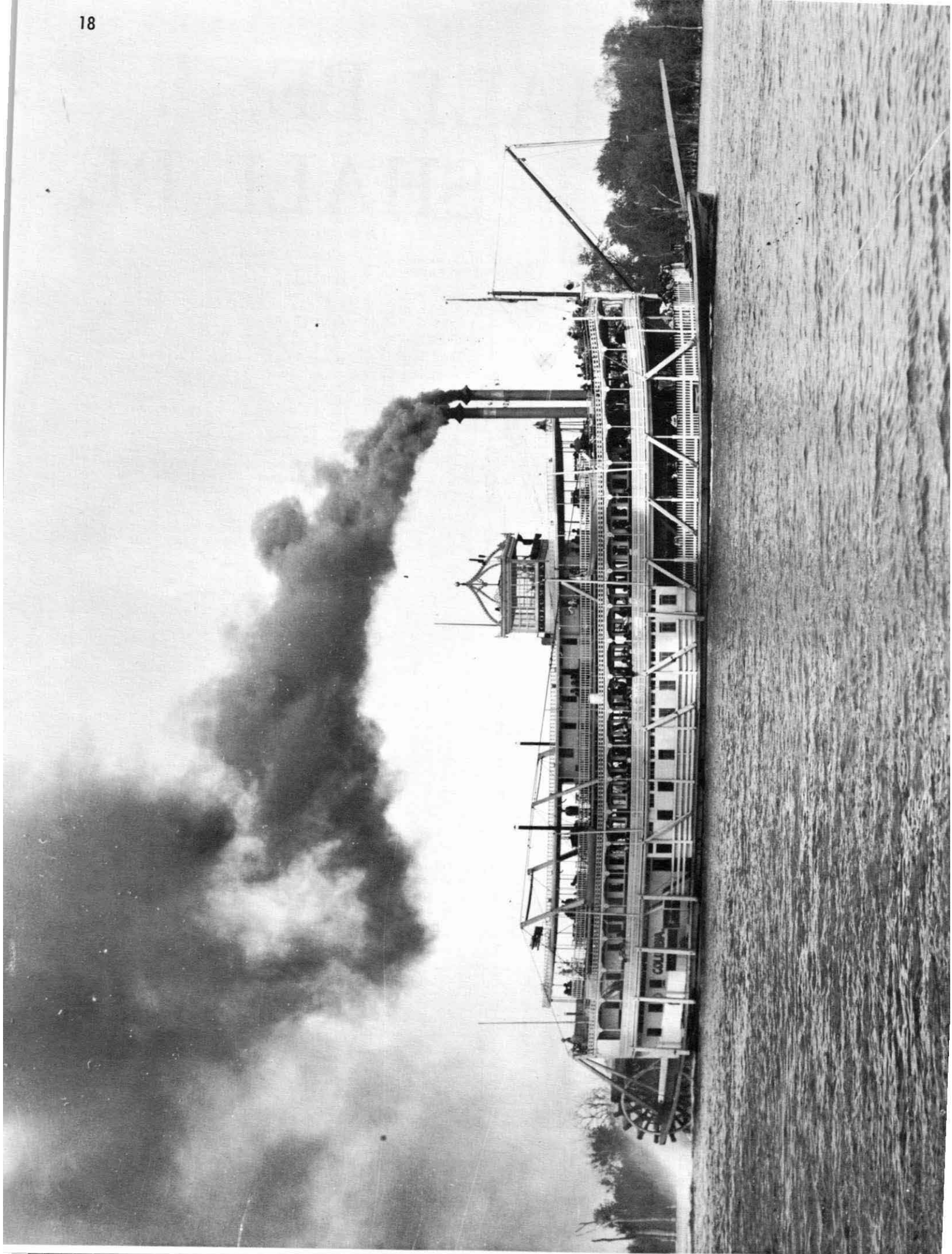
Once on the Illinois River at

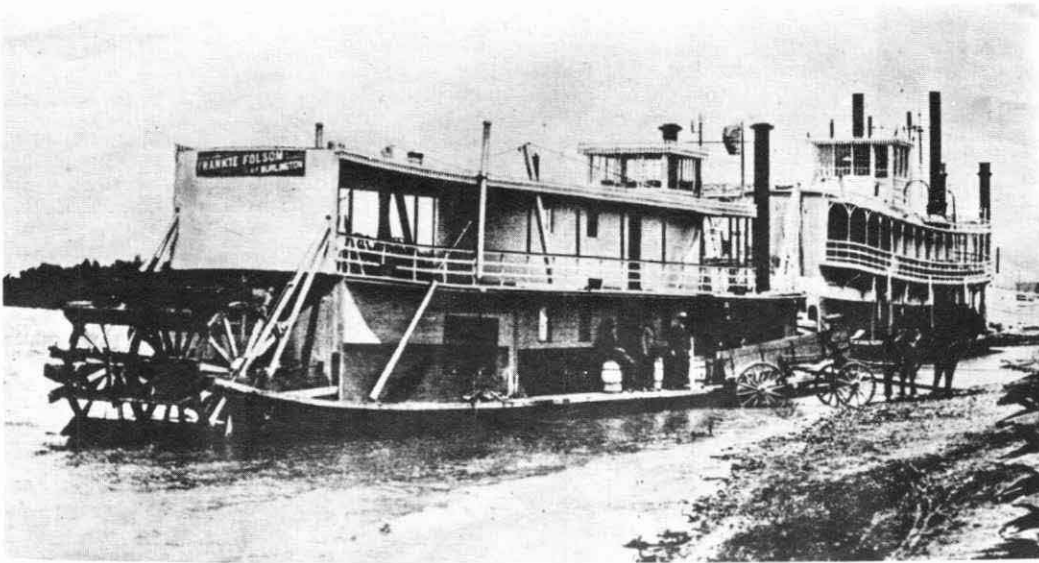
Peoria a small steamboat similar in size and structure to the WHIPPOORWILL, carrying excursionists, capsized drowning twelve. This was the FRANKIE FOLSOM, which most S&Drs probably have never heard of. She was 82.6 by 15.4. On July 12, 1892 she loaded people aboard at Pekin, Ill. and brought them to Peoria, some 10 miles, to attend a performance of "The Last Days of Pompeii" at Lake View Park. The show concluded about 10 p.m. Thirty-two people from Pekin came aboard enroute home, two got on at Peoria, and there were five in the crew. Capt. Edward Loesch backed her out and headed downriver into an oncoming thunderstorm. At the foot of Caroline Street Loesch realized what he was in for, started to turn the boat around and head for shore.



-from the Lee Roten collection

Once upon a midnight dreary; Illinois River, July 5-6, 1918





The FRANKIE FOLSOM was built at Stillwater, Minn. in 1886. Following the accident at Peoria in 1892 drowning twelve people of Pekin, residents of that neighborhood were so gun-shy of excursion boats they quit riding them. Confidence returned when better boats and service were provided by Capt. Sol York, Streckfus, the Swains and others.

PICTURE ON OPPOSITE PAGE

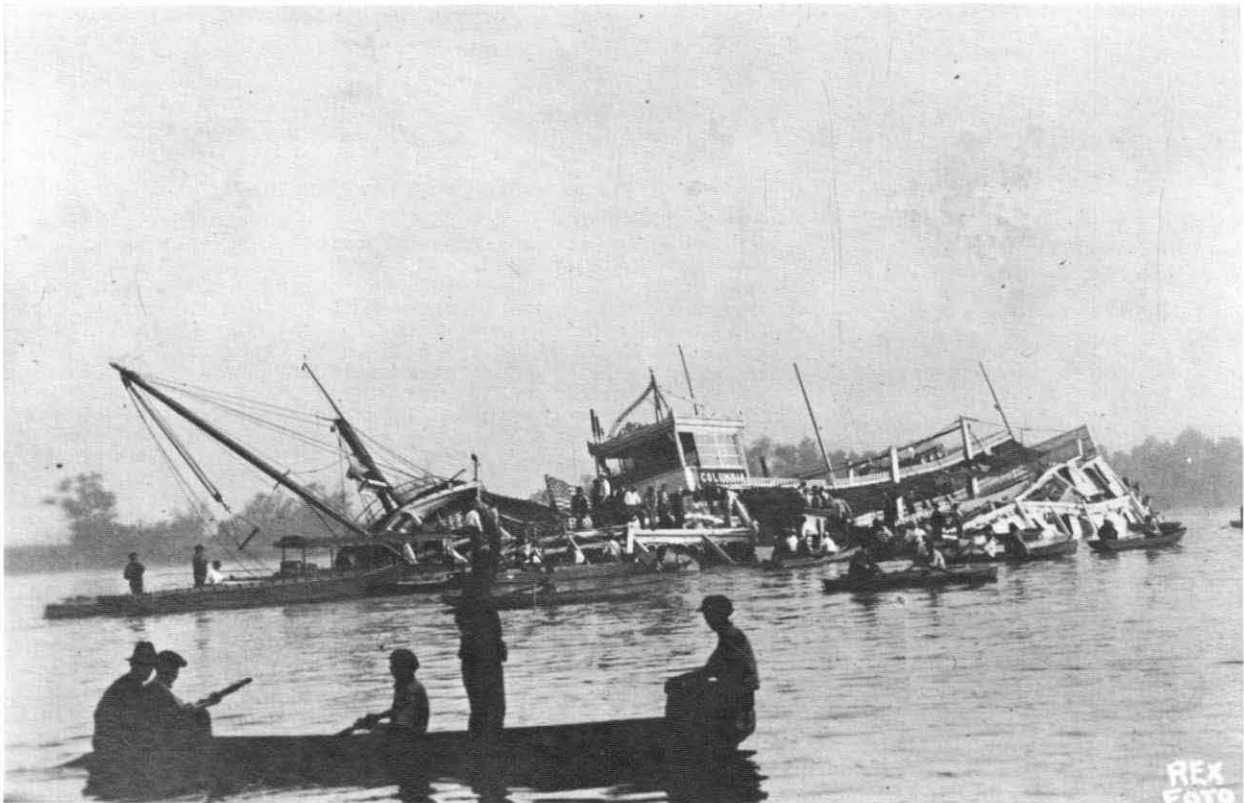
The COLUMBIA on the Illinois River photographed by Bert Powers, Peoria. The 8x10 glass plate from which this was made is in the collection of the Peoria Historical Society. The print was kindly furnished by Lee Roten, 1217 N. Flora, Peoria, 61606. This was taken soon after Capt. Walter Blair, Davenport, sold her to Capt. H. F. Mehl, the transaction taking place in January 1912.

The storm struck while she was broadside in the lake, and over went the FRANKIE FOLSOM.

The LONGFELLOW, an ancient-of-days small packet built by Howards at Jeff in 1872 was at Peoria that night and also had people aboard. The crew saw what had happened to the FRANKIE FOLSOM, shooed the people ashore, and had every intention of going to the rescue but were prevented by the gale winds on the head of the storm. Most of the survivors were brought ashore in skiffs and yawls manned by volunteers, the scene illuminated by incessant lightning.

The last of the bodies was not recovered until July 15th by which time the town of Pekin was in mourning, shops closed, and everybody attending services and burials.

A hearing was held at Peoria on July 19th, in session all that day. Captain Loesch was exonerated from all blame by the jury. The lengthy verdict cited that no laws existed governing traffic on the Illinois River from the Copperas Creek Lock up to La Salle. "Any boat or vessel," said the finding, "no matter how unsea-



Most widely publicized picture of the COLUMBIA disaster. -From Lee Roten's collection.

worthy or incompetent her crew, can with the same rights compete for passengers or freight traffic on our river or lake, and that we believe from the evidence given that the lives lost were a sacrifice given to that lack of law. The representatives in the legislature are requested to use all legitimate means to have laws enacted similar to those of government waters, and the jury in consequence believes that had these laws now been in force loss of life would not have been nearly as great."

The wreck of the FRANKIE FOLSOM was dragged shoreward, the superstructure demolished, and the hull righted. Later she was rebuilt and renamed LEO, and was sold away to the Ouachita River.

Twenty six years later one of the popular excursion steamers on the Illinois River was the COLUMBIA, Capt. Herman F. Mehl. On the evening of the Fourth of July, 1918, towing the excursion barge SUMMER GIRL, she ran a "moonlight" at Peoria. Next day she dead-headed downriver to Kingston Mines (17 miles) to handle an excursion sponsored by the South Side Social Club of Pekin. She picked up a partial load and departed at 7:30 that evening, landed at Pekin to gather aboard the balance, and departed there at 8:30 with a total of 496. The COLUMBIA then proceeded upstream to Al Fresco Park, Peoria, where she disgorged her population. Departure was delayed somewhat to get the last stragglers back aboard, but shortly after 11 o'clock the stage was raised and the boat started back down the river to deliver her excursionists to their homes in Pekin and Kingston Mines.

Capt. Tom Williams, Meredosia, Ill., was on watch at the wheel. Exactly what happened is debated even to this day, but evidence in-

dicates that several miles below Peoria the river started to fog up. It got thicker and Williams tamed her down to slow bell. He was feeling his way along when about 5½ miles below Peoria he sideswiped the shore. Jutting tree limbs knocked out a pane or so of glass. The boat still had headway and gave sort of a heave, as though she had rolled across a sandbar. Captain Mehl, in the pilothouse at the time, ordered a watchman to the hull to see if any damage had been done. By this time the boat had stopped close in to shore. The watchman called up from the forecabin, Captain Mehl now on the forward roof. Yes, she was taking water fast--two feet in the hull. Meanwhile the current had caused her to leave the shore. The purser, Captain Mehl's son, ordered the band to strike up.

Timbers wrenched, the ceiling over the dancefloor fell, the lights went out, and all was bedlam.

Eighty seven persons lost their lives that midnight between 11:56 p.m. and 12:05 a.m.

The side-wheel JULIA BELLE SWAIN had run an excursion to Havana and was back at Peoria, unloaded and her fires pulled, when word of the catastrophe was brought to her Capt. Gilbert Geiger. He ordered steam raised, and with pilot Tom Parker doing the navigating, the boat was started for the scene. Below the bridge the fog was so heavy she had to go to the bank, where she remained until the next morning, too late to be of aid.

The Peoria and Pekin Union Railway Co. fired up an engine, hitched on eight coaches, and dubbed it "the Columbia Special." Their tracks parallel the river, and



WHAT CAUSED THE ACCIDENT?

THE COLUMBIA was downbound on the Illinois, the captain and pilot under stress to deliver their passengers. Rain over the week-end had caused about a one-foot rise, and some current had developed. Fog shrouded vision and the many lights shining from the decks below added a pearly glow to the mist, certainly no help to a pilot. Tom Williams, on watch at the wheel, was running slow bell, trying to keep her lined up with the right shoreline. He got in too close, raked some trees and, as was later discovered, hooked a snag which tore through the hull's bottom, starboard side about amidships, ripping out about 11 feet of planking, a long slit two feet wide extreme width. All witnesses agree that the impact was slight. The engineer on watch, A. L. Davidson, testified that he felt the jar, then got the stopping bell, and another to back slow, and another to stop. In such manner the boat's headway was killed out and she was idling close to shore and about parallel with it. Due to the current she didn't stay there long, and commenced to quarter out into the river. Pilot Williams rang for ahead slow to get her straightened up as she left the bank, and it was then that Captain Mehl, aware of her sinking condition, told Williams to get her ashore as quick as possible. She never made it. Her deck structure commenced to collapse. Some of the death toll was due to the falling of the dancefloor ceiling, the people killed, not drowned. She settled in 25 feet about 200 yards from shore. The U. S. Inspectors on July 17 ruled that "no evidence of unseaworthiness was found, the life saving equipment in good order and available. Improper seamanship and that alone was responsible for the heavy loss of life."

The South Side Social Club of Pekin

Will give its second annual breezy, delightful

MOONLIGHT EXCURSION FRIDAY., JULY 5

ON THE ALWAYS POPULAR, COMMODIOUS, CONVENIENT



NEW STEAMER COLUMBIA AND BARGE SUMMER GIRL

This trip will start at Kingston, affording friends of the club an opportunity also to enjoy

The Annual Kings 3-act Band of eight pieces from the Water Garden in Chicago will furnish music for

LEAVE KINGSTON 7:00 P. M. PEKIN 8:00 P. M. RETURNS PEKIN 11:15 P. M. KINGSTON 11:45 P. M.

Tickets, Gentlemen 50c ladies 25c B. F. MEHL, Master

Poster announcing fatal trip, which resulted in the loss of 90 lives.

many survivors were taken to Pekin. Most were removed from the wreck to shore by volunteers who had skiffs in the vicinity.

Capt. Herman Mehl was in his eighth season with the COLUMBIA and the previous fall had taken her to the Howard Yards at Mound City, Ill. for hull work. He carried no insurance on the boat but claimed business had been so encouraging that he was in correspondence with the owners of the HOMER SMITH and was planning to

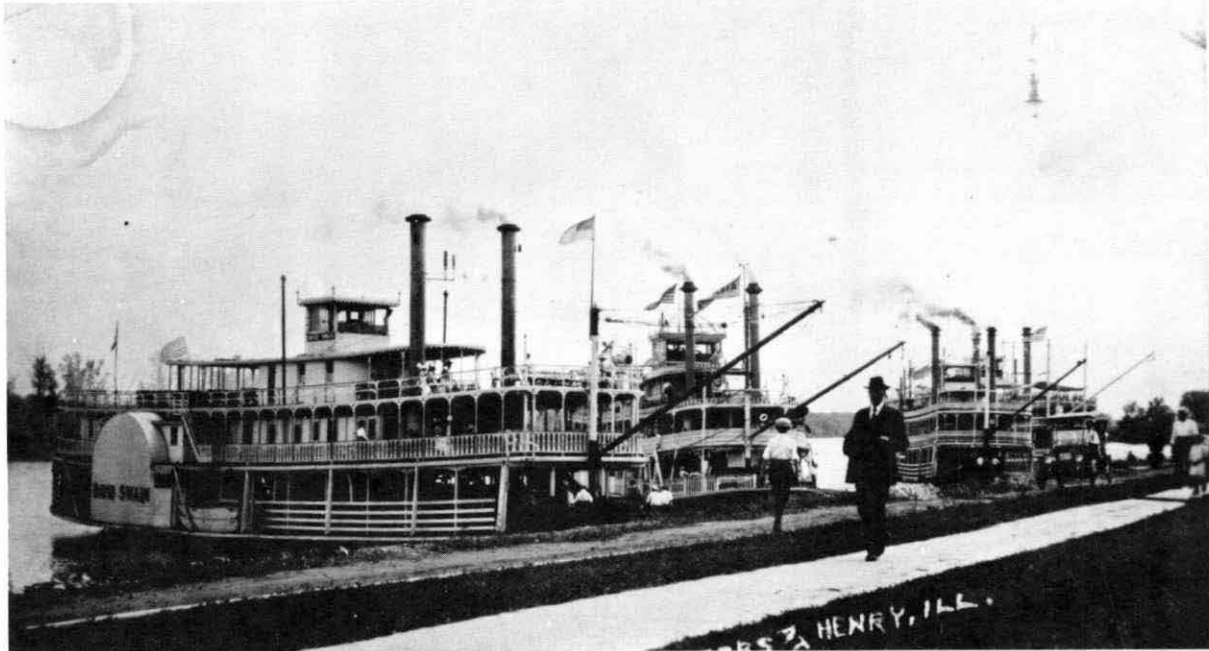
buy her for the Illinois River to commence the 1919 season.

His enthusiasm was justified. Several days before the catastrophe four excursion boats, the DAVID SWAIN, COLUMBIA, SAINT PAUL and the PERCY SWAIN had all run Peoria-Henry excursions on the same day. The EAST ST. LOUIS, MAJESTIC, JULIA BELLE SWAIN and the IDLEWILD also worked the Illinois River. Jordan (Fibber) McGee of radio fame was a native of Peoria and often ad libbed with

Molly McGee about the good old excursion boat days there.

On and after July 6, 1918 the steamboat excursion business on the Illinois River practically ceased.

Capt. Herman Mehl turned over his assets, \$800 cash and the wreck of the COLUMBIA, to the courts. The U. S. Inspectors held a hearing in the Federal Building, Peoria, and revoked his license. Capts. Rees V. Downs and George R. Bower, St. Louis, presided.



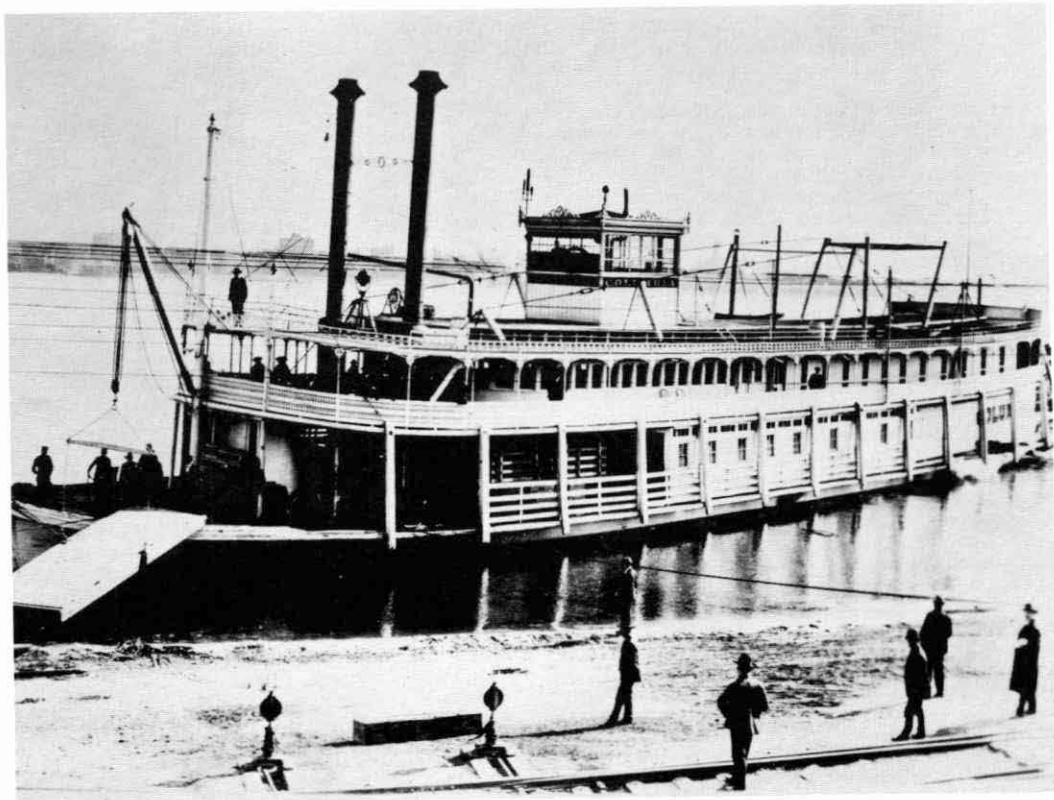
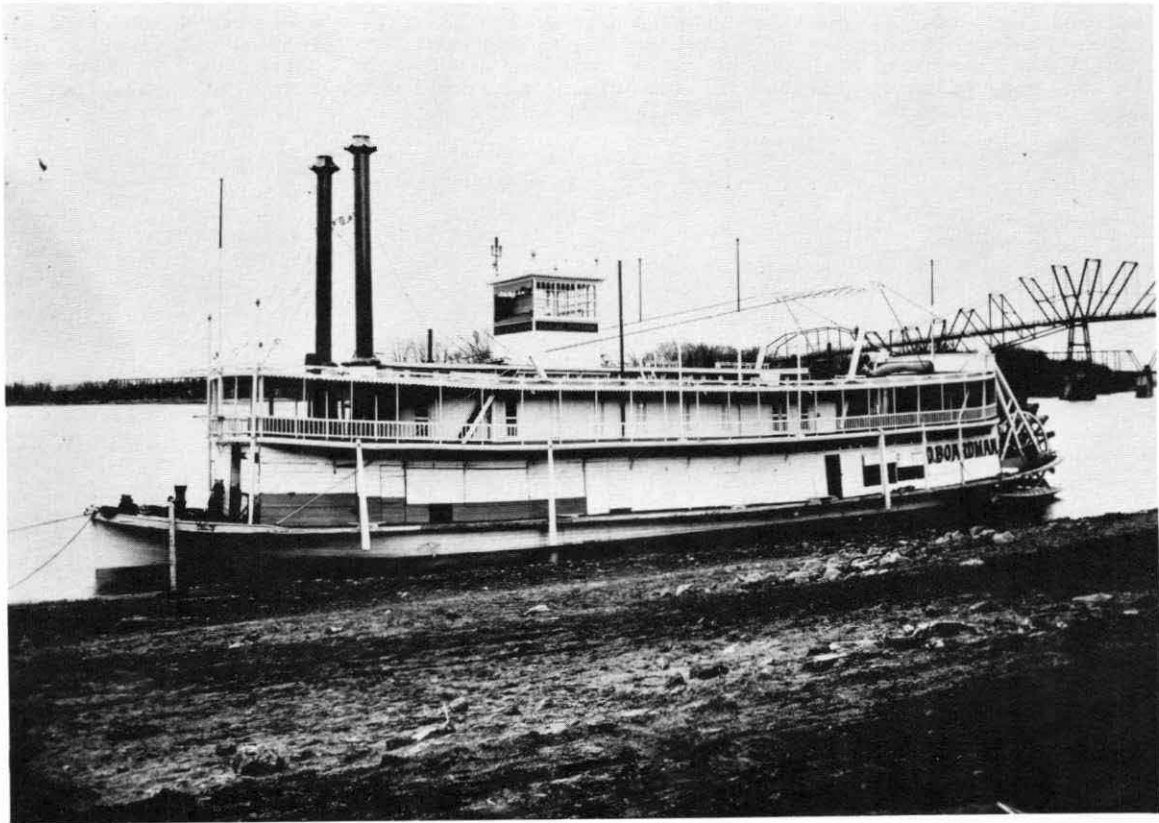
SEVERAL DAYS before her fatal accident the COLUMBIA had joined with three other boats in carrying excursionists to Henry, Ill. where this photo was taken. From the left: DAVID SWAIN, COLUMBIA, PERCY SWAIN and SAINT PAUL.

IN 1897, according to historians of the time, chief among them Capt. Walter Blair, a new wood hull 166.5 by 33.6 by 5 was built at Lyons, Iowa at the yard of N. J. Godfrey for C. H. Young of Clinton. Mr. Young was associated with the lumber and rafting firm styled W. J. Young & Co. which in 1897 had an old raft boat named DOUGLASS BOARDMAN dating back to 1881. The old hull was discarded and the cabin and upper works were placed on the new hull. Just where this work was done is not clear, but likely at Clinton, inasmuch as the COLUMBIA is documented with Clinton as the place of build. The machinery also was utilized, engines 14½'s- 6 ft. The COLUMBIA emerged as a full-fledged packet with no Texas. She had been running out of St. Louis and was laid up at Paducah when Capt. Walter Blair bought her in March, 1905 from C. H. Young. Blair removed ten forward staterooms and fitted her out as a combination passenger and excursion boat and added her to his Carnival City Packet Co. operating out of Davenport. When U.S. president Theodore Roosevelt made his historic trip down the Mississippi from Keokuk to Memphis in the fall of 1907 John Sagle, Keokuk, chartered the COLUMBIA, loaded aboard Governor and Mrs. Van Sant of Minnesota, and other worthies, and participated. Capt. William Dipple was the skipper, and Capt. and Mrs. Walter Blair went along. Capt. S. R. Dodds was the regular master until Blair sold her January 1912 to Capt. Herman F. Mehl, Peoria. Mehl brought her out in 1912 all gussied up as a full-fledged excursion boat with Texas on the Illinois River.

THE two U.S. Steamboat Inspection Service inspectors who conducted the hearings at Peoria following the COLUMBIA disaster had no enviable task. Rumors at Peoria and Pekin, taking on the false clothing of fact, had it that the boat's hull was waterlogged, unfit for service, and that so trivial a matter as rubbing a sandbar had parted her hogchains and had caused her to collapse in mid-stream. To many the lamentable affair smacked of criminal negligence, hinting at collusion between U.S. Inspectors and Captain Mehl. Capt. Rees V. Downs, Inspector of Hulls, was an Arkansas River native, son of Capt. Matt Downs of Pine Bluff. He was even-keel, highly regarded, and shortly after the COLUMBIA investigation he was tapped by Federal Barge--then in infancy--who needed his know-how. Still later he managed the KATE ADAMS at Memphis. George R. Bower, boiler Inspector, was a native of Fredericktown, Pa. on the Monongahela. In the period 1901-1903 he had been chief engineer on the towboat T. J. WOOD, 1903-1907 chief on the G. W. THOMAS, and 1907-1911 chief on the OAKLAND. He served as Boiler Inspector at Louisville several years and had been transferred to St. Louis in 1914. In retrospect it is interesting to notice that George Bower's father, Morgan Bower, and an uncle Capt. Jesse M. Bower, operated the J. M. BOWELL on the Monongahela. Although only 11 at the time, George carried a distinct memory of the July 24, 1884 accident when the BOWELL capsized below Coal Center with 30 passengers aboard, tipped over by high

winds on the head of a thunderstorm, and drowned one. His first river job was on the BOWELL, aged 16. Capt. Jesse Bowell was kin of Capt. William D. Bowell who runs River Excursions, Inc. at St. Paul. No, Messrs. Downs and Bower stuck by their guns; the COLUMBIA had been completely riverworthy and the blame lay solely on irresponsible navigation by captain and pilot. Our research, admit-

tedly incomplete, indicates that the licenses of both Captain Mehl and pilot Tom Williams were revoked. Some natives of the region with long memories recall that Mehl at one point, fearing for his own safety at the hands of a mob, asked to be jailed. Another veteran recalls that Williams brooded over the tragedy and eventually lost his reason.



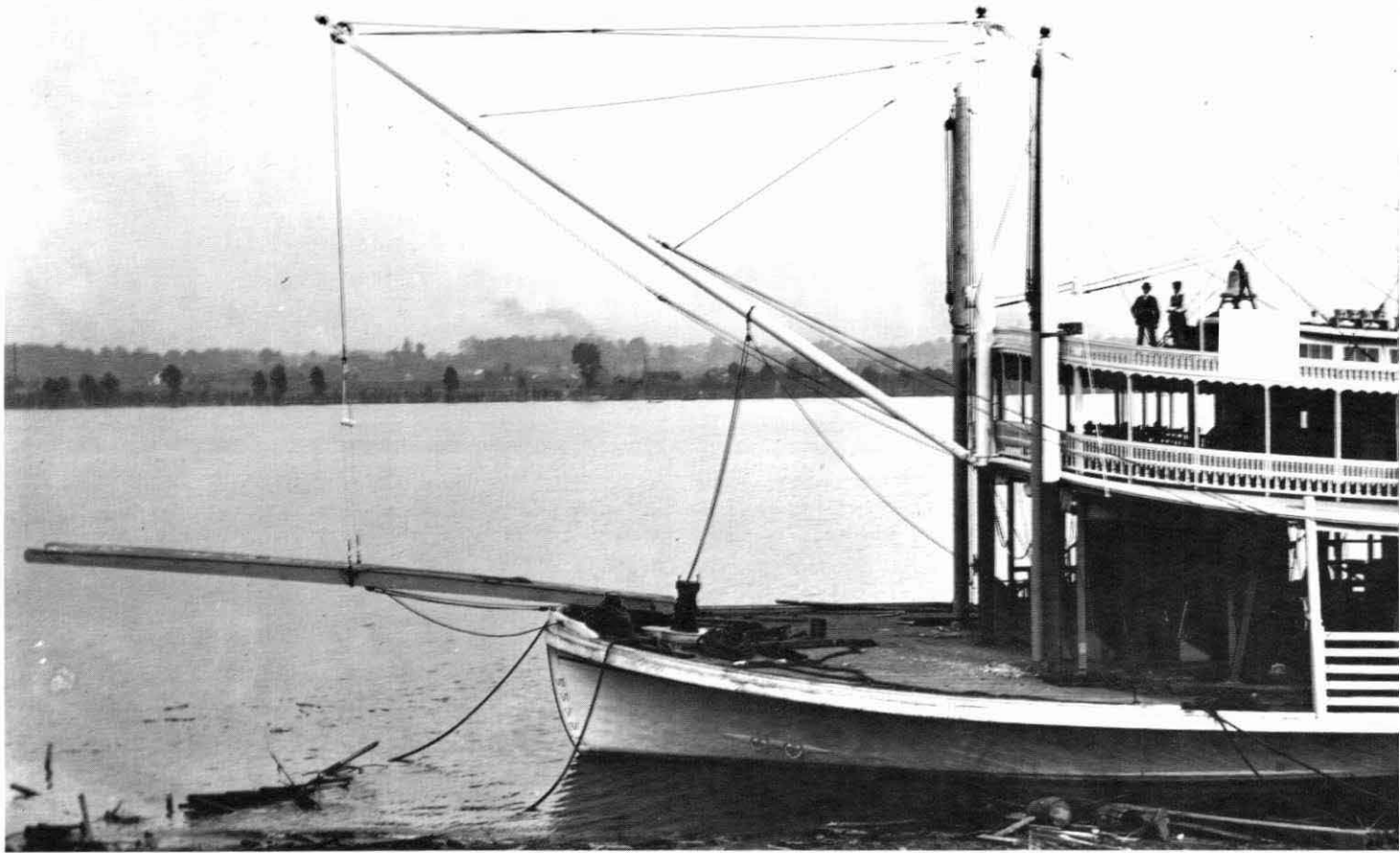


These three views were copied from originals belonging to the Peoria Public Library by Lee Roten.

Our thanks to all mentioned sources and also to Michelle Kingsley for extensive research into contemporary newspaper files at Peoria, her investigation of prior articles on the COLUMBIA disaster, and for locating many of the pictures presented here.

Also thanks to William L. Talbot, Keokuk, for material concerning the accident to FRANKIE FOLSOM.

The best account of the COLUMBIA disaster, well researched, is authored by Fred W. Soady, Jr. and was published in the Pekin "Times" of Wednesday, July 3, 1968, on the eve of the 50th anniversary of the accident.



CAP'N JIM HOWARD on a late summer afternoon in 1901 did a photographic experiment. He wanted a best possible 8x10 picture of the new side-wheel MORNING STAR before she left her building place, the Howard Ship Yard, Jeffersonville, Ind. After a good bit of leg work and looking around, there just wasn't any vantagepoint at the proper angle and distance to fit her on his ground-glass focus screen. Everywhere he tried it something in the foreground cluttered the new boat. So this is what he did:-- He set up his wooden tripod and got in everything from stern to the forward end of the texas--good--he shot that. Then he carefully turned the camera to make a second exposure of the forecstle and stage rigging.

These two glass plates have been handed down to

posterity. One da Kingsley came a'call arm were good prints her for permission hitch them together how it went. Above

The Louisville & E ly was feeling no pa ed and had built which cost them \$4 gines 18" bore by 8 return flue boilers, It's sort of intrigu early pilots in th was Capt. Wes Conner ROB'T E. LEE to vi



...s past October Michelle
 ... 121 River and under her
 ... these two views. We plied
 ... tcher them into a match,
 ... n Jim intended, and see
 ... result.
 ... lle Packet Co. apparent-
 ... 1901 when they contract-
 ... 225 by 38 wood hull boat
 ... completed. She had en-
 ... roke, powered with four
 ... 42" dia. by 26 ft. long.
 ... realize that one of her
 ... isville-Evansville trade
 ... had helped pilot the
 ... in her celebrated race

with the NATCHEZ in 1870. He stood his last watch
 on the MORNING STAR in 1902, aged 78, and was tak-
 en ashore at New Albany stricken with paralysis.

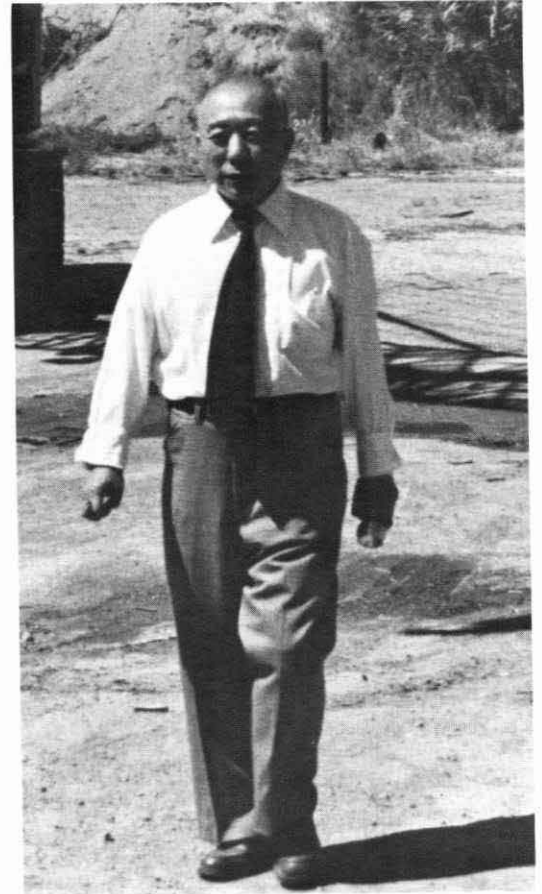
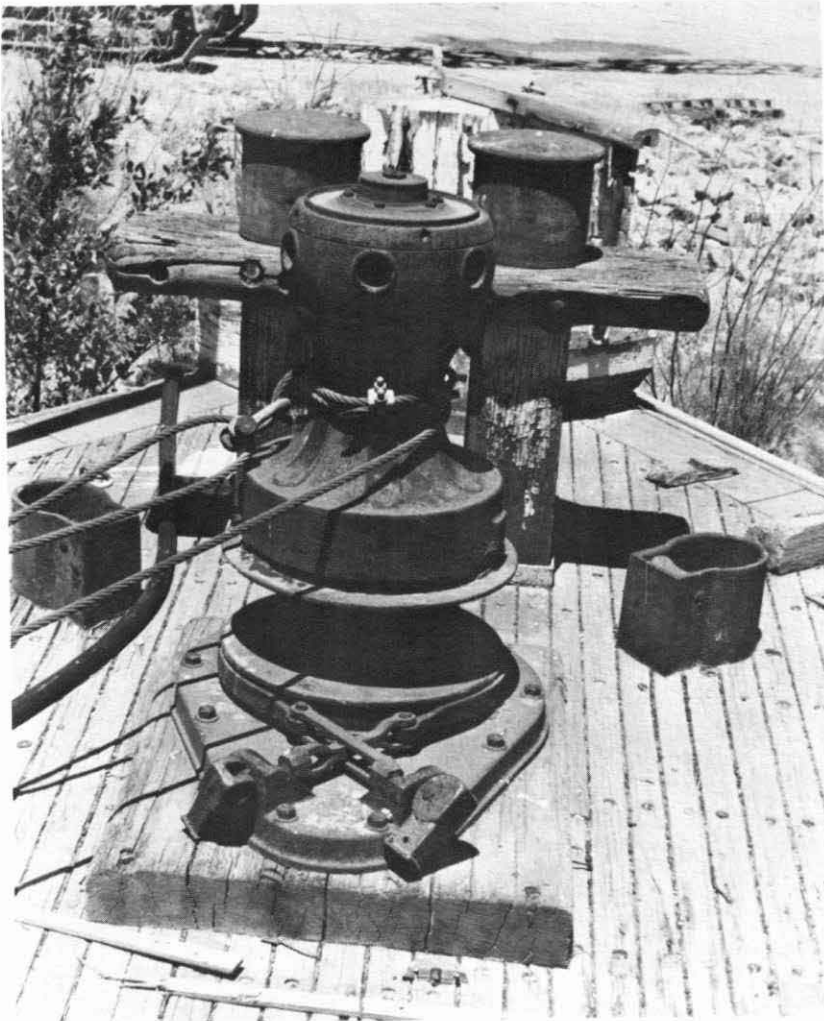
Her original crew composed Capt. F. Marion Ryan,
 master; Scott Paris and James Kay, pilots; William
 C. Lepper, Jr., purser; Ben Bridges and James
 Gresham, clerks; "Lum" Stapleton and Tom Grimes,
 mates; James Nunnemacher and Robert (Bob) Lloyd,
 engineers; George Voll, steward, and Bruce Trebu,
 carpenter.

Capt. Walter Blair bought her in April 1910 at
 Jeffersonville. Almost in the same breath, a few
 days later, the L. & E. Packet Co. was sold by
 court order for indebtedness, a fleet consisting
 of the TELL CITY, TARASCON and BELLEVUE and three
 wharfboats.

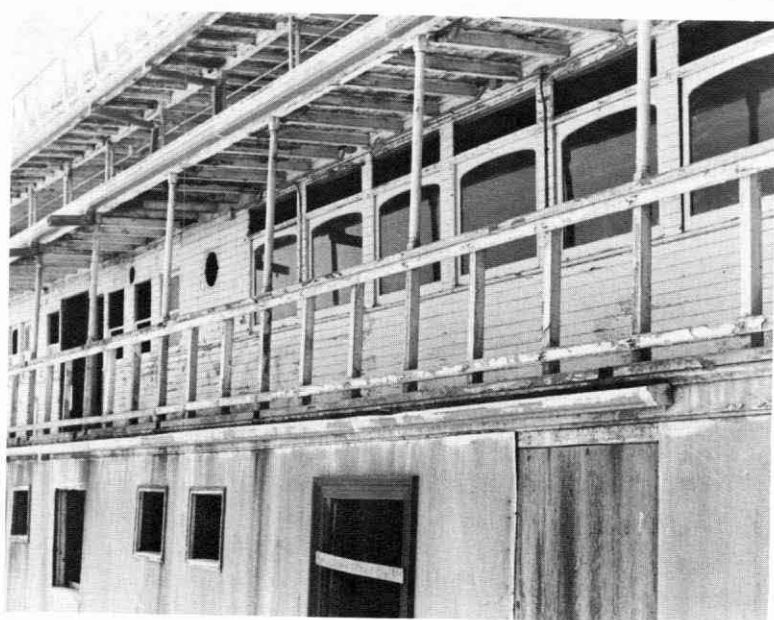
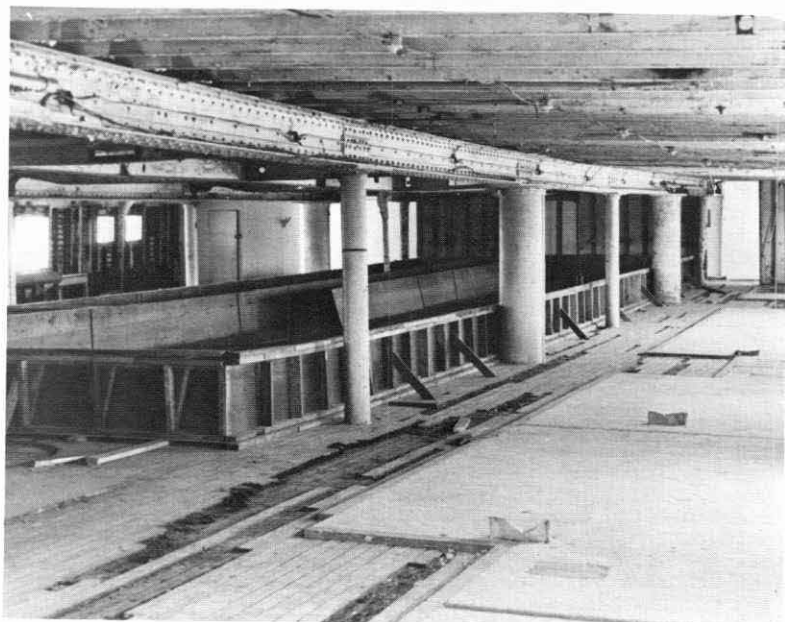
PHOTO TOUR
On Board the DELTA KING.

Naval architect and marine consultant Miklos M. Kossa accompanied M. K. Sun, both of Berkeley, Calif., on a tour of the much-bruised DELTA KING at Rio Vista, Calif. this past July 7th. We are indebted to Mike Kossa for these pictures. The one below was inspired by the back cover photo of the DQ's capstan and bits on the back page of the June '78 issue, taken by Noble G. Beheler.

M. K. Sun, who now owns the KING, had her moved to Richmond, Calif. on Saturday, Aug. 12th last. She will remain there for the time being. Mr. Sun is developing plans to convert the KING into a restaurant to be moored in the Bay area. He operates the Omei Restaurant on Solano Ave., Berkeley.



M. K. Sun
He now owns the DELTA KING.



Correction: On page 32 last issue we reported the race of the BELLE OF LOUISVILLE and the DELTA QUEEN at Louisville. The DQ's pilot for the entire race, which she won easily, was Capt. Fountain M. Johnson, Route 3, Box 714, Golding Acres, Greenville, Miss. 38701.

Loretta Maud Howard, 93, died at Jeffersonville, Ind. at 6 p.m., Saturday, September 16, 1978.

She was born May 10, 1885 at Kent, Jefferson County, Ind., near North Madison, daughter of Martisha Catherine (Hendricks) Wooden of Kent, and William Earl Wooden of Madison. Loretta started off with a great fund of self reliance and wit, became the housekeeper at the Howard mansion in Jeffersonville, incurred the displeasure of Mrs. Edmond Howard by marrying her son James E. Howard, and yet the time came when she almost single-handedly perpetuated the Howard Shipyards & Dock Company through flood, hard times and financial headaches into World War II. She was secretary-treasurer of the firm.

Everybody on the rivers over three generations thought the world of Mrs. Howard, and for years untold she had been the Honorary President of S&D.

Her husband Jim died in 1956, whereupon Loretta took up the torch and forwarded his ambition to make of the Howard mansion, built 1892-1893, a noteworthy memorial to Howard-inspired river shipbuilding back to 1834. She lived upstairs, acted as curator, suffered two hip fractures, the house was gutted by fire--but she did it.

Surviving are one son, Ed J. Howard, Jeffersonville, three grandchildren and two great grandchildren. Two daughters preceded her in death.

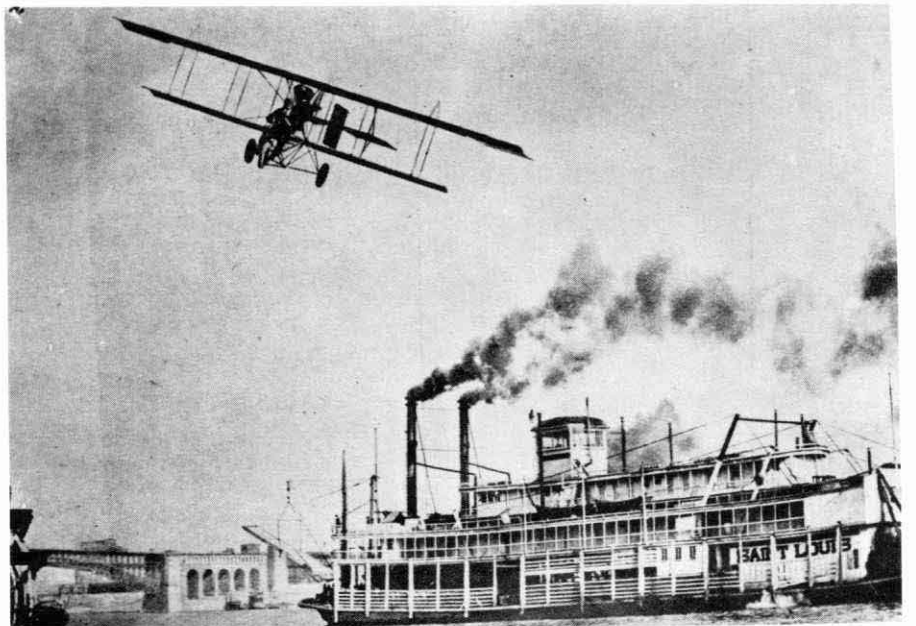
A memorial service was held at 10 o'clock Wednesday, September 20th past at the Wall Street United Methodist Church. The day was warm, the windows open in the sanctuary. The Rev. Jerry Hyde was conducting services and as he did so a steamboat whistle blew---one of those unrehearsed river touches. The BELLE OF LOUISVILLE on a morning charter was meeting a towboat. Alan L. Bates and C. W. Stoll exchanged meaningful glances and smiled. How Loretta Howard would have loved it!

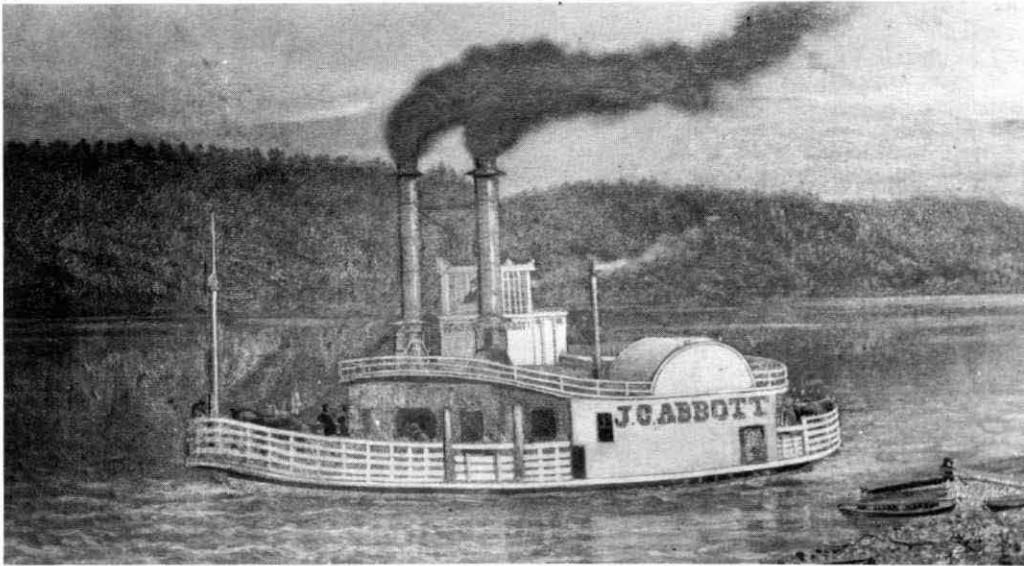
Ed and his family, and Martha's daughter Ruth and her husband, greeted all who attended at the rear of the church after the ceremonies. The family requested that expressions of sympathy take the form of contributions to the Howard Steamboat Museum memorial fund.

For those interested in church matters, Mrs. Howard was a member of the First Presbyterian Church. Cap'n Jim was an Episcopalian. Son Ed and his family are Methodists. The services for Loretta Howard were conducted at the same church from which the late Earl Seabrook was buried.



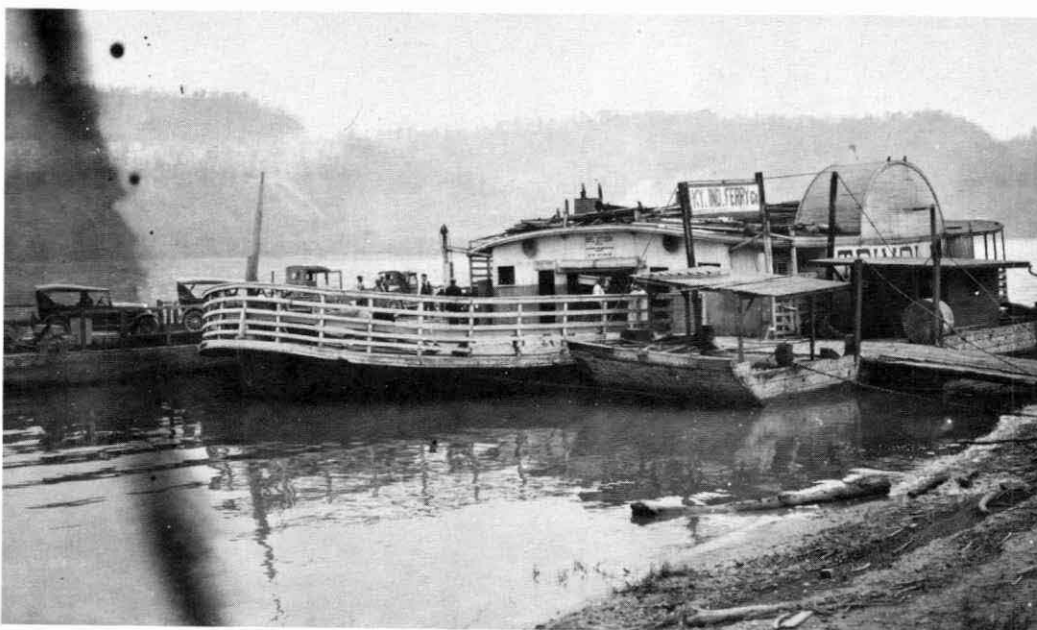
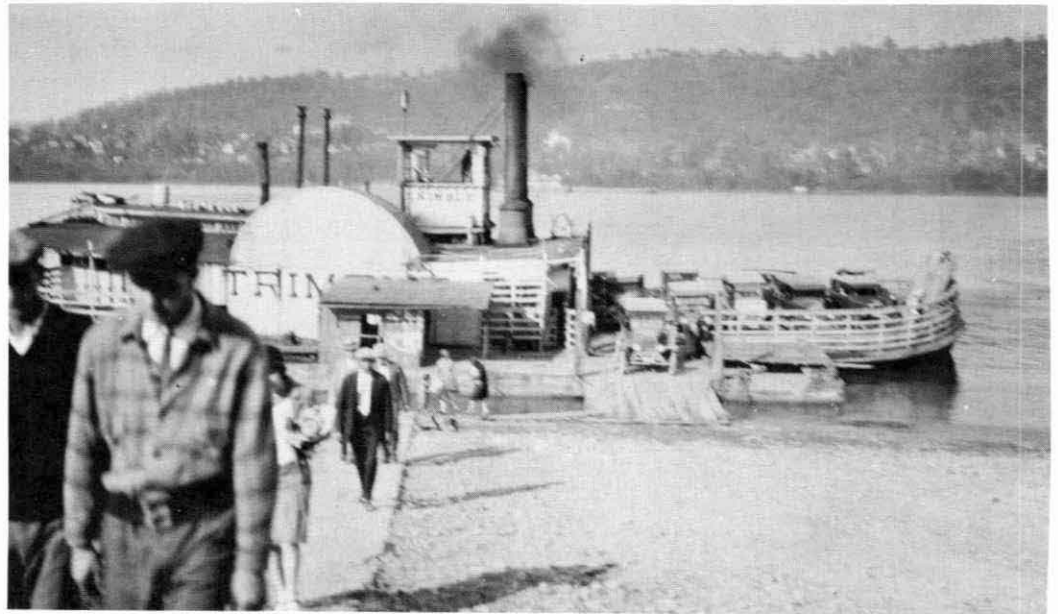
Heavy, heavy, what hangs over? On July 4th last Lloyd Ostendorf snapped a Goodyear blimp passing over his ABE LINCOLN at Tucker's Harbor, Cincinnati. --Which reminded us of the picture below, an old biplane over top of the packet SAINT LOUIS at the St. Louis waterfront.



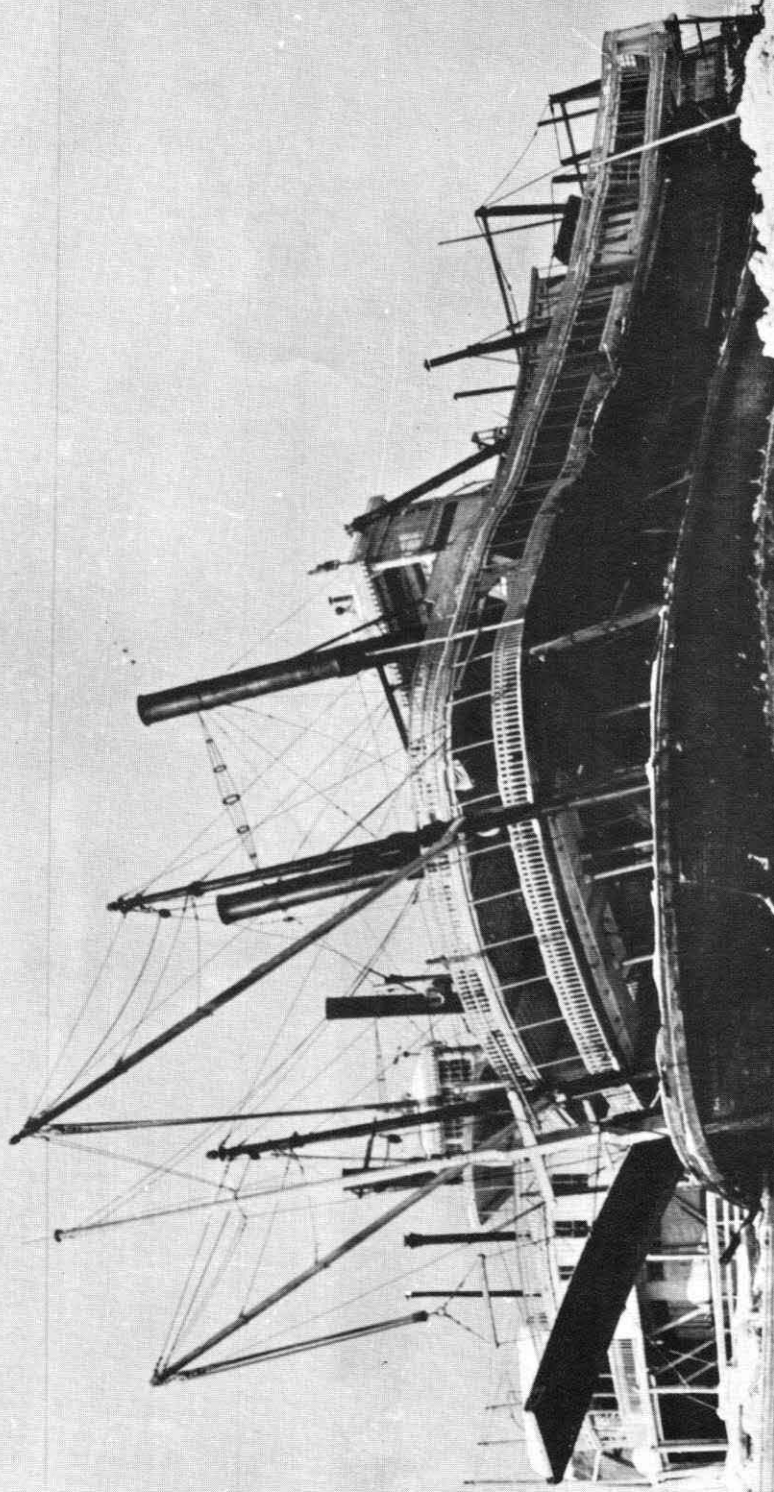


John A. Williams, 5530 S. Adele Ave., Whittier, Calif. 90601 has sent us these ferryboat pictures on this page. The J. C. ABBOTT served across the Ohio River between Madison, Ind. and Milton, Ky. from her building date, 1873, until badly damaged in a fire in Feb. 1892. This side-wheeler was 90 by 28 by 3.6. The picture is made from an oil painting by William Snyder of Madison.

The TRIMBLE, named for Trimble County, Ky., is moored at Milton, Ky. She was built at Madison in 1895, her wood hull 110 by 30 by 3.5. She had big power for her size, engines 17" bore by 6 ft. stroke, powered by two boilers each 44" by 20 ft. Long owned by the Kentucky & Indiana Ferry Co.



This scene taken Oct. 31, 1927 shows the dismantled TRIMBLE serving as a ferry float at Madison. By this time the ferry trade had been taken over by a stern-wheel gasboat named MARGARET J which towed a decked ferry flat named FAY W. When the Madison highway bridge was opened in 1929 all ferry service ceased. Alene Stottlebower wrote us some while back to say that George Monroe was the last ferry operator and that his daughter then (1969) was living in Madison.



PICTURE ON OPPOSITE PAGE

BUILT together; they died together. Both were new at the Howard Yard, Jeffersonville, Ind. in 1898, the JAMES LEE and the GEORGIA LEE. Both were destroyed in ice at Memphis in the severe winter culminating in unprecedented ice gorges, January 1918.

The GEORGIA LEE, in the foreground, was a sternwheeler 178 x 33 x 5, about the size of the GOLDEN EAGLE whose pilothouse resides in the Jefferson Memorial, St. Louis. --And, speaking of pilothouses, the one on the GEORGIA LEE was almost a dead ringer for that of the TELL CITY -- just change the nameboards and add a little pizaz to the finial and one would pass for the other.

Named for Miss Georgia Lee, daughter of Capt. James Lee, these two boats were owned and operated by the Lee Line, Memphis. The last running the GEORGIA LEE did, probably, was to pinch-hit for the KATE ADAMS while the "Lovin' Kate" was ashore at Helena, Ark. in 1917.

The JAMES LEE had been converted into a Memphis excursion boat just prior to the calamity pictured on the page opposite, and her name had been changed to DE SOTO.

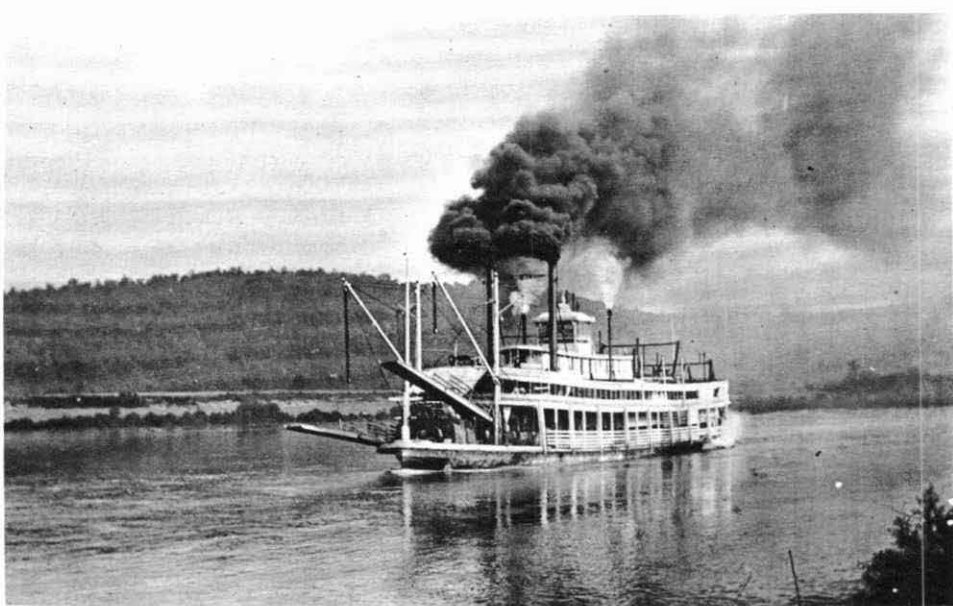
A sloppy-copy of this view has been going the rounds for years. So here is a print made from the original negative. It had been reposing in the files of the U.S. Engineers, Memphis, all this while. Recently Ray Houston dug it out and made a print or so for Capt. Tom Kenny and our thanks to both.

American Heritage's bi-monthly magazine "Americana" displayed a good bit of shallow-draft steamboating in its Sept.-Oct. '78 issue. Its full color cover was a silhouette of the JULIA BELLE SWAIN moored at Evansville with a fiery-red sunset and a red-and-gold river. An eight-page story inside, elaborately illustrated with full color photographs, is authored by Paul and Dorothy Pryor and is titled "Steamboats."

Good shots by Paul Pryor of the NATCHEZ, JBS, ADMIRAL JOE FOWLER, RUTH, CHAUTAUQUA BELLE, BELLE OF LOUISVILLE, PRESIDENT, DELTA QUEEN and the MISS-Q are presented, as also is one of the model of the J. M. WHITE (now in the Smithsonian) on her maiden voyage in the Ohio River Museum pool at Marietta.

Also we notice good portraits of Capt. Verne Streckfus, Capt. Charles J. Larkin, Capt. Ernie Wagner, Lexie Palmore and Capt. Harry Louden.

Another article focuses on Jimmy Biddle, president of the National Trust For Historic Preservation, and one of the accompanying views shows Capt. Harry Allendorfer who attended S&D this past Sept. 9th, and still another offers a glimpse



The GEORGIA LEE upbound on the Ohio River near Mauckport, Ind. while she ran Memphis-Cincinnati until 1914. Our thanks to Helen Crayden, Ramsey, Ind. for making the photograph available.

of Mrs. Irvin (Helen) Abell, Jr., Louisville, who serves on the Board of Trustees of National Trust and who hosted a reception at her home for delegates arriving aboard the DQ in 1971.

Tommy Windsor, well known entertainer and former showboat trouper of Marietta, died September 2, 1978. He was 72. Very few realized that his real name was Thomas Isaac Lowry. He was born in Marietta, son of the late Jess Lowry and Jennie Grass Lowry Waters. He specialized in magic and was adept at entertaining children. Burial was in East Lawn Memorial Park, Marietta.

Sirs: Am elated to see the CITY OF QUINCY at St. Paul (last issue, page 12). Judging from the buildings this was the lower landing, now Lambert, where the DELTA QUEEN ties up these days. The buildings on either Jackson or Sibley Sts. are gone, and today the main Post Office dominates the scene. As usual I enjoyed all 48 pages, including the back cover showing my childhood favorite, the PRESIDENT.

Bob Niemeyer,
1205 Westminster St.,
Apt. 15,
St. Paul, Minn. 55101

The Steamship Historical Society meeting in New Orleans Sept. 29th through Oct. 1st last went off well. Leonard V. Huber, in charge of arrangements, won high praise. Almost in the same breath he and his wife Audrey celebrated their fiftieth wedding anniversary with a reception at their home attended by a multitude of well wishers. Leonard Huber also was the keynote

speaker at the SHSA meet. During a bayou cruise aboard the COTTON BLOSSOM she broke her drive chain in Bayou Barataria and her passengers were transferred to the MARK TWAIN for delivery alongside the PRESIDENT at New Orleans. The cruise aboard the NATCHEZ was so thoroughly enjoyed that manager Bill Dow received letters of appreciation from various of the participants. Capt. Doc Hawley, recovered from a bout of hepatitis, was back on the NATCHEZ's bridge Sept. 30th.

The Middle Ohio River Chapter of S&D will hold its annual meeting at Covington, Ky. on board the MIKE FINK on March 24, 1979, 6:30 p.m. The tentative speaker will be Dr. Carl Bogardus, Warsaw, Kentucky.

Mrs. Clare (Mabel) Carpenter was a tourist aboard the DELTA QUEEN on the one-and-only Pittsburgh trip from Cincinnati in 1978. She is a correspondent with the Marietta "Times" and her story showed up in the Oct. 24th edition together with good photographs of Capt. James Blum, cruise director Terry Severns, Vic Tooker and Terry's mother Mrs. Harry Severns. And--of course--Lexi Palmore doing some steering while off watch. She was mate on the Pittsburgh trip.

BULLETIN: News and picture of the resurrected and reconstructed ATTA BOY in this issue gave us pause to wonder if she'd still retain the name. So far, yes, says Lloyd Ostendorf, who inquired aboard, but so far no signboards or name on her.

The subject of hardback binders designed to preserve your back issues of the S&D REFLECTOR has had action. An initial order has been placed and, hopefully, by the time this is read they will be available. They will be imprinted with the S&D pilotwheel emblem, and each is sized to receive and preserve three years (12 issues) of our magazine. They are priced \$5, including mailing charges, and are being distributed by our secretary Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.

The Midwest Riverboat Buffs held their annual meeting at Keokuk on Saturday, Oct. 28th last at the Saint John's Episcopal Church. The all-day affair concluded with an evening dinner and speaking program. Marilyn Bekker and Max

Churchill presented a special program focused on the history of Muscatine, Iowa.

The 22nd Annual Mid-America Boat Show will be held in the Cleveland (Ohio) Convention Center, January 19-28, 1979. The Lake Erie Marine Trades Association, sponsor of the show, in cooperation with the Great Lakes Historical Society of Vermilion, O., is staging its 2nd Model Boat and Ship Competition as part of the event. Plaques will be awarded in each of 15 model categories, including power and sail, built from kits or from scratch, and including boats in bottles. Official entry blanks are required with deadline at noon on Friday, Jan. 5, 1979. Correspondence should be directed to Mr. Andy Cunningham, Public Relations

Director, Mid-America Boat Show, 1800 Superior Building, Cleveland, O. 44114. This is the biggest annual affair of its sort between New York and California.

Thomas H. Armstrong, Esq. of Decatur, Ill. has our thanks for a brochure advertising seven day trips in 1921 from Chicago to St. Louis by rail and thence by steamer of the St. Louis & Tennessee River Packet Co. to the Shiloh battlefield at Pittsburg Landing on the Tennessee and return by boat to St. Louis, thence back to Chicago by rail. This all-expense tour departing Chicago every Monday morning through May-October was priced \$52 with an 8% war tax added. The arrangements were in the hands of William Lauder, operating as Lauder's Tours, 5703 Maryland Ave., Chicago.



RECENTLY Lexie Palmore was in Sarasota, Florida, with her mind centered on finding ancient musical instruments. She strolled from her hotel to the waterfront to be confronted with the scene above. The MARIANA JACK II is not yet completed. Its lovely lines came from the drawing boards of Marine Power, Inc., Gulf Breeze, Fla., headed by William G. Preston who showed up last Sept. 9th

for his first S&D meeting. Look closely and you'll see she has two sternwheels. They are independently operated and will have hydraulic outriggers--no pitmans, no chain. She will run dinner excursions, etc. at Sarasota. The hull is 80 by 26. Overall length 98, and 28-foot beam. Work now is under way completing the cabin interior, and she's expected to enter service about the first of the year.

R.I.P.

On Friday, Sept. 15th last Gene Fitch assisted by Lawrence Peters hitched the Early American Submarine flatboat (named and christened during S&D in September '77) alongside the good towboat CLAIRE-E. Gene towed her up the Muskingum from her berth at the Ohio River Museum about one mile to the fair grounds boat ramp. This was the only voyage the flatboat ever made. The Mid-Continent Erection Co., Vienna, W. Va. had the contract to move the 25-ton mistake back to her birthplace near the TELL CITY pilot-house.



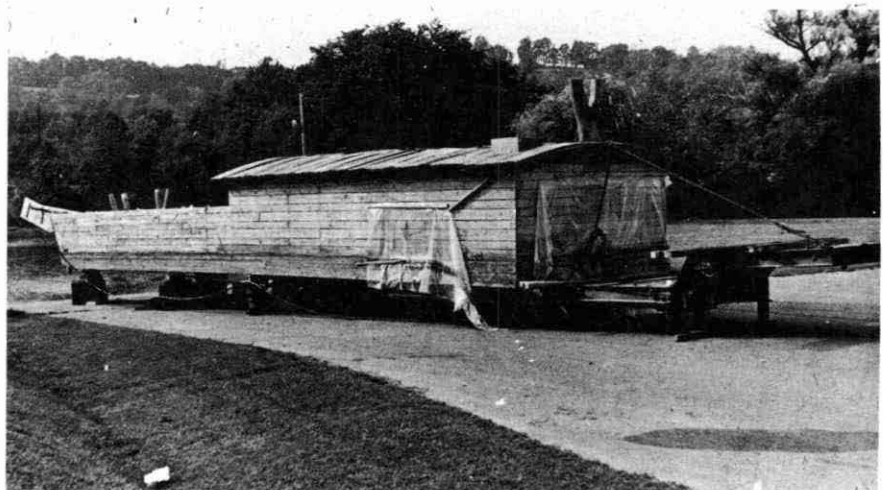
-Ted Strickland, photo

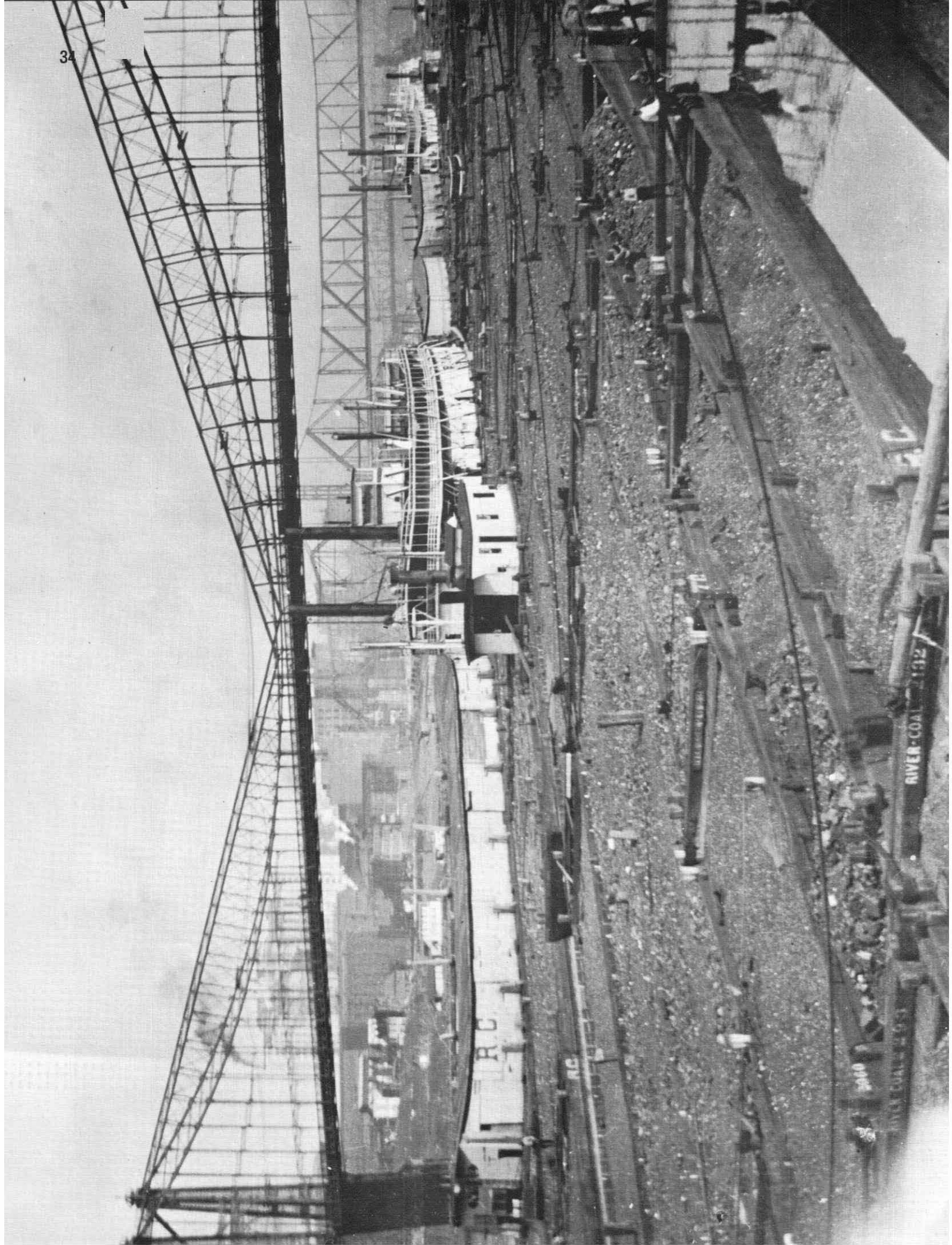
John B. Briley supplies this unique shot of the CLAIRE-E towing the flatboat under her starboard arm up the Muskingum. The big job was getting the craft loaded on the flatbed trailer at the fair grounds boat ramp. At the moment she is cribbed up at the Ohio River Museum. Concrete piers are being built by J. A. Schwendeman & Sons, Lowell, O. to receive her weight. The flatboat then will be a permanent landlubber, an object lesson in how not to build a flatboat. Thinking back to the old Muskingum packet HIGHLAND MARY we submit the name HIGHLAND GOAT for the flatboat.

A highland goat was
feeling fine,
Ate three red shirts right
off the line....
(Oh boy somehow that goat got
out on the railroad tracks)
A fast freight train was
drawing nigh!
That highland goat was doomed
to die!
It gave three groans of
awful pain!
Threw up the shirts and
flagged the train.



Hauled ashore and waiting to be hauled to the Ohio River Museum, the picture was taken Sept. 20th last at the Indian Acres Park boat ramp, Marietta, by "Time's" photographer Ted Strickland. The flatboat was built on the Museum premises in the summer of 1975 by the W. H. Heiby Co. to specs furnished by the Ohio Historical Society, Columbus. The contract price was \$56,000. Soon after launching she sank, again on Jan. 31, 1977, again in early Sept. 1977. Gook injected into the hull did no good, and this chronic leaker claimed most of the energies of Chuck Remley and crew maintaining and operating electric pumps.





RC

AC

RIVER-COAL 1912

OUR picture sleuth Grant Dinsmore, Pittsburgh, came upon a small collection of 4x5 film negatives taken at Pittsburgh 1908-1911. Best and most dramatic of these is the scene taken from shore at the O'Neil landing looking up the Monongahela River. The towboat BOAZ dominates the foreground with the old Point Bridge as a backdrop. Far right is the TOM DODSWORTH. Prominent in the scene are three loaded model barges, one ahead of the BOAZ and two behind, containing finished steel products. Blocking the view of the BOAZ is a steam pumpboat, little other than a boiler encased in housing, to furnish steam for syphon lines distributed over the coalboats and barges. The R.C. on the model barge (left) stands for River Coal, short for Monongahela River Consolidated Coal & Coke Co. Within a decade after this scene was photographed the show was over, and coal was no longer shipped from Pittsburgh to the Lower Mississippi. Our thanks to William E. Reed for the print.

Charles Lee Payne, 64, died at Lake Charles, La., on Saturday, July 22, 1978. He worked as relief engineer on the DELTA QUEEN at various times, and prior to that he served as engineer on U.S. towboats in the Memphis District. He had been an S&D member for some time past. A native of New Orleans he was long associated with PPG, and spent several years with their Kalium Chemical plant in Canada. Survivors include his wife, Yvonne C. Payne, a native of Lake Charles; two nieces, Mrs. Eugene Hew of Metairie and Mrs. Florence Berwick of Kenner, and one nephew, Jesse Berwick, Conroe, Texas.

On October 20th last we enjoyed the pleasure of a visit from Howard B. Peabody of Magnolia Vale, Natchez. Among items of interest he tells us he still owns the old tug LIZZIE B, or what's left of her, beached at Natchez. This venerable tug, built 1884, originally was owned by James B. Eads, and later towed logs for the R. F. Learned lumber firm. Originally steam, she was converted to diesel and last had a GM 6-71 which was removed when she was beached. Howard and wife Peggy were in Pittsburgh for a meeting of the Kenmore Association, a national group concerned with the 1752-built Kenmore mansion and grounds, Fredericksburg, Va., where Betty Washington Lewis, wife of Fielding Lewis and sister of George Washington, long presided. This past summer the Peabodys acquired a summer home at Blue Hill, Maine, on an estuary of Penobscot Bay and have a sailboat there named BETSY ANN. Daughter Margaret Peabody

presently is at home in Natchez, and plans to continue in college shortly after the first of the year. Margaret is well known on the DELTA QUEEN where she has been in the office.

Lucy Wallen, wife of James A. (Jim) Wallen, died, suddenly, in the Cabell-Huntington Hospital, Huntington, West Va. about four o'clock Saturday morning, October 14, 1978. She became ill after dinner on Friday at home. The emergency ambulance medics correctly diagnosed high blood pressure which upon arrival at the hospital resulted in a massive stroke. She had been active with her work at the First Presbyterian Church, at Red Cross and with the Pediatric Clinic all the week previous. Son Jamie and his wife Lucinda, who live in Florida, came immediately. Daughter Lucy, who lives in Huntington, is temporarily staying with her father at the family home, 111 Eleventh Avenue, Huntington 25701. This sad news is a special shock to those who knew the bond which truly united this couple and family over the years.

Ohio's chief justice C. William (Bill) O'Neill died, 62, on Sunday, August 20, 1978. This Marietta native was elected to the state House of Representatives while attending Marietta College in 1938, became speaker 1947, was elected Ohio attorney general in 1950, became governor of the state in 1956, joined the Ohio supreme court 1964, and was appointed chief justice by Governor James Rhodes in 1970. He often returned to Marietta for meetings, or on visits, while heading the three branches of state government. His interest in S&D and for the River Museum dates to their inceptions, and he was an early champion in urging the cleaning up of Ohio's rivers. His passing is mourned by his wife Betty Hewson O'Neill, by one son and one daughter, C. William O'Neill, Columbus, and Mrs. Thomas (Peggy) Pokorski, Phoenix, Ariz. Dan O'Neill, his brother, resides in Marietta.

Had Capt. Tom R. Greene survived unto the present day he would be celebrating his 75th birthday on February 3rd next.



Snapped from the pilothouse bridge as the LIBERTY BELLE cleared the locks at Willow Island upbound with S&D aboard. In the immediate foreground (left) we see H. Otis Reynolds, New Cumberland, West va. -Picture thanks to shutter-bug Michelle Kingsley.

The Middle Ohio River Chapter of S&D was issued a certificate of incorporation dated June 26, 1978 by the Commonwealth of Kentucky, office of the Secretary of State. Sandra Rae Miller, 4223 Cutliff Drive, Louisville, Ky. 40218 was named as the registered agent for the Chapter.

Jack E. Custer, president of the Chapter, submitted an annual report to S&D dated Aug. 25, 1978 outlining the year's activities of the Middle Ohio River Chapter. He extends credit for able assistance from C. Dana Eastman, Alton, Ill. in procuring the group's incorporation as a non-stock, non-profit corporation.

Also he reports the resignation of Keith E. Norrington as first vice president, the office presently vacated.

As reported in these columns the group held a meeting at Madison, Ind. this past March. On July 1st they combined with the American Sternwheel Association at Zanesville for a ride on the LORENA, a dinner, and next day a canal boat trip at Coshocton, O. On Oct. 10 they boarded the BELLE OF LOUISVILLE for the Oktoberfest Cruise. Program chairman Fred Donsback is arranging for the Annual Meeting of the group at Covington, Ky. in March '79.

The group publishes a bulletin called "Riverview" sent to members. The roster as of July '78 comprised some 125 persons.

In its first annual report to S&D the Ohio-Kanawha Branch (Chapter) of S&D, signed by R. J. Collins, captain, and by Herschel W. Burford, clerk, dated Aug. 12, 1978, the long range objective of the group is stated to be "the establishment of a River Library-Museum at Point Pleasant, W. Va." The new Mason County Library there has offered safe-keeping for rare books, papers and manuscripts.

R. Jerome Collins at the group's summer meeting appointed committees to research information on the Big Sandy, Guyandotte, Elk and Pocatolico rivers, stressing the importance of these tributaries.

The quarterly meetings, says the report, "have certainly accomplished their purpose," keynoted with a speaker, and providing ample time for members and guests to socialize. Those who attend are encouraged to bring along pictures, maps, albums, books and boat models.

An active member is defined as one who belongs to S&D and who has attended at least one quarterly meeting during the fiscal year. Over forty qualifying members are listed in the report, and 27 non-member guests attended.

The Society of American Marine Art currently is holding an exhibit in the World Trade Center, New York. One of the hangings is an original pencil drawing of the JULIA BELLE SWAIN by John L. Fryant. The show closes December 15.

The fire-gutted hulk of the old SPRAGUE, mightiest sternwheel towboat in the world, may rise Phoenix-like from its ashes. In something of a surprise move the Mississippi State Building Commission in a 3-1 vote approved the expenditure of \$1.8 million in state funds to restore the shell of the towboat at a meeting held last Sept. 15.

In addition to this sum, about \$160,000 in local Vicksburg funds is said to have been pledged.

This is only the beginning. The planners estimate that another \$2.8 million will be needed to rebuild the interior of the SPRAGUE.

The sum of the above figures is \$4,760,000. The SPRAGUE was built new, complete, for \$192,000 in 1902.

The title of the boat will be transferred to the state of Mississippi before work begins. According to news reports the firm of Godfrey, Bassett & Tuminello, architects, has been retained to prepare drawings for the restoration.

The old lady has cost a pretty penny thus far since she became an attraction at the Vicksburg waterfront. In 1959 she was taken to

Pittsburgh and overhauled to the tune of some \$100,000. In 1973 she was hauled at the Avondale yard, near New Orleans, and the hull restored----\$110,000. She burned at Vicksburg April 15, 1974 and later was beached on shore.

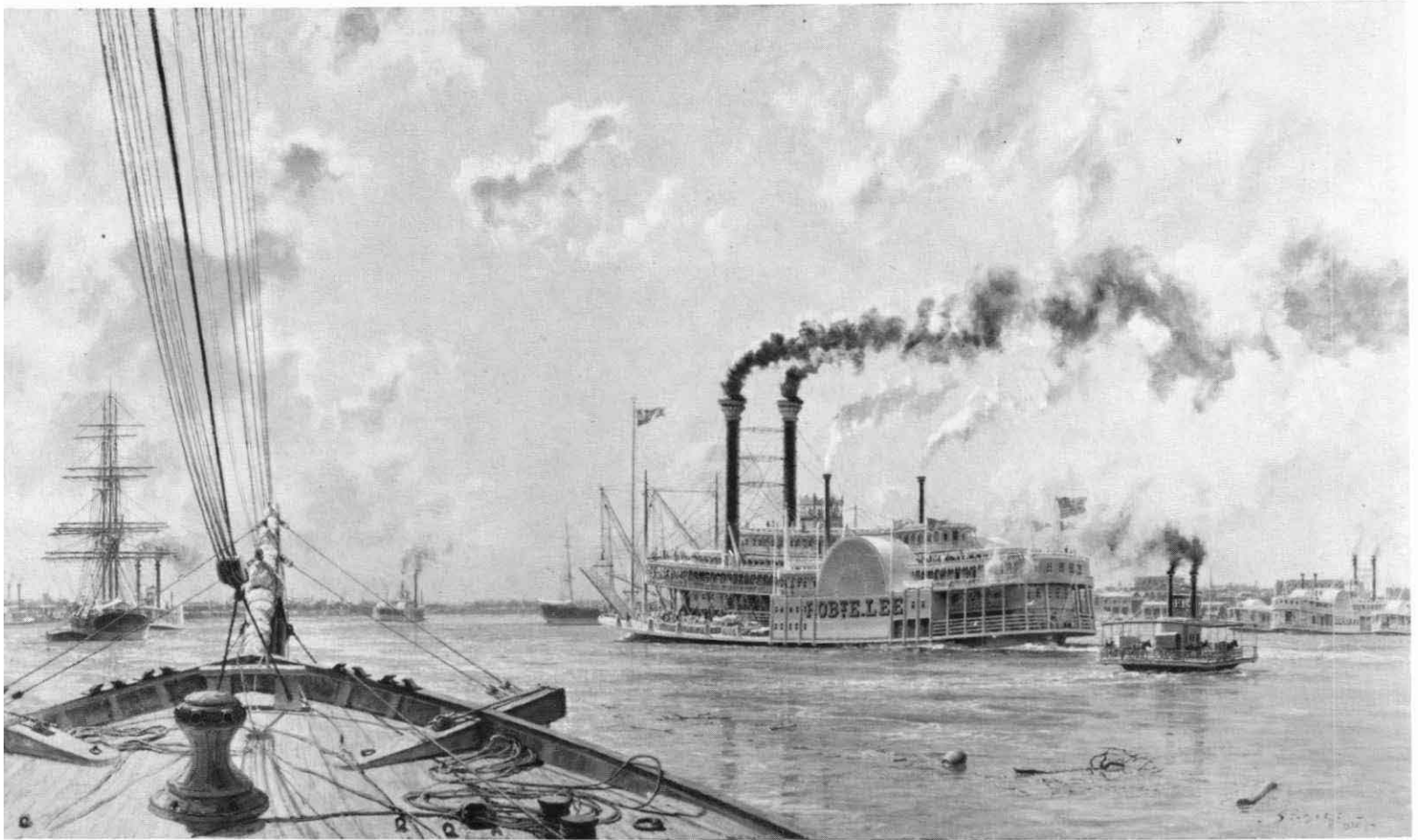
Sirs: In the Dec. '77 issue I see mention, page 21, of a sternwheel steamboat then under construction along the shore of the American River, a trib of the Sacramento. She was already named ELIZABETH LOUISE for the wife of the builder Harold Wilmunder. Have you heard anything since?

Jan Di Carlo,
4600 Lexington Drive,
Steubenville, O. 43952

=ELIZABETH LOUISE is progressing nicely, not yet launched as this is written (Oct. 11) but will be highway-hauled from yard to launch site, Sacramento, soon, and with her cylinder beams in place. The USCG has required two boilers for her, both about ready for delivery. Hal Wilmunder has arranged to use the old River Lines dock and buildings at Sacramento as base for operations. -Ed.



SOMETHING'S always happening on the river. The DELTA QUEEN developed boiler trouble upbound on the Ohio River and the towboat BEN FRANKLIN, faced to an empty, met her at Brandenburg, Ky. to assist. Capt. John L. Beatty hooked the barge to the DQ's port stern quarter, came ahead with 1280 hp., and was handicapped by lack of vision to starboard because of the QUEEN's enormity. What he needed was a pilot to handle the BEN FRANKLIN so's he could climb over on the DQ to better see the river. So he borrowed the DQ's pilot for the job, who turned out to be Lexie Palmore. He and Lexie conversed via walkie-talkie. All steering was done from the BEN FRANKLIN, so what you see above in the picture is not one of the numerous posed shots of a lady playing pilot--but rather of a lady actually on watch aboard a modern twin-prop towboat. To go on with the story, they broke tow to make McAlpine Lock, hitched up again at Cox Park (as the BELLE OF LOUISVILLE steamed by on an evening cruise) and continued upriver close to Markland Locks. The DQ's boilers were back in commission below Twelve Mile Island so all ended well.



JOHN STOBART's recently completed oil painting of the ROB'T E. LEE in the New Orleans harbor depicts not the "racer" LEE, but her successor of the name built at Howards in 1876. For three years in a row, 1878-1879-1880, this steamboat was selected to bring to Mardi Gras the King of Carnival Rex. The Queen of the 1879 celebration was

Miss Courtney Leathers, daughter of Capt. Thomas P. Leathers. This edition of the LEE, much more pretentious than the original, burned in a disastrous fire at Yucatan Point, near Grand Gulf, Miss., October 30, 1882 with the loss of thirty lives.

On Labor Day the DQ and B/L had a short race (impromptu) in the Louisville area. The prize was to be a dinner invitation from the losing captain to the winner. The DQ won, whereupon her Capt. Ted Davison was told by the gallant Capt. Greg Menke of the B/L that the red carpet was out and he could come over on the B/L and get his hot dog just any old time. Those who were there claim it was the best race of the year, a mighty close finish, and engineer Jim Rhea on the DQ claimed he hadn't had so much fun since he was racing for locks on the Monongahela River aboard the HOMESTEAD.

The Mississippi River Museum now under construction at Memphis has acquired by donation the showboat collection of the late Tommy Windsor (see his obituary elsewhere in this issue). Included are costumes, sheet music, copies of skits, photographs, newspaper articles, and the diaries of Tommy Windsor for the years he was on showboats.

The acquisition was arranged by Jan Clement while she attended S&D the week-end of Sept. 9th last.

Sirs: The S&D meeting at Marietta last Sept. 9th was my first, and am even more enthused about river people, river history and river life. What a perfect week-end and good opportunity to meet people. I'm looking forward to my next S&D meeting.

Kathryn A. (Kathy) Lake,
1500 N. Eighth St.,
Marion, Iowa 52302

HOLD THE PHONE DEP'T.

In our last issue, page 43, we goofed in reporting Helen Crayden as 84. She was 77 on November 10th last. The little girl in the wagon in the booklet OLDEST PILOTHOUSE, page 20, is not Helen; she is Olga Jenkins Foster, whose father Gus Jenkins was the wharfmaster.

Sirs: Idle curiosity department. What is your basis for saying that STEAMBOAT BILL's Summer cover "properly dates much earlier, maybe 1904"? Costumes; position of boats; background? I ask not as one having any vested interest in

the BILL (being a mere page-turner these days) but because I also had qualms about the dating, without really knowing why.

C. Bradford Mitchell,
1019 Shore Road,
Brooklyn, N.Y. 11209

=The side-wheel BONANZA appears in the picture which STEAMBOAT BILL dates 1917-1918. She was long gone by that time, having been dismantled in 1909. Cincinnati had spectacular ice gorges 1904-1905 when those Gibson girls risked their bustles afloat on flimsy footing. -Ed.

The Rev. A. Willard Heimbeck and Leah Sisson, long time family friend, were married this past June 24th in the Maumee Presbyterian Church, and are making their home at 2570 Bittersweet Drive, Toledo, Ohio 43614. "Doc" still retains the home at 461 North 7th St., Hamilton, Ill. and the family will reside there part-time. He retired from the ministry this July 1st last and was made Pastor Emeritus of the Hannibal (Mo.) Presbyterian Church.



PICTURE OPPOSITE

The LOUISE was one of a fleet of rather captivating small towboats built by the U.S. Engineers at Keokuk in 1882. They were the STELLA, LOUISE, LUCIA, ADA, IRIS and EMILY. All were similar with over all dimensions of 65 by 12 by 3. All were used between Minneapolis and the mouth of the Missouri. All had wood hulls.

About 1905 the LOUISE was rebuilt with a steel hull under her, the work done at Dubuque. This picture may have been taken at that time. Eventually she was declared surplus and in 1929 she was owned by Capt. C. L. (Clat) Adams, Quincy. He sold her in June 1935 to Capt. A. C. Johnson, Helena, Ark. who planned to tow wood pulp from above Arkansas City to Greenville. Cut-offs had been made in that vicinity shortly before and she proved too small-power to do the work. Consequently she was laid up at Helena and remained there several years---sank there.

Notices for the Winter Meeting of the O-K Branch, S&D, included a For Sale notice. Herschel W. Burford, 138 Strawberry Road, St. Albans, W. Va. 25177 is acting as agent for the sale of one chime of the D. T. LANE whistle. (She had two chimes and the other was lost overboard). You may call him at 304-727-0220.

Steamboats on the Mississippi have a fascination and romantic appeal to a growing number of modern writers. Lately we had a visit at 121 River from Ladislav Svatos, P. O. Box 172, Easton, Conn. 06425. Ladislav is all fired up to produce a lavishly illustrated book to recapture the old-time looks and feel of the Mississippi and its steamboats. He has produced several books in Czechoslovakia.

The selection of S&D REFLECTOR's color cover isn't always an easy decision to make. Four candidates were seriously considered for this December issue. The three runners-up are captivating both for charm and color, the handiwork of Michelle Kingsley, Chris Eaton and John L. Fryant.

A Detroit historian now owns the steam whistle formerly used on the Georgian Bay's SOUTH AMERICAN plying the Great Lakes. He describes the chord as a "first inversion of a minor chord," pitched (at full steam pressure) at tenor G flat, tenor B flat and middle E flat. We have transferred this information into our wallet. Next time we find C.W. near a piano we'll produce it.

AN UPSTANDING TALE

by C. W. Stoll

Capt. Frank McHarry operated steam ferryboats between Portland, Ky. and New Albany, Ind. on the Ohio River prior to the Civil War. Apparently he had plenty of discussion and perhaps altercation with some of the packet pilots at Portland. This colorful character had a tomb constructed high on the Indiana hill about Mile 619.5 just below Beeler's Landing and was buried therein. Later a legend got going the rounds that he had, at his own request, been buried standing up, so that he "could cuss river pilots posthumously."

He indeed was buried there but along in the 1890s or early 1900s was transferred to Cave Hill Cemetery, Louisville, to a lot his wife had purchased after his death and entombment.

But the question remained----had he been placed vertically in the hillside tomb?

A few hardy souls have struggled up that bluff in recent years to examine the tomb, a massive creation of stone, easily visible from the river when summer foliage does not completely hide it.

Dr. John D. Allen, a pathologist in Louisville, told the writer recently that about 1929 he visited Oscar Miller, Jr. at the Waverly Hills Sanitarium located on the Kentucky bluff below the McHarry tomb. The two of them, former schoolmates and about of an age, crossed in a rowboat and made an examination of the tomb. They found several coffins in the vault which had been vandalized, and some bones lying about. There was no evidence of a coffin having been stood on end.

In the late 1930s or early 1940s the Seabrook family went there to chop away trees and brush to better expose the tomb for passengers on the GORDON C. GREENE and other passenger boats.

Since then I have talked with Paul Seabrook about these matters. Paul expressed surprise at the report of bones or vandalized coffins. Paul said that his father had often spoken to him of the occasion when Paul's grandfather had made the removal of remains from the hillside tomb to Cave Hill Cemetery. Paul had known of many persons visiting the tomb, and had first-hand reports, and had been there himself, but in no instance did he know of bones or desecrations, other than evidence of vandals having been about. He recalls that three interments had been made, and that two stones used to seal the crypts had been badly broken.

The legend of vertical burial also was attached to the tomb of Capt. J. M. White. Several years ago the BELLE OF LOUISVILLE landed at Cloverport, Ky. enroute to the dedication ceremonies for the Cannelton Locks and Dam. Your scribe and others (including Ye Ed) were taken to the local cemetery where

we saw the twin columned monument of Captain White. There was no evidence of unusual burial.

But wait. James V. Swift was talking of such matters at S&D this past September. He related that he had been taken to a hillside cemetery in or near Hamburg, Ill. in Calhoun County along the Upper Miss. His guide was Warren F. Howdeshell, historian of Eldrid, Ill. and there was shown the resting place of a steamboat captain buried standing up.

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Any or all of these will be carefully wrapped and mailed to you at the going price, \$3.00 per copy. Address Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.

Mrs. H. C. (Margaret) Putnam of Warren, Pa. sends us a copy of "Totem Tidings," the Sunday magazine section of the "Olympian," dated May 7 this year. Two pages are devoted to pictures and story of the steam sternwheel snagboat W. T. PRESTON, pride of Puget Sound. The first sternwheeler on the Sound in snagging service was the SKAGIT, commissioned in 1885, says author Dan Wheat. She lasted until 1914 when replaced by another sternwheeler, the SWINOMISH, which wound up sinking in Skagit River. A wood hull W. T. PRESTON came along in 1929, and ten years later she was fitted with her present steel hull.

Still available are a few of the attractively bound volumes of S&D REFLECTOR, containing all issues 1975-1976-1977. Send \$40 payable to Frederick Way, Jr., 121 River Ave., Sewickley, Pa. Shipments are insured. Zip: 15143.



BOOKS often contain a lawsuit preventative paragraph stating "All persons appearing in this book are fictional; the names or any resemblance to actual persons is coincidental." We often have toyed with the enticing idea of writing a book prefaced by the reverse: "All persons appearing in this book are real; names and resemblances to actual persons is no coincidence."

Candidate for inclusion would be the picture above. Now who in their sane senses would believe that this is the ex-ATTA BOY which towed the showboat MAJESTIC? This photo was taken June 20th past by Lloyd Ostendorf at Cincinnati when the Judd towboat DARLENE (left) towed the ATTA BOY away from Tucker Marine, where she got the face-lifting, enroute to her new berth adjacent to the Cincinnati Riverfront Stadium.

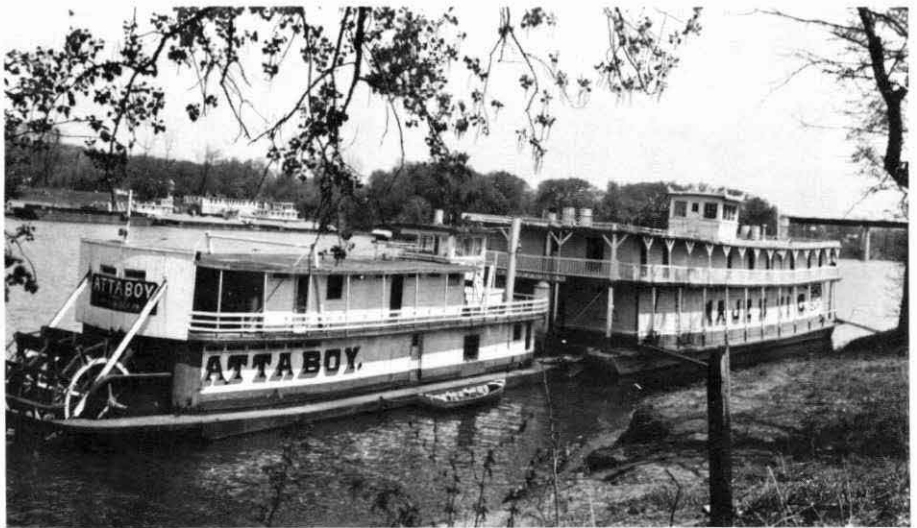
The ATTA BOY, named for a musical comedy introduced along the rivers in 1922 on the stage of J. W. Menke's SENSATION showboat, was built at Pittsburgh in 1922 for Capt. T. J. Reynolds who also built the showboat MAJESTIC about that same time. The ATTA BOY did the shoving with a 40 hp. clunk in her which Reynolds replaced in 1949 with a 135 hp. Cat. Somehow he managed to put the Cat in backwards and didn't discover the error until he cranked her up and she came ahead in reverse and vice versa. So the MAJESTIC went from place to place with her towboat in reverse coming ahead. This Alice In Wonderland novelty continued through the period when Hiram College chartered the outfit, and was still the case when Indiana University acquired both in 1959.

Was it Indiana U. who put the steel hull under ATTA BOY? She'd had a wooden one a long time. No matter; both showboat and towboat went to the University of Cincinnati, became fixtures at the Cincinnati wharf, and ATTA BOY was removed from the active list in the Inland River Record's 1961 edition.

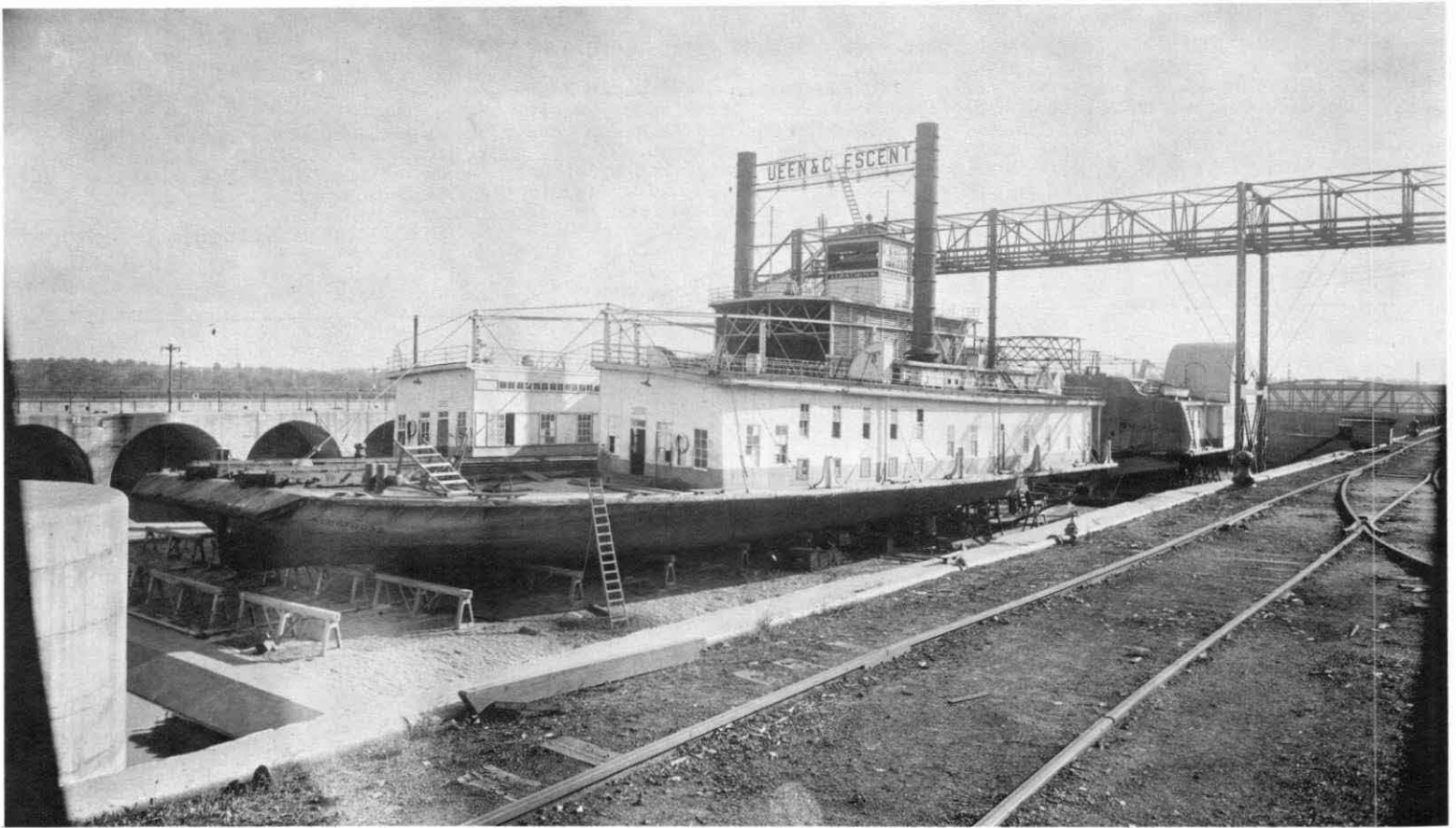
Anyhoo she's staged a resurrection under the auspices of Jess Tucker. She has no machinery but

does sport a bright red paddlewheel. She's now the stationary headboat for the fleet of the Cincinnati municipal docks, and contains offices and a snack bar.

The DARLENE, doing the towing in the picture, did the job with three generations of Judds for crew, to and including William F. Judd II. She also is Tucker-built having started life in 1964 as the TOMAHAWK. She was renamed in 1972 for Bill Judd's wife Darlene.



REYNOLD's showboat MAJESTIC towed by the ATTA BOY in those halcyon pre-depression years when a night's take averaged \$110 to \$150. Capt. Tom J. Reynolds explored up Big Sandy and on the Green with his wife aboard (they reared nine children) playing straight melodrama. "Ten Nights In the Bar Room" was the favorite. When the Depression struck the usual take at the ticket counter shrunk to \$3 or \$4.



THE SECOND CHAPTER in the story of the side-wheel ALBATROSS came in the winter of 1920-1921 when the big transfer boat was placed in drydock at Keokuk, whacked in twain, the parts separated 57 feet, and a new section built in. Her original length of 308 feet was increased to 365 feet. The job was done by the Ripley Boat Co., Alton, Ill. in the big U. S. drydock at the Keokuk Lock and Dam. This picture shows her after the separation was made. The additional hull section was joined so neatly to the existing structure that Capt. Curran

Streckfus was unable to spot the joints until he saw this picture recently. Capt. Tom Kenny kindly provided the photograph to us, having procured it from Ray Houston of the U. S. Engineers, Memphis. In our last issue, page 27, is a good likeness of the ALBATROSS taken at Montrose, Iowa, 1907, during delivery on her maiden trip when she was 308 feet long. The ALBATROSS hull was used 1938-1940 in constructing the Streckfus excursion steamer (now diesel) ADMIRAL at St. Louis.

Another pilothouse is slated for restoration. The Bureau of Land Management, Alaska, has happened upon the pilothouse of the 1898-built sternwheel steamboat LAVELLE YOUNG at McGrath, head of navigation of the Kuskokwim, tributary of the Yukon. The YOUNG was built at Portland, Ore. complete, and proceeded to St. Michael, at the Yukon's delta, under her own steam. She operated on the lower Yukon until she was taken to the Kuskokwim in 1910. She was dismantled in 1920 and the hull was used as a barge. The present idea is to move the pilothouse to Fairbanks inasmuch as the founder of that Alaskan city, E. T. Barnette, arrived at that place in 1904 on board the YOUNG.

The Betsey Mills Club at Fourth and Putnam, Marietta, has an interesting background. The original residence dates back to 1845, long occupied by Mr. and Mrs. Beman Gates. W. W. Mills married Betsey Gates, who was born there, as was Charles Gates Dawes, vice

president of the U.S. during the Coolidge administration. A plaque in the parlor of the present club indicates the room of Dawes birth. Mrs. Mills started a sewing class on Pike Street in 1898, which later met in the First Congregational Church and was expanded to include cooking instruction. In 1916 Mr. and Mrs. Mills made the old home available for what became known as the Betsey Gates Mills Club. In 1922 the Hopp residence next door was purchased and the expanded club, its name now Betsey Mills Club, was dedicated in 1927.

There are rooms for 15 girls who have access to the kitchen and an upstairs livingroom. The dining-room is one of the more popular eating places in Marietta. The gymnasium, other than its use by girls, is often rented out for functions such as the last two S&D meetings. Members of the club are eligible for classes in painting, pottery, disco, yoga, confidence training, interior decorating, bird watching, quilting, ballet, needlepoint, and more.

We see reference in a recent brochure sponsored by the Dossin Great Lakes Museum on Belle Isle in Detroit that the first steam whistle used on the Lakes, 1844, was made from plans which had been printed in the "Scientific American." Here is a project for some enterprising researcher and S&D REFLECTOR would like mighty well to reproduce those drawings.

Those bronze S&D pins finished in blue enamel have proved so popular another shipment has been ordered. There are two types, lapel and pin-on. They are manufactured by a Chicago firm, finest quality. Send your order to our secretary, Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009. Be sure to state the type desired. The price is \$7.50 each, available only to qualified S&D members.

Please note the increase in the price of back issues of S&D REFLECTOR listed on page 39 made necessary by increased postage.

THE CHAMPIONSHIP CUP AND SILVER MEDAL were awarded to the builder of this cut-away model by the judging committee at a recent Model Engineer Exhibition in London.

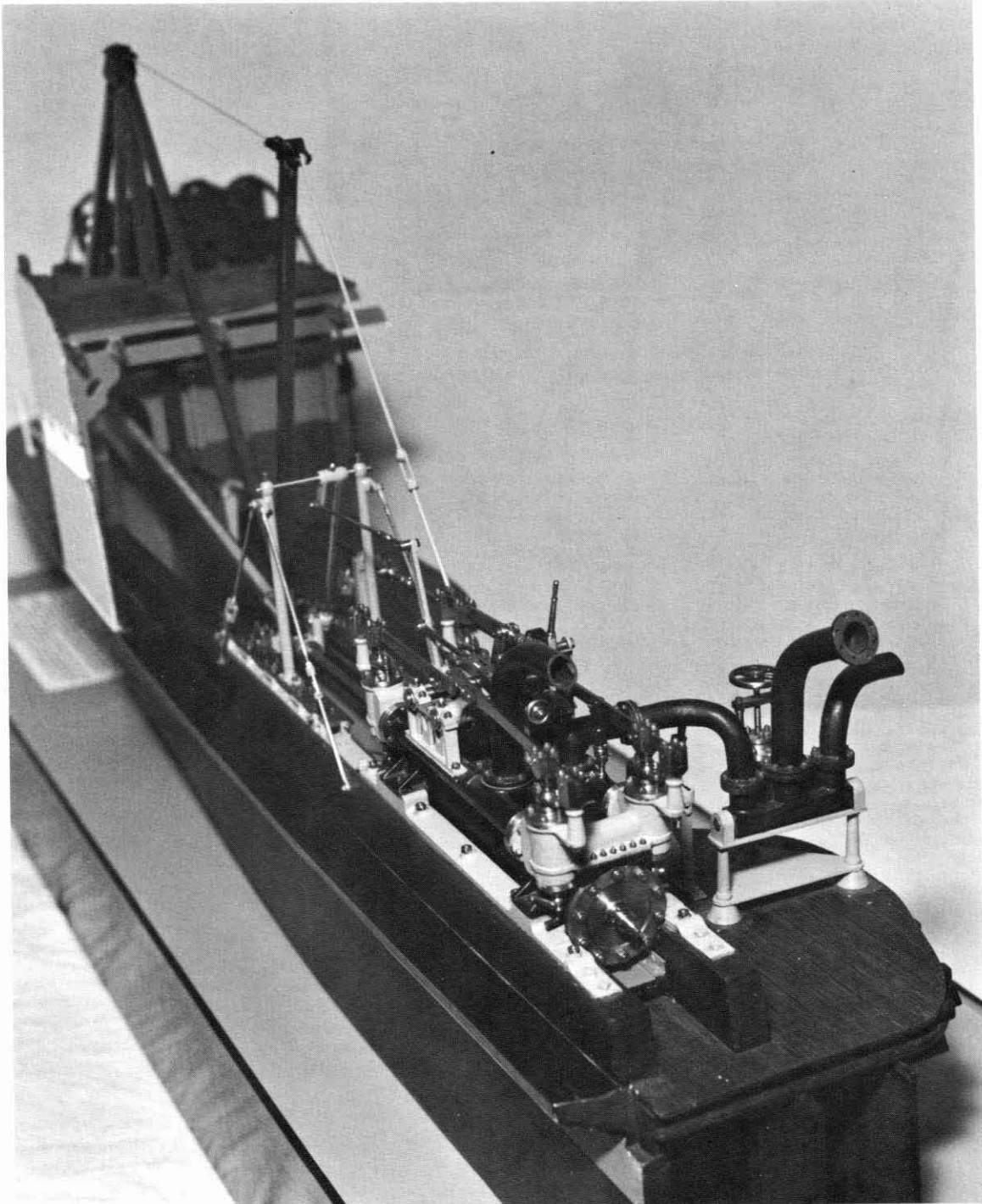
George E. Hartung, 19A Bonaventure Ct., Riverview Park, Gravesend, Kent, England, some while ago inquired by letter to the Inland Rivers Library, Cincinnati, for detailed plans of an "old-time" steamboat engine set-up. Yeatman

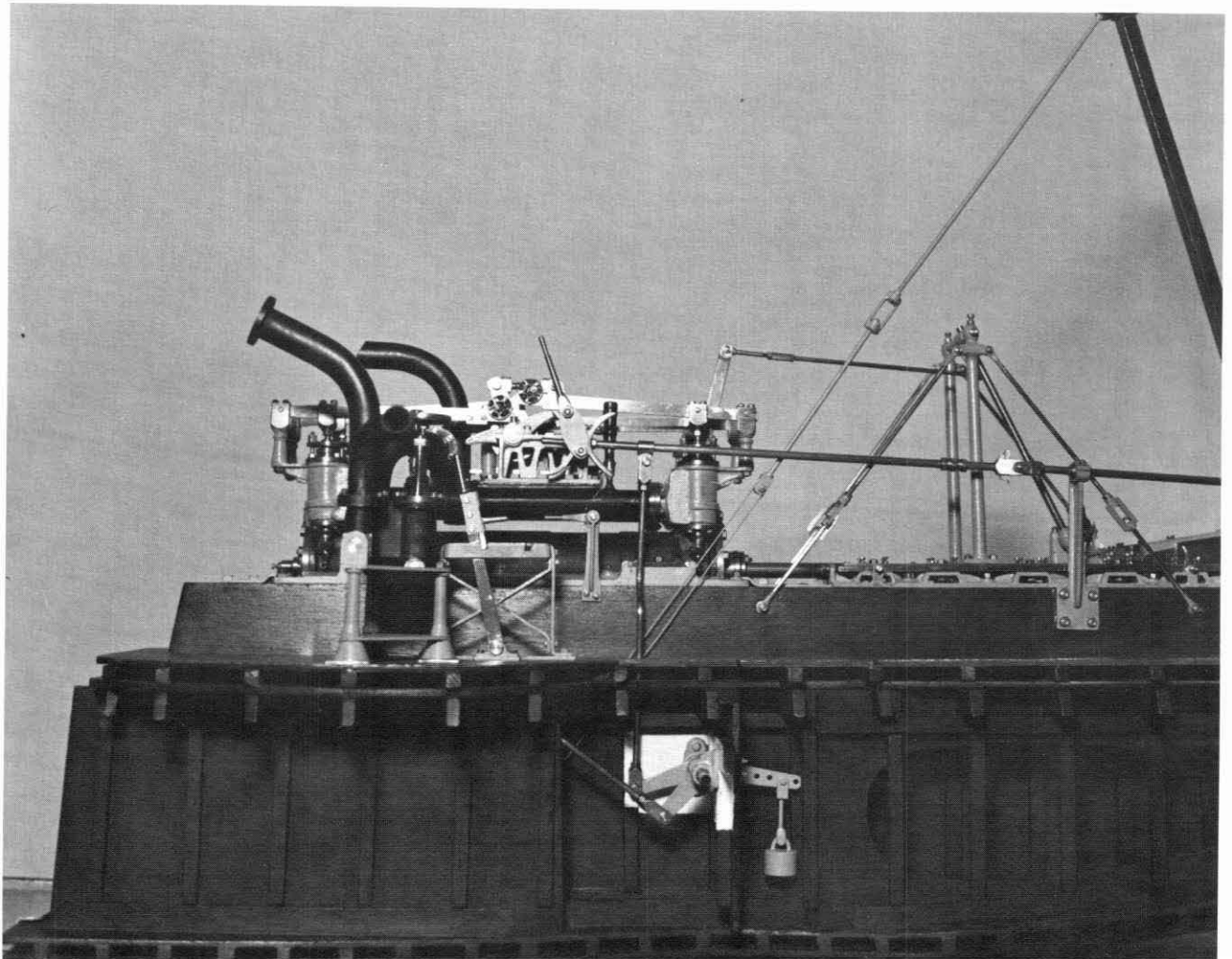
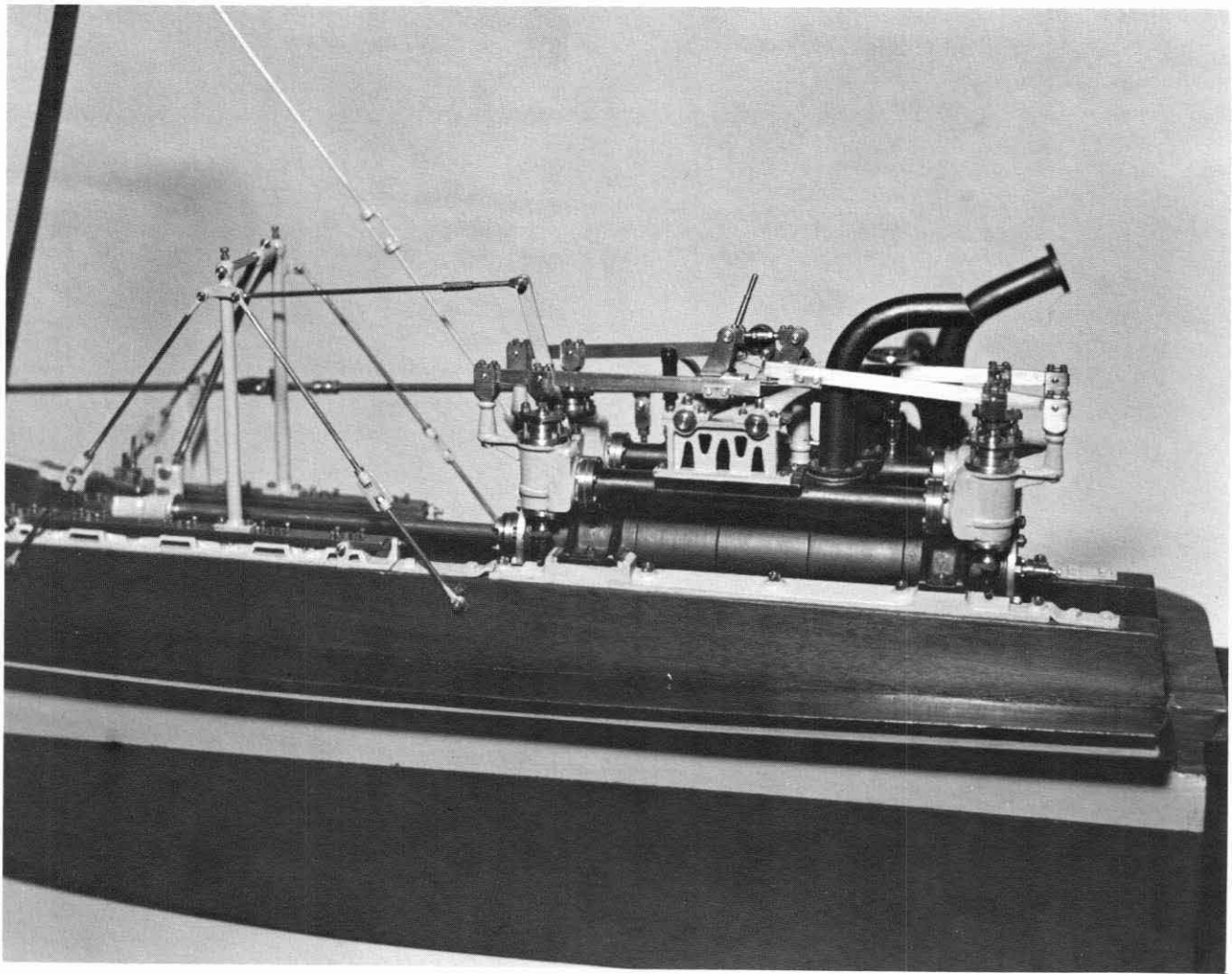
Anderson III sent him drawings of the WILLIAM STONE, a towboat built at Pittsburgh in 1882 which long served the U. S. Missouri River Commission. She had Rees engines, 16" bore by 6 ft. stroke.

Mr. Hartung created his model on a scale 1" = 1 ft., showing an old "broadhorn" Rees adjustable or variable cut-off engine with balanced valve gear, complete with slides, pitman and paddlewheel on

the starboard side. As you will notice he also built the throttle and connected the branch line to the engine.

No novice to model engineering, Mr. Hartung had previously entered a model of the Bellis-Morcom triple expansion engine in a Model Engineer exhibition, competing for the Duke of Edinburgh trophy. It was a close runner-up for the prize.







THE PICTURE OPPOSITE

Ralph DuPae of the University of Wisconsin's Murphy Library Research Center, at La Crosse, Wis., sends this view with the comment: "This is from the Capt. William Henning Collection and it came to us from the Winona County Historical Society. It generates a lot of interest up here when I show it to people and I thought maybe it would be of interest to S&D readers."

The refreshment stands on the excursion sternwheeler EAST ST. LOUIS were forward on the port side. The lettering on the skylight end-panel reads: St. Louis--New Orleans Navigation Co. Inc., Str. EAST ST. LOUIS, Edw. M. Cody, Pres. & Treas., Lester Robinson, Vice, Oscar A. Moore, Sec., General Office, 10 Cedar St., Peoria, Ill.

This picture probably was taken about 1922 when Capt. Sam G. Smith was the company's passenger agent, with offices at 4006 North Broadway, St. Louis.

Mrs. Robert (Thealka) Peterson, 256 Fairbank Road, Riverside, Ill. 60546 was exploring around in the gift shop of the college at Berea, Ky. lately, along with her husband Bob. She came upon a book, "Kentucky's Last Frontier," authored by Henry P. Sealf. In it is a good picture of the batwing Big Sandy packet THEALKA. She was going to settle for one copy but wound up getting three. Thealka Peterson says she's pickled a bushel of red beets and made chowchow, sweet mixed pickles, apple butter, apple sauce, grape jelly, blueberry jelly---and she's canned new potatoes, sweets, beef stew, vegetable beef soup, baked squash, pineapple-apricot jam, crabapple wine jelly, string beans---some canned and froze the rest. "We so often think of you dear folks at S&D," she says.

In 1929 when the Ohio Valley Improvement Association last met in Pittsburgh, and as they celebrated the completion of the original locks and dams in the Ohio River, the stock market went broke. This past October 25-26 after a 49-year absence OVIA tried it again at the Pittsburgh Hilton. The stock market again was in an unprecedented tail-spin and, as though to add insult to injury, Congress passed HR 8533, a bingo bill originally, which saddled the river transportation industry with a 4% fuel tax destined to grow--and grow.

We hied ourself to the Hilton to see how OVIA fares these days. It was born at Cincinnati in 1895 when the only locks on the Ohio were old #1 at West Bellevue, Pa. and a set of antiquated double locks in the Louisville Canal. The first president of OVIA was a Gallipolis journalist, Col. John L. Vance who, in looks, was the

spittin' image of a deep-fry Kentucky goatee'd species, but actually had served four years in the Civil War to become a full U.S. colonel. When first we attended OVIA Colonel Vance had been elected "president for life," which terminated when death overtook him in 1921 at the age of 82.

Since then we had shaken hands with other OVIA presidents with lengthy tenures, Oscar F. Barrett, and then his son O. Slack Barrett, and now there is a whole generation of OVIA members who for the past 35 years have grown up knowing Harry Mack, Cincinnati, as the leader.

We found Harry Mack not a little delighted, bordering on surprise, at the magnitude of delegates attracted to his show. The keynote speaker was to have been U.S. Steel's chairman Edgar B. Speer. Due to illness he sent over a pinch-hitter, William R. (Bill) Roesch, who has plenty of U.S. Steel clout. The eyebrow raiser, to us at least, was not in who read the address, but that U.S. Steel had attached high priority to OVIA's importance in the scheme of things. Harry Mack is pretty spry for his years, and his OVIA seems likewise.

A group of students from the Parkersburg (West Va.) High School has been producing a rather ambitious slick-stock magazine named "Mountain Trace." Funding comes from the West Virginia Arts and Humanities Commission. The Spring

-Summer 1978 edition is loaded with interviews extracted from area river personalities and is decorated with a wealth of steamboat pictures. The front cover, done in green, is of the packet SONOMA.

The lead sketch explores the showboat career of the late Tommy Windsor (his obituary appears on page 31 of this issue), and is followed by the Little Kanawha recollections of Helen White who was raised at Leachtown and rode the LOUISE, and who went on to become a journalist.

Francis (Felix) Fleming, now living in Parkersburg, was a river cook although named for a Navy admiral. Felix has a lot to say about his experiences on the excursion steamer WASHINGTON, although he does not identify the boat by name. He was aboard the evening she hit the lower gate at Ohio River Lock 8 with excursionists aboard returning downriver from Rock Springs Park. Well, well, well. Yes, we remember Felix, but had lost track of him.

One of the advisors to the magazine staff is Kenneth Gilbert, 2323 Broad, Parkersburg. He showed up at 121 River one day this October past with two students in tow, Alora Edgell, 2600 Wallace Road, Parkersburg, and Terry Kress of 1203 27th St., Vienna, W. Va. He MC'd a taped interview while the students said practically nothing, and would appear that the Fall-Winter edition of Mountain Trace again won't have many mountains in it.



TAKEN ABOARD the BELLE OF LOUISVILLE on the recent Oktoberfest Cruise. From the left: Frank X. Prudent, son of Mr. and Mrs. William R. Prudent, Cincinnati; Ann V. Zeiger, Cincinnati (who's busy taking a picture of the photographer, Michelle Kingsley); Travis Vasconcelos, Louisville, who has played the calliope on three steamboats (B/L, DQ and MISS-Q) and can't wait to get his fingers on the keyboards of the NATCHEZ and JBS; Cornelia (Cori) Reade, Columbus, O.; and Greg Goldstein, Louisville.

What would appear to be the vanguard of an exciting venture is a reprint of "The Western Pilot," navigator's guide of the Ohio and Mississippi rivers, edition of 1847. This comes from the lithographic print shop of Young & Klein, Inc., Cincinnati, styled "The Ohio River Collection," edited by Benjamin F. Klein.

The guide book is reproduced full size, 144 pages, with such fidelity that the stains of age appearing on some of the pages of the original volume used for the job are dramatized.

"The Western Pilot" was published in Cincinnati by George Conclin and revisions and corrections came from two notable rivermen of the day, Capt. John Klinefelter and Charles Ross. The maps of the Ohio and Mississippi are cleverly done, with detail sufficient to instruct a flatboater in the art of dodging islands and sandbars.

The text is styled after the pattern originated by Zadok Cramer many years previous, using much historical matter, judging the worth of towns and settlements, and throwing in gratis a lengthy "I was there" tale of the New Madrid earthquakes.

If you own an original copy of "The Western Pilot" congratulations. If not, you can have a lot of fun with this one.

Larry and Ethel Walker and Dorothy Frye visited in New Orleans in October and favored us with a colorful card depicting the Anchor Line's CITY OF CAIRO. The artist, Burny Myrick, dates his painting 1976, assuming that Burny is a he. Larry reports that Capt. Sam Centanni fell off a ladder while cleaning gutters at his home. A check-up evidenced no serious damage, and now he's back piloting on the NATCHEZ. These three explorers went to the Hoxey Bros. circus showing at Slidell, and again attended the performance a week later at Metairie where Capt. Roddy Hammett and Ethel distinguished an elephant by riding him (or her).

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.

\$3 domestic....\$4 foreign.

Make check to
Frederick Way, Jr.,
121 River Ave.,
Sewickley, Pa. 15143

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

We are indebted to John L. Fryant for photographs and details of the Smithsonian's Hall of American Maritime Enterprise opened this past Aug. 10. The exhibits are in the Museum of History and Technology, 14th and Constitution Ave. in Washington, D.C.

The middle section of the hall is devoted to an Inland Rivers display. "Very well done and is definitely worth seeing," reports John.

The Western River models displayed are of the:-

J. M. WHITE by Jack Leslie and Ralph Hitchcock

JOSEPH HENRY by Charles Fox
CHARLES H. WEST also by Charles Fox

BUCKEYE STATE by Boucher & Co.
GREENBRIER

AIEC PARNIE by Marvin Bryant

IDLEWILD by John Fryant

FAR WEST by John Fryant

VALLEY BELLE by John Fryant
BRYANT'S SHOWBOAT by John Fryant
Also displayed is the pilotwheel from the JOHN HECKMANN, and there is a full scale pilothouse of a modern diesel towboat, all of the controls workable, the realism enhanced by a 10-minute slide show seen from the front windows which runs continuously.

Many of the historical items and current events reported in these columns come to us from interested S&D members. Our particular thank yous to Mrs. Roy B. (Jane) Morningstar, Bowling Green, Ky. for regularly sending us items clipped from Kentucky newspapers, and to James R. (Jim) Paisley, Wheeling, for "The News That Was" appearing in the columns of the News-Register of that city, compiled by Joe Hoffman, staff writer.



CARBON BLACK, a lightweight powder used as a paint pigment, was made from natural gas at various plants in West Virginia in the early years of this century. Chief producer was a Bostonian, Godfrey L. Cabot. He built "lamp-black" factories at Creston, Spencer, Glasgow, and one of the largest was at Cabot Station near Grantsville on the Little Kanawha River. The product, contained in sacks, was shipped from Creston and Cabot Station to Parkersburg loaded on deck flats towed by the G. L. CABOT, ACME and VIRGINIA RHODES. The river operations were handled by J. G. Oles of Grantsville who was part owner in all three. The above photograph, taken about 1913-1914, features the G. L. CABOT, and the three gentlemen on the roof are, from the left, Joseph L. Smith, superintendent of the Cabot Station plant; David (Sam) Oles, and J. G. Oles. Joe Smith started with Cabot in Pennsylvania in 1882 and came to Calhoun County, West Va. in 1903 to build Cabot's carbon black plants. The operation ceased about 1918 when Hope Natural Gas bought the Cabot Station plant and on the property built a gas compressor station which, expanded, still operates. Joe Smith's son, Mont Smith, closed down the carbon black plant and turned on the gas at the Cabot Station compressor plant on November 2, 1919. In the picture, steward, is the ACME, and the pilothouse showing over the stern of the G. L. CABOT is that of the VIRGINIA RHODES. The original print was saved by Lynn S. Oles, co-owner in the ACME and VIRGINIA RHODES, and was passed to Richard Wilson, superintendent of the Cabot Corporation who permitted a copy to be made in 1951. We are indebted to Mrs. Nellie Engelke, Glenville, W. Va. for the print, and also for articles appearing in the Calhoun Chronicle, Grantsville, featuring the story of the Cabot Station plant and also the G. L. CABOT. Godfrey L. Cabot returned to Boston and died at the ripe age of 101.



WHAT got us thinking about the EDNA was a write-up in the Steubenville, O. Sunday "Herald-Star" last June 23rd telling how Bud Daily, Toronto, O., bought the boat in Sept., 1962 for the sentimental reason that he'd decked on her as a boy while his father was pilot. He got EDNA from T. G. Keeney Sons, Belle, West Va. She'd been swapped around like a big jack-knife since first owned by the Allegheny River Sand Corp. who built her at Reesdale, Pa. in 1934. River Sand at Steubenville got her to replace the ALBERT T. NO. 2, and there's where Bud Daily got into the act. Crain Bros., Pittsburgh, had her briefly, and seems to us Harry Zubik owned her when she finally went up in smoke at Glenwillard, Pa.

Just behind the EDNA is the JUNE, built at Clarington, O., 1924 for Clyde and Frank

Paden who put a St. Marys oil engine in her and later sold her to the Monongahela and Ohio Dredging Co., Pittsburgh, who added an upper cabin. Crain Bros. bought her for \$600 when they first started business in 1946, put in a Cat diesel, and later added another Cat with a V-drive.

The WINNIE MAE also shows, the only one of the three to still exist, albeit in sort of forlorn shape. She was owned by the Monongahela and Ohio Dredging Co. when this picture was shot. Present owner is Harold H. Nichols who has her beached at Huntington, W. Va. with a some-day idea of making of her a combination work-pleasure boat.

We are indebted to Willaim E. Reed for the print. The photographer in all likelihood was Russell M. Lintner, and the scene is staged near the Point, Pittsburgh.

Aboard the DQ on her Pittsburgh trip this past August was Lucille Lindenburn (Mrs. Elmer A.) Duncan, daughter of the late Capt. Henry Lindenburn, of 115 Burnet Ridge, Fort Thomas, Ky. 41075. Captain Henry held first-class pilot's license Cincinnati-New Orleans as early as 1896, and stood watch on the JOS. B. WILLIAMS when in 1898 that towboat took down 34 loaded coalboats and three fuels Louisville to Cairo, and there added more barges to complete a tow of 52 coalboats, four barges, three flats and one box boat, a total of 1,453,000 bushels of coal, and delivered the whole of it to Natchez, where she started peeling off for deliveries there, at Baton Rouge, Donaldsonville, and the balance to Nine Mile Point. This was an epic of the time, and was

not equalled or surpassed until SPRAGUE days. Captain Henry died in March 1952.

Word comes that a new book just published honors the work of the late Dean Cornwell, gifted muralist and illustrator who presented to S&D his original oil of the race of the ROB'T E. LEE and NATCHEZ, now hung in the Ohio River Museum, Marietta.

The book is lavishly done, 240 pages, 48 color plates, and 234 black and white pictures. The text is by Patricia Janis Broder with a preface by Norman Rockwell. The published is Watson-Guption Publications, 2160 Patterson St., Cincinnati, Ohio 45214, listed at \$35 the copy.

The title is Dean Cornwell: Dean of Illustrators.

Incidentally, we still have a few of those superb full color reproductions of the ROB'T E. LEE-NATCHEZ race by Dean Cornwell, 12 by 25 inches. The original hangs in the Ohio River Museum, Marietta. \$2.50 brings one to you, postpaid. Send check to Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

The Phillips County Historical Quarterly, Sept. '78 issue, reveals that Helena, Ark. once had a railroad built entirely within the city limits which probably had the shortest trackage (2 2/3 miles) and the longest name of record. Hold your breath---it was called the Louisville, New Orleans & Texas Railway Company of Arkansas.

STEAMBOAT BUFF



HE WAS COMPLETELY ENGROSSED IN HIS JUNE REFLECTOR WHEN HE UPS AND SNATCHES MY KIRBY AND STARTS GYRATING AND VIGOROUSLY PROCLAIMING THAT HE'S GOT TO FIND HER FULCRUM OF SWING AND KILL HER HEADWAY IF HE'S TO KICK HER MASS PROPERLY AROUND ST. MARY'S ABRUPT NINETY

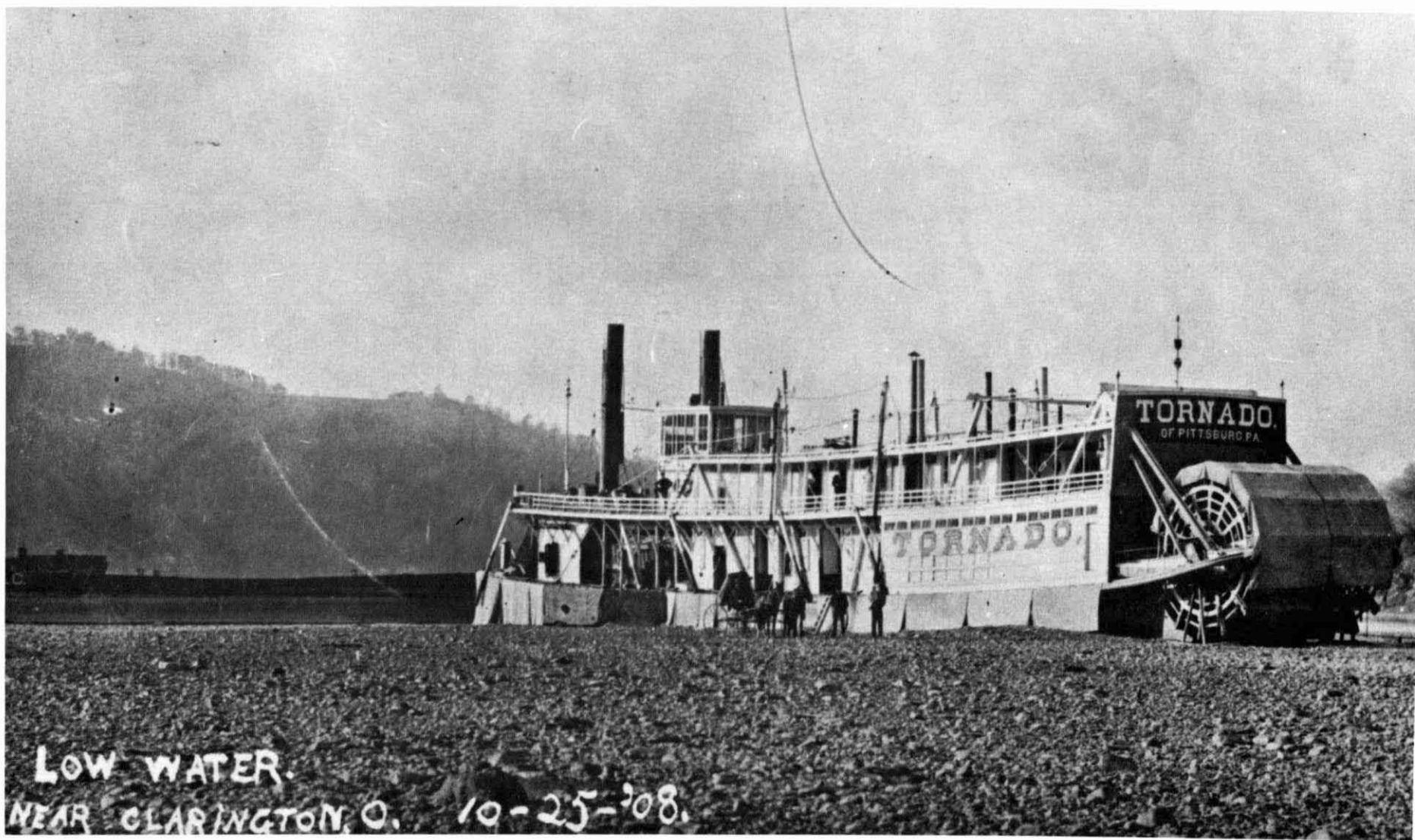
Muriel Schotten occasionally has surprises when that husband George of hers soars out of orbit as he did while reading how the MONONGAHELA flanked 20 loads around St. Marys Bend.



BARNY.
ILER
Photo.

*New Richmond
Motel & Marine*
NEW RICHMOND, OHIO

For description see box at top left column, next page.



-Thanks to Jerry Sutphin, from the Hiram A. Carpenter collection.

ONE of the luckiest and most publicized events on the upper Ohio was when the Combine towboat TORNADO, upbound for Pittsburgh with empties, stranded on Possum Creek bar at midnight on August 1, 1908. A falling river left her high and dry on gravel so flat that she sat there, no distortion to her wooden hull, like she was in drydock. Among those in her crew at the time were Capt. George Henning, master-pilot, John B. Henning, engineer, Reuben M. Brown, mate, Ed Joyce, steward, Lee Smith, watchman, and Joe

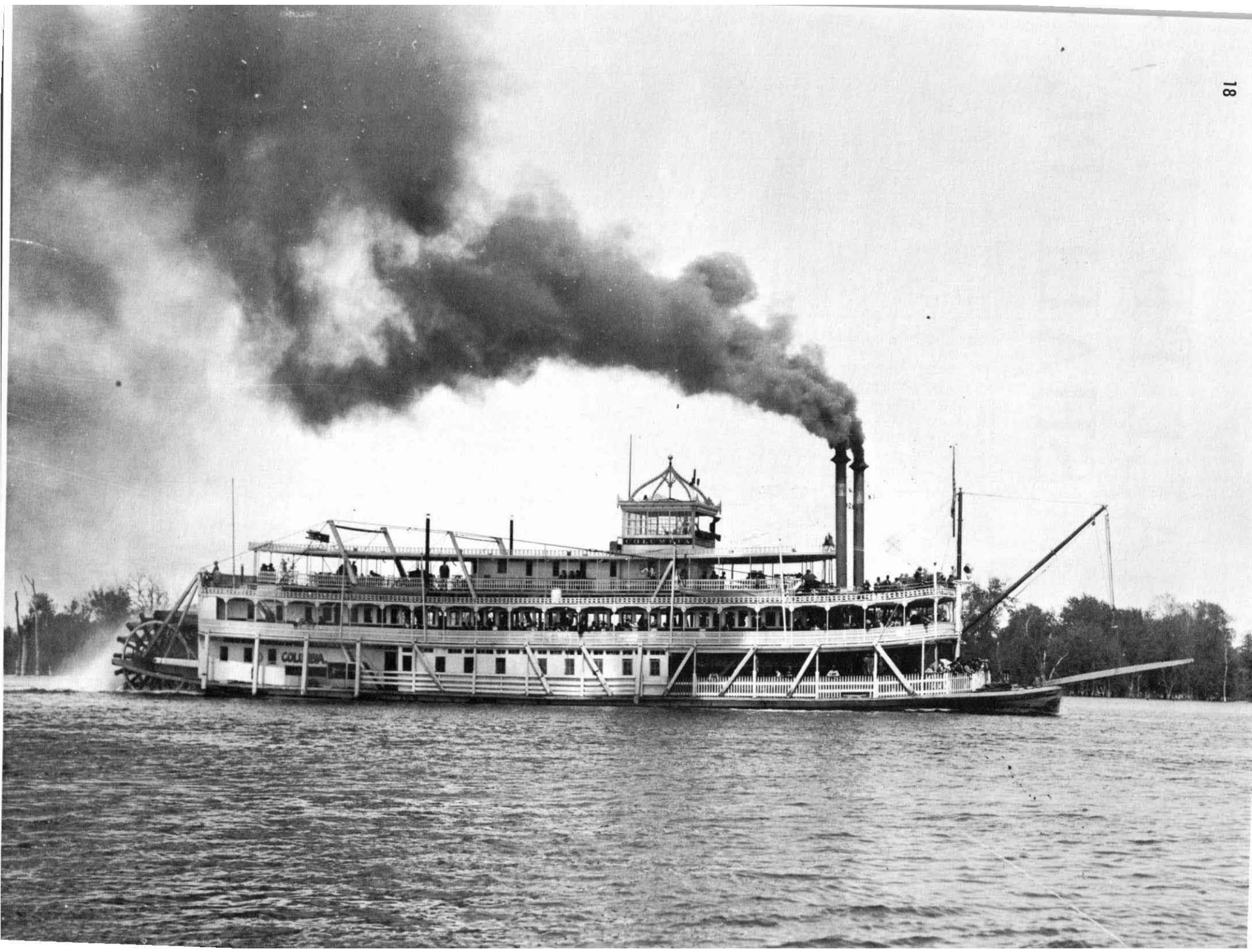
Mitchell, fireman.

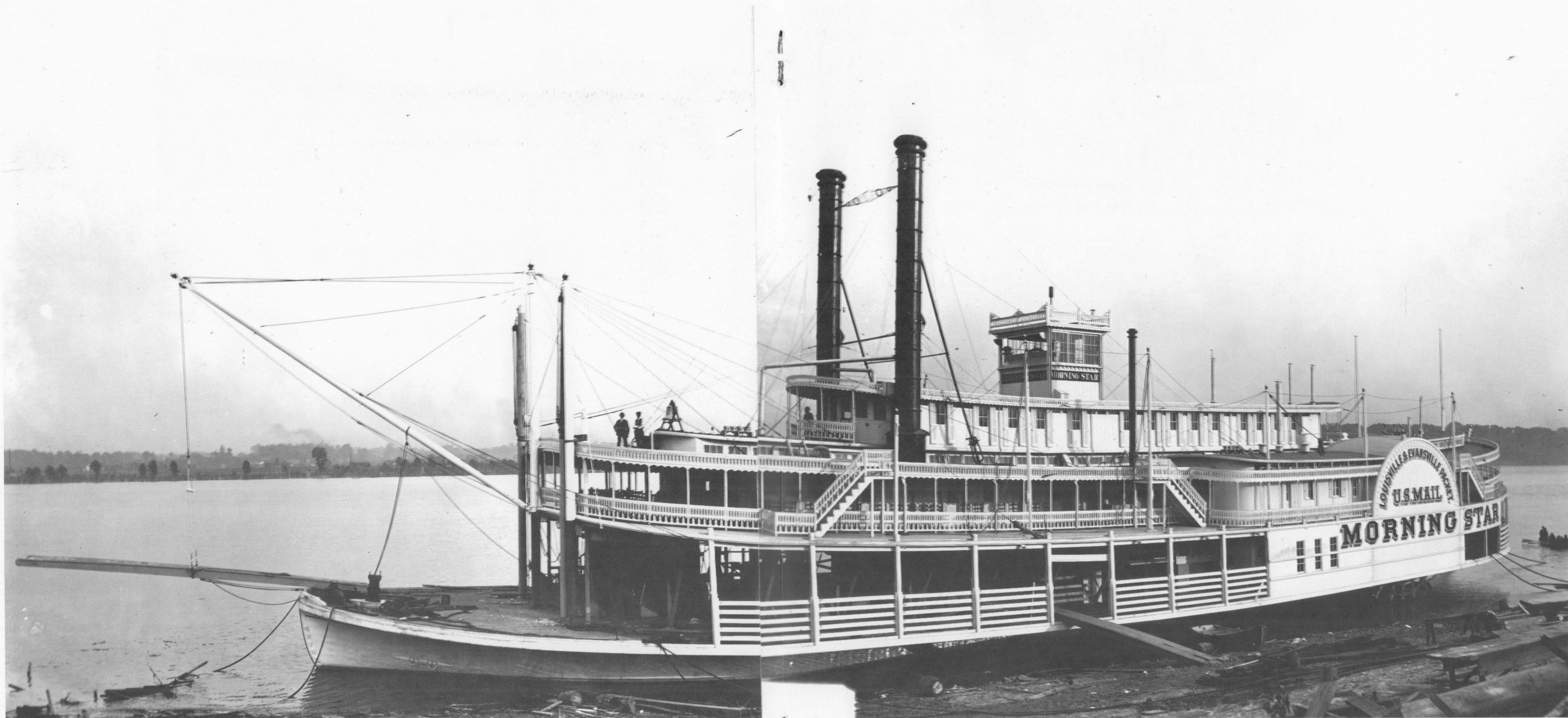
The chief concern as weeks passed by was to keep her hull timbers from drying out and shrinking. This problem was alleviated by pumping water into the hull, and also by stretching tarpaulins stem to stern to shade her sides from direct sunlight. Also notice the tarps over the paddlewheel.

Possum Creek is below Clarington, O. and the spectacle of the stranded towboat could readily be seen from the front yard and porch of the J. Mack Gamble home on

the Ohio hillside below the creek bar. Today's Ohio Route 7 was a winding dirt road and visitors could drive right up to the TORNADO in buggies, and examination of this picture shows two such rigs, and horses, forward of the engineroom door.

The annual "Thanksgiving rise" petered out into a mere shrug, but was sufficient at least to float the TORNADO. She was again afloat the day before Thanksgiving, none the worse for the vacation.





CAP'N JIM HOWARD on a late summer afternoon in 1901 did a photographic experiment. He wanted a best possible 8x10 picture of the new side-wheel MORNING STAR before she left her building place, the Howard Ship Yard, Jeffersonville, Ind. After a good bit of leg work and looking around, there just wasn't any vantagepoint at the proper angle and distance to fit her on his ground-glass focus screen. Everywhere he tried it something in the foreground cluttered the new boat. So this is what he did:-- He set up his wooden tripod and got in everything from stern to the forward end of the texas--good--he shot that. Then he carefully turned the camera to make a second exposure of the forecandle and stage rigging.

These two glass plates have been handed down to

posterity. One day this past October Michelle Kingsley came a'callin' at 121 River and under her arm were good prints of these two views. We plied her for permission to butcher them into a match, hitch them together as Cap'n Jim intended, and see how it went. Above is the result.

The Louisville & Evansville Packet Co. apparently was feeling no pain in 1901 when they contracted and had built this 225 by 38 wood hull boat which cost them \$40,000 completed. She had engines 18" bore by 8 ft. stroke, powered with four return flue boilers, each 42" dia. by 26 ft. long. It's sort of intriguing to realize that one of her early pilots in the Louisville-Evansville trade was Capt. Wes Conner who had helped pilot the ROB'T E. LEE to victory in her celebrated race

with the NATCHEZ in 1870. He stood his last watch on the MORNING STAR in 1902, aged 78, and was taken ashore at New Albany stricken with paralysis.

Her original crew composed Capt. F. Marion Ryan, master; Scott Paris and James Kay, pilots; William C. Lepper, Jr., purser; Ben Bridges and James Gresham, clerks; "Lum" Stapleton and Tom Grimes, mates; James Nunnemacher and Robert (Bob) Lloyd, engineers; George Voll, steward, and Bruce Trebu, carpenter.

Capt. Walter Blair bought her in April 1910 at Jeffersonville. Almost in the same breath, a few days later, the L. & E. Packet Co. was sold by court order for indebtedness, a fleet consisting of the TELL CITY, TARASCON and BELLEVUE and three wharfboats.



