

# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 16, No. 1

Marietta, Ohio

March, 1979



MYRTLE TERRACE



Thornton and Eleanor  
Barrette

THORNTON BARRETTE'S DAUGHTER TELLS  
SOME RECOLLECTIONS

It gives me great pleasure to write about my father. Thornton Barrette was born somewhere in the country on the Kentucky side of the Ohio River between Russell and Wheelersburg, O. When he was a boy his father moved across the river to a farm at Burke's Point, O. He went to school at Wheelersburg and later had a tutor.

He and his father and a friend Larry M. Burke fitted up a small yacht (26 feet long) with a mast and left Burke's Point in it on a venturesome voyage down the Ohio and Mississippi. The boat's name was OCKLOCKONY and my father was 25 at the time. They left January 2, 1877 and arrived in New Orleans on April 7th. They came home on the side-wheel THOMAS SHERLOCK.

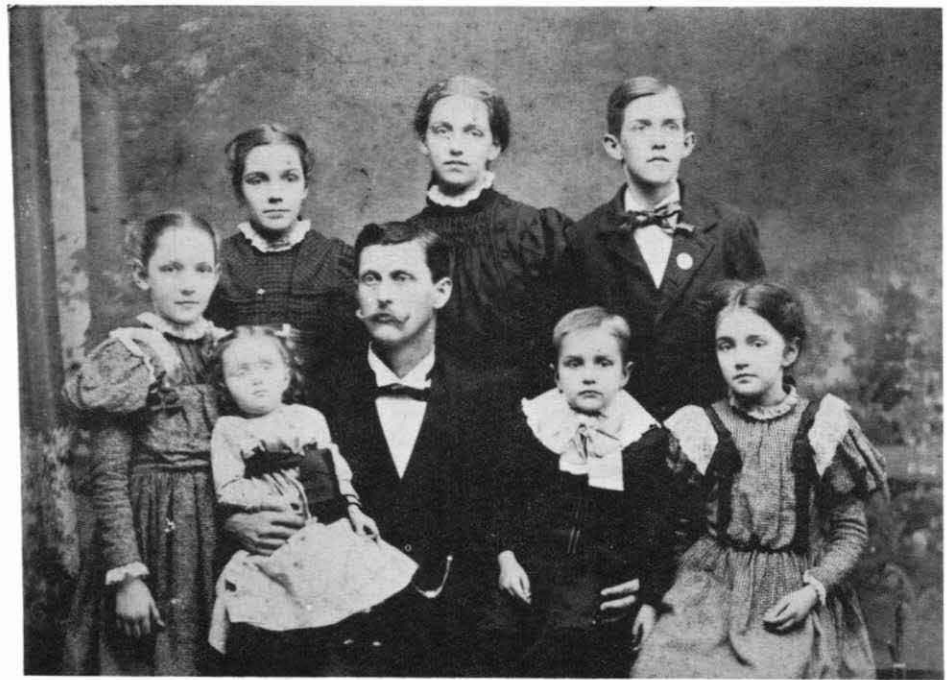
That same December he and his father and several others got on the steamer HUDSON, went to Cincinnati, and thence to New Orleans arriving there December 16th. The party went by rail to Jacksonville, Fla. He notes in his diary that the Hotel St. Johns "has changed" which seems to indicate he had been there previously. He also notes that the shade trees of live oak, magnolia and orange make the city "one of the most beautiful I have ever seen."

The diary reports that the purpose of the trip was for health "and to take pictures." This 1877 diary gives his address as Burke's Point, Wheelersburg, O., Scioto County.

My father married Eleanor Carner of Russell, Ky., daughter of Capt. Anthony Wayne Carner who held interest in the Ironton-Russell ferryboat and also in several steamboats.

His first photograph gallery was in Clarksburg, West Va. His second was in Portsmouth, O. and the last was in Ironton, O. He took steamboat pictures as a hobby. I was four years old when we moved from the floating gallery into my grandfather's brick house in Russell, Ky., now said to be the oldest existing home in that place.

There were eight children, six girls and two boys. The two survivors at the present time are my sister Hazel and myself.



Barrette family group photographed aboard the Barrette floating gallery at Moscow, O. on January 1, 1899. Top row from the left: Lily, Ruby, Alice and Wayne Barrette. Bottom row from the left: Nina (who writes the accompanying story), "Uncle Tom" Barrette, John and Edna Barrette.

Then the family moved to a farm just outside of Potaka, Ill. and remained five years there farming. We then moved to Green Cove Springs, Fla. where my father raised chickens. The last few years of his life were spent in Orange City, Fla. He was an invalid the last five years and died aged 78, and is buried at De Land.

I was too young to remember life on the river as we lived it on the floating gallery. My father was a

great story teller and when I was a child he entertained me with stories of Florida, and to me the state was a fairyland, and I dreamed of going there--and when I was thirteen the dream came true.

I remember my father as a good, honest and kind man---friendly and talkative. He was well educated and had an abiding love for the river.

=The above was written in January, 1978 by Mrs. F. A. (Nina Barrette) Dowling, daughter of the late Thornton Barrette. The references to the 1877 diary were supplied by her son C. M. Dowling who owns the diary, and who resides at 9100 SW 120th St., Miami, Fla. 33176. -Ed.

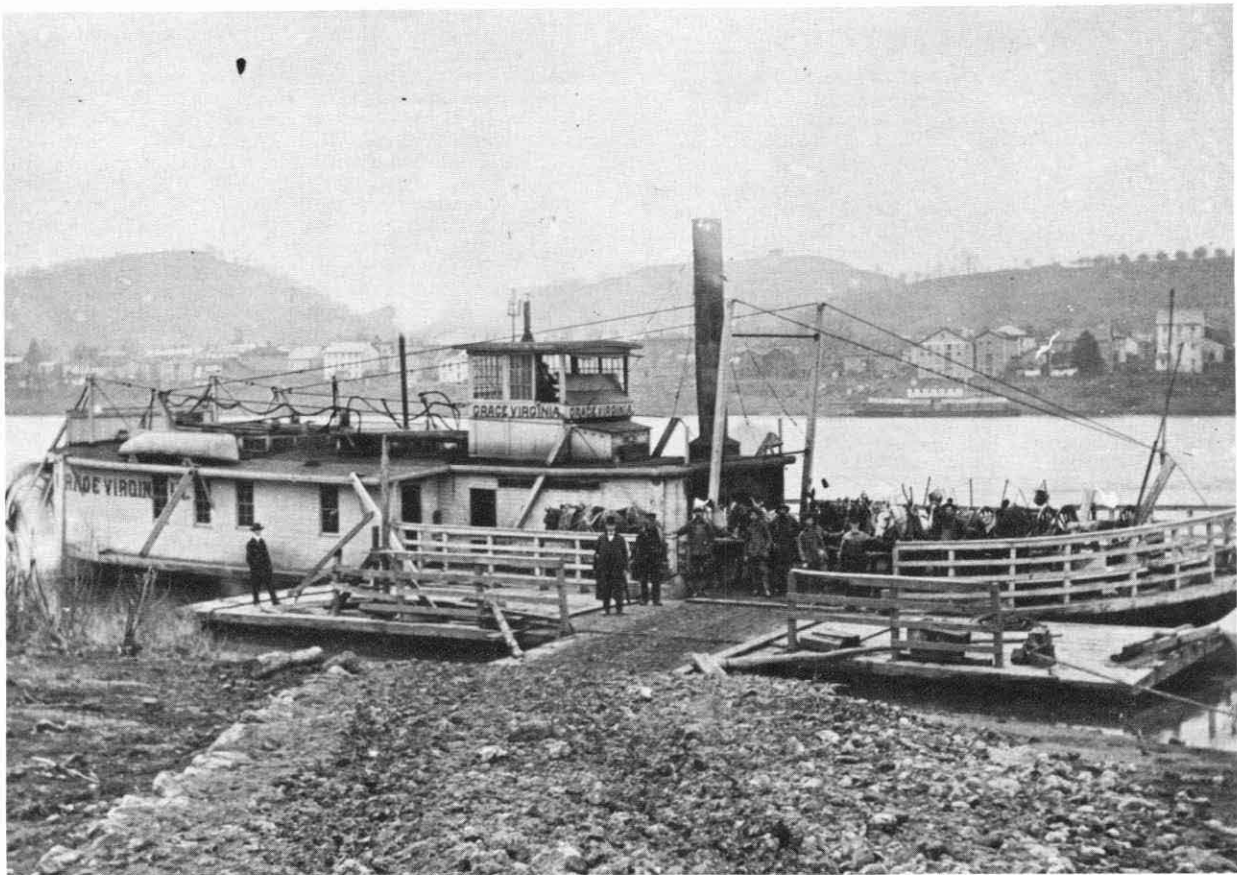
In our last issue we announced the contact made with C. M. Dowling (Dec. '78 issue, page 2), grandson of the famed river photographer Thornton Barrette. Please turn to our Sept. '78 issue, page 16 for a picture of the Barrette Floating Studio.

We now present the accompanying letter from Mr. Dowling's mother, daughter of Thornton Barrette, and on page 12 this issue is an excellent portrait of the photographer, and on pages 13-17 we present examples of Barrette river photography.

Various examples of Barrette's work have appeared from time to time in our columns. Researchers are invited to turn to our Sept. '74 issue, pages 26 and 28, for such portraits of the HUDSON. And to our Dec. '72 issue, page 30 for Barrette studies of the towboat ALICE BROWN.



Eleanor Barrette's father Capt. Anthony Wayne Carner pictured at Barrette's Art Studio, Portsmouth, Ohio.



**R**OY THISTLE hands us this picture of the ferryboat GRACE VIRGINIA landed at Matamoras Station, West Va. just above Friendly, with New Matamoras, O. visible on the opposite shore. She was built at Parkersburg, W. Va. 1900 on a wood hull 99.3 by 28.2 by 3. The first owners were Charles W. True and P. Q. Shrake, both of New Matamoras. They incorporated on Feb. 13, 1903 to become the Matamoras Ferry Co. They sold the company and the boat to B. T. Flesher, Mid-

dleport, O. on Aug. 21, 1903. Then on April 11, 1904 the boat was sold equal shares to L. A. Cisty, New Matamoras, and B. F. Flesher, Middleport. Again sold, Oct. 5, 1904 entire to Edwin Hornbrook, New Matamoras. P. Q. Shrake, mentioned above, had previously owned and operated the steam ferry MARY C. CAMPBELL, built in 1879 (long in the Rochester-Monaca, Pa. service) between Grandview, New Matamoras and Friendly. Query: What happened to the GRACE VIRGINIA?

MYRTLE TERRACE

**O**UR FRONT COVER is made from a photograph taken last fall by Sandra Rae (Sandie) Miller, 4223 Cutliff Drive, Louisville, Ky. 40218. Our thanks also to Michelle Kingsley who presented us with the full-color enlargement from which the separations were made.

Myrtle Terrace, at Pearl and High Streets, Natchez, Miss., is of uncertain vintage, but was there in 1844 when the Carpenter family acquired it. Ten years later it became the home of Capt. Thomas P. Leathers and family who occupied it until the eve of the Civil War when Leathers built a home on Carondelet Street, New Orleans, and sold the home in Natchez to one John Hunter (see June '70 issue, pages 8-11 for a full page portrait of Leathers and some details about the sale of his Natchez home.)

Harnett T. Kane describes Myrtle Terrace in his fascinating book "Natchez on the Mississippi."

"Myrtle Terrace has the charm of the diminutive and the restrained ---everything that the Captain was not. Slightly raised, it stood a story high with half floor above, and three dormers projecting through the sloping roof. Six slim colonnettes stretched across the front gallery, with wooden railings between, and a wide outer stairway led to a rectangular doorway with wide-and over-head lights. At the front an ornate little iron fence topped a brick base. A skilful architect built it, and it had exactly what the Captain demanded."

When Harnett Lane's book was published in 1947 the owners of Myrtle Terrace were Mr. and Mrs. McVey Butler. The Carpenter family who owned it in early years as mentioned above were progenitors of the Carpenters who are indelibly associated with the imposing mansion Dunleith, showplace of Natchez. This same Carpenter family built the SENATOR CORDILL and others (see March '71 issue, page 15.)

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 40th ANNIVERSARY MEETING S&D  
 The Sons and Daughters of Pioneer Rivermen will convene at Marietta, Ohio The week-end of September 15, 1979.  
 The 15th is a Saturday so come Friday (or earlier) and stay through Sunday (if you wish) and join in the celebration of S&D's forty years.  
 The Hotel Lafayette has reserved for us its new and luxurious Steamboat Room for evening dinner and program on the 15th.  
 No fireworks. No name band.  
 Bring your movies, slides, models, photographs. Bring your wife, kids, Aunt Kate and Uncle Bill.  
 Program details pending.  
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# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



VOL. '16, No. 1

MARIETTA, OHIO

MARCH, 1979

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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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**H**AROLD CHASE PUTNAM died at Warren, Pa. on Saturday, November 11, 1978, the details noted elsewhere in this issue. Through the last half-century he harbored a conviction that the world was a much more attractive and healthy habitat when Lake Chautauqua was populated with little steamboats, when electric street cars dominated city streets and whisked picnickers through wooded vale and over trestles to pleasure parks, when steam locomotives dragged high varnish on daily schedules from Warren to Philadelphia with their parlor cars, sleepers and diningcars---and when alive actresses and actors, complete with orchestra and exotic scenery, enlivened the local Opera House. He drank deeply of Victor Herbert, of Gilbert and Sullivan, and at nearly Jamestown he thrilled to John Phillips Sousa.

One day in 1923 he ventured to Pittsburgh to discover that a perky steamboat named the BETSY ANN was about to depart for Portsmouth, O. and on sheer impulse he paid passage and made the trip. That such an incredible relic of halcyon days existed near overwhelmed him.

Rooted as he was in Warren, Pa., 192 miles up the Allegheny River, Harold Putnam conceived the somewhat fantastic idea of luring paddlewheels and deep-throated whistles into his state's northwestern environs. He underwrote and researched the details for an elaborate mural displayed in Warren's Conewango Club portraying steamboat and raft activity in pre-Civil War days at the local waterfront. When the super flood control dam was proposed on the Allegheny at Kinzua, just above Warren, he launched what became almost a one-man campaign of opposition, appealing to his townsmen that it would forever block commercial navigation into New York State. At one unforgettable meeting in the local Court House he was publicly jeered and booh'd, yet he spoke his piece. The dam was built, and he went to the ground-breaking ceremonies the vanquished warrior of his lost cause.

The street cars disappeared, the last passenger train pulled out of Warren (with H. C. Putnam on board), the last propeller Chautauqua steamer went to rust, the final curtains came down in the theaters of Warren and Jamestown. The shadows were lengthening and in those autumn days refrains from Babes in Toyland, The Red Mill and Naughty Marietta became soporific whisperings as H. C. Putnam stroked an adopted yellow cat he named Toby Claude for an actress of yore.

Now that he has been laid to rest the ensuing silence offers pause to wonder. In his catalogue reality and phantasy, actor and audience, were faces of the same coin; rivers needed boats, railroads devoid of sleepers and dining cars lacked purpose, violins were meant to be tuned in supreme anticipation for the curtain to go up on Act One, Scene One.

Maybe he had a point.

**D**R. ALEXANDER C. MEAKIN, president of the Great Lakes Historical Society, recently addressed the Maritime Heritage Section of the National Trust for Historic Preservation convened at Chicago Oct. 12-13 last. The focus of the meeting was toward developing a philosophy for maritime preservation, particularly in relation to the inland waterways. Dr. Meakin stressed that the preservation of maritime relics ought never be considered an end in itself. He urged that emphasis on education must accompany such projects. His feeling is that age alone should not necessarily qualify a vessel or object for preservation. He pointed out that the staggering costs incident to present-day restoration require greater selectivity in choosing what examples deserve perpetuation.

Capt. Harry C. Allendorfer is quoted as noting that the real objective of maritime preservation is educational interpretation of the past stated in such a way that it contributes to a better understanding of the present, and to the building of a better future.

## S&amp;D PARTICIPATES IN NATIONAL FORUM

U.S. government aid for maritime preservation and restoration projects got a shot in the arm when the Congress earmarked \$5 million for such purposes in the fiscal year 1979 appropriation. Funding is handled through the Department of the Interior which relies on recommendations passed to them by the National Conference of State Historic Preservation Officers and the National Trust for Historic Preservations's Maritime Preservation Office.

S&D was invited to participate on a forum held in Washington, D. C. this past December 8th for the purpose of setting up guide lines for governing the disbursement of these funds. Invitations came both from Capt. Harry C. Allendorfer, Jr., director of Maritime Preservation, National Trust, and from Frederick C. Williamson, president of National Conference.

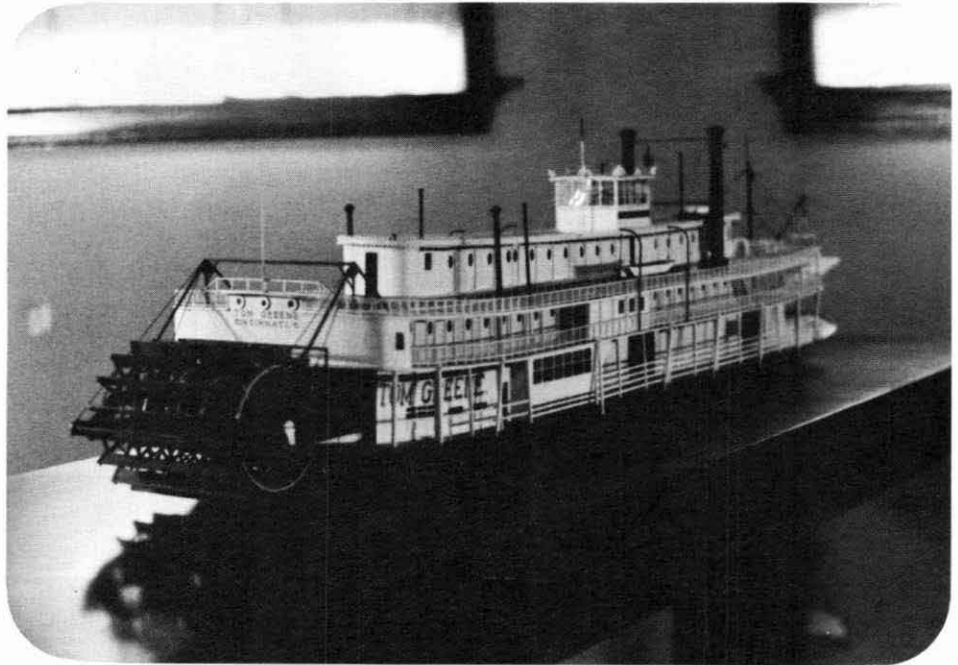
Michelle Kingsley, who lives in Silver Spring, Md., was petitioned by S&D's president Way to attend the forum, which she did, empowered to speak and act on behalf of S&D, which she also did.

Some forty persons gathered at the Lee House, 15th and L Sts., at nine that morning and deliberations were concluded about 2:30 that afternoon. Among those attending was Ohio Historical Society's president Thomas Smith who also serves as Ohio's State Historic Preservation Officer.

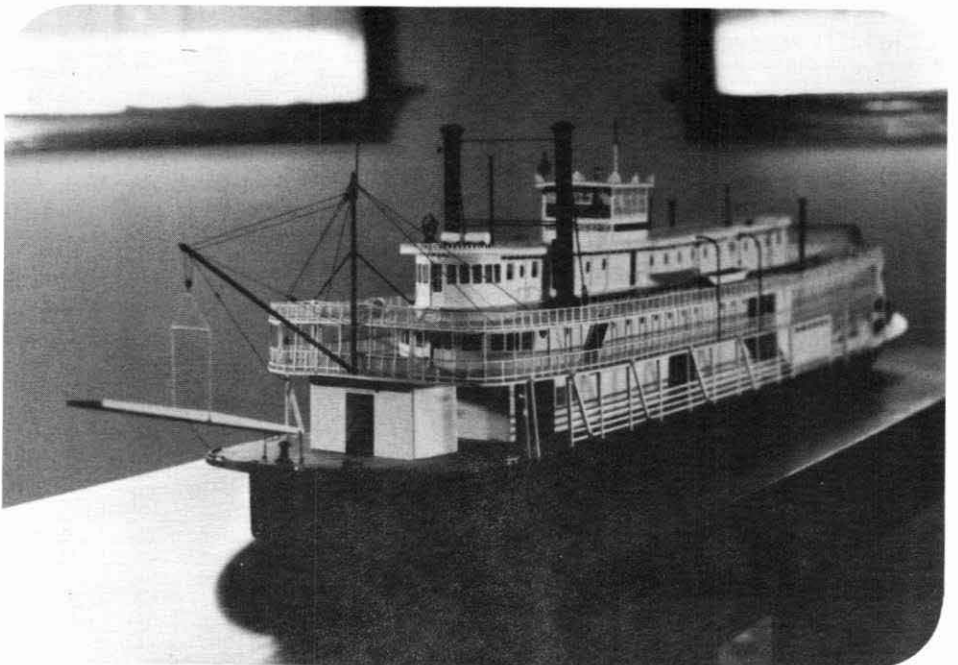
Federal participation in maritime preservation dates back to the National Historic Preservation Act of 1966, a grants-in-aid program with limited funds which thus far has provided grant assistance of some \$700,000 to 18 maritime projects. \$100,000 of this went in 1978 to assist in the construction of a permanent berth for the U.S. dredge CAPTAIN MERIWETHER LEWIS near Brownville, Neb. on the Missouri River, this being the sole recipient along the Mississippi River System. Of river interest, a grant also went to the municipally owned sternwheel steamboat NENANA, Fairbanks, Alaska, \$18,163 for the restoration of engine room and paddlewheel.

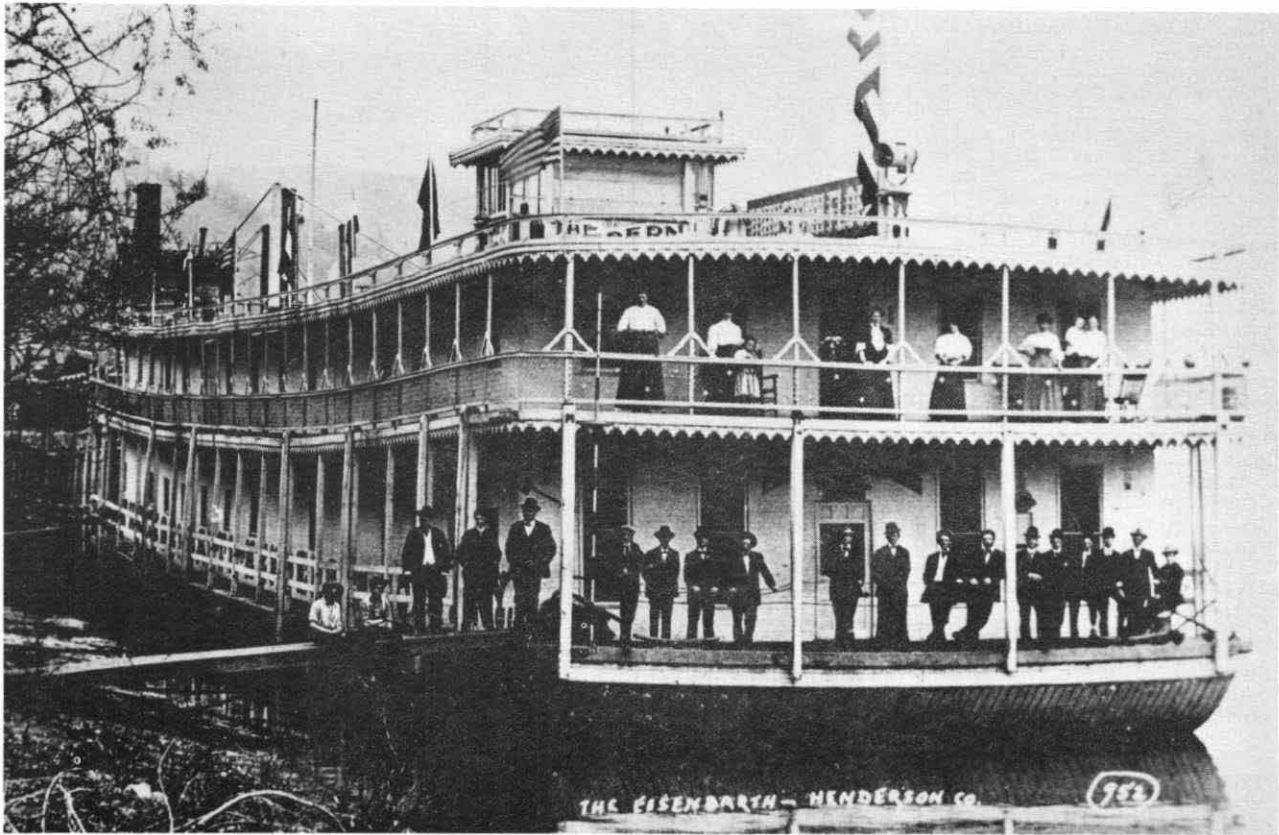
The \$700,000 distributed thus far and the \$5 million now available require dollar-for-dollar matching funds. Applications are made to the Heritage Conservation and Recreation Service, U.S. Department of the Interior. Project selections, as outlined by HCRS, were scrutinized by those attending the forum convened in Washington this Dec. 8th last, and slight modifications were recommended.

In the main, and listed by priority, a project must first of all demonstrate qualities that are significant to the preservation of the nation's maritime heritage. It should contribute to or insure the preservation of one of more significant historic ships. Such ships should be remaining examples of a declining or nearly extinct class or type. Urban waterfront preservation is also considered.



CHARLES CASON, 70 Grant St., Fort Thomas, Ky. 41075 built this model of the packet TOM GREENE, about 5½ feet long, scaled ¼" = 1 ft. He says on this same scale the Ohio River would be about 20 miles long averaging 25 feet wide. The boat was built 1923 at the Marietta Manufacturing Co., Pt. Pleasant, W. Va. (hull and framing) and completed at Cincinnati, hull 200 by 38 by 6, high pressure engines 22's-7 ft. stroke, powered by four boilers. She was designed for the Cincinnati-Huntington trade and named for the younger son of Capt. and Mrs. Gordon C. Greene. Tom had graduated from Withrow High School, Cincinnati, and was attending Ohio State University while his namesake was built. The model, admirably executed, depicts the packet as she looked new.





**T**HE EISENBARTH SHOWBOAT moored at Montgomery, West Va. on the upper Kanawha River is featuring THE JOHNSTOWN FLOOD--notice the electric sign on the forward roof. Capt. E. E. Eisenbarth stands in the center of the group on the lower deck under the ENTRANCE sign. Lewis E. Carroll, father of the artist who draws Major Hoople, ran the electrically operated Flood show and did the lecturing---see the accompanying story.

The artist who draws "Our Boarding House" (Major Hoople, et al.) is Lester E. Carroll, 21100 Beachwood Drive, Rocky River, O. 44116.

Les Carroll's father, Lewis E. Carroll, helped build an electrical production of "The Johnstown Flood" staged many years ago in Electric Park, Belle Isle, Michigan. One of the multitude who saw the realism of this ingenious show was Capt. E. E. Eisenbarth, Marietta, O., who ran showboats on the river.

At the conclusion of the Belle Isle showing Eisenbarth bought the production, lock, stock and barrel. Part of the deal was that Lewis Carroll was to come along with his technology of the wires, lights, rheostats, motors and the machinery which made the Johnstown Flood do its worst.

This he did and more. Lewis set up the production on the Eisenbarth showboat, helped set up a large electric sign on the roof proclaiming JOHNSTOWN FLOOD, and ran and narrated the show. To further improve his time, he took part in stage performances, usually as a "heavy," stage lingo for the villain of drama.

With all this for a warm-up, Lewis Carroll left the showboat at the conclusion of the Flood and joined up with the "Devilbiss Family" of aerialists with the Hagen-

beck-Wallace Circus. This experience landed him a job with the American Telephone & Telegraph Co. as a lineman. He died in 1965 at Lancaster, Pa.

All of which is reason aplenty for his cartoonist son Lester E. Carroll to have more than usual interest in the Eisenbarths and their showboats. Modern versions of "Our Boarding House" are signed Carroll & McCormick inasmuch as Tom McCormick does the writing and Les Carroll the drawing. Sunday pages are signed Carroll & Pastoriet inasmuch as the NEA syndicate editor does the writing of those.

While concocting Major Amos B. Hoople's weird fund-raising enterprises (hak-kaff, egad, fap) cartoonist Lester Carroll came upon a copy of the Parkersburg, West Va. "News" front-paging a story headlined SHOWBOATS GO OVER DAM AT LOCK 18. The Eisenbarth Showboat, towed by the ex-packet COLUMBIA, en route from Marietta to Point Pleasant, were in big trouble and the COLUMBIA was sunk. Lock and Dam 18, about half way between Marietta and Parkersburg, was under construction at the time, the river was at a high stage, and the COLUMBIA was believed to have hit an unmarked cofferdam. She sank so rapidly that two of the actresses and an electrician, who occupied staterooms aboard, were trap-

ped in the cabin. It was five in the morning and they had been asleep at the instant of the crash.

The electrician, so the story reveals, was Lewis Carroll. He and the two actresses stood on a cabin table. Carroll pounded on the skylight roof, yelling for help, when the table capsized and they were dunked in waist-deep water. Carroll righted the table, shoved it to a cabin bulkhead, got his two charges back aboard, and broke out a skylight glass or so. Persons marooned on the roof came to the rescue and pulled the two actresses out through the skylight (they must have been slim-hipped, for Major Hoople's Martha never would have made it) and then Carroll followed. Nobody was drowned and all came ashore safely. Meanwhile the Eisenbarth Showboat had broken away from the COLUMBIA and was taken in tow by the towboat HENRY LOUREY and returned to Marietta.

Cartoonist Lester Carroll's old newspaper telling of these events was not dated, fap, splutt. The COLUMBIA's loss happened on March 25, 1908 there at Lock 18. When we supplied the date, Les Carroll sent us a stat of a letter written by E. E. Eisenbarth as follows:

--continued next page

--concluded from last page

Point Pleasant, W. Va.,  
Sept. 30, 1908

To Whom it may concern:

The bearer, Mr. L. E. Carroll, has been in my employ for two years, and I can heartily recommend him as an electrician. It gives me pleasure, not only to recommend him as to his efficiency, but likewise know him to be perfectly honest, and a gentleman of his word. A favor rendered him will certainly be appreciated by myself.

Very Resp'y,  
E. E. Eisenbarth

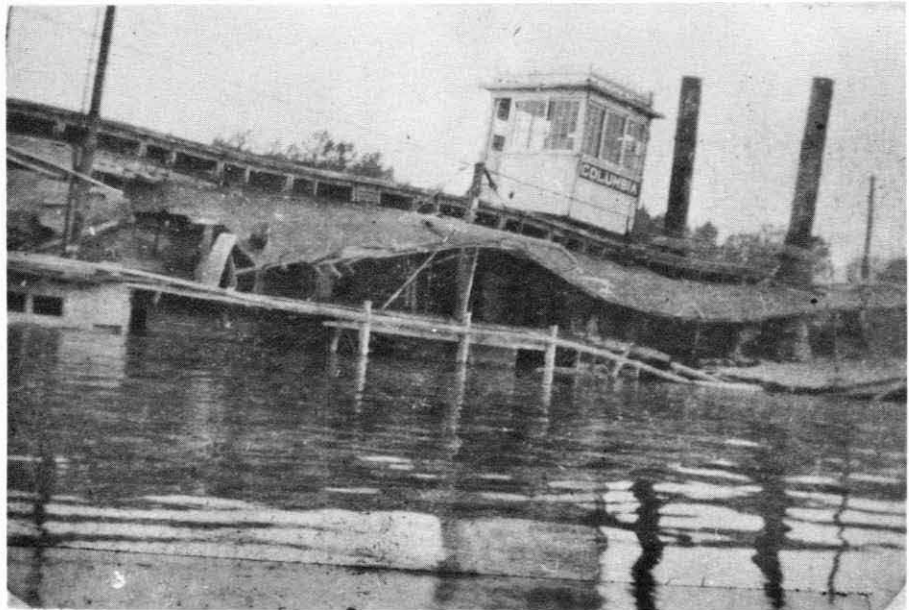
Inasmuch as E. E. Eisenbarth sold his showboat to Walter P. Needham on March 1, 1909, retiring from the river, the indication is that the above letter was written at the conclusion of Eisenbarth's last season afloat. The Johnstown Flood probably took on a new dimension of realism during that last season's showing.

Sirs: The double-page spread of the MORNING STAR in the last issue is surely one of the finest to appear in the S&D REFLECTOR.

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

=Lin Caufield made the prints, gave them to Lola Lacefield who gave them to Michelle Kingsley, who made them available to our readers. -Ed.

130 taped interviews with rivermen made 1976-1978 by Jane Curry have been added to the collections of the Upper Mississippi River Interpretive Center, Winona, Minn. We are advised by William D. (Bill) Gernes, director, that



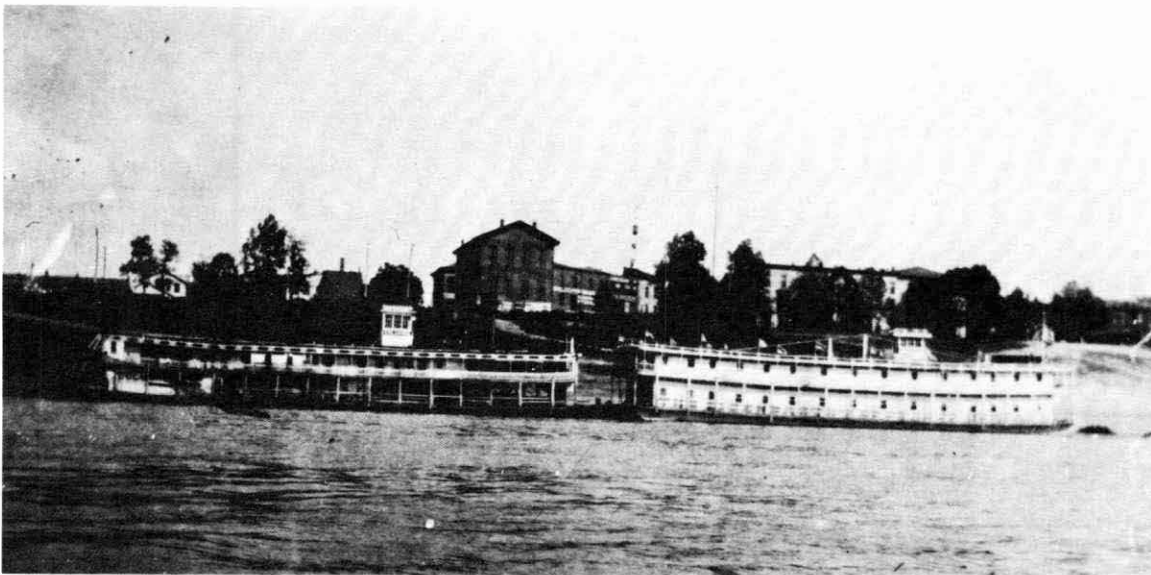
The COLUMBIA sunk at Lock 18, Ohio River. This ex-packet was built at Pt. Pleasant, W. Va. in 1893 for the Gallipolis and Kanawha River trade, 156 x 24.2. Capt. E. E. Eisenbarth bought her Feb. 1, 1905 to tow his showboat.

transcripts are available to researchers. Jane Curry (now Mrs. David Lund) interviewed captains and pilots, the project supported by grants from the National Endowment for the Humanities and the American Council of Learned Societies.

William J. Petersen, 329 Ellis Ave., Iowa City, Iowa 52240 has been correcting proofs for his new book TOWBOATING ON THE MISSISSIPPI to be published by A. S. Barnes & Company, New Jersey in the very near future.

Sirs: This past fall I met an old man in the cafe at Liverpool, Ill. who claimed to be a survivor of the COLUMBIA wreck described in the last issue. He was 10 years old at the time, got off the wreck o.k. but was unable to get home until the following day. He found his mother and father crying at the kitchen table, having given him up for lost. This December issue of the S&D REFLECTOR is truly beautiful.

John Hartford,  
1025 Falls Ave.,  
Madison, Tenn. 37115



Eisenbarth-Henderson Showboat towed by the COLUMBIA moored at La Salle, Ill. on the Illinois River, then the head of navigation, pictured in July 1907, featuring THE JOHNSTOWN FLOOD.



**E**VER PILOT an elephant? In our last issue, page 46, is mention that Ethel Walker and Capt. Roddy Hammett boarded a docile pachyderm, whose name by the way is Bonnie, while attending a circus in Slidell, La. Here they are with Ethel at the steering levers. John Lewis, former crewman on the DELTA QUEEN, is connected with the circus and provided passes for the party. Next time you see that Timex watch commercial with a gorilla doing mayhem to a timepiece, the man in the scene is this same John Lewis. Hoxey Tucker runs the circus and Ringling Bros. it isn't, but fun it is.

Sirs: My uncle was David Ashworth who lived near Long Bottom, O. and who died while I was living in California, about 1960. Do you know of him? Last summer my husband and I bought one of the original lock houses at old Lock 9 on the Kanawha River near Winfield, W. Va. We plan to return there this spring. Jerome Collins of Nitro, W. Va. has furnished us a picture of the lock property taken in its prime, very beautiful.

Ruth Edwards,  
(Mrs. Norma Edwards)  
5698 E. Copper Ave.,  
Clovis, Calif. 93612

=Yes, Dave Ashworth and wife lived below Long Bottom along the Ohio shore and for a time the big rock in front of the property, partly in the river, had D. ASHWORTH in white paint thereon. He was a retired river engineer at the time, and while I was piloting the LIBERTY and SENATOR CORDILL we always blew the whistle there, whereupon both would emerge, day or night, with much waving and whooping.  
-Ed.

The colorful brochures of the Delta Queen Steamboat Co. mailed with the December S&D REFLECTOR were furnished through arrangements with the company's president Betty Blake and her executive secretary Arlene Bridges.

Sirs: Miss Lucille Paris was here the other day and I told her about the center-spread picture of the MORNING STAR in the last issue, listing her grandfather Capt. Winfield Scott Paris as one of the original pilots.

I steered for Captain Paris in his last job on the towboat CLERIMOND, working for Capt. Steve Green towing rock from Kings Landing to Kosmosdale on the Ohio River. I think he spent most of his time in the Louisville-Evansville trade.

Paul Seabrook,  
1119 E. Market St.,  
New Albany, Ind. 47150

Sirs: I was interested in seeing in the Dec. '73 issue that the winner of the competition at Marietta was the LADY LOIS which was originally the CATHRINE D (note spelling). I personally designed the CATHRINE D and named her after my daughter Cathrine.

I personally was master and pilot of the CATHRINE D on numerous trips and I am glad to know that she is still a good boat.

You are doing a fine job with the S&D REFLECTOR.

Harry B. Dyer,  
Honorary Board Chairman,  
Nashville Bridge Co.,  
Nashville, Tenn. 37202

Sirs: Regarding the story and pictures of ATABOY in the December issue: A new steel hull 75 x 20 x 2.8 was installed in 1960 by Marietta Mfg. Co. at Pt. Pleasant. The boat then was owned by Indiana University. The old wood hull was four feet narrower. At about this time she was renamed U.I. She was tied up at the bank at Jeffersonville, Ind. and I photographed her from the bank there.

The city of Cincinnati bought both the U.I. and the showboat MAJESTIC for \$13,500. Departure was made from Jeff Sept. 29, 1967, the U.I. with her backward engine turning the wheel. She was offered for sale to the highest bidder Oct. 23, 1968, at high noon. Must have been a hot day. The turn-out was minimal and they didn't sell her.

After being at Cincinnati a spell, the city fathers or the main man in charge of riverboats there had the sternwheel taken off and plunked a piece of steel piling against the stern bulkhead to keep her in place. A sternwheel boat with no wheel is "bald," much like a station wagon with no luggage rack.

No doubt the decision to change her superstructure was made after a bad fire on March 3, 1972. I have a photo of this event and the old gal must have been a four-alarm as I can count at least 27 black-helmeted firemen and three battalion chiefs (whoops, just spotted another chief) on the boat and the main chief directing operations from the bank. These same firemen are all over the boat and in the good old days would have been a good paying audience if they had been on the MAJESTIC watching the show. They have a half-dozen hoses squirting full blast including one four-incher. A riverman would naturally wonder about the sheer weight of the firemen and all those gallons of water quenching the flames and trickling down into the hull. The term "freeboard" apparently is not taught in the Cincinnati fire school. In this photo said freeboard is about equivalent to the sole of a fireman's boot.

Well, she didn't sink, probably thanks to Capt. John Beatty who had his CLARE E. BEATTY at the scene.

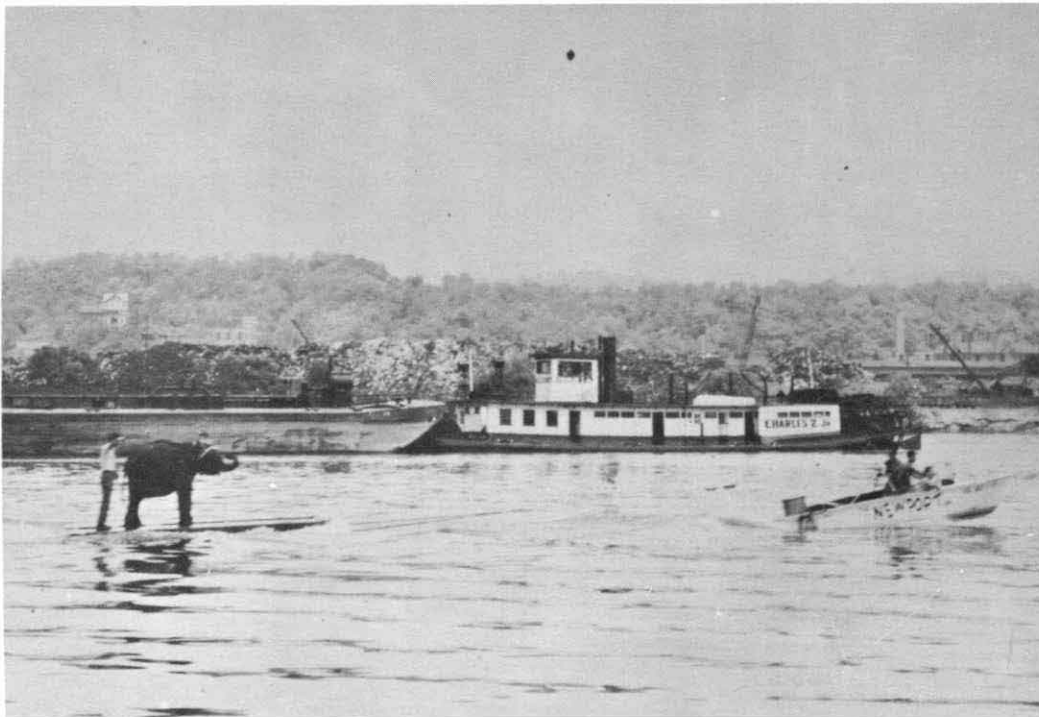
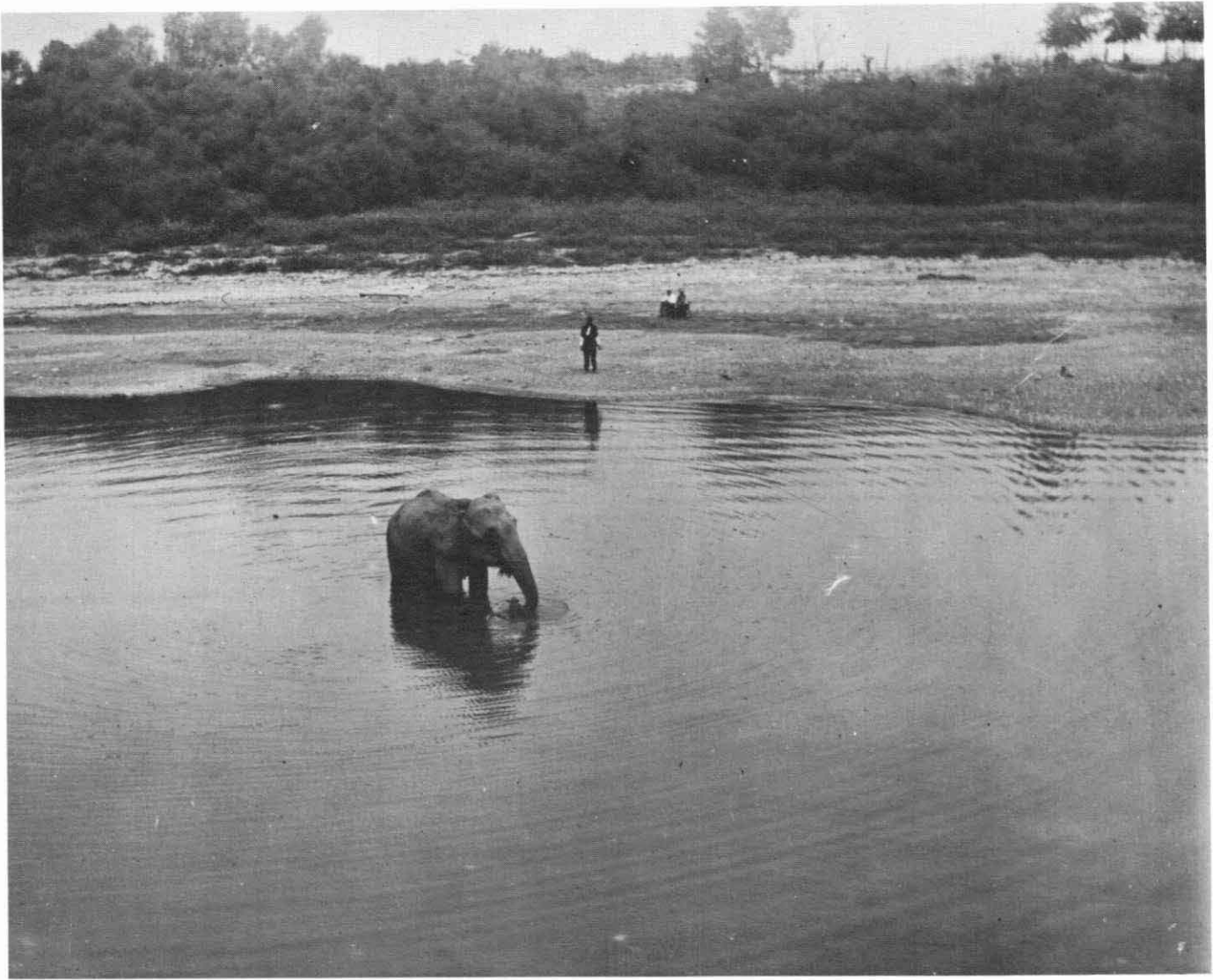
Incidentally the U.I. was still listed in the 1977 List of Merchant Vessels as a towing vessel, owned by the City of Cincinnati, still carrying the backward 135 h.p. diesel.

Dan Owen,  
P.O. Box 0,  
Maryville, Ill. 62062

Capt. William C. Beatty, now 92, was shopping for a hot water heater. The salesman showed him one with a one-year guarantee, another with a five-year guarantee and then a third with a ten-year guarantee.

"I want one that will last," said the skipper. "When I'm 102 it should still be working--give me the ten," he decided.

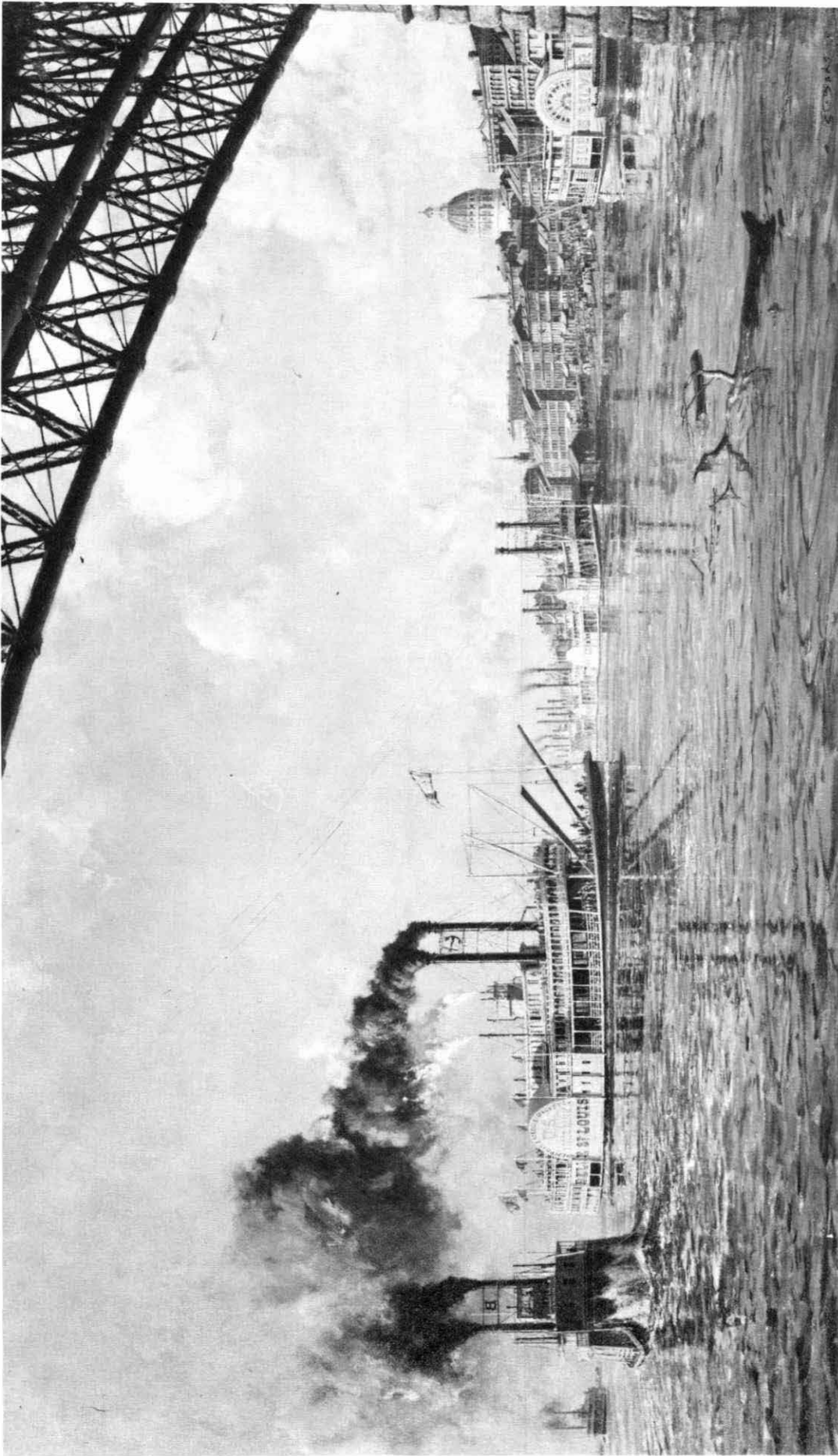




In the summer of 1909 Capt. Jesse P. Hughes was piloting the TACOMA in the Cincinnati-Coney Island park trade and while landed at the park grade the scene at the top came to his attention.

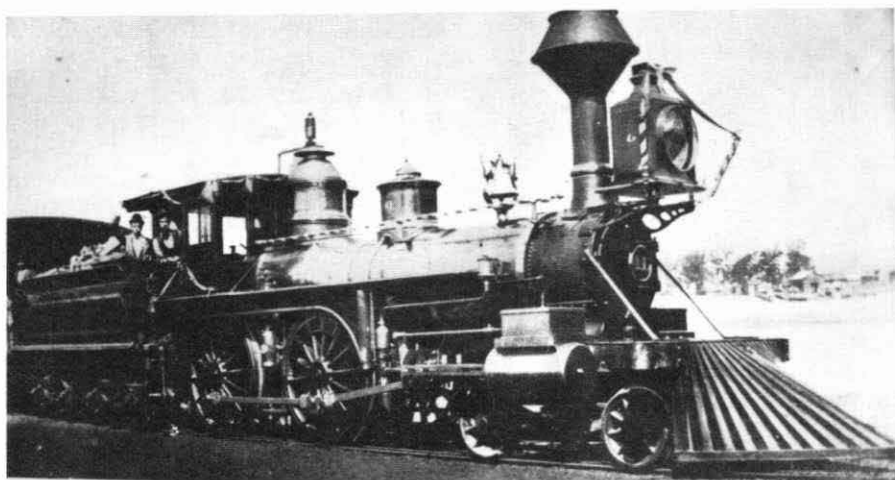
At the left is an elephant on a skate board, attendant behind and the tow line hitched to a motorboat at picture's far right. The CHARLES Z. JR. is in the background. Ye Ed and Cmdr. E. J. Quinby were sharing a breakfast table aboard the DELTA QUEEN moored in the Allegheny River at Pittsburgh. The scene was depicted just outside the window as shown here. "Captain Fred," said the Commander, "would it be possible that you saw what I just saw?"

And this probably is enough elephant talk to last a while.



**L**OOKING downstream at the St. Louis waterfront when Eads Bridge (completed 1874) was still new is the subject of the latest oil painting by marine artist John Stobart. An attention-getter is the new side-wheeler BELLE ST. LOUIS built at the Barmore yard, Jeffersonville, Ind. in 1875. Artist Stobart says she is coming in to land under the SUSIE SILVER (extreme right) which, if so, would be an adventure worth watching what with high water, strong current and drift running. We'd feel a lot more comfortable if she had just departed, had been jockeyed out into mid-river, and was in the act of turning downstream heading for Memphis

and Vicksburg. Fact is that's what she's doing with a gentle easterly wind to her advantage. Over at the left of the scene is a boat with a "B" between her stacks which just might be the towboat BEE of the Mississippi Valley Transportation Co. which indeed had packet-style boiler deck railings, no texas, and a "B" swung high. St. Louis in the mid-seventies meant the Eads Bridge, the old Court House dome and an amazing river commerce. Stobart has included all three with photographic vitality. Since the scene is this good in black and white, imagine the thrill of drinking in the original canvas's glow and color. Wow.



WHILE ON THE SUBJECT of Eads Bridge (see opposite page) this engine rolled across the completed structure at 4:40 p.m. on June 9, 1874, the initial crossing. She is #41 of the St. Louis, Vandalia & Terre Haute Railroad and the 4-4-0 is decorated for the occasion. Engineer C. A. Sanborn is at the throttle and fireman J. A. Walker waves from the gangway. The bridge was a triumph for James Buchanan Eads, native of Lawrenceburg, Ind., who gained river experience salvaging steamboat wrecks, built a fleet of gunboats for the Federal Navy, built the bridge, then opened the South Pass channel with a series of jetties at the mouth of the Mississippi. The picture comes from the collection of Dr. S. R. Wood.

A program has been initiated to catalogue the S&D collection at Marietta. A three-card system is contemplated listing the number, item and donor of each article to facilitate positive identification and location.

This program has been made possible, in part, by a grant from the Education Services Division of the National Trust for Historic Preservation. They will match funds with the Ohio Historical Society for the employment of a qualified student on the payroll of National Trust, to be selected by John B. Briley, manager of the Ohio River Museum.

Thirty five awards were made by National Trust's Education Services Division in their 1979 Summer Intern assistance program and John Briley was notified in a letter dated Dec. 15th last that the S&D project is one of these.

George W. Schotten has undertaken the task of producing old-style whistle treadles for the TELL CITY pilothouse. In his zeal for perfection of details he "wondered" in a letter to Ruth Ferris if she could possibly supply a template of similar treadles in the pilothouse of the GOLDEN EAGLE displayed at the Jefferson Memorial, St. Louis. He asked the right person. Ruth went there armed with the proper tools, got down on her hunkers, and traced on paper the exact curves and profile.

George created the treadle arms from 3/4" hot rolled steel plate flame-cut to shape, and then went in search of a fast-cutting file to smooth them down. His long-suffering wife Muriel accompanied

him to the tool supply house where George stated his requirement to a lady clerk. George blandly asked for the "biggest double cut half-round bastard in the place." The ensuing scene defies description with Muriel climbing all over George trying to get him to mind his tongue.

The circular brass foot pads are being made by a machinist who volunteered his services to George. There may be other chapters to this tale prior to installation.

John L. Fryant recalls that Loretta Howard was aboard the BELLE OF LOUISVILLE during the 1965 race with the DELTA QUEEN at Louisville and was sitting there with a group of river fans. The BELLE was having a tough time with a new "laundry" boiler set-up. Somebody wondered out loud if there was danger of an explosion. "Suddenly Mrs. Howard smiled," recounts John, "and a far-away look came over her face. 'Oh what a way to go,' she exclaimed, 'just think---you'd get blown way up in the sky.'"

S. Durward Hoag is the subject of a full-page feature article in the Jan. 20th edition of the Marietta "Times." The story written by staffer Nancy Taylor recalls that "Steve" arrived in Marietta on April 7, 1918 at the age of 17. The next year he graduated from the Scammel Street Marietta High School. After the death of his father in 1944 Steve found himself at the helm of a vanishing species --the Lafayette Hotel. Instead of quitting business he modernized, bought twelve surrounding proper-

ties, expanded, opened adjacent parking lots, and got himself involved in local Marietta politics. Had he failed he would have been branded as a sucker and forgotten. But he didn't fail.

As a hobby in 1949 he saw Bob Ley with a Speed Graphic and said aloud "Boy, I'm goin' to have one of those." It was the start of his photo documentary of the Marietta environs, by air, by land, by river.

How did I-77 happen to pass through Marietta? Nancy Taylor told Steve she'd heard that Steve had wrangled the details almost single-handedly. Steve answered that analysis with two words. He said, "It's true." And so it is.

Every Tuesday for twenty years Steve bought the lion's share of the back page of the Marietta Times, filled up the space with pictures and pithy paragraphs--often accenting Marietta's story--and headed it "Round and Round Below the Railroad Tracks." He pecked out all of the copy, larding it with unabashed plugs for Lafayette Hotel's featured food and service. The Hoag collie Spud appeared wearing hats.

"Every hat I owned that dog had it on for a picture that ran in Steve's column," said his wife Della. "It made it pretty rough trying to find a hat to wear to church."

Steve Hoag is now retired. He is remembered in Marietta as an innkeeper, photographer, columnist and civic leader, not necessarily in that order. High in his esteem were other pursuits, railroads and river boats. A chief reason S&D came to Marietta, among other things, was S. Durward Hoag's enthusiasm.

Nancy Taylor tells a good story, knowing full well she only hit the high spots.

Whatever do you suppose the nice model of CITY OF LOUISVILLE is doing in the fourth floor reading room of the Howard Tilton Library, Special Collections Division, Tulane University, New Orleans? Did Greg Goldstein ever complete the model of the side-wheel ZANETTA he started a couple of years ago?

The handsome roof bell displayed on the lower concourse at the Ohio River Museum, Marietta, is marked as follows: CHAS. W. BATCHELOR, A. Fulton & Sons Co., Pittsburgh, Pa. 1879. It was cast for the stern-wheel packet C. W. BATCHELOR named for the Pittsburgh banker (1823-1896) who was a native of Steubenville, O. Later the bell showed up on the ROBERT DODDS which towed showboats, and thence to a short-lived towboat named J. H. DONALD, JR. First we saw it was on the Maysville-Aberdeen ferry LAURANCE, from whence it went to the Manchester, O. ferry COL. W. S. TAYLOR. Woody Rutter and y.t. were cruising down the Ohio in 1946 and called on Capt. Ernest B. Suiter there at Manchester who showed us the bell and agreed to donate it to S&D.



THORNTON BARRETTE 1852-1930

He photographed some 500 scenes of steamboats along the Ohio.

RALPH DUPAE visited the cemetery in De Land, Florida this past November and located the resting place of the eminent river photographer Thornton Barrette. His headstone is dated 1852-1930. Mr. Barrette operated a floating photograph gallery usually based at Russell, Ky., opposite Ironton, O. on the Ohio River (see Sept. '78 issue, pages 16-17 for a picture of the gallery and some details). Ralph also called on Barrette's grandson C. M. Dowling in Miami who graciously supplied the portrait above. Mr. Dowling made available to the Murphy Library, La Crosse, Wis. albums of original prints of steamboats made by Barrette. While on this scouting expedition Ralph DuPae also visited Capt. William S. Pollock, Beaver, Pa., who made available his albums of Barrette originals to the University of Wisconsin collection. It is now a reasonable certainty that most, perhaps all, of the Barrette steamboat pictures have been located and will be preserved, a total of perhaps 500.

The nameplate so familiar to readers of the S&D REFLECTOR was created in 1964 by Jim Corfield, shop foreman of the Sewickley Printing Co. We took the problem to Jim with the proviso that he use the S&D pilotwheel logo somewhere in the make-up. So Jim went down to the basement, dug around in a dusty case of wooden block letters long relegated to limbo, picked out S, & and D, washed them off in gasoline, and ran a proof. They looked pretty neat, so Jim went to the Ludlow and set REFLECTOR, and then to the lino and set Published by Sons and Daughters of Pioneer Rivermen. He spaced all this into a form, using the pilotwheel cut we furnished, added two rules at the bottom, and ran a proof. Ta-dah! He ran about six press proofs and from the best one we had made a zinc cut which has served ever since.

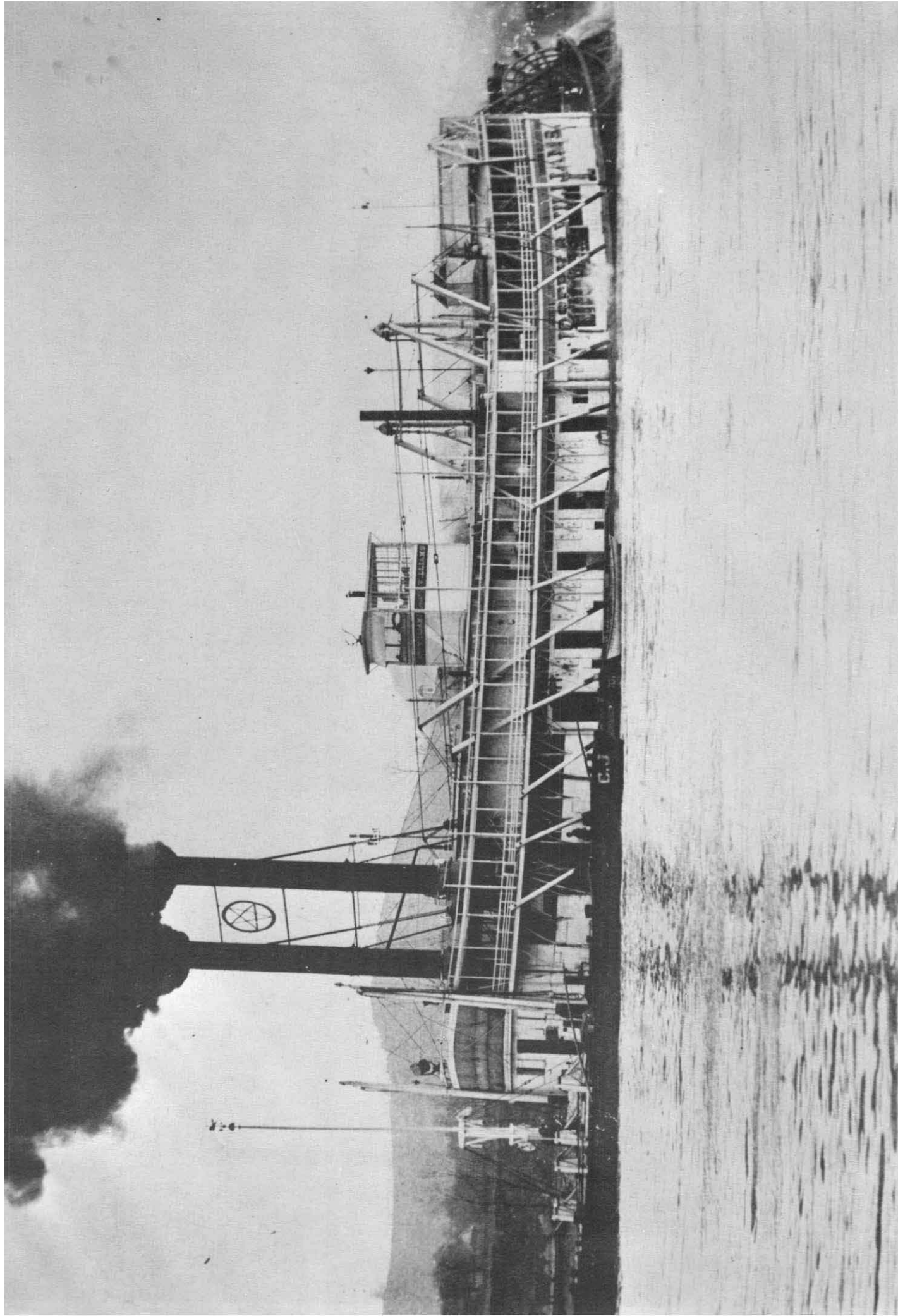
Jim gave us those three wooden block letters, S&D, and we still have them. One winter night the print shop was disasterously gutted by fire. Jim got a job with the Pittsburgh Press as a typesetter, and we heard less and less of him. Then came the sad news from a mutual friend that Jim had died. He died at home in Millvale, Pa., a town bordering the Allegheny River. They gave him a fireman's funeral for he had been the fire chief of Millvale for years on end---this in addition to his printer's and typesetting profession. He died on the day after Christmas last. Every time we look at the front page nameplate, and at the masthead lead on page 4 we think of him.

Sirs: I ran away from home in the early 'teens and got a job as cabin boy on the showboat WONDERLAND. We toured the Mississippi, Missouri and Ohio rivers for approximately two years, and wintered at Mound City, Ill. Her owners at the time were Capt. Walter Pell and J. W. Cooley who was from New Comerstown, Ohio. I was the night watchman while the WONDERLAND was moored at Ironton, O. during a flood. The water fell so fast one night that she was left on the levee. Naturally I was fired. I think this was about 1914 but am not sure. She was put back afloat and ran for some years afterward, and it sure will pleasure me to learn what eventually happened to her.

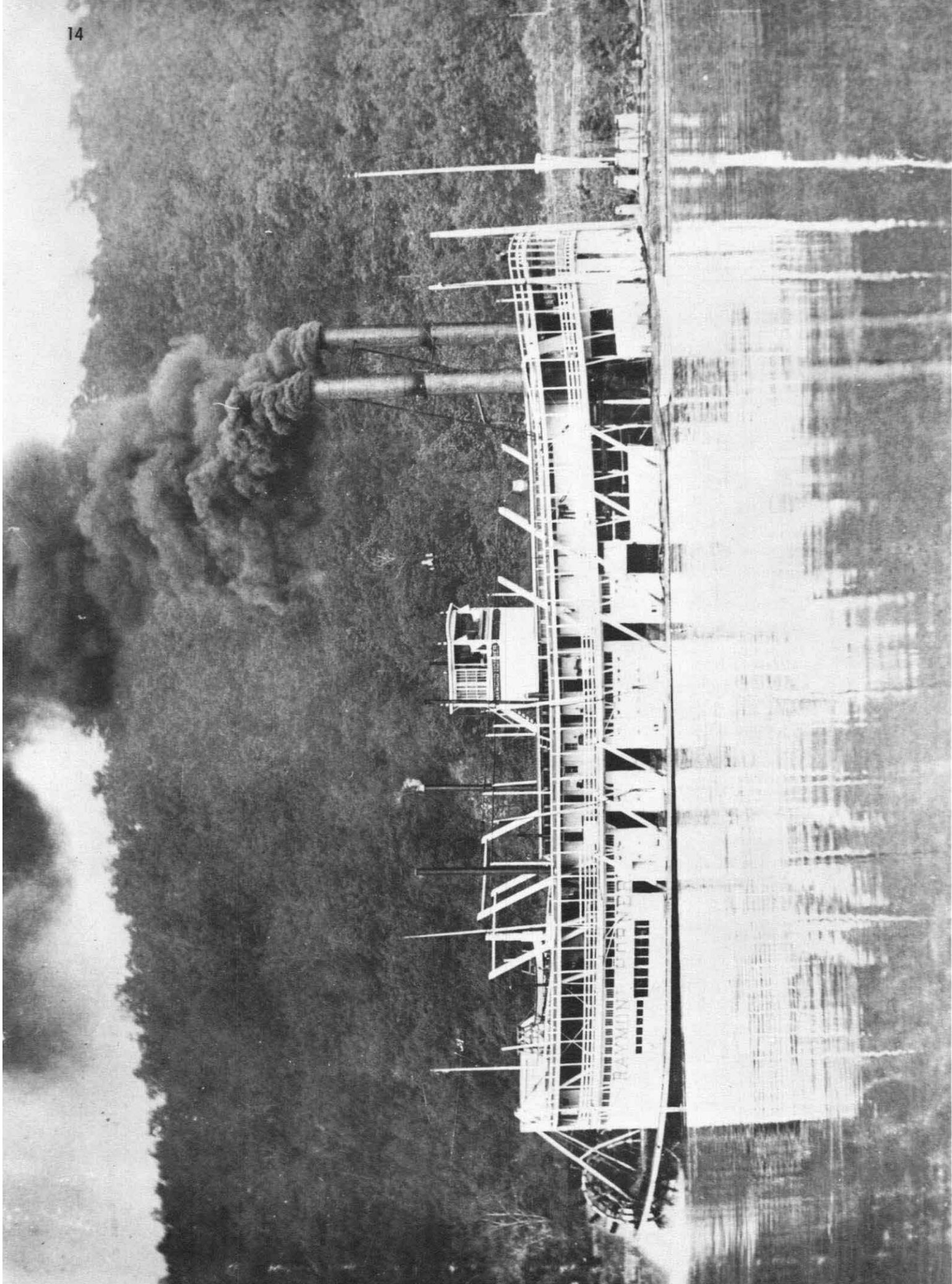
I was born in central Missouri in 1897 and have been on oxygen for the past five years due to emphysema, so don't get around much.

Oscar A. Baker,  
3876 Cook,  
Denver, Colorado 80206

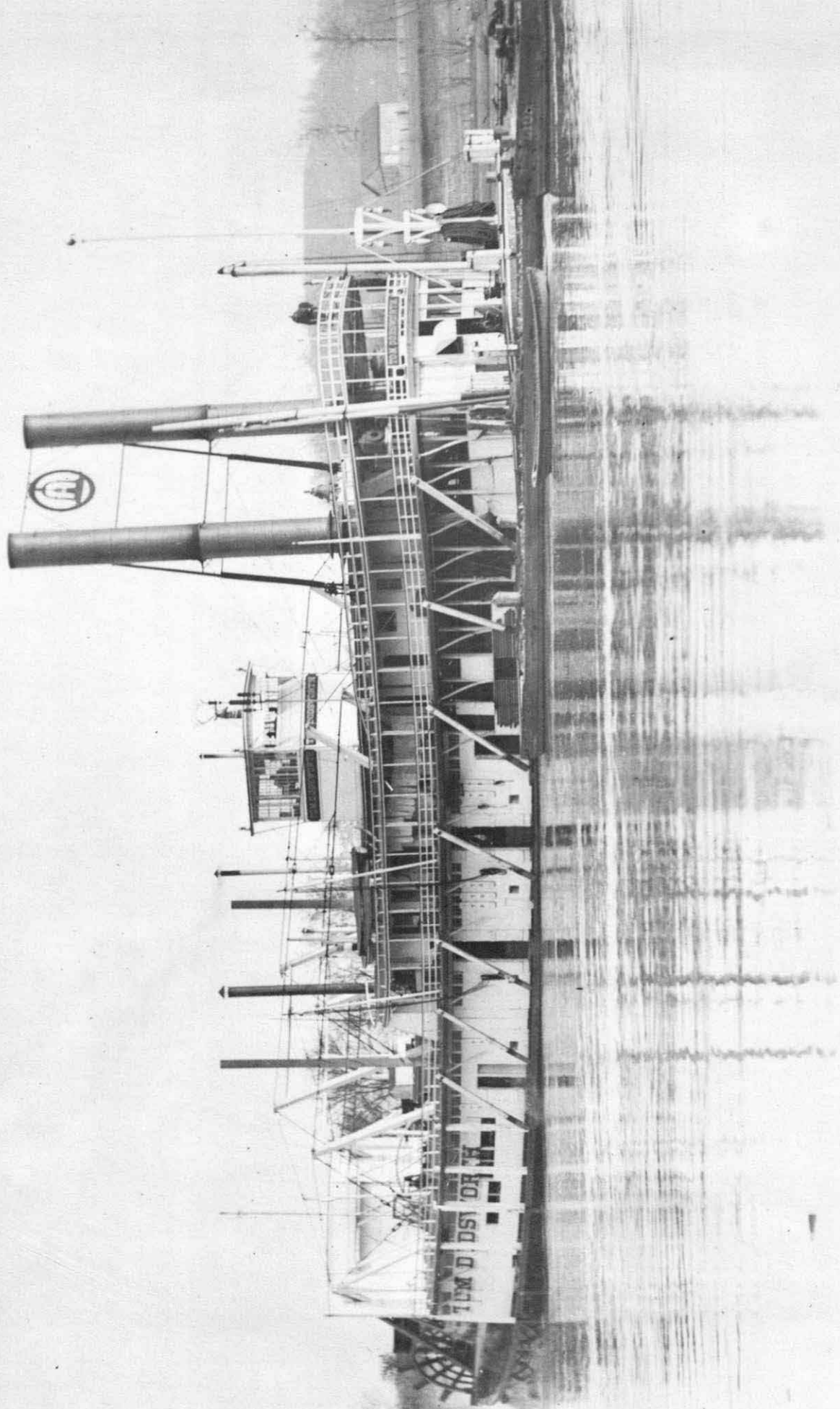
=Lost at Lock 20, Ohio River in June 1917 when she stove on a rock and sank. High water carried the wreck to Ravenswood, W. Va. where it broke up on ice piers there. The VERNIE MAC was towing her at the time and was uninjured. -Ed.



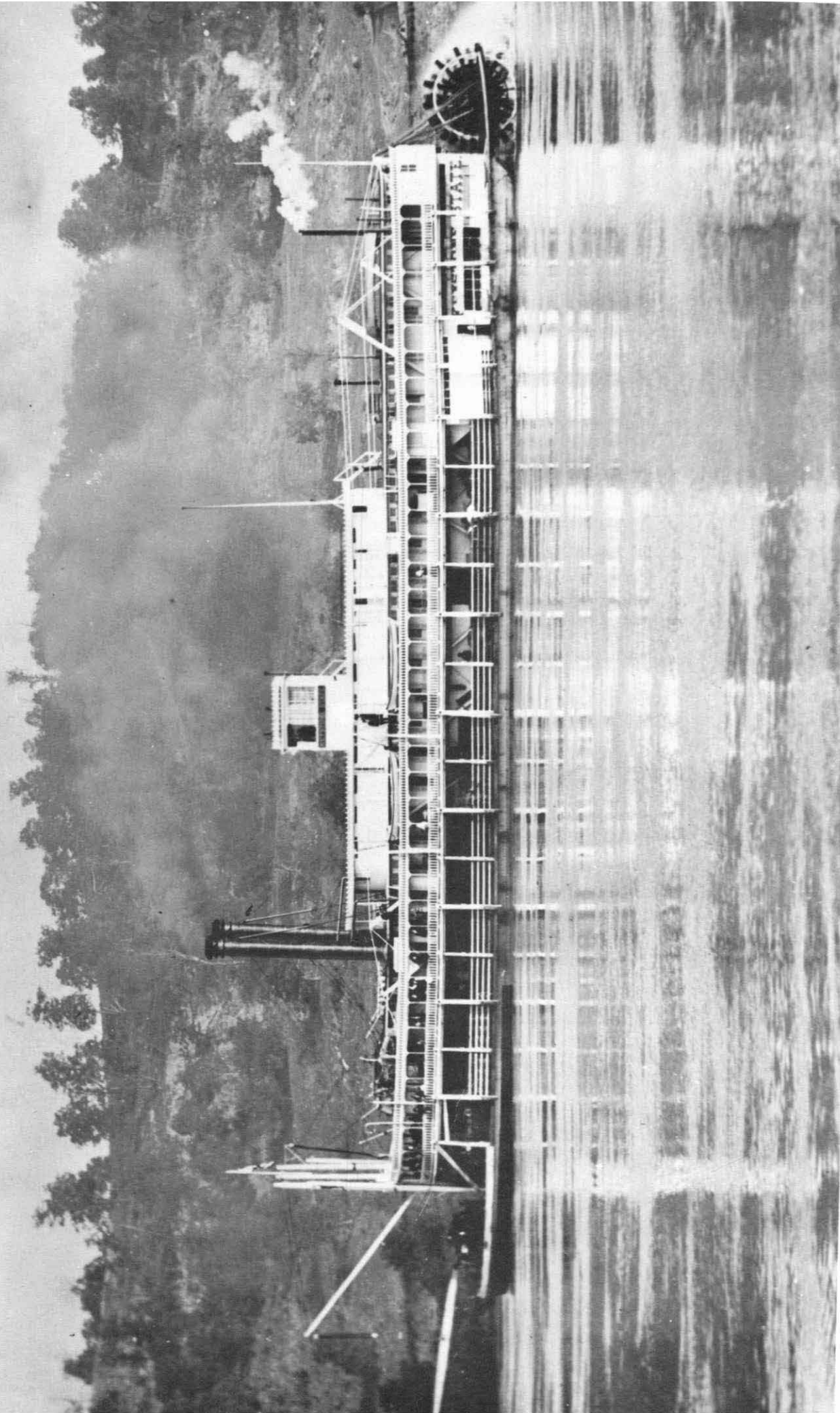
This and the following four full-page pictures are examples of the photography of Thornton Barrette. The JOSEPH B. WILLIAMS, "daddy-of-em-all" towboat on the Mississippi System for over a quarter-century, was owned by C. Jutte & Co. when this was taken. Her 210-foot wood hull was built at Freedom, Pa. in 1876.



The RAYMOND HORNER downbound on the Ohio River with a coal tow while Jutte owned.

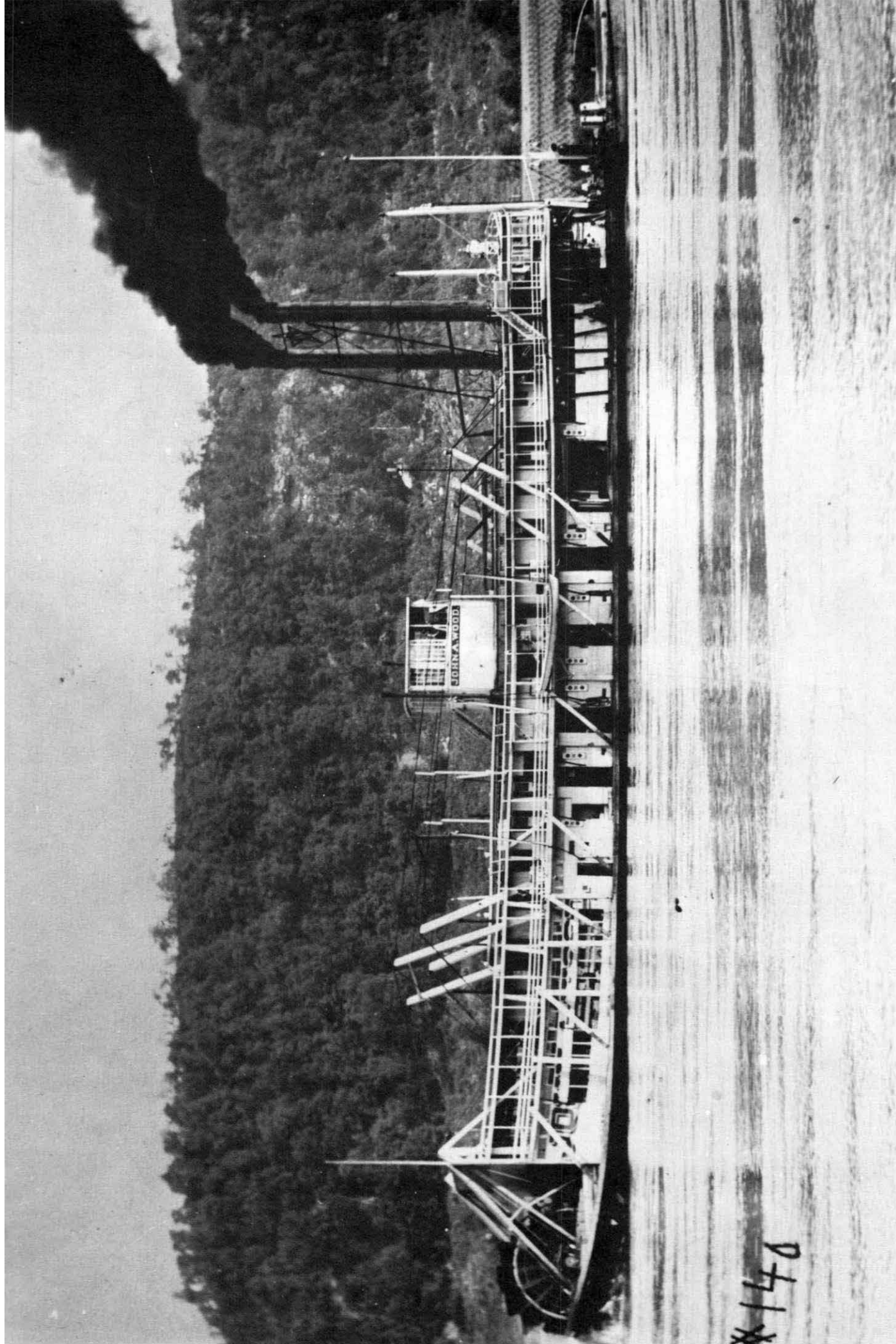


The TOM DODSWORTH built in 1870 still had her "bob tail" cabin when Barrette took this picture. In July 1897 she led the parade at Pittsburgh celebrating the freeing of the Monongahela River locks from tolls. Her long-time master was Capt. Robert B. Robison, Hazelwood, Pa., an ardent Mason. Note the Royal Arch Mason emblem between the stacks--she wore it until dismantled in 1918.



Pittsburgh-Cincinnati packet KEYSTONE STATE as caught by the Barrette lens.





The towboat JOHN A. WOOD built in 1870 poses for a Barrette portrait. This was the first tandem compound condensing towboat on the Mississippi System working a paddlewheel 28'8" square, same diameter and bucket-length. She outlived most of her contemporaries to burn at Baton Rouge in 1925.

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## BATWINGS AND PUSHBOATS

Bob Kennedy and Jerry Sutphin  
Recall Big Sandy Traffic  
by Jim Wallen

The days when the Big Sandy River and its Levisa and Tug Forks carried a busy traffic of steamboats and rafts were graphically described by Bob Kennedy, speaking before the Dec. 3rd meeting of the Ohio-Kanawha Branch of S&D at the Highlawn Methodist Church in Huntington, West Va.

Bob is the Upper Ohio correspondent for The Waterways Journal, and a historian and writer who has concentrated much of his interest on the Big Sandy and its two main tributaries, the Levisa and Tug Forks.

"There were 25 steamers on those streams before the railroads came," said Bob. He also went on to tell of the considerable commerce of the pushboats, poled laboriously up from Catlettsburg with their heavy and diverse cargoes destined for landings in Kentucky and West Virginia.

"Many steamboat owners had their pushboats for low-water use," Bob related. "They proved to be one of the most practical means ever devised for transportation on small streams, and I have seen whole pages of wharfboat records listing freight consignments carried by these boats."

Bob characterized the JERRY OSBORNE as having been "one of the prettiest batwings to ever run on the Sandy," and the THEALKA as probably the best known. There is still a small post office on the Kentucky side named Thealka. One of the busiest, he said, was the FAVORITE, a well-constructed batwing 103 feet long, built at South Point, O. in 1870.

"The 300-pound anchor carried by the FAVORITE was retrieved from the Big Sandy at the mouth of George's Creek, long after she sank there, and was mounted for display on the lawn of the courthouse at Louisa," Bob recounted. He told how the FAVORITE, upbound at night and carrying several passengers, including two young ladies returning home to Pikeville, and two or three drummers with wares to be sold up Sandy, ran afoul of a tree that had fallen from the bank. All those aboard were able to get ashore, but the FAVORITE drifted away, sinking.

The Big Sandy and its two forks in those days were dotted with landings, wharfboats and warehouses to handle river commerce. In the later years there were three locks and dams on the main stream and one each on the Tug and Levisa Forks. Bob saw the last log raft come down in late 1942 or early '43, after having originated on the Levisa, passing through Lock 1 on that stream.

Forty slides showing such scenes were displayed by Jerry Sutphin. Many of the pictures of Big Sandy steamboats were from the collection of Capt. Jesse P. Hughes, Jerry said.

Herschel Burford recounted briefly the story of the whistle from the Kanawha River towboat D. T. LANE, said whistle having been recovered from the bottom of the Kanawha at Charleston in 1972 and recently purchased by Harold Nichols of Huntington.

Herschel also read a letter from Capt. Clarke C. (Doc) Hawley, a native of Charleston and now master of the renowned steamer NATCHEZ at New Orleans, expressing his interest in the OK Branch as his "home chapter," and telling something of the NATCHEZ's activities. Captain Hawley was made an honorary member of the OK Branch by unanimous acclaim.

R. Jerome Collins, who presided, gave a report from Capt. Charles B. Stone of Point Pleasant, saying the largest painting of the Cincinnati riverfront by the late Capt. "Rome" Childers is now being displayed on an easel just inside the door of the new Point Pleasant library. It was Rome's last painting, done as a view from the Kentucky shore in the early 1930s, with the Hatfield-Campbell Creek Coal Co. fleet in the foreground, while the background includes downtown Cincinnati buildings of that period in good detail. Towboats seen in the painting are the HENRY C. YEISER, JR., JULIUS FLEISCHMANN and W. C. MITCHELL.

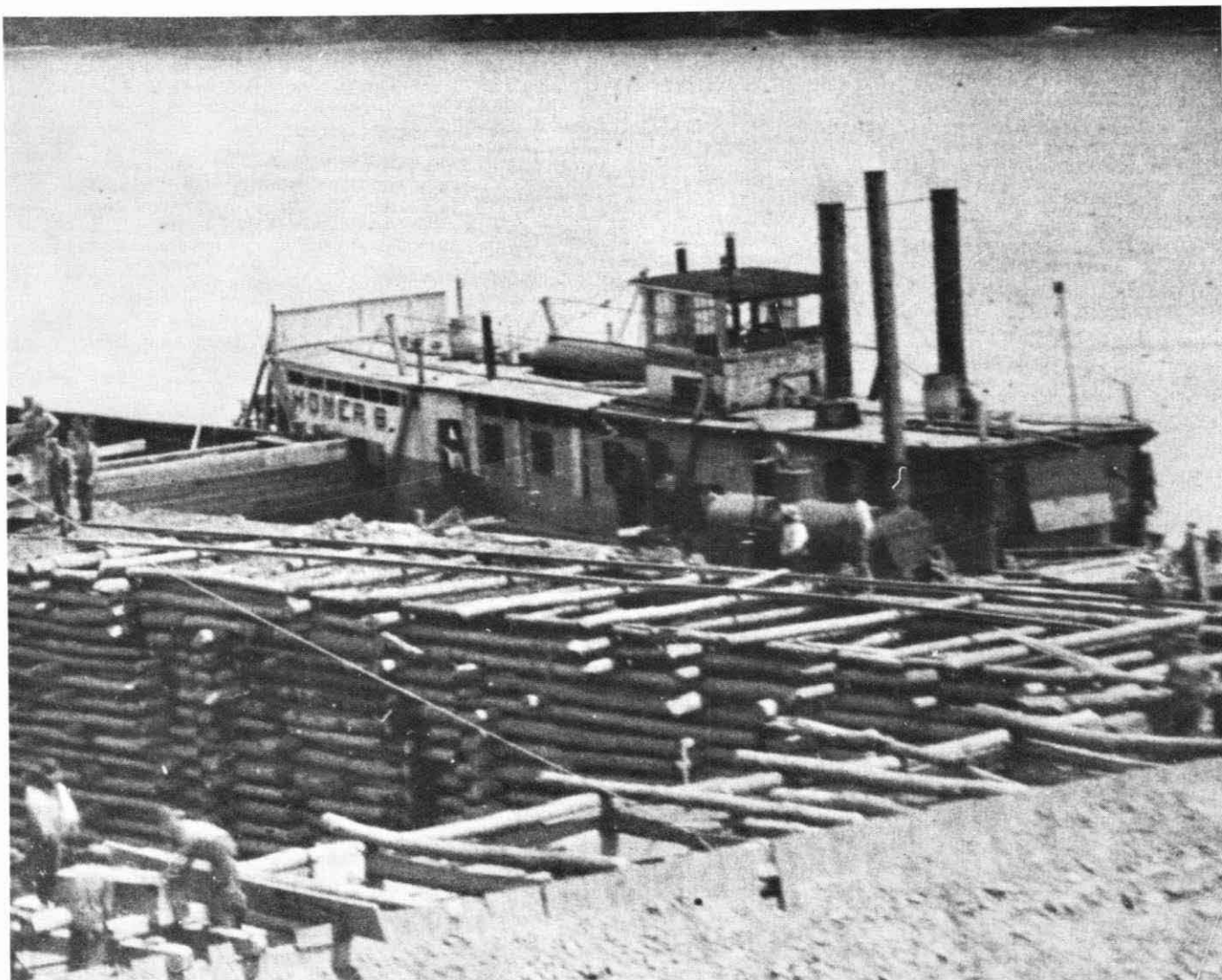
In June 1901 the Combine released names of pilots assigned to the larger towboats:

CHARLES BROWN  
Sam Wood and Ben Stout  
J. B. FINLEY  
Henry Nye and Bob Boles  
BOAZ  
Cal Blazier and Jim White  
ALICE BROWN  
Dan Kane and John Douglas  
RAYMOND HORNER  
Wm. R. Haptonstall and Tom Martin  
JOHN A. WOOD  
Lute Moorar and Al Faulkner  
W. W. O'NEIL  
George Clarke and Clarence Carter  
COAL CITY  
Henry Lindenburn and Frank Lindsay  
DEFENDER  
Thomas Patterson and Arthur Lyons  
HARRY BROWN  
George Clark and Elmer Owrey

Whatever do you suppose the nice model of CITY OF LOUISVILLE is doing in the fourth floor reading room of the Howard Tilton Library, Special Collections Division, Tulane University, New Orleans? Did Greg Goldstein ever complete the model of the side-wheel ZANETTA he started a couple of years ago?



TOWBOAT CLAIRTON tied off near Follansbee, West Va. as seen by the camera of Frederick J. McCabe on September 20, 1972. She was being towed from Neville Island, Pa. to New Orleans by Union Barge Line's PEACE, Capt. Joseph E. Wizba, with pilot Dave Combs. This was the start of a great adventure for Wilbur E. Dow, Jr. and associates who transferred her machinery and wheel shaft to a new excursion steamer they later built named NATCHEZ. Fred McCabe was living at Beallsville, O. when he snapped this picture, and since has moved to P.O. Box 135, Hannibal, O. 43931.



CAPT. AUSTIN D. BUTLER told in our March '78 issue about building a little towboat on the shore of the Ohio River at Racine, O. in 1889. "My partner in the deal was Eph Ausmiller," he related. "I did the woodwork and he did the blacksmithing." They barged the engines down from New Cumberland, W. Va., 7½" bore by 30" stroke, formerly on the old Kanawha River packet CLARA. She still was unfinished when these partners got a contract

to do towing at Lock 7, Kanawha River, then under construction. So what you see above is this Racine-built steamboat, named HOMER B., for Butler's son, the picture made at Kanawha River Lock 7 on June 11, 1890. This comes to us thanks to Jerry Sutphin. Old Lock 7 was located opposite Nitro, W. Va., below the mouth of Coal River, the lock on the left bank descending.

The several accidents on the Illinois River, in particular the losses of the FRANKIE FOLSOM and the COLUMBIA, recounted in our last issue, brings to light the burning of the side-wheel packet KEYSTONE STATE at Florence, Ill. (Mile 55.7 above Grafton) just before midnight, May 30, 1855.

The KEYSTONE STATE was built at Freedom, Pa. and completed at Pittsburgh in 1850 intended for the Pittsburgh-Cincinnati trade. Inasmuch as the principal revenue was derived from the transportation of passengers, this being before those cities were connected by rail, the accent was on speed, and the hull accordingly was built long and narrow, 234 by 26.

Her first master and part owner was Capt. Charles Stone, Beaver,

Pa., and associated with him were his brothers Stephen and D. H. Stone, the three owning one-half interest. The other one-half was held by William Thaw (1/6), William C. Gray (1/6) and the firm of Hays & Black (1/6) all of Pittsburgh.

The opening of rail service came within the next two years, whereupon the KEYSTONE STATE was entered in the Cincinnati-St. Louis trade, Capt. Isaac Jones, and never again returned to Pittsburgh. What we now learn is that she was sold in the spring of 1855 to Messrs. Ruggles and Willard at St. Louis who entered her in the St. Louis-Illinois River trade.

She was moored at Florence downbound with a considerable cargo of grain and whiskey when fire broke

out aft of the boilers. The flames ignited the cabin above with such speed that passengers berthed in the after section were cut off, unable to get forward, and had to jump in the river. One lady passenger in such manner was drowned. In all four or five persons lost their lives. Fortunately not many passengers were aboard that night.

Insurance on the boat had been contracted at St. Louis effective May 31, 1855. Inasmuch as the loss was established to have happened shortly before midnight on the 30th the claim was disallowed.

Oh gentle casual reader, you do not have to be a son or a daughter to belong to S&D. See page 4.

DO NOT FOOL YOUR TIME AWAY WAITING  
TO LEARN THE PILOT BUSINESS

Advice from an expert pilot to a young man with "steamboat fever."

Editor's Note:- The following letter was written in 1911 by Capt. Anthony Meldahl, pilot on the Pittsburgh-Cincinnati weekly packet OHIO to his 17-year-old friend Donald T. Wright, Oil City, Pa., who had a bad dose of steamboatitis.

Steamer OHIO,  
Pittsburg, Pa.,  
Oct. 6, 1911

Dear friend Donald:

Well Donald I guess this is the first time in my steamboating career that packet boats ever run to Pittsburg during the months of September and October. I am glad to see it, as it surely is the nicest time of the year to boat in. But nevertheless with all this lovely weather it looks mighty blue for the steamboat owners as the freight business is awful dull. It seems to me I can see the OHIO and QUEEN CITY's finish unless things improve very shortly as the boats or rather the

owners cannot stand this much longer.

The OHIO has not made a dollar since she started out this fall and I know the other boats have lost money. My partner Mr. Randolph is so badly discouraged over the river business that he informed the Captain he would quit steamboating and might not come back again the first time the boat lays up.

I am coaxing him to stay one more year and then we will both quit. But as I said before on account of poor business the boats may stop running before we are quite ready.

Harry Maddy once upon a time had the steamboat fever as bad as you have it now, but he soon learned it was no good and the first chance he got to get something better on shore he grabbed it. So now he has a position in Columbus, Ohio and gets \$1500 a year and an increase later on to \$1800.

I was glad to learn that you got a position in a bank. I believe banking business is nice work. I know one thing--if I had my life to live over again I surely would

try to get a good education if I had the opportunity. It is the only chance a person has now-adays to get through this great world easy, and take life a little easy.

Now Donald listen to me and take a little advice. If you have the opportunity and can get a good education. I know you are a bright young man and pick up things quick, and you have gone through high school, and I am pretty sure you have the means.

If I were you I would not fool my time away wanting to learn the pilot business, for you can figure for yourself there is nothing in it. At the best you cannot make more than \$800 or \$900 a year, barely enough to keep your automobile in repairs.

Another thing. When Mr. Randolph and I retire from this business, which I am confident will be soon, and if you were to be with us, soon as we leave you would have no assurance of remaining here and finish---even if the captain wished it, as that decision would wholly remain with the other pilots, whoever they may be.

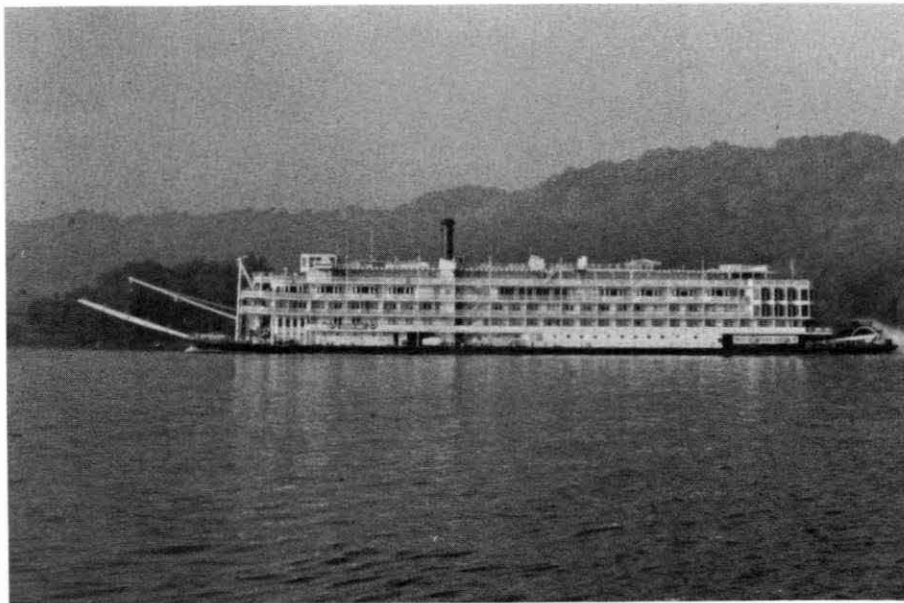
Well enough of this. I guess you noticed that the Government officials got caught napping and failed to get the dams down the other high water. Boats were delayed 4 days here at Pittsburgh.

Capt. Dayton Randolph just came up and said tell you he received your letter and cards and will write you some of these days when he gets his right mind again.

Well Donald will close this time with best wishes and regards to yourself and family.

Your friend Tony Meldahl.  
Always glad to hear from you.

=As matters turned out, Capt. Tony Meldahl continued to pilot the OHIO through 1912 and his cub pilot was Donald T. Wright. -Ed.



SO HOW IS THE MISS-Q getting along these days? This portrait of her was taken at Anderson's Ferry on the Ohio River below Cincinnati at 8 a.m. on July 19th last by Frank X. Prudent. She looks more impressive, seems to us, with hills for background. All looks serene but we learn from private sources that the annual cost of constantly replacing her paddlewheel buckets, which she breaks willy-nilly, is considerably more than the \$20,000 projected to rebuild the W. P. SNYDER JR.'s wheel. Many tourists have remarked about the considerable vibration in her aft parts of late, and a marine specialist analyzing the problem suggests that at certain rpm's the bucket-thrusts synchronize with a hull natural frequency. Winter a year ago her jockey beam aft of the paddlewheel was set back somewhat (originally it had but 2" clearance (repeat 2 inches) with the buckets. This change permits exploration of further modification to her "Fred Swain special" paddlewheel which works quite well at reduced power. The harder she's pushed, the more pronounced is the vibration. Also we learn from an unimpeachable source that Coca-Cola Bottling of New York, owner of both the MISS-Q and DQ, is courting applicants who may wish to purchase both boats entire.

The picture in our Sept. '78 issue of Capt. Gene Hampton reminds Bob McCann of the fatal snagging of the packet BEN HUR at Duckport, La. (about 9 miles above Vicksburg) in 1916. A large snag had bedded just below the landing and the BEN HUR's pilots decided the place was unsafe. Freight for Duckport was carried by for several weeks in hopes the snag would move out or the current lessen. Capt. George Prince was getting static from shippers. Decision was made to land the boat, discharge the freight and back out on a line. All went according to plan until the BEN HUR, tugging on the line to work her stern out, pulled the tree out by roots to which the line was attached. The current tended to the rest; she went down on the snag and ripped out her bottom planks. Gene Hampton was the pilot on watch and later told Bob McCann the story. The boat's stern went down in deep water with her forecabin on shore. This was the same BEN HUR which operated in packet trades on the upper Ohio 1887-1904.

Sirs: That picture on page 47 of the last issue is of special interest to me.

The JUNE was certainly a good looking boat with a full upper cabin. That cabin was short when the Crain Bros. had her. I made one trip on her up the Monon River. John Hasson was the pilot and we picked up everything with ABL on it both coming and going. Also we took two of those "canoe" barges to Zubik's upper landing on the Allegheny---he had bought them from Mississippi Valley Barge. The JUNE at that time had a 13000 135 hp. Cat, and the entire deck-area was taken up with shafts, pulleys and gears.

The ALBERT T. NO. 2 (I suppose there was an ALBERT T. before her but I never heard of it) was named for Albert Tisher, long-time head push in the River Sand Co., Steubenville. She had a 60 hp. F-M with a blow torch built into the heads of each of her four cylinders. The procedure for starting up was to open all the windows and doors, light the torches, get the heads hot, and then bar the engine over. She'd never start the first time, so you braved the smoke and repeated the dose. Her shaft ran aft to a gear box in the recess, and she had a reverse clutch operated by a hand lever that took all a person's strength to move it.

The EDNA was one of those boats that didn't move fast but she kept on coming ahead no matter what you hung on her. In the early part of 1943 she sank behind Brown's Island and after raising her we ran her to Parkersburg for a hull job at the Newell-Cochran Docks. When we got there the Little Kanawha was staging a "high tide" with a lot of current running. Six standards loaded with scrap were hanging on the docks with the situation sort of critical, so we grabbed all six and moved them to a safe tie across the river. Those dock people couldn't believe it and they all visited our engine-room to see what powered her.

The EDNA came out new with a Bessemer direct-reversing 120 hp. set crossways with one belt to the jackshaft. Capt. C. A. (Jack) Grimm had an 80 hp. Cooper-Bessemer on his RAINBOW. He and the Sand Company made a swap and we got the 80 hp. for the EDNA. It set crossways with two flatbelts, one for come-ahead, and a half-twist in the other for reverse. The center pulley was keyed to the jackshaft and the belts were shifted by pipe linkage to levers in the pilothouse.

This may sound like an awkward set-up, but she was a good handler as you could just barely put the come-ahead or backing belt on and kick her a lick either way. We used castor oil to keep the belts from slipping.

Every owner the EDNA had worked the daylight out of her, so when I got her in 1963 she was hitting on but two cylinders. At that time she had a Ford Model A driving her air compressor. She had a broken 32 volt Delco light plant

with two 12 volt and one 6 volt batteries. Also a 110 volt Kohler light plant that came off the BENWOOD. Somehow my Dad and I got her running and actually towed with her. Believe it or not one night at Vanport we hooked to a loaded 295 by 54 oil barge with about 10" freeboard and moved it.

By the way the mention of the LOUISE in the last issue on page 15 prompted me to telephone Bill Gernes of the Winona County Historical Society. I may go out there and take a look at her.

That last issue was great.

Bud Daily,  
162 Sunset Drive,  
Toronto, Ohio 43964

Two of our S&D sleuths were over at Savanna, Ill. this past fall and stumbled on a beached steamboat just above town. There were NO TRESPASSING signs posted.

Which reminds us that in Nov. 1967 we had a letter from L. O. Berner, secretary of the Savanna Chamber of Commerce, in which he inquired for details of the J. T. HATFIELD (2nd), originally the GENERAL ASHBURN, stating that she was beached at a local marina and plans were afoot to make of her a combination motel, restaurant and gift shop.

All very well and good save that in May 1970 she sank at Jeffersonville, Ind. where she was a restaurant boat called RIVERBOAT INN. She was raised and sank again on Aug. 12, 1970 just above Cox Park, Louisville, enroute to Jeffboat.

Did she go back to Savanna? Or did our two sleuths see another old steamboat there last fall?

For those who live in the vicinity of Goodale Park, Columbus, O., the prime attraction comes when S&D member Guy Williams launches his 9-foot long model of the DELTA QUEEN in the lake.

In 1971 on a visit to Cincinnati Guy saw the DQ for the first time, and the calliope was playing "Peg O' My Heart." Guy had already built a model of the GORDON C. GREENE about five feet long, and the challenge overwhelmed him to do the DQ. She floats; she runs. She's powered by an electric motor from a car window powered with a 12-volt battery.

The paddlewheel was the real dinger. Guy kept track of the parts--1,279 pieces.

Feature writer Richard Gill of the Columbus Dispatch did a story illustrated with six photographs in the paper's Sept. 15 issue last fall. Sure looks like the real thing.

Foreign sales of the James Rees & Sons Co. catalogue have taken a surprising upturn. Within a week or so recently 21 copies were sent to S&D members in Western Germany and Austria. Orders have been received from England, and one copy went to Auckland, New Zealand. Since issued in 1972 as a joint project launched by Jerry Sutphin and Ye Ed this true reprint of the 1912 sixty-page book loaded with drawings and pictures of steamboats and machinery has had wide acceptance. No immediate plans have been firm for another edition. The price to domestic and Canadian S&D members is \$3; to those abroad \$4.50 surface mail.



CRESTON, West Va. on the Little Kanawha River as the town appeared about 1955. A cable ferry shuttled back-and-forth powered by a motor launch hitched alongside. The ferryman lived in the houseboat moored at the lower side of the grade while on duty. A bridge was built later which now serves. Our thanks to Mrs. Nellie Engelke for the photograph which originated from the Tom Greathouse collection.

Capt. Charles M. Young, 87, died at Gallipolis, O. on December 20, 1978. He spent most of his boating career on towboats bringing coal out of the Kanawha River destined to Cincinnati and Louisville. He went to work on the towboat ROBERT P. GILLHAM in 1908 as a cabin boy at the age of 17 and later became her master. When the boat's name was changed to HENRY C. YEISER, JR. he continued as master-pilot. Cap'n Charlie regularly attended S&D meetings as long as his health permitted and these latter years was regarded as the dean of the Kanawha River boatmen, having survived most of his contemporaries. He was often consulted on historical matters. Although he had only a common school education he was an avid reader and had a surprisingly wide knowledge of literature.

Cap'n Charlie was a Kanawha River native, having been born in 1891 at Pliny, opposite Buffalo, West Va. His father, the late John R. Young, came from near New Martinsville, W. Va. and his mother Mattie (Parsons) Young was from Mason County, West Va. Two of his sons, Dana and Charles Lane, also served on the YEISER. They survive as also do Charles W. Jr. of Colorado Springs, and two daughters, Gloria J. Stevers, Gallipolis, and Helen Eakle, Huntington. Capt. G. Edward Young who

served on the OMAR and others, is a brother now living at Huntington and Grace Parsons, his sister, lives in Columbus, O.

Cap'n Charlie had made his home for some years overlooking the Ohio River at 218 First Ave. in Gallipolis. He had been unwell for three years or more, lately in and out of the Holzer Hospital and residing at the Pinecrest Care Center, Gallipolis, where he died. His daughter Gloria did much to comfort him. Burial was in the Mound Hill Cemetery, Gallipolis.

Our friend Jeffrey Spear gave us something of a shock when he phoned 121 River the night of January 3rd last reporting he had just watched a TV newscast in which the furnishings of the DELTA QUEEN were being auctioned off at a sale in New Orleans. Wow! Our imagination ran amuck--had those nincompoops down there thrown in the sponge? Several days later came a letter from Jim Sutton, Metairie, La. Said Jim: "Nothing much to report here other than that the DQ's old furnishings were auctioned off January 3rd before she and the MQ went into the Industrial Canal." According to the CBS report the DELTA QUEEN is to be refurbished to become a "Victorian palace."

On Sunday, Jan. 7th last we had a phone call from Frank Crain who heads Big Muddy Marine, Inc. in Baton Rouge. Frank is Bub Crain's older brother and he seldom phones unless something spectacular is going on. And so it was. Frank was planted in front of his TV and was watching a program called Studio See which originates in Columbia, South Carolina, and its programs are nationally shown over educational stations. This was a river program, and he had seen the NATCHEZ and BELLE OF LOUISVILLE, and then F. Way, Jr. appeared sitting on a log patten' his dog Wrecks, and expounding waterlogged wisdom. "Listen to yourself talk," said Frank holding the receiver to his TV set. So this is how we heard a portion of a program taped last August at the old steamboat landing, foot of Chestnut Street, Sewickley.

Later that evening the phone rang again, and here was Charles T. Jones on the line calling from home in Charleston, West Va. "We came home from church today and Mary Ellen turned on the TV and there you were sitting on a log patten' your dog," said Charlie.

This commotion was the culmination of a visit last August by a young and attractive TV person named Jayne Adair who brought with her a camera crew from this TV Studio See and beguiled us into an off-the-cuff recording session. Jayne and crew were from Columbia, S.C. where her uncle James B. Edwards is governor of the state and the first Republican elected to the office in a hundred years in South Carolina. Jayne last August was engaged to a Pittsburgh young man named Basil Cox and last November they were married, so now she commutes between Pittsburgh and Columbia. She told us that the river program would be aired over WQED in Pittsburgh on January 6th last, so Lady Grace and Tom Way and Michelle Kingsley and Superstar Way gathered 'round the TV at the appointed hour and nothing happened----some kids learning to be pirates on a pirate ship instead. Not the first time we've missed the boat.

Those flaming red hardback binders imprinted with the S&D emblem designed to preserve your back issues of the S&D REFLECTOR have had many takers. Each is sized to take and protect three years (12 issues) of our magazine. They are priced at \$5.00, including mailing charges, and are being distributed by our secretary Mrs. J. W. Rutter who may be addressed at 964 Worthington, Birmingham, Mich. 48009.

All twelve issues of the S&D REFLECTOR, for years 1975-1976-1977, professionally bound into a book with bright red hard cover imprinted with title and S&D pilot-wheel emblem are available at \$40 including mailing charges, sent insured, from Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.



**N**OW the way we get it Dan C. Owen loaned this picture to Frederick J. McCabe, who sent a print to H. Otis Reynolds, who loaned a print to us. Facts: The FLATROCK was built at Charleston, West Va. 1916, wood hull 41 by 10 by 2.8. She was built by W. C. Thaxton for William Withrow, Charleston. In 1919 she was owned in equal shares by E. S. and T. G. Keeney, Witcher, W. Va. The picture was taken on March 8, 1930. First we figured there was a town in West Virginia named Flatrock, but no such in the zip code book, although the state does have a Flat Top (25841) and a Flat Woods (26621). How come FLATROCK? In wild, wonderful West Virginia anything other than a flat tire is bound to be celebrated. What's the dope?



OUR LATE BOARD CHAIRMAN J. Mack Gamble was handy with a camera and this is one of his pictures. We loaned the original negative to William E. Reed who made this print. It was taken at St. Marys, West Va. while A. D. Elliott owned the MISS STERLING, and also owned the DIANA partly hidden in the background. The steamboat showing at the right is the LIBERTY. Standing on the head of the MISS STERLING is J. Mack Gamble himself, so in this instance Mack persuaded someone else to aim and fire. The MISS STERLING was built at the Marietta Manufacturing Co., Point Pleasant, W. Va. in 1926, a steel hull boat 64.9 by 16.6. The building firm named her MARIETTA, then sold her to A. D. Elliott who changed the name. Elliott took off the original gas engine and replaced it with a Kahlenberg which had been on the REVONAH; later took that off and gave her a 135 hp. Cat. The DIANA was a wood hull boat 50 by 11 built at the Riverside Mill, Antiquity, O., 1930 powered with a 15 hp. International. In April 1950 the MISS STERLING was sold to Crain Bros., Pittsburgh and has been part and parcel of their operations since. She was the first boat through the Hildebrand Lock on the Monongahela River spring of 1959, and staged another first at the Anthony Meldahl Locks, Ohio River, in October 1962.

The lure and lore of steamboat racing in them good ol' days of real sport is often decorated with wild tales of contributing rosin, turpentine, bacon and furniture to whet the furnace flames. Fact or fiction? We have come upon an account of such shenanigans from a witness who watched a flagrant example of the sport.

J. H. Dennison of Lynchburg, O. was bound for Florence, Ill. on the Illinois River in 1858 and at St. Louis he engaged passage on board the side-wheel OCEAN SPRAY bound for that port. He also checked aboard a trunk containing his personal effects.

Between 4 and 5 o'clock p.m. on that day, April 22, 1858, the sleek new OCEAN SPRAY, Capt. Waldo Marsh, departed from St. Louis and within moments the 260-foot HANNIBAL CITY, bound for Keokuk, was in hot pursuit.

"The HANNIBAL CITY as we left the city was about 100 yards to our rear," recounts Mr. Dennison. "It became obvious that the Keokuk steamer was gaining on us after

but a short while. Captain Marsh was on the forecastle. The mate ordered the firemen to throw some rosin in the fire doors. I took a position out forward where the front steps came together, being very much interested. The rosin was effective to a degree, but not enough to change the course of events. The HANNIBAL CITY loomed closer toward our stern. Whereupon the mate suggested adding turpentine and informed the captain that a barrel of the liquid was in the forward hold, part of a shipment consigned to a merchant in Peoria.

"The barrel was brought up and placed handy to the fire doors. One of the men with an axe knocked the barrel-head in. The fluid was then dipped out and poured over the coal in the bunker. The firemen shoveled this tonic into the flames, but it did not prove sufficiently expeditious.

"Sticks of pine knots then were sprinkled with the turpentine and were piled handy for the firemen, within six feet of the furnaces.

One of the firemen, in pulling out his rake, jerked a live coal accidentally, which bounced out into the pile of pine knots. They took interest and flamed up. The mate directed that water be thrown on the heap, which was done, but in the excitement the turpentine in the barrel ignited.

"The mate grew furious and, cursing his hands, ordered the blazing barrel be dumped overboard. The immediate result was that the barrel was tipped over, its blazing contents spilling over the deck, and running down into the boat's hold.

"The cry of 'Fire!' went up and the OCEAN SPRAY was headed for the shore, this being in Sawyer Bend, some five miles from the place of departure. When she nosed into the bank the starboard wheel was left turning ahead as the boat was evacuated. Instead of remaining there, and due to the impetus of the wheel's thrust, the burning boat started sliding up the shore and nestled in alongside the stern of the side-wheel steamer KEOKUK which was moored there.

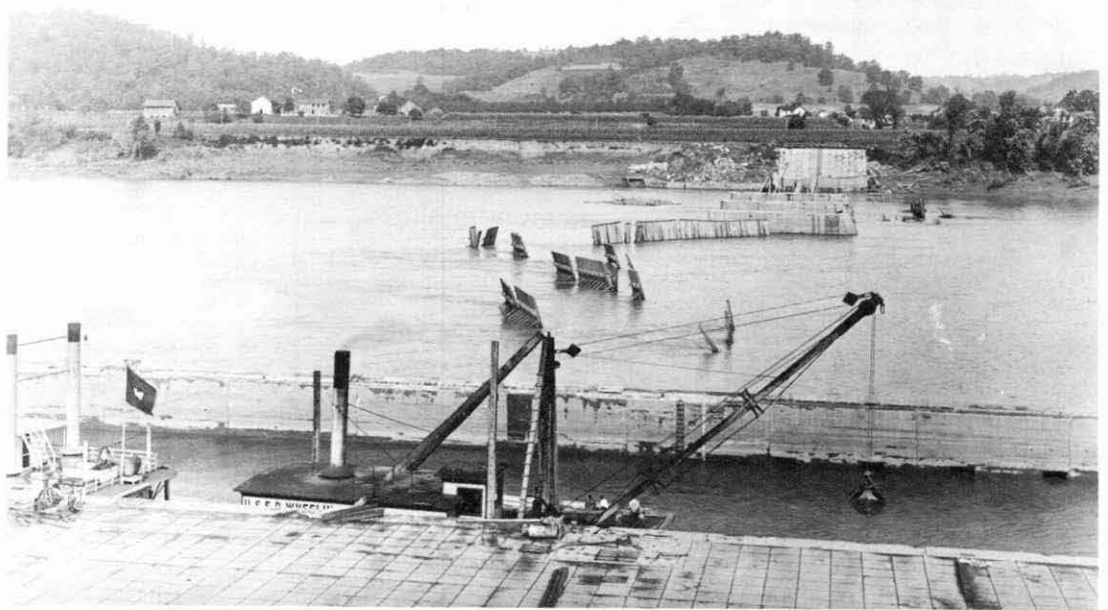
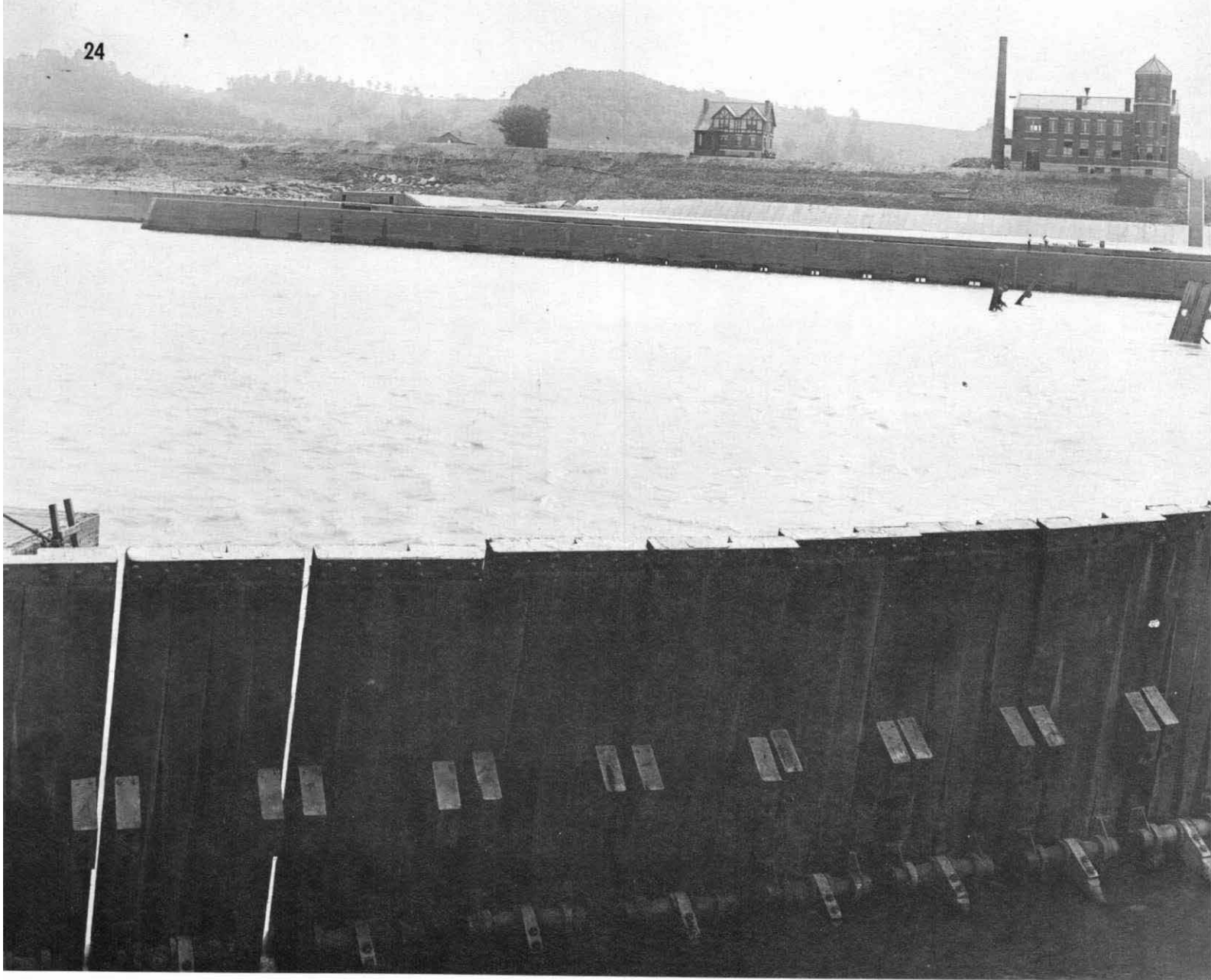
"The KEOKUK soon started to burn and this conflagration set fire to the adjoining trees and so carried the blaze to the steamer STAR OF THE WEST which was moored a short distance above the KEOKUK. All three boats burned to the water's edge."

Mr. Dennison's account of the accident was confirmed by others. The official records listed the loss of twenty three lives aboard the OCEAN SPRAY. Mr. Dennison lost his trunk and valued it plus contents at \$100.

A dispatch from St. Louis dated May 5th, 1858 discloses that Capt. Waldo Marsh and his mate were under arrest, as also was the second engineer, on charges of manslaughter brought by the U.S. Marshal of the St. Louis District. A hearing was held before the U.S. Commissioner, B. F. Hickman.

And here our tale of the OCEAN SPRAY must perforce turn into innocuous cranberry juice, further details lacking. We are indebted to Russell M. Lintner for research on the above.

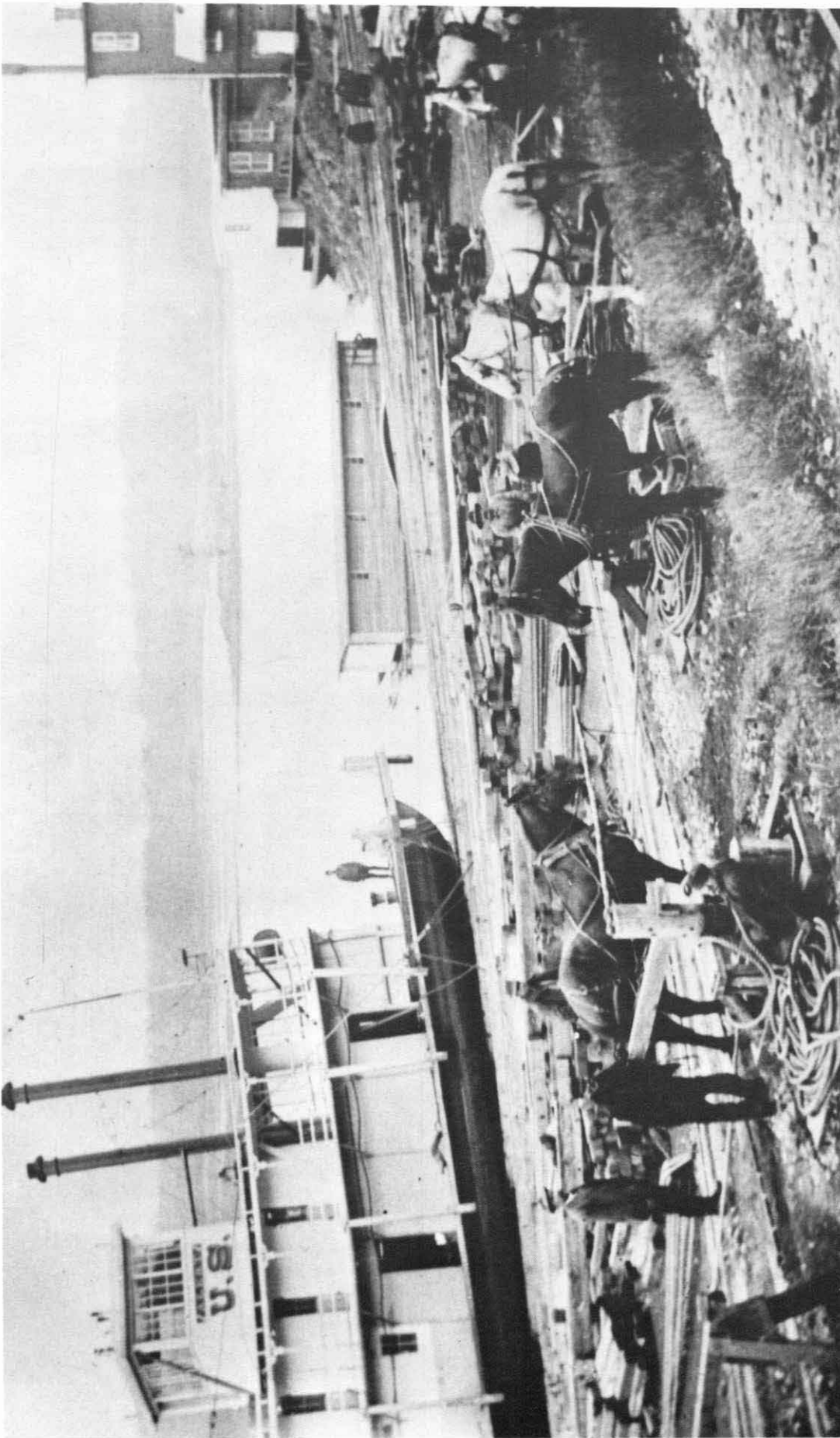
James V. Swift, business manager of The Waterways Journal, has inquired around to learn if any crew members of the TELL CITY's sinking at Little Hocking, O. on April 6, 1917 still survive. The crew was composed of Capt. Charles H. Ellsworth, master; Mike Davis and Dan Patchell, pilots; Fred Hoyt and Jack Speers, clerks; George Knox, chief engineer; Charles Justice, mate; Clark DeWolfe, second mate, and Charles McNichols, steward. All have passed to their reward, the last being mate Charlie Justice who died at Sistersville, W. Va. on February 25, 1972, aged 99. The boat's principal owner, Capt. Fred Hornbrook, was not aboard at the time. He was on the R. DUNBAR and got the news at Wellsville, O. where the DUNBAR was hailed with a request he phone his partner Capt. Harry C. Donnally at Wheeling.





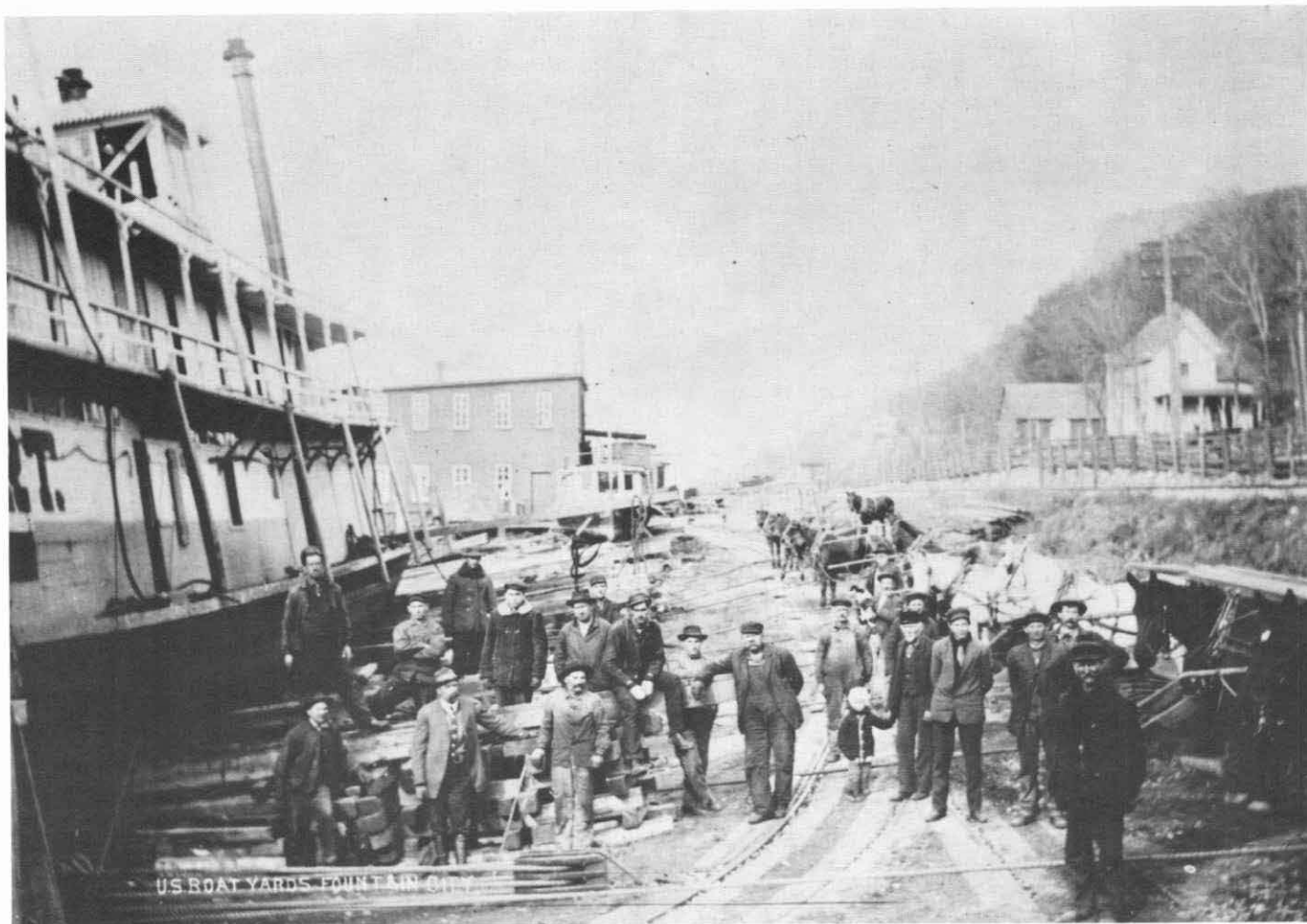


**W**ICKET DAMS on the Ohio River are about a thing of the past. So we've hauled out these two scenes taken at Lock and Dam 26 below Gallipolis, O. on August 7, 1912. Plenty of wickets in sight but they're not holding back much water. The dam had just been completed, the pool raised, and during the night Aug. 6-7 the concrete sill gave way. By daylight there was no dam at all. A photographer from the Gilmore Studio, Gallipolis, took pictures. A complete rebuilding occupied the better part of the next two years. The towboat showing in the scene at the left is the U.S. towboat GENERAL CRAIGHILL. --For a resume of river activities at the time, and more details, and another picture, see page 32 of the June '66 issue. Lock and Dam 26 was eliminated by the construction of present-day Gallipolis Locks and Dam now much in the news inasmuch as it has become a bottleneck to modern barge traffic.



**T**HE U.S. marine ways at Fountain City, Wis. was operated by horse power. The 66-ton towboat ALERT is being pulled to the top of the hill without cradles or machinery. The horses in the foreground go round and round clockwise, hitched to the extremity of a capstan bar. No, it's not a direct pull--the rope is reeved through double pulley blocks and then to the boat's hull. This picture and its companion on the next page are from the collection of Capt. Allen Fiedler, 112 North St., Fountain City, Wis. 54629, now re-

tired from the St. Paul District, U.S. Engineers. He says they were taken, to the best of his recollection, 1919-1920. The ALERT had a wood hull 113 x 19.4 x 3.5. Not long after this picture was taken she was sold to the Kansas City Bridge Co. who used her on contracting jobs until they lost her in a storm at Musick Ferry, Mo. on the Missouri River in August 1928. She was moored at shore, a gale broke her lines, and she capsized in midstream. The crew escaped but not without some harrowing experiences.



MISSION accomplished. The yard crew now can block up the hull and the ALERT is safely high and dry (see opposite page). Ralph DuPae was showing us a batch of photographs from the Murphy Library collection, University of Wisconsin, La Crosse. These two seemed a bit unusual and they were made available to us. Thanks also to the horses for demonstrating a method for hauling boats which undoubtedly dates back into antiquity.

A harkback to Cincinnati's packet and excursion boat days came with the passing of Aletheia Pattison, 97, on Wednesday, December 6th last. She was the daughter of the late John M. Pattison, 43rd governor of Ohio, and sister of the late Capt. Ben I. Pattison who was master of the Greene Line's COURIER in the Maysville trade, then skipper of the ISLAND QUEEN, and U.S. Steamboat Inspector.

Miss Pattison was a Vassar graduate and spent most of her adult lifetime abroad, 15 years in Poland and 20 years in Greece. She was arrested by the Nazis on a spy charge while in Greece during WW2 but escaped and returned to Cincinnati. She donated land for parks in Hamilton and Clermont counties and headed the Pattison Foundation for the operation of the Clermont County park areas.

Services were held in the Church of the Advent, Walnut Hills. She is survived by two nieces.

The Steamship Historical Society of America, Inc. has opened a new office at 170 Westminster St.,

Providence, R.I. 02903, managed by Mrs. Susan V. Ewen. All matters pertaining to their quarterly magazine STEAMBOAT BILL are being handled there, as well as SHSA membership matters. The announcement comes in the form of a letter to SHSA members dated Dec. 28th last signed by the Society's president William H. (Bill) Ewen. He reveals that the office manager is salaried, a first for SHSA. All work in the past has been by volunteers. Bill Ewen pays tribute to James T. Wilson and his wife (Jim and Alice) "who for more than 20 years have voluntarily given a major part of their time and energies to keeping the Society operating efficiently." SHSA's library and photo collections will remain at the University of Baltimore's Library. The Wilsons will continue their assistance with ship research.

No mention is made in Bill Ewen's letter about a windfall SHSA is reported to have acquired through a bequest recently, said to surpass the J. Mack Gamble Fund of S&D.

Since setting up the story on page 5, this issue, in which S&D participated in a forum held Dec. 8th last in Washington, D.C., we have received word from Capt. Harry Allendorfer, Jr. of the outcome.

The National Trust for Historic Preservation (incorporated, non-profit like S&D) and the U.S. Heritage Conservation and Recreation Service (Dept. of the Interior) have agreed upon a partnership distribution plan for \$5 million designated for maritime heritage preservation.

Applicants for funding may now knock at two doors, and these two doors only. Best approach is direct to National Trust's Maritime Preservation Office, 740-748 Jackson Place, N. W., Washington, D.C. 20006. Or, the alternative is to apply to your State Historic Preservation Officer. Applications must be postmarked no later than May 31, 1979. Matching funds are required.

Our congratulations to all parties concerned in the above for the adoption of this most practical and workable arrangement.

CORRESPONDENCE concerning the Monitor Towboat and Lumber Co., Wheeling, West Va. in the 1876-1884 period has turned up a number of interesting printed letterheads and invoice forms. The firm in 1883 had three towboats, NAIL CITY, MONITOR and CLARA. The firm M. Winnett was run by Mark Winnett and in 1881 a towboat was built named MARK WINNETT, with machinery from the LARK. The Marmet Coal Co. those days towed coal from Pittsburgh and this was one of their early towboats. The Keystone Coal Co. had mines at Hamlin, Pa. on the "Panhandle" Division of the Pennsylvania Railroad and a river tippie opposite Steubenville, O. Matt Cavanaugh in 1884 was running the landing and harbor at the Point, Pittsburgh, and later had a saloon in that area. Jos. Garrow, California, Pa. by 1883 had disassociated himself from his sons, and the "and Sons" is scratched out. The Bellevue Coal Works in 1880 was near the site of old Davis Island Dam, Ohio River, and the dam---first to

cross the Ohio---was under construction. Haller, Beck & Co. in Allegheny, Pa. (now North Side, Pittsburgh) specialized in anthracite brought from the eastern part of Pennsylvania. The Knob Coal Company at West Brownsville advertised slack for sale and the going price in 1881 was about 2½¢ a bushel; lump was fetching about 4½¢. Crowthers, Musgrave & Co. had their Globe Mines on the Pittsburgh, Virginia & Charleston Railroad (later the Pennsylvania Railroad) on the Monongahela. There was a towboat named LITTLE ALPS built in 1864 although she was long gone when this 1880 invoice was made by the Little Alps Coal Co. at California, Pa. We'd never heard of the Bargeddie Coal Works at Fayette City, Pa. in the fourth pool of the Monon. James Gilmore in 1883 had two towboats named JAMES GILMORE and I. N. PHILLIPS (J. N. PHILLIPS on the form is in error). Our thanks to Jerry Devol, Route 3, Devola, O. 45750 for sending these reminders of a century ago.

JOHN A. ARMSTRONG, PRES.

ALEX. COEN, VICE PRES.

ROBT. P. ARMSTRONG, SECR.

OFFICE OF  
**MONITOR TOWBOAT AND LUMBER CO.**

CORNER TENTH AND MARKET STS.

TOWBOATS:  
MONITOR,  
NAIL CITY,  
CLARA.

Wheeling, W. Va. June 28" 1883

PITTSBURGH, March 1880

*Monitor Tow Boat & Lumber Co*

BOUGHT  
OF

**M. WINNETT,**

Miner & Wholesale Dealer in

**LUMP, NUT COAL AND SLACK,  
144, WATER STREET,**

PITTSBURGH, PENN'A.

PORTER FR., 10, SMITHFIELD ST., OPPOSITE MONONGAHELA HOUSE, PITTSBURGH.

Pittsburgh, August 3 1881

*Monitor Tow Boat & Lumber Co Wheeling W. Va*

To **KEYSTONE COAL CO., Limited, Dr.**

MINERS AND SHIPPERS, BY RAIL AND RIVER, OF

PITTSBURGH GAS, STEAM and FAMILY COAL,

No. 90 Water Street.

MINES at Hamlin, Washington Co., Pa.  
(P., C. & St. L. R. R.) Pan Handle.

RIVER TIPPLES opposite Steubenville.

1881

Pittsburgh, Pa. Jan 6<sup>th</sup> 1882

*Monitor Tow Boat Co*

To **POINT COAL LANDING, Dr.**

MATT. CAVANAUGH, Proprietor.

All Kinds of Barges and Flats Taken Care of

Monthly Settlements

ALL KINDS OF COAL FOR SALE.

California, Wash. Co., Pa. *Jan 11 1880*

*Monitor Saw Post & Lumber Co.*

To **JOS. GARROW AND SONS, DR.**

OPERATORS OF

**THE FINEST BITUMINOUS COAL,**  
AND DEALERS IN  
**GENERAL MERCHANDISE.**

**BELLEVUE COAL WORKS.**

*Monitor Saw Post & Lumber Co. Bellevue, Pa. January 22 1880*

OFFICES:  
No. 10 Smithfield St. Pittsburgh,  
and at Coal Works.

To *Gumbert & Huey, Jr.*

W. G. JOHNSTON & CO. PRINT.

*1879*

Telephone Connection.

*Allegheny, Pa. Sept 19 1883*

ALL SIZES OF  
**LEHIGH and**  
**WILKESBARRE**  
**ANTHRACITE COAL,**  
CONSTANTLY ON HAND.

*Monitor Saw Post & Lumber Co.*

**BOUGHT OF**

**HALLER, BECK & Co.,**

DEALERS IN

**BITUMINOUS COAL and COKE,**

**NO. 40 BEAVER AVENUE.**

*West Brownsville, Washington County, Pa., July 25 1881*

*Monitor Saw Post & Lumber Co.*

**BOUGHT OF**

**KNOB COAL COMPANY,**

MINERS AND SHIPPERS

OF

**COAL AND SLACK.**

Applegate, Printer, CLIPPER OFFICE, Brownsville, Pa.

**GLOBE MINES.**

*Pittsburgh, Pa. June 25<sup>th</sup> 1881*  
*Monitor Saw Post & Lumber Co. Wheeling, W. Va.*

SOLELY TO  
CROWTHERS, MUSGRAVE & CO., PITTSBURGH.

**BOUGHT OF**

**Crowthers, Musgrave & Co.**

MINERS AND SHIPPERS OF

**GENUINE MONONGAHELA COAL.**

Works, E. V. & Charleston R. R.

Jackson & McPherson, Print.

General Office, Foot of Grant Street.

# LITTLE ALPS COAL COMPANY, LIMITED.

California, Pa., March 22 1880

To Monitor, Tow. Boat, Co

To Little Alps Coal Company, Limited, Dr.

L. S. MILLER, President.  
ELI LEONARD, Business Manager.  
J. COATSWORTH, Secretary.

290.17  
187.20  
477.30

Fayette City, Pa., 1885

To Monitor Coal & Lumber

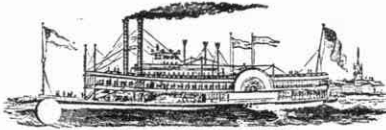
Bought of JAMES HARRIS & CO.,  
Bargeddie Coal Works,

P. O. FAYETTE CITY, PA.

FOURTH POOL.

Pittsburgh, Pa. June 11 1883

Monitor Towboat & Lumber Co



TOWING PROMPTLY DONE BY  
J. N. PHILLIPS. JAMES GILMORE.

To JAMES GILMORE, D.C.,  
WHOLESALE DEALER IN  
Coal, Nut Coal & Slack,

138 WATER STREET.

McKeesport, Pa., Sept 20 1875

To Monitor Tow Boat Co

Wholesale dealer in all kinds of  
COAL!  
Close attention given to  
RIVER TRANSPORTATION  
and all kinds of  
HEAVY HAULING.



W. H. MOORE.

(Office and Float, foot of Walnut St.)

McKEESPORT, PA.

P. O. Address, Lock Box 71.

Brownsville, CALIFORNIA, PA., April 1884

To Monitor Towboat & Lumber Co



ELI LEONARD & SON,

Proprietors of the

MERCHANTS' COAL WORKS.

Ever smoke a Wheeling stogie? Such slim-jim cigars were named by drivers of Conestoga wagons using the National Pike. Stogie (or stogy) is a contraction of the word Conestoga. Such wagons were made at Conestoga, Pa. A writer in the Wheeling "Intelligencer" in its Dec. 4, 1869 issue elaborates a bit:

"Thirty five or forty years ago the only maker of this kind of cigar was the late Mr. Black of Washington, Pa. About that time some one or two persons commenced

the business in a small way at this city. The late good Tommy Conrad, an honest and worthy old Quaker, was the pioneer in the business. Shortly after that, our worthy fellow citizen Mr. Robert Gibson commenced the business and continued it until within a few years when he retired upon a handsome competency and gave way for younger and more active men.

"This particular kind of cigar was first used and introduced by drovers, stage drivers, wagoners, and by steamboatmen on the Ohio

River and its tributaries.

"There are manufactured monthly, in this city, nearly two millions of these cigars. The consumption has become so great that it is impossible to supply the demand notwithstanding the price has largely advanced and the Government taxes them heavily. There are now upward of thirty individuals and firms engaged in the business in this city, employing much capital and a great number of hands, many of whom are women and children. It is all hand labor."



**T**HE DISH BOAT of the olden time was a houseboat, or shanty boat, with part of the interior fitted out as a country store. Shelves, counters, and showcases displayed china and glassware plus drygoods, candies, and such staple goods as flour, sugar and salt. Such dish boats, so called inasmuch as china tableware predominated, were usually from 50 by 14, to 80 by 16 feet in size, and catered to the rural dwellers of the smaller landings. The arrival at the dish boat was an event of consequence, the news of its appearance carried by word of mouth for miles around, and the ladies appeared as if by magic.

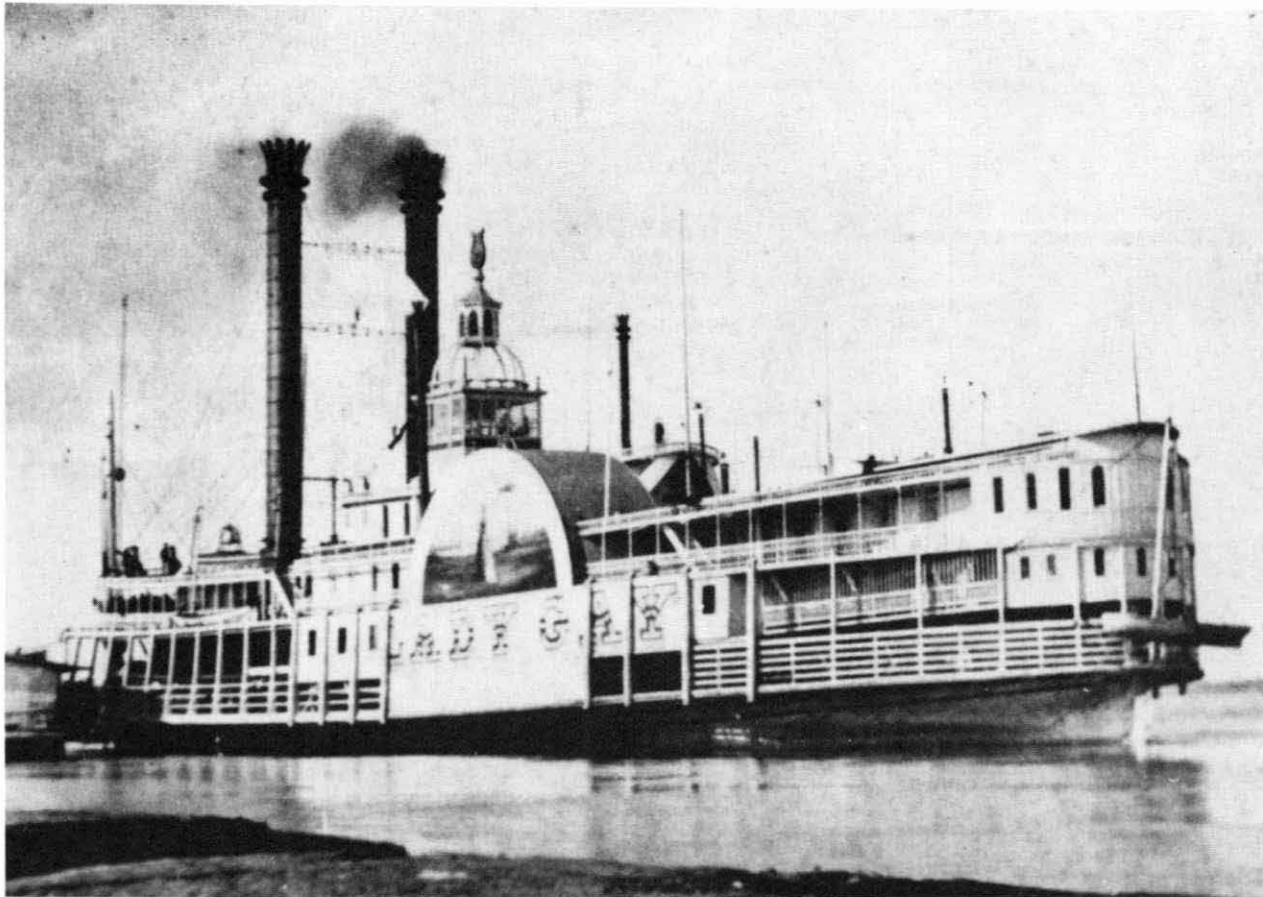
Cash transactions were encouraged but were not essential. Many of the good neighbors brought along in their wagons a collection of scrap iron, sacked bones and bundled old clothing saved for the occasion and bartered for wares.

The persons who operated these dish boats coasted downstream on the Ohio River, getting their dishes from the potteries at East Liverpool, Ohio and much of the glassware from Wheeling and

Bellaire. They peddled from landing to landing, staying at one place maybe several days or a week, until eventually the roof and the hold were loaded with scrap iron and junk, and the shelves and counters were depleted. Then was time to hitch a tow from some passing steamer and return to Pittsburgh where the scrap had ready sale.

Many third and fourth generation girls and ladies of the Ohio River valley still have amongst their prize possessions cups, saucers, bowls, pitchers and vases bought by great-grandma aboard a dish boat. Very similar to the dish boat was the jug boat loaded with stone-ware. Hamilton & Jones, Greensboro, Pa. on the Monongahela River, had their own jug boat and dispensed milk crocks, jars and jugs of various sizes.

The above picture comes to us with no details other than it was taken by a photographer quartered at Bridgeport, O. opposite Wheeling. May be at Martins Ferry or Bellaire. It's a dish boat or a jug boat without much dispute.



**M**OST FAMED of the "Lady" fleet was the LADY GAY, photographed at Helena, Ark. when she was new, 1865. She was built at Cincinnati that year on a wood hull 286.4 by 43.2 by 8.3. Designed for the St. Louis-New Orleans trade, her original stockholders included Capt. John A. Williamson, Cincinnati, who was 39 at the time (and who later ran the steam ferry boats Cincinnati-Newport), J. D. Isham and Capt. Melchoir Beltzhoover, Pittsburgh. She was placed in the Atlantic & Mississippi Steamship Co. in 1866, Capt. John A. Burk, with John Tatum, clerk. She was surpassed in tonnage 1867 only by the RUTH, rated 1,406 tons. On the wheelhouses were oil portraits of "Lady Gay," and several romantic tales have been handed down as to her identity. None of such tales has been tracked down in substantiated form but agree she was a Kentuckian. When the Steamship Company folded, the LADY GAY was sold to Capt. Isaac H. Jones and others who called themselves the St. Louis & New Orleans Packet Co. Pilot Sneed Strong was on watch when she was lost and he told the following story to the Cairo correspondent of the Cincinnati "Commercial." "It was 1 p.m. on the 19th of January 1870, the sun shining brightly. She was downbound below Grand Tow-

er, Ill. Knowing the vicinity to be dangerous the engines were stopped, and we were floating along with bare headway. The leadsman was finding 8 feet, and we were drawing 7. Everybody was on the lookout for breaks as the W. R. ARTHUR and the KATE ROBINSON had sunk only a short distance below. All seemed clear and smooth. Suddenly she came upon something and careened considerably. Fortunately she did not stop on it, due to the swiftness of the current. She tore a gaping hole in the hull, and I headed her for shore. She went down 30 yards distant badly careened with the water up to her cabin floor on the larboard side except at the stern. Nobody was drowned. We had some 500 head of stock on board, most of which were cut loose and swam for it, and are scattered in the nearby woods." Later much of her equipment was recovered. At a sale in St. Louis her piano brought \$225 and the large mirror in the ladies cabin went for \$80. The above picture was taken by Helena photographer T. W. Bankes most celebrated for his picture of the SULTANA which since has been widely shown. We are indebted to William L. Talbot for the picture, and to Russell M. Lintner for many of the sinking details.

Capt. Ross Rogers, Jr. presented us with a colorful picture book named "New Orleans - A Picture Book to Remember Her By." The dust jacket in full color is of excursion steamer NATCHEZ, a stern quartering shot. Leafing through the pages we were surprised some to find five full pages devoted to other views of the NATCHEZ. She is featured in eight separate full color shots. The color work is comparable to National Geographic

standards throughout. Same page size as S&D REFLECTOR, hard bound. At this point Lady Grace brings to our attention a catalogue she's just received advertising this book at \$3.98, a very revolting low figure for such splendor seems to us. To order one you ask for 26000X NEW ORLEANS and mail check to Publishers Central Bureau, Dpt. 573, 1 Champion Ave., Avenel, N.J. 07131, says here.

Many S&Ds inquired to know the whereabouts of Karen Hoge, reservationist at the Hotel Lafayette. Karen resigned her position just prior to the Sept. '78 meeting and is making her home at Washington St. Marietta. Dottie Finkle, the small and lovely lady long at the hotel's desk and switchboard, was forced to retire because of health reasons. She drops in the Gun Room occasionally for a meal.



Carl Hugh Jones of the Nebraska State Historical Society, Lincoln, Neb. 68508 is wondering if we can pin-point the first use of internal combustion engines for driving a Western Rivers boat. He quotes I. William Lass in "History of Steamboats On the Upper Missouri," page 160, noting that one John C. Bloodgood had built a packet using such an engine in 1900, calling it the first of its sort.

Frankly the answer to this question has not been researched. However, internal combustion engines were in use on the rivers prior to 1900. In our March '73 issue, page 8, is a photograph of the sternwheel POLLY built 1899 at St. Louis for Anderson Gratz. The year before, 1898, there was a gasoline yacht at Louisville, Ky., shipped in by railroad from New York City, about 60 feet long, named PAUL JONES, probably for the owner whose name was Jones--in the whiskey business. It met with disaster in the Gulf of Mexico shortly thereafter and eight were drowned.

The two examples above were pleasure boats. Capt. Hiram Douglass of Parkersburg, W. Va. built a sternwheel gas boat about 1899 and ran it on the Little Kanawha. He called it the A. C. BARNEY and we've heard him tell how he and crew jumped overboard about 10 p. m. the night of March 3, 1904 at Creston, W. Va. to save themselves. She collided with a barge in tow of the DARLING, ruptured her gas line, and burned. She was towing a small barge at the time.

We would suspect that early use of internal combustion engines on our rivers started with pleasure boats. Jesse Klinefelter had one 54 by 8 on the Allegheny River at Sharpsburg in 1892. A tobacco man at Maysville, Ky. built the sternwheeler NEWT COOPER in 1900, gas powered.

The earliest record we have of a gasboat on the Missouri River is the J. H. KEENE built at Chamberlain, S.D. in 1903. Later on she was renamed GROS VENTRE. In the wind up she was bought by Capt. W. L. Berry and others of Paducah who rebuilt her there in 1921 and changed her to steam. They called her the M. T. BRYAN and ran her on the Cumberland River until she burned Oct. 5, 1922.

A sternwheel gas packet was built at Clarington, O. in 1902, 50 by 9.6, named CUBA. She ran regularly on the upper Kanawha for a time, owned by E. B. (Ezra) Goosman. Earlier than that, in 1900, the STONEWALL J. was built at Clarington, a private houseboat, but she had no power until 1903 when engine and paddlewheel were added. Ephriam Wells, Sistersville, W. Va. made the conversion. The prop yacht ANNIE BELLE around Sistersville in our time (1922) owned by Mrs. Ethel Justice, was built at St. Joseph, Mich. in 1900, 50 by 9.4.

These admittedly are random examples, but perhaps they make a point--internal combustion engines were in use on the rivers before

1900, and by that date there were quite a few.

Mr. and Mrs. Harry Robinson and Mr. and Mrs. Robert Moseley greeted guests at the reception and dinner marking the opening of the newly completed Sternwheeler Room at the Lafayette Hotel, Marietta, the evening of Thursday, November 28th last. The Duke Ellington Orchestra entertained the multitude of invited guests, said to have numbered at least 500. Focus of much attention were Mr. and Mrs. S. Durward Hoag who arrived about 6:30 and stayed until 9.

"As far as captains are concerned, we do not have now and never did have a captain of more push or better judgment or one who would get a boat along as well as Capt. Warren Elsey." -Quote from a letter written April 10, 1886 by W. P. McConnell, secretary and treasurer of Gray's Iron Line, addressed to J. H. Dunlap, superintendent of the Line. Captain Elsey then was master of the towboat IRON AGE.

NORMAN'S NATCHEZ IN SECOND EDITION

See review of new book on page 39

Sirs: The first printing of Norman's Natchez has been almost completely depleted, according to the director of the University Press of Mississippi. The second printing is under way now; so, by the time your review appears in the S&D REFLECTOR, plenty of copies will again be available.

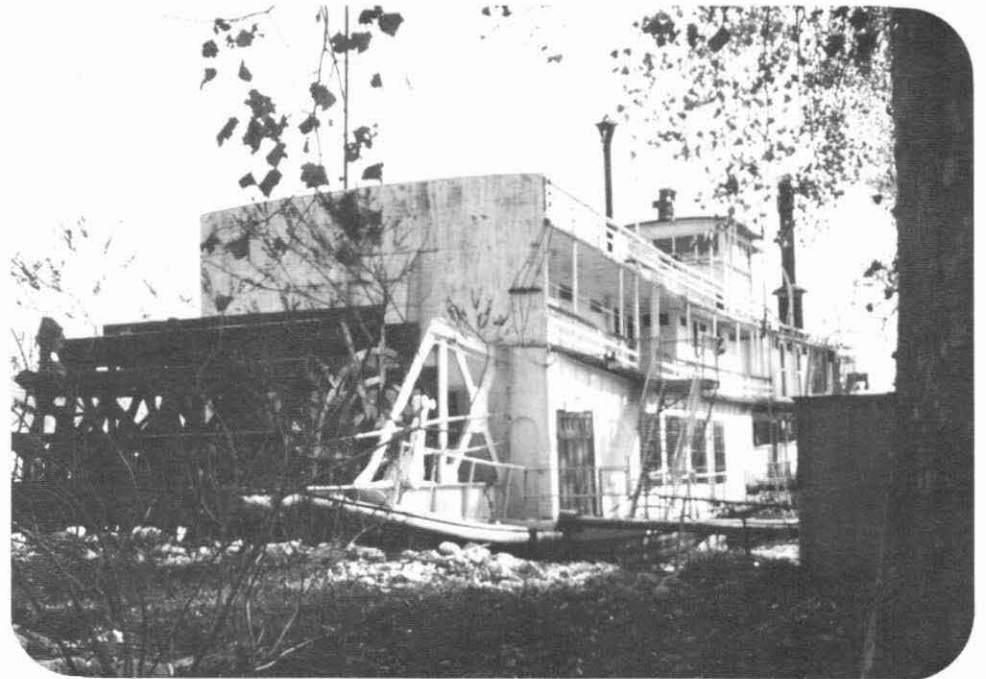
For the information of your readers, the book may be ordered from

University Press of Mississippi,  
3825 Ridgewood Road,  
Jackson, Miss. 39120

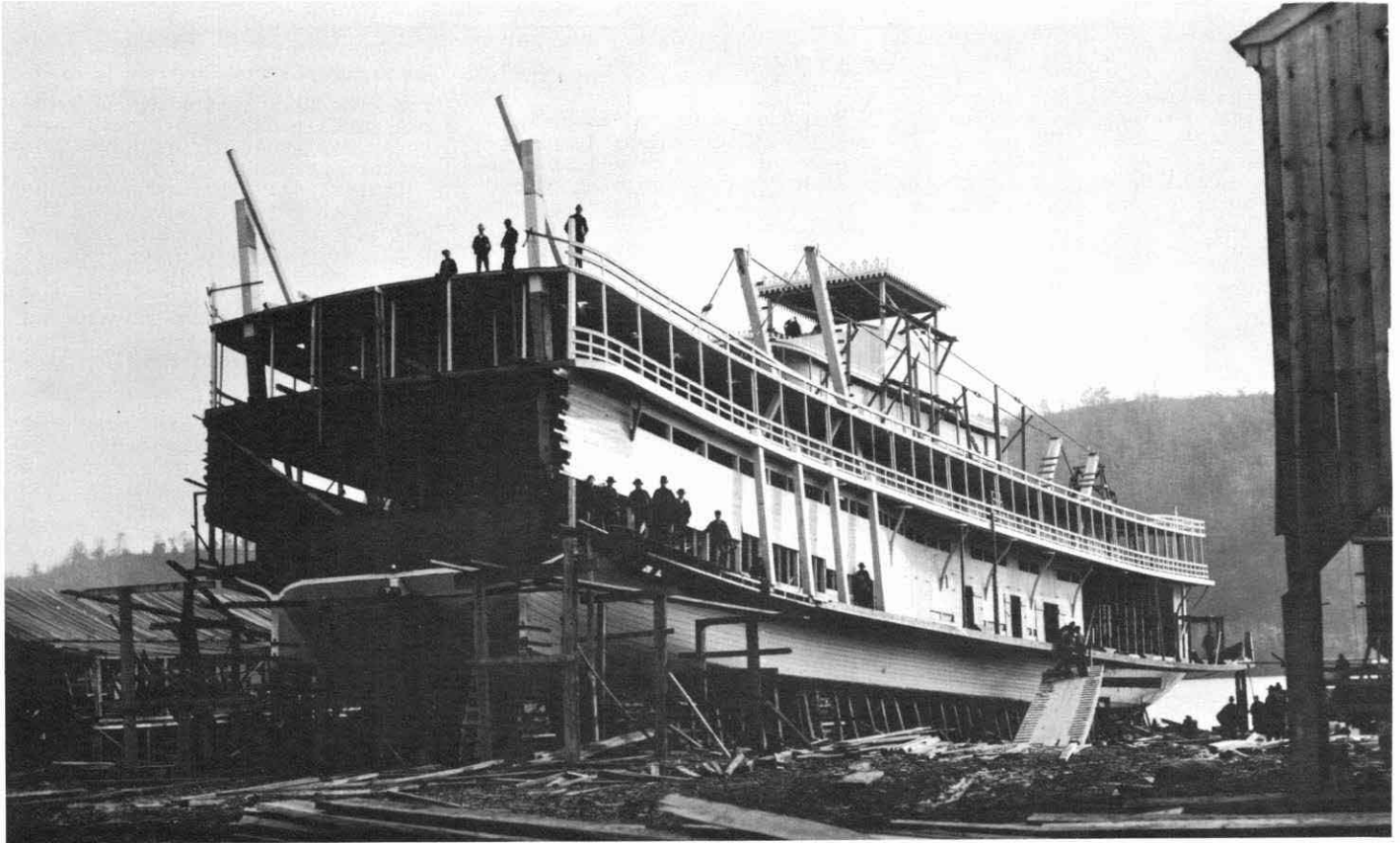
It is priced \$25 including the mailing charges. Checks should be made out to University Press of Mississippi. Master Charge and Visa numbers also welcomed.

The book certainly seems to be popular, and naturally, we are thrilled. Tom and I are very grateful for your review, and thank you for the interest in our book.

Joan W. Gandy,  
(Mrs. Thomas H.)  
Myrtle Bank,  
408 North Pearl,  
Natchez, Miss. 39120

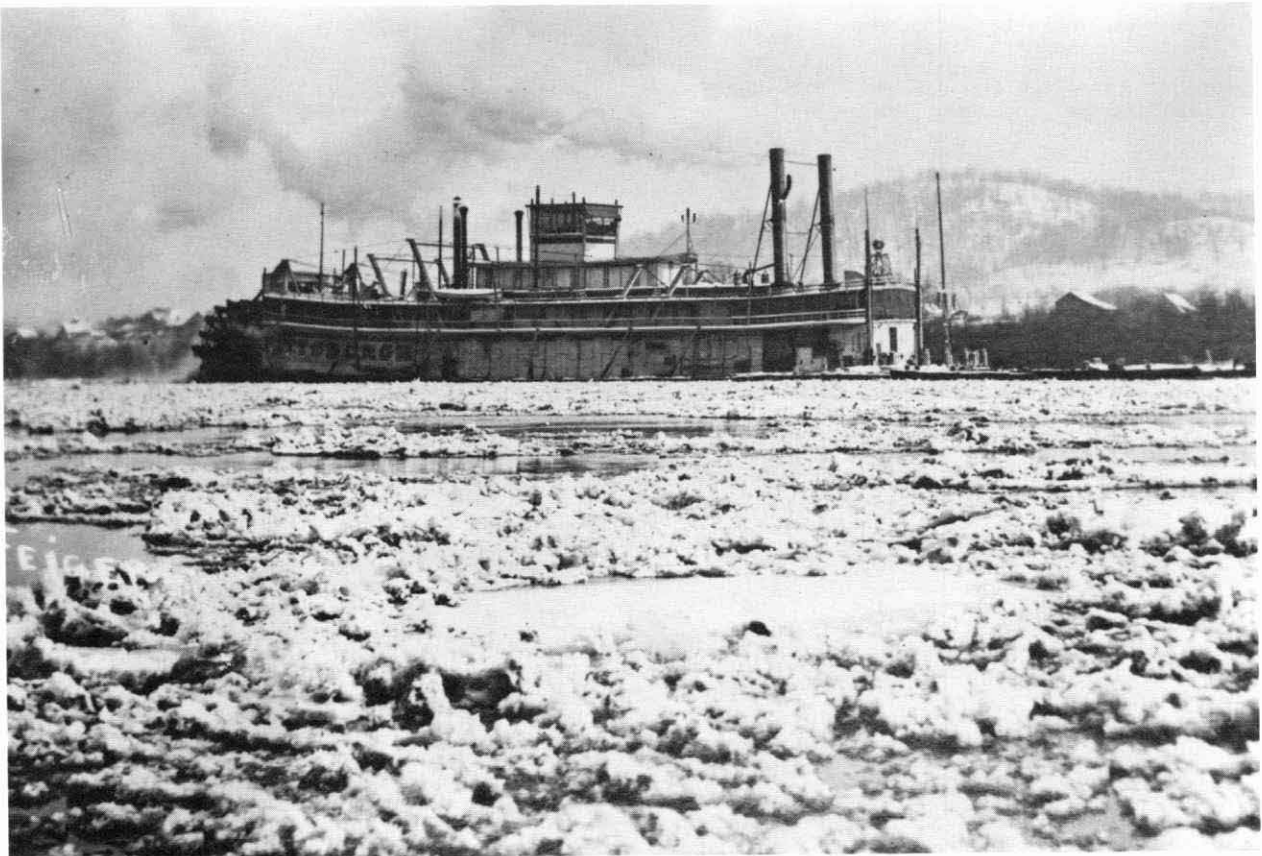


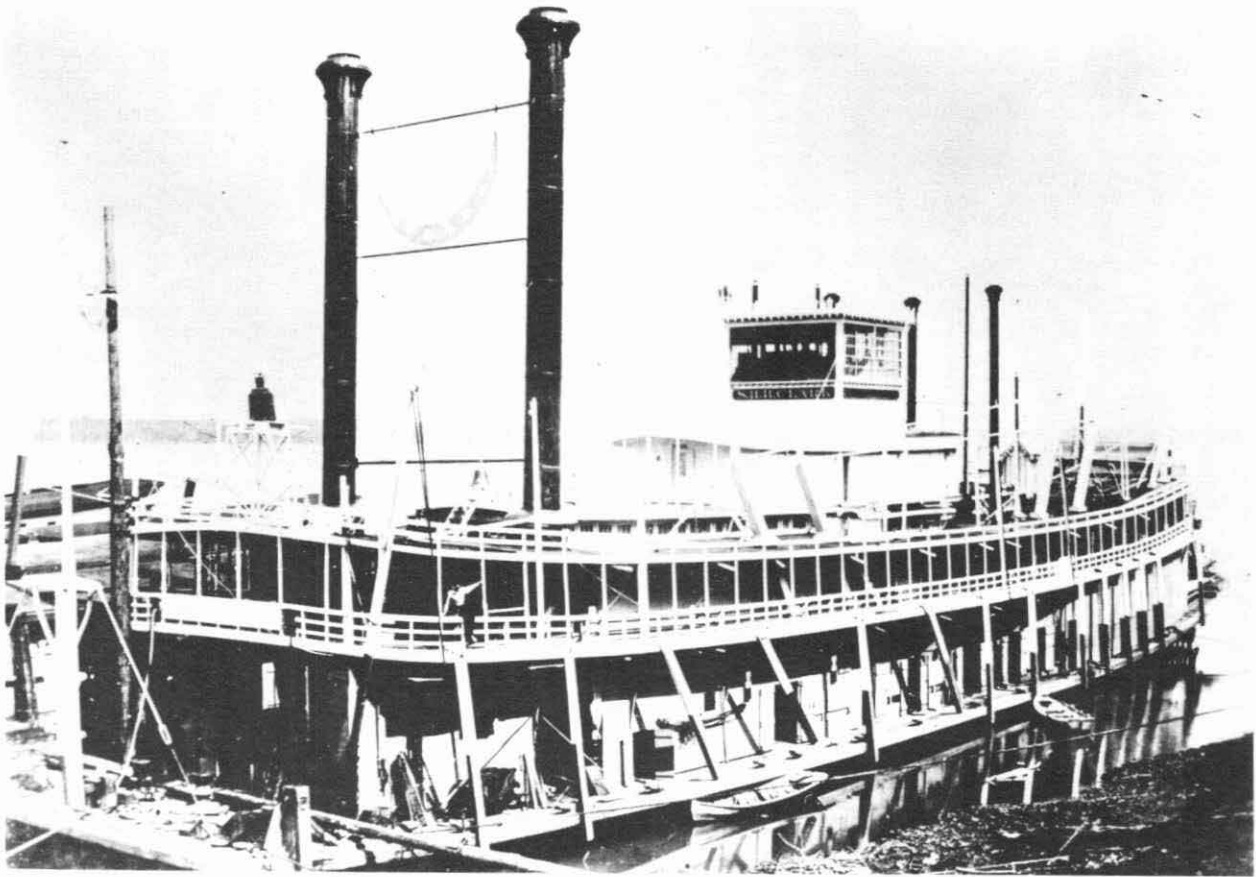
KEITH E. NORRINGTON took this picture as he and Sue Eastman were exploring along the Mississippi opposite Alton, Ill. last November 1st. This old steamboat is moored at the Harbor Point Marina on the Missouri side and she's named PIASA. Keith says the machinery is gone, "but the whistle, roof bell, acorns and other steamboat goodies are intact." She was built on a steel hull at the Howard Yard, Jeffersonville, Ind. in 1921, originally named MAMIE S. BARRETT. The Barrett Line sold her to the U.S. Engineers, Florence, Ala. who transferred her to the St. Louis District renamed PENNIMAN. In June 1945 she ran an inspection tour Minneapolis to Cairo loaded with a liberal sprinkling of high brass, Capt. Peter P. Antrainer, master. Two years later she was sold at public sale to Vollmar Bros. Construction Co., St. Louis. Now she serves as a yacht harbor boat and looks well tended.



**T**OWBOAT S. H. H. CLARK under construction at Madison, Ind. (above) in the fall of 1890, picture made from an original glass plate by C. W. Stoll. She was built for the St. Louis & Mississippi Valley Transportation Co., St. Louis on a wood hull

210 by 37.6 by 6.2. She had high pressure engines  $28\frac{1}{2}$ 's- 9 ft. stroke powered by six boilers each 43" dia. by 30 ft. Paddlewheel was 26 ft. dia. working 28 ft. buckets. The picture below of her came from the Capt. Sam E. Smith collection.





IN NOVEMBER 1904 the "Combine" at Pittsburgh bought the towboats S. H. H. CLARK, HENRY LOUREY and H. M. HOXIE along with 34 model grain barges from the disbanded St. Louis firm. As of April 22, 1907 the CLARK was renamed PITTSBURGH, still retaining her Texas. The above picture was taken at Pomeroy, O. downbound with a tow of coal during heavy ice. She blew a cylinder-head upbound with empties at Vanceburg, Ky. in Nov. 1913, whereupon the Combine retired her. In Feb.

1918 she was sold to the Pt. Pleasant Dry Dock Co., was partially dismantled, and made over into a mill boat and office where Capt. W. F. Smith made his headquarters (lower view) at the docks. His office was in the section of cabin, replete with original bracketwork and ornamentation, one of the "wonders" of Pt. Pleasant. It was still there in 1938 and maybe later. Smith died, 76, June 1, 1943.



## BOY FROM MAYSVILLE, KY. MAKES GOOD

John A. Scudder, long the president of the Anchor Line, was born in Maysville, Ky., June 12, 1830, son of Dr. Charles and Mary H. Scudder who were from New Jersey and Virginia respectively.

He went to St. Louis early in his manhood and was one of the organizers of the Memphis & St. Louis Packet Co. which was chartered in 1859. His associates at the time were Daniel Able, Wm. J. Lewis, Wm. C. Postal and R. L. McGee. The original boats in the Memphis Line were the BEN LEWIS, JOHN H. DICKEY and the PLATTE VALLEY.

During the first eleven years other boats in the fleet were the JOHN D. PERRY, ROWENA, C. E. HILLMAN, COLORADO, ST. JOSEPH, MARY E. FORSYTH, the SOUTHERNER, COURIER, JAMES ROBB, ADAM JACOBS, CITY OF ALTON, LUMINARY, JULIA, G. W. GRAHAM, MEMPHIS, BELLE OF ST. LOUIS, CITY OF CAIRO, CITY OF VICKSBURG, GRAND TOWER, BELLE MEMPHIS and the CITY OF CHESTER.

In those first eleven years the most serious accident was the explosion and burning of the BEN LEWIS (officially registered as the B. W. LEWIS) at Cairo on June 24, 1860 taking some forty lives.

The first president of the Memphis Company was Daniel Able, who had been identified with the river since boyhood. He was succeeded by W. J. Lewis who, in turn, was followed by John J. Roe. During Roe's administration operations were extended to Vicksburg, this in 1869, and upon his death the presidency went to Henry W. Smith, native of Connecticut who had gone to Missouri, settling at Glasgow, and had served in the State legislature. He had been active as owner and operator of Missouri River packets, became a U.S. Hull Inspector, then was named general superintendent of the Memphis Line at its formation. Upon his death in March 1870 the presidency fell to John A. Scudder.

It was in 1874, at Scudder's suggestion, that an anchor was adopted as the official company emblem, and boats of the fleet were provided with large anchors swung between their stacks.

The New Orleans Anchor Line was organized in June 1878 with a capital stock of \$300,000. The incorporators were John A. Scudder, James P. Keiser, G. B. Allen, William J. Lewis and T. C. Zeigler. Scudder was elected president. Their boats in 1882 were the CITY OF ALTON, CITY OF BATON ROUGE, JOHN A. SCUDDER, W. P. HALLDAY and COMMONWEALTH. These boats also carried anchor emblems between their stacks.

In 1879 the Memphis Line was re-organized and the name officially changed to the St. Louis & Vicksburg Packet Co., and some later as the St. Louis & Vicksburg Anchor Line. The capital stock was \$500,000. Their boats in 1882 were the CITY OF PROVIDENCE, GOLD DUST, CITY OF GREENVILLE, BELLE MEMPHIS, CITY OF CAIRO, CITY OF VICKSBURG,

ARKANSAS CITY, JOHN B. MAUDE, CITY OF HELENA, STE. GENEVIEVE, EMMA C. ELLIOTT and COLORADO. The elected officers in 1882 were John A. Scudder, president and general manager; with directors John A. Scudder, G. B. Allen, John P. Keiser and T. C. Zeigler.

A short while prior to 1882, as a testimonial in recognition of his services and enterprise in building up the commerce of St. Louis and of the Mississippi Valley, a number of leading citizens of St. Louis commissioned an oil portrait of John A. Scudder, executed by Major Conant, and presented it to his wife, Mrs. Scudder was the former Mary A. White, and the couple was married in June 1852.

A wealth of flowery words and phrases accompanied the presentation...."a man of spirit, thrift, sagacity and large views," etc. and some of the older heads recalled that Scudder's tact and management had seen the infant Memphis Line through the turmoil of the Civil War.

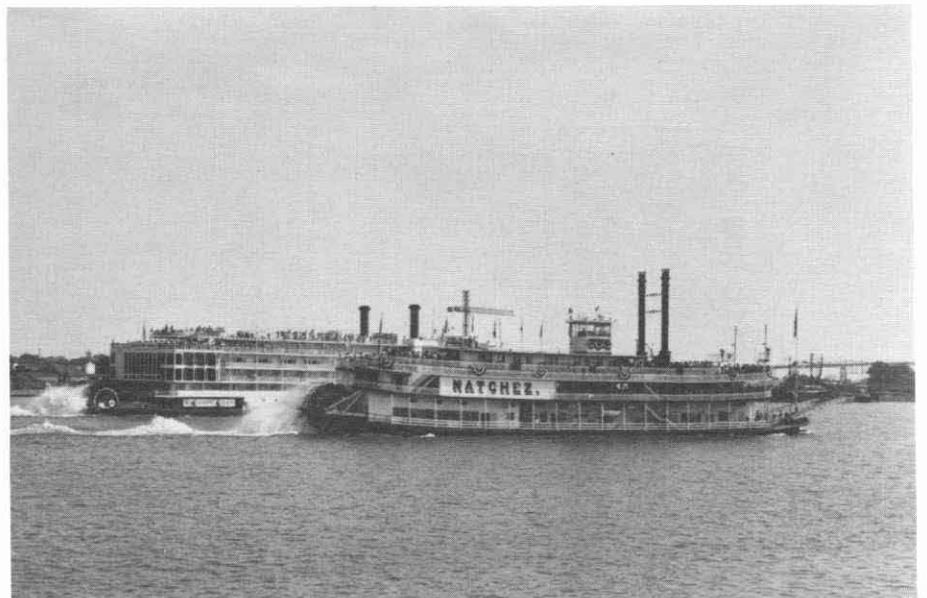
In 1882 the lad from Maysville, Ky. had seventeen side-wheelers plying between St. Louis, Vicksburg and New Orleans. The Anchor Line was the most visible success story in the Mississippi Valley.

=A large share of the above comes from J. Thomas Scharf's "History of Saint Louis City and County," 1883, Vol. II, pages 1117-1119, kindly furnished to us by Jeff Sheble, 20 Jackson Pl., Apt. H, St. Charles, Mo. 63301. -Ed.

Dick and Pat Rutter, 610 Taylor Ave., Alameda, Calif. 94501 announce the arrival on January 2nd last of a son (their second), Alan Nicols Rutter, who weighed in at eight pounds thirteen ounces.

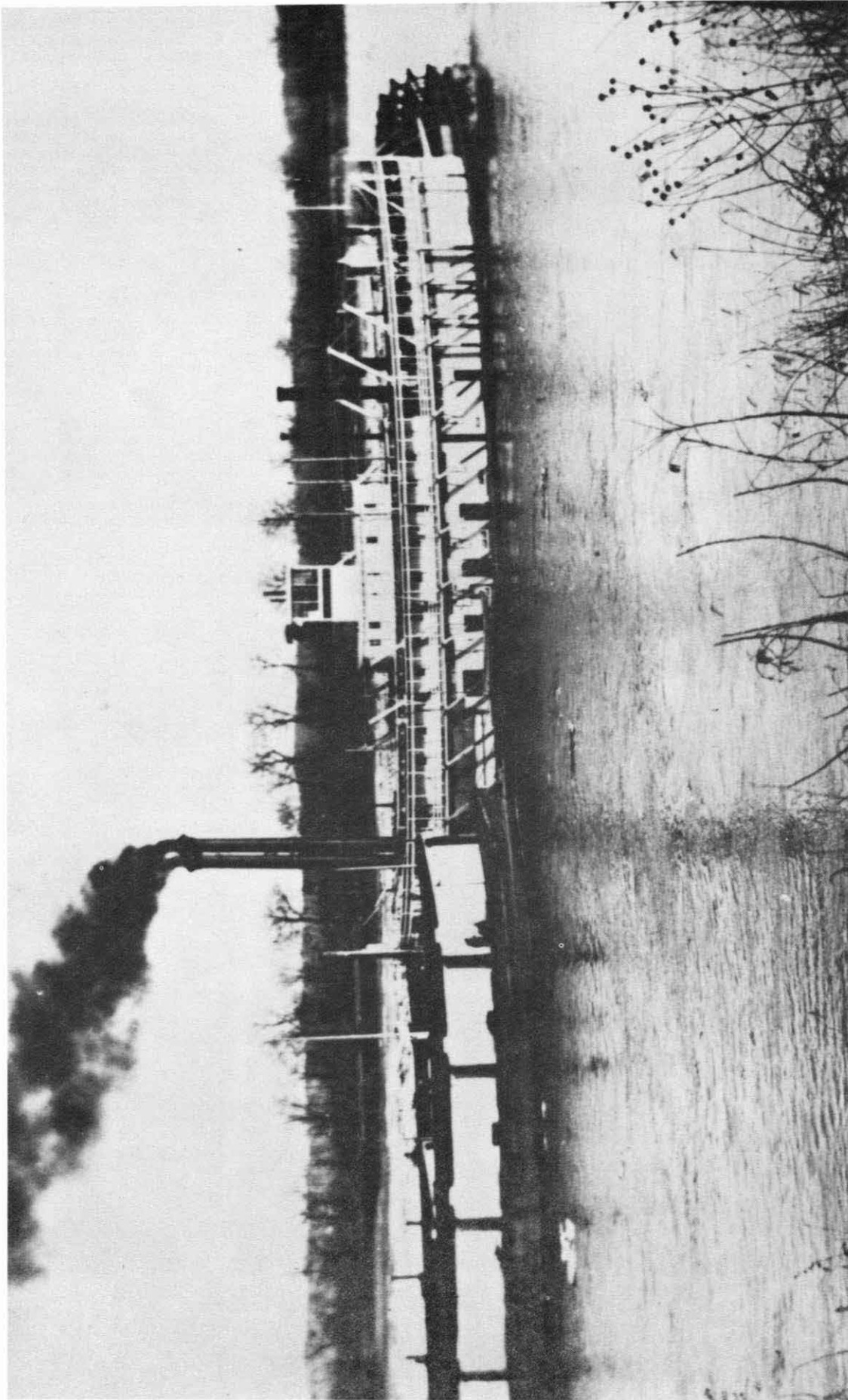
An eyebrow-raiser connected with the race last October 28th between the MISSISSIPPI QUEEN and NATCHEZ was that NBC News covered the event nationwide. The outcome was never in doubt. Starting from Six Mile Point the boats raced down the Mississippi and finished abreast of the St. Louis Cathedral in New Orleans. The NATCHEZ loped along steaming on but one of her two boilers and fired up the second one under the Greater New Orleans Bridge for whistle blowing and calliope tootling purposes. The MISS-Q meanwhile was turning up 14 rpm's and suddenly got her second wind, or something, and was fanning water clear over top of her wheel and down the forward side. Some say she actually was turning 21 rpms those last few moments. If anything was proven it was that the MISS-Q's engines can do it; but that little paddle-wheel she has can't. The NATCHEZ won handily, and never once was stretched out to full stroke. She won two prior staged races at New Orleans with the DELTA QUEEN and now is in a class by herself with no recourse other than to go about breaking her own records.

Hold it--we've just answered a phone call. Two persons from New York City will be visiting at 121 River on Saturday (Feb. 3rd) preparing to set forth on making a two-hour documentation of Twain's "Life On the Mississippi." They expect to charter steamboats and stuff. Spring has sprung. Filming will take place in Illinois, Missouri and Louisiana. Among the participants lined up are the St. Louis Symphony and writer Kurt Vonnegut. Director of research is Dr. Laurie Zwicky and script writer is Philip Reisman.



## RACIN' DOWN THE MISSISSIPPI

The NATCHEZ was the winner in a race staged at New Orleans, see item top right on this page. Thanks to Capt. Doc Hawley for the picture.



ONE of the "greats" towing coal from Pittsburgh to New Orleans was the OAKLAND pictured above, built 1872 on a wood hull 210 by 36 by 6; high pressure engines 26' s-9 ft. powered by six Western style boilers. The two leading lights in ownership and operation were Capt. Tom Fawcett and Capt. William (McKeesport Billy) Smith. They sold her c. 1881 to the newly organized St. Louis & Mississippi Valley Transpor-

tation Co. engaged in transporting grain St. Louis to New Orleans, the principals being George H. Rea, Henry C. Haarstick, George D. Capen, Austin R. Moore, R. S. Hays, H. M. Hoxie and Henry Lourey. By 1882 they had a fleet of 12 towboats and 100 barges. This picture was taken on the Mississippi River when she was in their service, which extended to 1901. She then came back to Pittsburgh and again towed coal south for the Juttets.

The Combine acquired her in 1907 and ran her until 1913 when she was rebuilt at Elizabeth, Pa. and renamed F. M. WALLACE. She retained her Texas until this rebuilding. She was the towboat which took the last tow of coal away from Pittsburgh for the Combine, departing Dec. 31, 1915. -Picture from the Capt. W. H. Tippet collection, thanks also to the Murphy Library, La Crosse, Wis.

Bert Fenn and Alan Bates were called in as consultants and spent two days this past November at the Lilly Library, Indiana University, Bloomington, Ind. in connection with the Howard Ship Yard Collection quartered there.

The Lilly Library has obtained a Federal grant in amount \$89,000 after John H. (Jack) Leslie of Glenview, Ill. offered matching funds. The project has been set up to catalogue the Howard papers.

Says Bert Fenn: "What a fabulous collection! Shelf after shelf of correspondence, both in and out. Daybooks, ledgers, drawings and blueprints no end. The correspondence starts in the 1850s and goes up to the 1940s. The earliest drawing we saw dates 1875, though they haven't been through all of them to know if there are any earlier. There are no early profiles of any of the boats. The early drawings are engine and mechanical parts. Saw some of the J. M. WHITE and JOHN W. CANNON. Also letters from Capt. John W. Tobin and Capt. John W. Cannon about their boats under construction. Fabulous!"

The staff at the Lilly Library for this Howard project are:- Sandra Taylor, curator of manuscripts and Howard project director; Virginia Lowell Mauck, assistant cu-

erator of manuscripts and co-director of the Howard project; Kathy E. Wyss, manuscripts cataloguer for the Howard project; Catherine Asher, conservation assistant for the Lilly Library and consulting conservator for the Howard project, and Juliana Van Horn, conservative assistant for the Howard project.

"They are all much enthused about what they have," says Bert, "--and what they are doing. Already they're knee deep in steamboating."

The Howard project will run at least three years.

Claire D. McKinnon, retired professional engineer, died, 84, on Monday, December 4, 1978 at Ocean-side, Calif. While with the American Bridge Division, U. S. Steel, he was "loaned out" to the Midland Barge Co., Midland, Pa. to design the fabrication details for the twin side-wheel hulls built there, which became the PRESIDENT (ex-CINCINNATI) and the ISLAND QUEEN (2nd). While with Green Engineering Co., Sewickley, Pa., 1960-1970 he prepared drawings of design detail work for the stainless steel arch at St. Louis. A native of East Liverpool, O., he resided in Ambridge, Pa. some 70 years. His

wife Elizabeth survives him. Services were conducted at the Syka Funeral Home, Ambridge, and burial was in St. Veronica Cemetery, Fair Oaks.

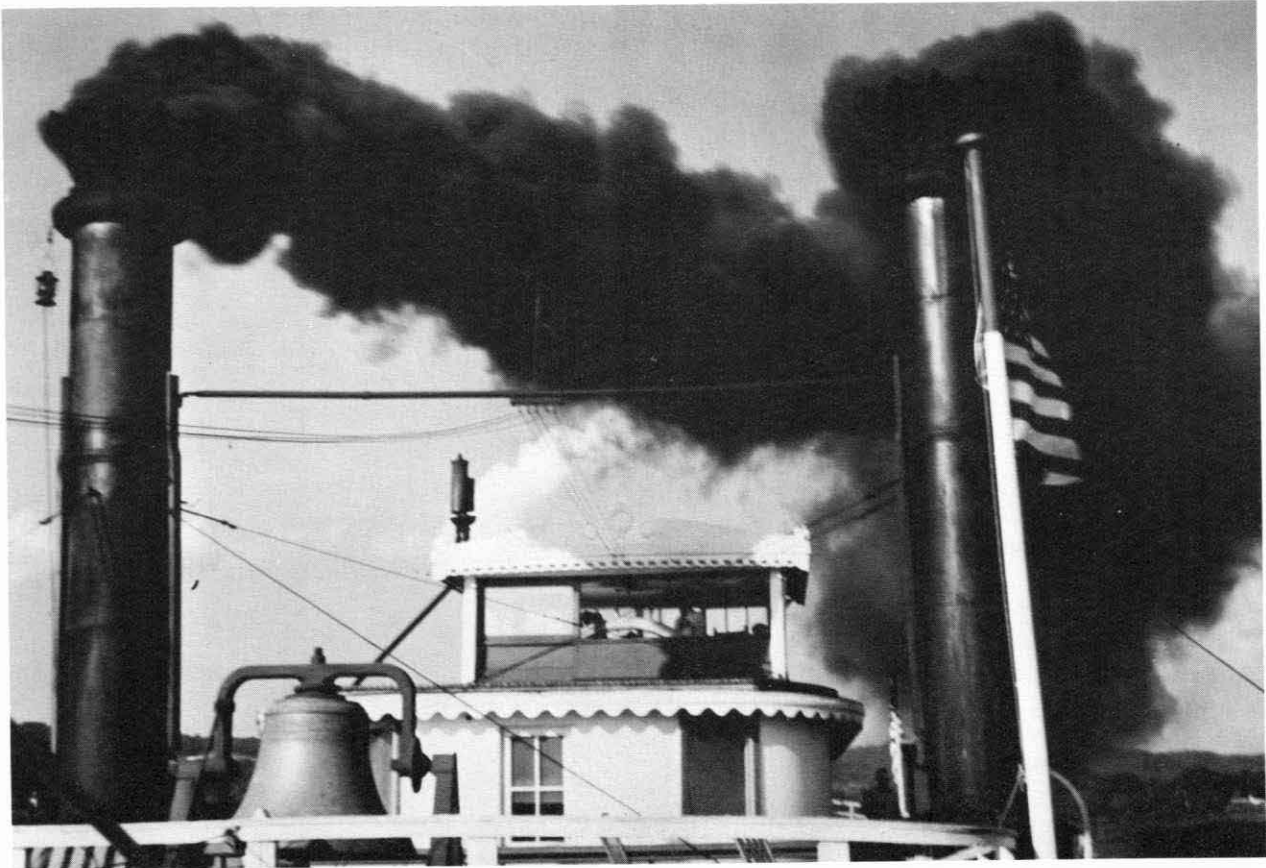
Sirs: The enclosed is probably the 35th copy of the Brazil steamboat story carried in "Modern Maturity," issue Dec.-Jan. '78-'79 that you have received. But just in case not, I thought you might be able to shed some light on the subject.

W. M. (Bill) Eichleay,  
418 South Maple Ave.,  
Greensburg, Pa. 15601

=Light is shed on another page in this issue. Our thanks to Bill Eichleay and to 18 other S&D members who kindly sent copies of the story. -Ed.

Sirs: We still have the MARTHA A. GRAHAM for sale. Surely do wish she could find a good and useful home at someone's landing. It makes one feel sad to see her so unneeded so suddenly because of a span of concrete--or am I too sentimental?

Edna (Mrs. Fred) Donsback,  
2216 Eastern Ave.,  
Covington, Ky. 41014



The worst of it is we don't remember who took this. While searching for something else we happened on it. The best of it is the 3-D vitality as the GORDON C. GREENE during her coal-burning days steams along on one of her hundreds of tourist trips for Greene Line Steamers, Inc., Cincinnati. She burned coal until February 1941, got new boilers and was converted to oil.

THE mailman today (November 21 last) brought us a book which now, about an hour later, has left us temporarily stunned and has, to say the least about it, upset this day's scheduling.

It's titled NORMAN'S NATCHEZ, a collection of photographs taken, for the most part, by an artist of unquestioned ability who came to Natchez, from Louisville, Ky., in 1870, learned photography working with Marsh and Henry Gurney already established there (since 1851), set up his own studio, and very little escaped his lens in or about Natchez, people, events, the steamboats, the town itself, during his peak years into the early 1900s.

Henry C. Norman was his name. The first we heard of him without much doubt was when we called on the late Arthur E. Hopkins, Louisville attorney with a penchant for steamboat photographs. Mr. Hopkins showed us a quantity of 8x10 prints he had lately purchased "from Mr. Norman in Natchez," most of them of Anchor Line side-wheelers, all of them superbly taken and obviously from original negatives.

What we did not know then, and just found out barely 30 minutes ago, is that Arthur Hopkins procured these excellent pictures not from Henry C. Norman, who took them, but from Norman's son Earl who became a Natchez photographer in his own right after his father's death, which occurred in 1913, and who had the good sense to preserve his father's glass plates.

Another incident which threw us off the track years ago was contact with J. Mack Moore, then living in Vicksburg, a real photographic pro, who tended to Coolley's AMERICA, the BELLE OF THE BENDS, SENATOR CORDILL and more, and who also had a series of 8x10 plates of the J. M. WHITE, both interiors and exteriors. One day while riding on a streetcar with Mr. Moore in New Orleans we asked him how he had come in possession of these fabulous J. M. WHITE negs and he told us he had scavenged them from a city dump. He said the original photographer had died and his descendants had cleaned house.

Some years after J. Mack Moore died, in fact in 1971, Howard B. Peabody of Natchez took us along with him to call on Dr. Thomas H. Gandy, living in a splendid Natchez home called Myrtle Banks. Down in the cellar Dr. Gandy had set up a photographic studio and showed us a number of original glass plates he had acquired from the Norman collection. Among these, vastly to my astonishment, were these same J. M. WHITE exteriors and interiors----with this difference----they positively were the originals. What my friend J. Mack Moore had been peddling, lifted from a city dump in Vicksburg, were copies--good copies--but copies nevertheless.

The text of this new book "Norman's Natchez" makes mention that his (Norman's) photographs of the

J. M. WHITE's interior "have been published widely, but rarely with credit to him." How very true this statement is, even were it amplified to include the Anchor Line series, the best extant. The plain statement of fact is that H. C. Norman, the man and his work, has been sadly out of focus all of these years. This book for the first time lets us see him for what he really was.

This book we're raving about is authored by this same Dr. Gandy mentioned above and his wife Joan W. Gandy. Doctor Gandy, an active practicing physician, acquired and saved from destruction some 75,000 negatives and prints from the Norman collection in 1960. Earl Norman had died in 1951 and the Norman Studio died with him. The big problem of the man-and-wife team was primarily one of selection of what pictures to use and what to omit. Some agonizing moments must have attended this chore and certainly compromises on every page. They licked the problem by dividing the book into sections. The Town, The River, The Portraits, The Countryside, The Pastimes and an Epilogue. The page size is some larger than the S&D REFLECTOR, full 9"x12" and there are 226 pages, hardbound in cloth, with an

attractive wrapper. All of the pictures--and it primarily is a picture book--are done in offset, almost as good as the originals.

Our compliments to Dr. and Mrs. Gandy, and grateful thanks to Howard Peabody who sent the book to us. It would be vastly unfair to the reader were we to conclude these remarks without giving some hint as to what "The River" section contains in the way of boat pictures. First there is a dandy of the CHARLES P. CHOUTEAU moored at Natchez, Dec. 4, 1878 loaded with 7,818 bales of cotton, then a double-page bled spread of the sternwheel NATCHEZ of 1891, the CITY OF VICKSBURG full-paged with her smoke, steam and flags; the ornate pilothouse of the CHARLES REBSTOCK; then various of the J. M. WHITE discussed above; the T. P. LEATHERS sunk at shore and some captivating close-ups of crews and passengers. Our eyes lingered longest perhaps on a full-page bleed taken from "the top of the hill" looking downward at the big wharfboat, taken in flood time, and there's a painted sign on an adjacent building ST. JACOBS OIL.

At long last we feel we have met and know photographer Henry C. Norman. Thanks to this book we'll never forget him.

## Louisville & Evansville Packet Co.

W. W. HITE, President.  
GEO. H. WILSON, Supt.

F. A. HENRY, Vice-President.  
C. V. WILLIAMS, G. F. & P. A.

General Offices--Louisville, Ky.

W. C. LEPPER, Jr., General Agent, Evansville, Ind.  
T. L. BENNETT, General Agent, Owensboro, Ky.  
J. D. MITCHELL, Agent, New Albany, Ind.

### U. S. MAIL STEAMERS

Morning Star, Tell City,  
Tarascon, Bellevue.

—BETWEEN—

Louisville and Evansville.

### SCHEDULE.

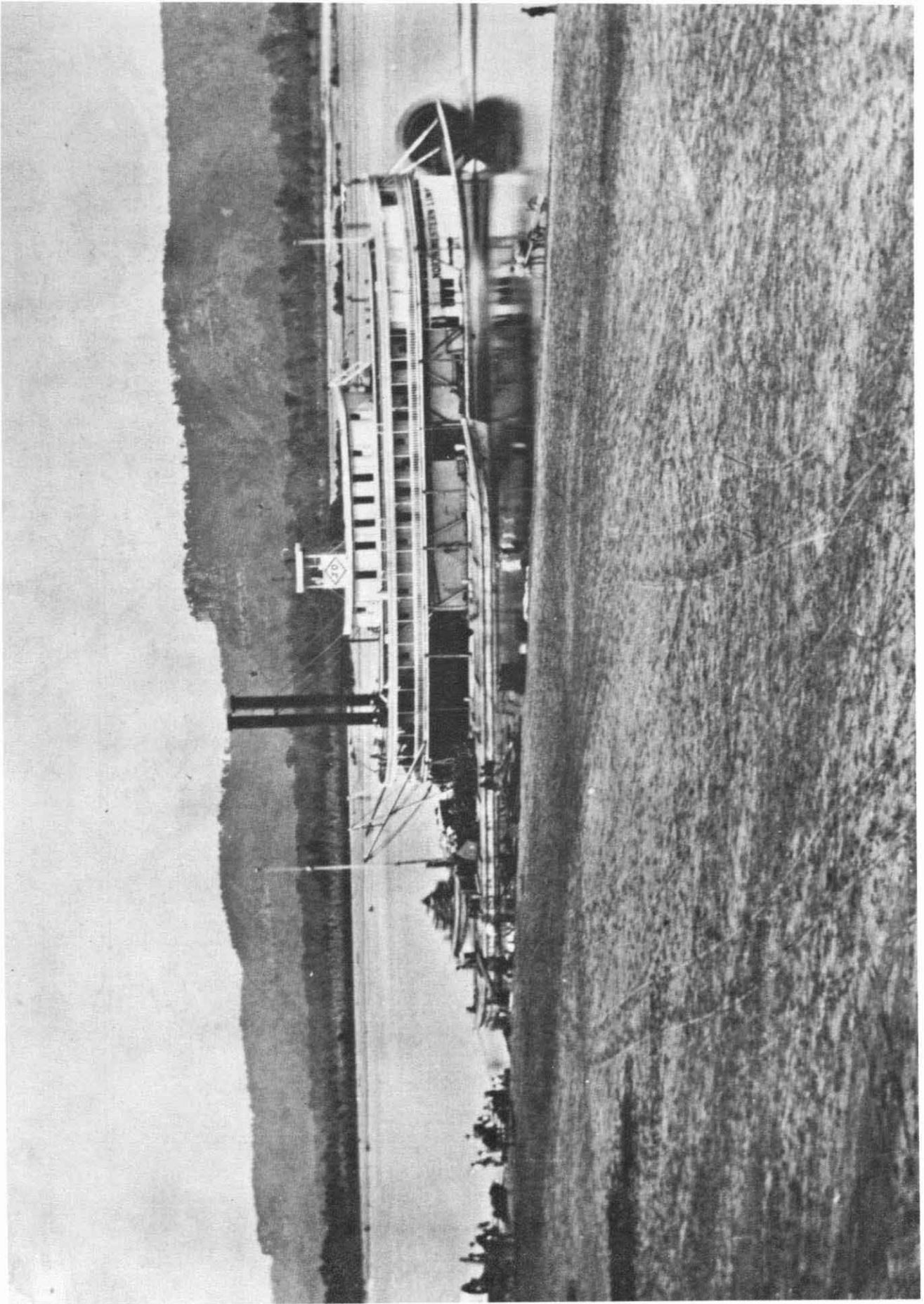
Leave LOUISVILLE for Evansville and intermediate landings Monday, Wednesday, Friday and Saturday 4 00 p.m.  
Leave EVANSVILLE for Louisville and intermediate landings Monday 10 00 a.m.; Tuesday, Thursday and Saturday 6 00 p.m.  
January, 1906.

### LANDINGS AND DISTANCES.

Louisville, Ky. .... 0	Wolf Creek, Ky. .... 78	Tell City, Ind. .... 128
New Albany, Ind. .... 20	Alton, Ind. .... 80	Troy, Ind. .... 137
West Point, Ky. .... 21	Magnet, Ind. .... 84	Lewisport, Ky. .... 140
Evans Landing, Ind. .... 25	Concordia, Ky. .... 88	Grandview, Ind. .... 144
Rock Haven, Ky. .... 33	Derby, Ind. .... 93	Rockport, Ind. .... 149
Tobacco Land'g, Ind. .... 38	Chenaults, Ky. .... 95	Owensboro, Ky. .... 154
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Connections.—At Louisville—With L. & N. R.R., C. I. & L. Ry., C. C. & St. L. Ry., P. C. & St. L. Ry., B. & O. S. W. R.R., C. & O. Ry., I. C. R.R., Southern Ky., Louisville & Cincinnati Packet Co. and steamers for Upper Ohio and Kentucky Rivers. At Evansville—With Southern Ry., L. & N. R.R., I. C. R.R., E. & T. H. R.R. and steamers for lower Ohio, Tennessee, Cumberland and Green and Harren Rivers.

This ad appeared in the February 1906 issue of The Official Guide of the Railways, rather appropriate with the double-page spread of the MORNING STAR in our December S&D REFLECTOR and the restoration of the TELL CITY pilothouse last year. Our thanks to S. Durward Hoag.



The DIAMOND JO and grain barges at Winona, Minn. -Photo from the Minnesota Historical Society collection.





Joseph (Diamond Jo) Reynolds

**J**OSEPH (Diamond Jo) Reynolds was born of Quaker ancestry at Fallsburgh, N. Y. on June 11, 1819 and what schooling he had was received there, plenty to become a country school teacher, which he was in winter. In summer he ran a meat wagon selling pork, beef and lamb he had butchered himself. The profits were slim. He had a brother Isaac who ran a general

store at Rockland, N.Y. and soon joined him. It was at Rockland he met, courted and married Mary E. Morton (the steamboat MARY MORTON later was named for her) and built and operated a flour and feed mill thanks to the generosity of his father-in-law. To this enterprise he added a tannery.

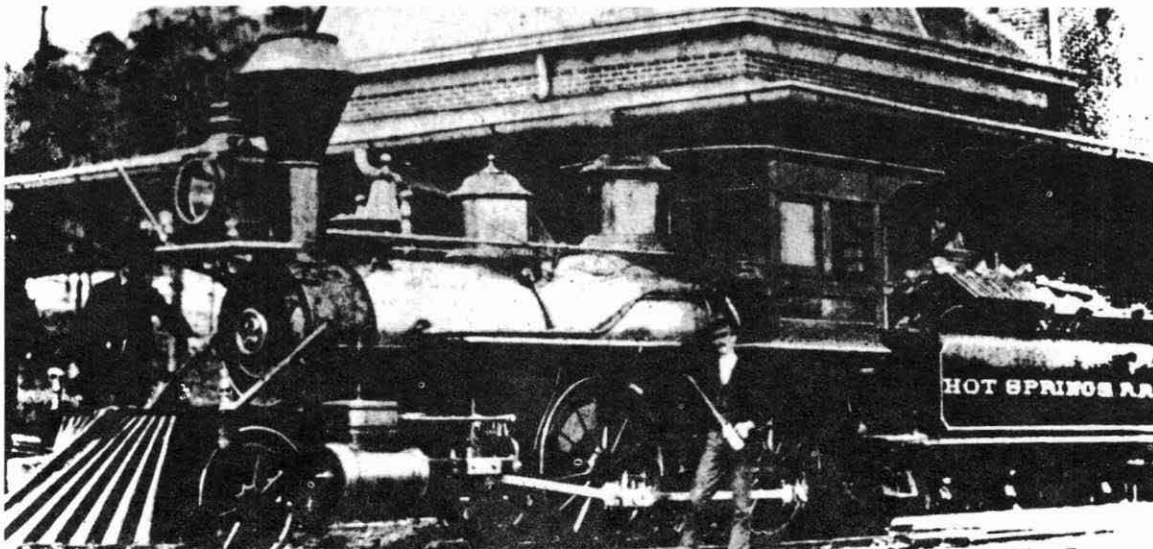
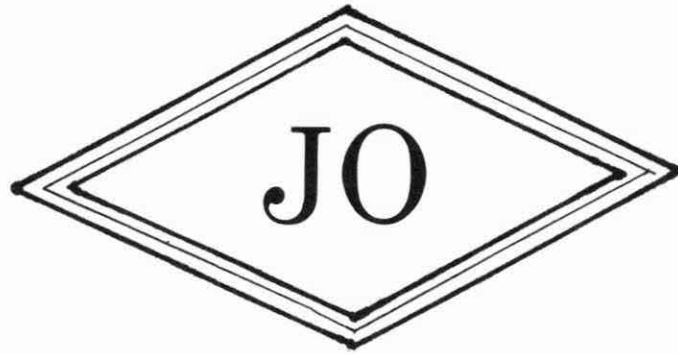
He and his wife pulled up stakes and went to Chicago where he ran a tannery on West Water Street. Procuring hides entailed a good bit of scouring about the country-side, and in shipping them to Chicago he adopted a diamond brand for identification with the word JO framed therein, and henceforth became known as "Diamond Jo."

Not long before the Civil War he came to the Upper Mississippi and started gathering up grain for shipment to eastern markets at Prairie du Chien over the Milwau-

kee & Mississippi Railroad, much of it originating upriver to Lansing, Iowa. Apparently the Minnesota Packet Co. wasn't giving him a fair shake on service and rates, so he built the LANSING, Capt. J. B. Wilcox, and put her in the Lansing-Prairie du Chien trade. This competition changed the tune, and the Packet Company promised to mend its ways toward Diamond Jo, and did so, on the stipulation that Reynolds sell his boat, which he promptly did.

Too soon. The Packet Company reneged, or maybe Reynolds was expecting too much. Anyhow he built the DIAMOND JO in the winter of 1862-1863. The hull was constructed on the shore of the Wisconsin River at Woodman, and she was finished up at Prairie du Chien. She towed Diamond Jo grain barges and picked up odd-lot shipments not directly consigned to the Packet Company.

Then came a reorganization of the Packet Company. The new directors promised heaven and earth,



The 2-4-0 narrow gauge Engine No. 2 named DIAMOND JO was built by the Porter works in September 1875, bearing Shop No. 227. She was a wood burner on the Hot Springs Railroad, Malvern-Hot Springs, Ark. and was one of the original engines in service when the road opened in November 1875. The picture was taken in 1877 at Hot Springs, the ornate brick depot in the background. She ran there until 1889 when she was sold to the Missouri Southern and renamed MURILL SPRINGS. -For source credit see last paragraph of the accompanying article.

in writing, if Reynolds once again would favor them with his grain and sell his boat and barges. He did, and all went swimmingly until the early spring of 1866 when the Packet Company changed hands and the honeymoon was over. The new owners weren't so cooperative. This time Diamond Jo bought back the DIAMOND JO and barges, and went into the packet business for keeps.

Joseph Reynolds and his wife Mary lived at McGregor, Iowa, practically across the Mississippi from Prairie du Chien. Their son Blake was born there about 1860, and when he had grown up he and his Dad went to Arizona and Colorado and operated gold mines, the first one a dud, and then another of Midas proportions.

Once he went down on the St. Louis, Iron Mountain & Southern Railway to Malvern, Ark. and there transferred to a stage for the 22-mile up-hill down-dale trip to Hot Springs, a famed spa. He hired competent surveyors, then laid out and built the 25-mile Hot Springs Railroad, a narrow-gauge from Mal-

vern to the Springs. Later he standard-gauged it.

The Diamond Jo Line eventually offered St. Louis-St. Paul service with packets which became place-names, and with warehouses at most of the cities enroute, all bearing the familiar JO framed in a diamond.

Death overtook him in a rude shack at the mouth of the Congress Mine in Arizona, the source of much of the gold which created his wealth, on February 21, 1891. He had been to Hot Springs with a bout of pneumonia, and was again stricken at the mine. Burial was in the Mount Hope Cemetery, Chicago.

The Diamond Jo Line after his death built the QUINCY, and ran the SAINT PAUL, SIDNEY and DUBUQUE in the St. Louis-St. Paul trade until 1911 when Capt. John Streckfus bought them out. The Hot Springs Railroad became a part of the Chicago, Rock Island & Pacific.

The best source extant for the story of Diamond Jo Reynolds is authored by William J. (Steamboat

Bill) Petersen, and appears in the April 1970 edition of The Palimpsest, issued by The State Historical Society, Iowa City, Iowa. A copy was furnished us some while back by Robert H. (Chuckie) Lees, Des Moines, Iowa. Also our thanks to William L. Talbot, Keokuk, for a transcript of an article appearing in the Constitution-Democrat of that city, unsigned, December 4, 1903, headed "Origin of the Name." The full-page photograph of the steamer DIAMOND JO accompanying this article is through the kindness of the Murphy Library collection, University of Wisconsin, through the offices of Ralph DuPae. The photograph of the locomotive DIAMOND JO is from the picture book Rails West authored by George B. Abdill, published in 1960.

Our thanks to Mrs. Norman (Hope Deshler) Barnhouse for family records back to Capt. James Louderback whose home today is occupied by her parents at Reas Run (former Wade P.O.), Ohio.



**T**AKEN on the Upper Miss sometime between 1867-1875. In the left foreground is the DIAMOND JO, then the side-wheel DUBUQUE and at right is the small packet BILL HENDERSON. Notice the Diamond Jo insignia on the engineroom bulkhead of the DIAMOND JO, and also on the bow of the grain barge moored alongside. Bill Petersen records that the DIAMOND JO was designed from a model made by one Hudson Porter, ship carpenter. The hull measured 165.5 x 32 x 4. She

had a reputation amongst pilots as a hard handler. It is said that her engines wound up on the JOSEPHINE built at Dubuque in 1878, and, if so, they were 16'-4½ ft. The DUBUQUE shown here is the side-wheeler built at Wheeling and Pittsburgh in 1867 and long was in the Keokuk Northern Line. Her barkeeper William Henderson became so popular that the BILL HENDERSON, at the right in this view, was named for him.



**T**OM WAY was sorting photographs at 121 River this past January and came upon the above taken in the rear parking lot of the Hotel Lafayette, Marietta, morning of Sunday, Sept. 17, 1972. Woody Rutter, left, is taking some measurements of the PIONEER which had made its inaugural trip on the Muskingum the day prior. Bob Beckett is hunkered down ogling. Fred Way III with the bow tie is tabulating the figures. Muriel and George Schotten are at the right.

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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.

We have been looking at the annual certificate of inspection issued March 31, 1881 to the steam towboat JOSEPH B. WILLIAMS after her inspection at Louisville, Ky. by James Mather, U.S. Inspector of Hulls and George A. Houghton, Inspector of Boilers. These gentlemen have set the allowable pressure on her six Western style boilers at 174# psi "and no more." Protection against fire includes 3 fire pumps, 1 hand fire pump, 24 buckets, 3 barrels and 300 feet of hose "pressure hose will sustain unknown." Also there are 6 axes. The hydrostatic pressure applied was 360#. The owner is Joseph B. Williams "and others" and the master is Capt. John Williams. Also noted is that all stoves aboard are secured to the deck. Her main steam line is lapwelded 1/2" tubing, and the branch lines (throttle to engines) are #10 copper. The boilers were built 1876 by D. W. C. Carroll, Pittsburgh of homogeneous steel by Singer, Nimick & Co. Plates gauge 1/4", 70,000 T.S. The six boilers are 40" dia. by 28 ft. long, each having two 14" flues of 1/4" homogeneous steel.

Question: Do steamboats still operate in Brazil built by the Pittsburgh firm James Rees & Sons Company? Maybe. Hear what turns up in the magazine "Modern Maturity," issue of Dec.-Jan. 1978-1979 by writer Penny Rogers:

"The scene could be the Mississippi River of the 1800s, but it is not. It is the interior of Brazil near the town of Pirapora on the Sao Francisco River.

"Stories abound as to the origin

of this paddlewheel steamer and three others like her. All tales have a common thread. These last-of-the-woodburning paddlewheelers were built in the United States, used for a while on the Mississippi, then towed to the Amazon River in the northern jungles of Brazil. The wild river proved too strong for them and so they moved one at a time over the early 1920s to the wide, tame Sao Francisco in the remote, central interior, where they have operated continuously since then.

"Some old-timers along the river insist that the boats were built in the 1860s for transportation of Civil War soldiers on the Mississippi. This is difficult to prove as all ship's records have disappeared over the years.

"The name 'James Rees & Sons Co. Ltd. Pittsburgh' appears on the hardware--anchor capstan and windlass, hydraulics----of all four boats. One, the last to arrive in Pirapora in 1928, still carries a gleaming ship's bell with the engraved legend, 'Sao Francisco 1928 --S.B. Olinda 1912.' Her pressure gauges also read 'S.B. Olinda 1912 James Rees & Sons Co. Ltd. Pittsburgh.' Was this her original name, place and date of construction? It would seem so.

"But what is more important is that whether she and the others are 70 or 100 years old, they helped open an area of Brazil, giving the river people a way to travel and transport goods long before any roads existed. And they are still operating today.

"Twice a month, the antique sternwheelers alternate in plying the river downstream for 1,370 kilometers from Pirapora to Minas Gerais State to Juaziero in Bahia and then returning. Taking a relaxing seven days one way, the steamers carry local river dwellers, some cargo like crates of chickens or a refrigerator, and, in increasing numbers, tourists."

"In 1912 James Rees & Sons Co. built a fleet of steel hull steam sternwheel packets, at least seven and maybe twelve, at Para, Brazil. Those fortunates who have a copy of the Rees catalogue may turn to page 26 and see two photographs of them. These were sent "knock-down" from the Pittsburgh works to Brazil by steamship, and were assembled by Capt. J. Frank Ellison who designed the HUDSON, VIRGINIA and QUEEN CITY. Ellison was recovering from a bout of pneumonia which had laid him low in the Willard Hotel, Washington, D. C. and undertook the mission both for his health and for the challenge. Our hunch is that the machinery, bells and hardware from four of these went to the SAO FRANCISCO and her three partners in 1928; maybe the steel hulls as well. The legends of Civil War service, and even of pre-Mississippi service, are sheer nonsense. We are indebted to Joseph F. Black, Jr., 73 Downing St., Worcester, Mass. 01610 for bringing the story to our attention.

-Ed.

Harold Chase (Putty) Putnam, recently named honorary board chairman for life in S&D, died, 85, on Saturday afternoon, November 11, 1978 at the Warren (Pa.) General Hospital. He had been admitted only a few days prior after he had suffered a heart seizure at home, 302 East Street, Warren.

He was born in Russell, Pa. on October 8, 1893, son of the late Homer M. and Belle A. (Chase) Putnam, and had resided in the Russell and Warren areas his entire life. He was a 1917 graduate of the college of the University of Pennsylvania and received his master's degree the following year. He served with the U.S. Army during World War I and following his discharge taught briefly in the Warren High School before going to work for the New Process Company in June 1919. He retired from the company on January 23, 1959 as secretary-treasurer.

Putty's interest in the river dates to his boyhood when he was captivated with tales told by his Grandfather Chase who had rafted Allegheny River logs and lumber. Later he was active in promoting the improvement of the Allegheny by the construction of locks and dams to Oil City and Warren with canal connection to the Great Lakes, projects which never came to fruition. He became a recognized authority on the history of the upper Allegheny regions and was often consulted by students and writers. Putty underwrote the construction of the "big" LADY GRACE (1956-1966) and helped crew her on various trips between Warren and Pittsburgh. He was the sole guest aboard a previous LADY GRACE in 1956 when she arrived at Olean, N.Y. from Pittsburgh, the first sternwheeler to that port since the NEW CASTLE arrived in 1837. He was a charter member of S&D and had served on the Board of Governors since its inception in 1955.

Putty and Margaret Gibson were married in 1935. She survives him and also their son and daughter, H. C. Putnam, Jr. of North Warren, and Mrs. William (Anne) Mallinson, Pittsburgh; also four grandchildren, and several nieces and nephews.

Friends attended a memorial service at the Donald E. Lewis Funeral Home, Warren, with the Very Rev. Richard H. Baker, rector of the Trinity Memorial Episcopal Church officiating. Burial was in Pine Grove Cemetery, Russell, Pa.

John Hartford, whose address now is 1025 Falls Ave., Madison, Tenn. 37115, writes to say that the oldest steamboat pilothouse along the Western Rivers for years on end was that of the PRAIRIE BIRD. It was transferred from the wreck of that packet, which went down at Keithsburg, Ill. in 1851, to the home of Capt. George McCormick who resided at Peru, Ill. This tale seems to hold water inasmuch as Keithsburg on the Mississippi is about the same latitude as Peru on the Illinois, an overland haul of

perhaps 75 miles--but maybe it was brought around by boat, more plausible still. The present occupants of the home, named Flaherty, disposed of it a few years ago inasmuch as it had become a shambles and an eyesore. They had it hauled to the city dump.

The ancient brick warehouse on the riverfront at Quincy, Ill. which once housed Clat Adams' boat store was demolished by wreckers in early November last. Plans to restore the building were abandoned when the south wall collapsed last September 28th as a grader was removing a nearby sidewalk.

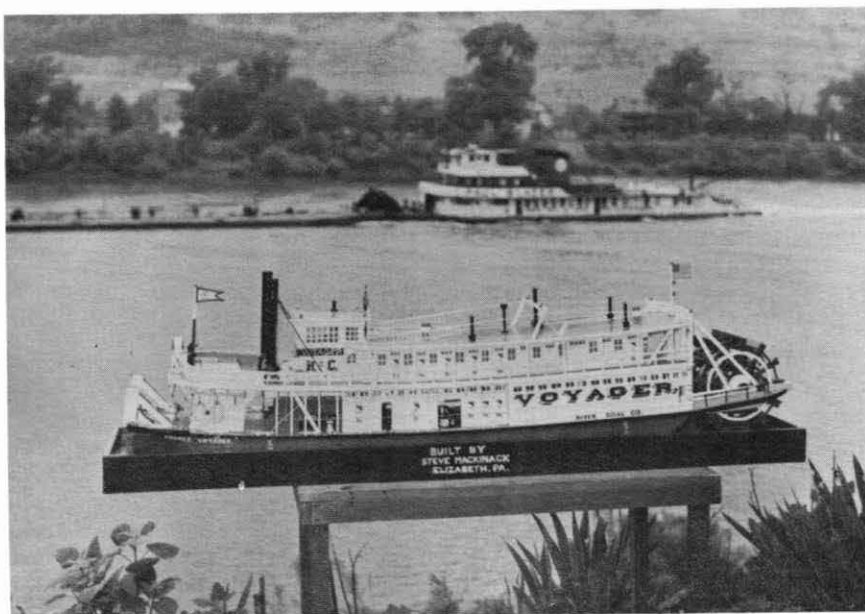
Clat Adams' father, Thomas S. Adams, came to Quincy in 1861 to take charge of the store which stocked needs of the packets when the river was truly Quincy's principal highway. T. S. Adams bought the store in 1870. When he died in 1875 his eldest son Thomas Adams took charge and continued it until his health failed and Clat Adams took it over in 1900. The younger Thomas Adams died in 1916. Clat became known as one of the unique characters of the Upper Mississippi and sooner or later every river person between St. Louis and St. Paul, including the greats, came to see him and many dealt with him for their chandlery needs. Clat died in St. Mary Hospital, Quincy, aged 75, on November 28, 1949.

Mrs. Mary Michel Keefe, granddaughter of Adams, and her husband James N. Keefe, Esq., an attorney, gave the go-ahead to wreck the building which for 94 years had been a landmark at the corner of Front and Hampshire.

We are indebted to Mike Herschler, 3405 Dee Drive, Quincy, for sending us the details.

On November 22nd our phone rang (412-741-5395) and a deep voice clear as a bell intoned "Hello there." We thought he was next door but Manfred H. Mueller was talking from his home town, Bad Bruckenau, Western-Germany. He has just completed oversized models of BRYANT'S SHOWBOAT and of its consort VALLEY BELLE which, hooked together, stretch eight or nine feet long. "Tell all of our S&D friends a special hello," Manfred said, his wife at his side. "And now goodbye before my telephone bill becomes tremendous."

The "mystery" cabin interior on page 45 of the Sept. '78 issue, furnished by John Hartford (who received it as a gift from Dr. Thomas H. Gandy of Natchez) has turned out to be that of the small sternwheeler steamer CHARLES REB-STOCK built at St. Louis in 1880. She visited at Natchez shortly thereafter having on board a cargo of "wet goods," meaning liquor and spirits. This ornate floating liquor store also carried salesmen who went about in towns selling in wholesale lots these wares. The picture was taken by Natchez photographer Henry C. Norman, and is one of perhaps a half-dozen views he made during his visit aboard that day. Whether he was paid in cash or cargo is not recorded. The enterprise was short-lived, and is recalled by the late Capt. Walter Blair who conjectured that the crew and friends may have unduly depleted the stock under way. The CHARLES REB-STOCK did better as a regular Davenport-Clinton packet thereafter. She burned at Cordova, Ill., above Le Claire, on Oct. 2, 1885.



Model of the old Pittsburgh towboat VOYAGER built by Steve Mackinack, Elizabeth, Pa. Taken in 1968, the Ashland Oil towboat PAUL BLAZER appears in the background.

TALK ABOUT THE NICE WIFE AND  
FAMILY YOU HAVE DEP'T.

Streckfus Steamers, Inc.  
Pittsburgh, Pa.,  
July 23, 1934

Capt. Edgar Mabrey,  
Steamer Washington,  
Steubenville, Ohio

My dear Captain:

From the articles that have been appearing in the Waterways Journal, you or someone of the crew have been talking too much about the company's business.

In the June 23rd issue of the Waterways Journal, under Clarington news, (J. Mack) Gamble had an article about the steamer Washington going down to Cincinnati for a negro excursion, etc. This was before the date of the colored excursion out of Cincinnati and there was no one except you and Elder that knew we were going down there, so that one of you gave him the information or else you had been telling other members of the crew.

In the issue of July 14th, you are quoted in regard to the four boilers not burning any more coal than the three that were on her and if Donald Wright had not said anything more, there would have been no harm in this, but he goes on mentioning where the boilers came from, which is not good publicity.

In another item Donald Wright, in speaking of the Washington having capacity July 4th, mentions this is the fourth time this season she has had capacity. While we are pleased that this is true, it is the company's business and not for publication.

In future I do not want you or any of your crew, when talking to Donald Wright or any reporters for the Waterways Journal or any other paper, to give them details as to the amount of coal we consume, the speed we make with the boat, or the number of passengers carried, etc. as this is private.

If you have to talk with these fellows, talk about the nice wife and family you have.

Please take this matter up with Mr. Elder and see that we do not get any more publicity in regard to our business.

Yours truly,

D. W. WISHERD  
Traffic Manager.

DWW/HU

=The cast of characters involved above composes Donald T. Wright, editor of The Waterways Journal; Capt. Edgar Mabrey, master of the Streckfus excursion steamer WASHINGTON; Clarence Elder, purser of the WASHINGTON, and J. Mack Gamble of Clarington, O., columnist with the WJ. The four boilers on the WASHINGTON came from the excursion steamer GREATER NEW ORLEANS. -Ed.

A phone call last November from Bill Crowley of the Kansas City Museum. He was looking for artifacts of old-time steamboats and, as of that date, hadn't been doing

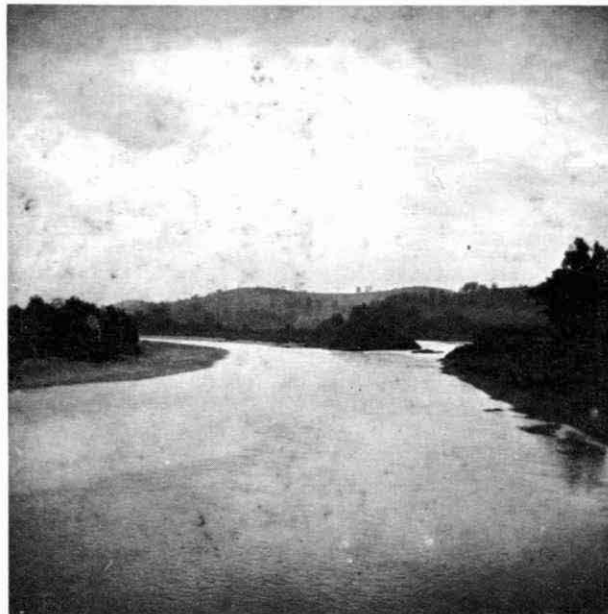
too well. "I know we're thirty years too late," he said. Anybody having items to assist this cause please write him at the Kansas City Museum, 3218 Gladstone Blvd., Kansas City, Mo. 64123.

Conrad H. Milster, Jr., 178 Emerson Place, Brooklyn, N. Y. 11205 suggests to us that the guy lines and tassels attached to the chandeliers of the MILWAUKEE's cabin (Sept. '78 issue, page 18) were to prevent, or at least to control, the swaying. We applaud this resolution. Old-timers told us in our youth that these handsome chandeliers bearing aloft clusters of oil lamps swayed in rhythm to the engine strokes while the boat was under headway, continually nodding thwartship, side to side. Moreover they abruptly changed pace and movement, swinging fore and aft, when those side-wheel engines occasionally bore down in unison, a circumstance that engineers guarded against and promptly corrected at the throttles. "I think it is safe to assume," concludes Conrad Milster, "that this (guying) was only one of a multitude of devices invented, patented and sold as a cure-all for some specific problem of the early Victorian era only to drop quietly out of sight."

S&D member Jim Sands and his son Jim Jr. who operate the excursion boat VALLEY GEM at Marietta took off Sunday, Nov. 5th last for New Orleans. By boat. They borrowed a 25 ft. enclosed cruiser from Robert and Grace Boing, 108 Sharon St., Marietta, named EYE-SPLICE. Woody Rutter, Fred Way III and y.t. visited aboard the day before departure to find EYE-SPLICE well stocked with groceries and fuel. Also they carried with them greetings from Marietta's mayor Geoffrey Brunton to the mayors of all principal cities enroute to and including New Orleans.

After a slightly delayed start due to a peasoup fog they made good time. Arrival was made in New Orleans on Friday, Nov. 24th at 6:30 p.m. This was the first experience for both crewmen on the Mississippi, which they described as "wild."

S. Durward Hoag, the next door neighbor of the Sands on Strecker Hill, Marietta, reports to us that Jim Sr. flew back from N.O. to attend the opening of the Stern-wheeler Room at the Lafayette Hotel held Tuesday evening, Nov. 28 last. He then planned to drive back to N.O. and pick up Jim Jr. and possibly bring EYESPLICE back on a trailer.



**W**HERE the Walhonding and the Tuscarawas meet to form the Muskingum. This old scene, taken probably about 1900, was provided by Mildred Norton Andrews (Mrs. Alexander McKenzie Andrews) of Natchitoches, La. and White Cloud, Mich. The location is 31 miles above Zanesville, or 107 miles above Marietta. Did steamboats ever get there? Yes, more than once. The city of Coshocton doesn't show in the picture, but it's there, somewhere. Capt. Billy Scales once ran an excursion with his TUSCARAWAS from Dresden to Coshocton on high water.

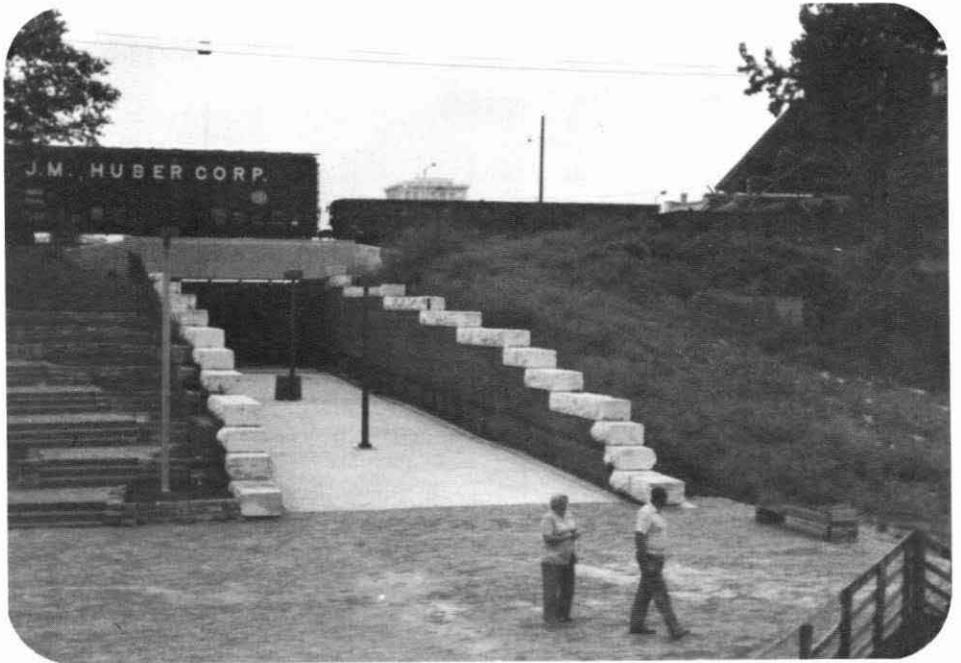
John Hartford's latest recording titled "Headin' Down Into the Mystery Below" has been going the rounds. We've been getting phone calls from fans wanting to make sure we've listened to the whole works, eleven songs in all. Yes, we have listened, and in good company, too; Lady Grace, Therese and Tom Way and Annie and Bill Mallinson. There's one about a guy lying in bed along Toulouse Street listening to the whistle of the NATCHEZ. Hey, that's all right, even after five repetitions. Larry Walker says makes him think of times he's stayed at the Provincial Hotel there in New Orleans listening to that whistle blow. It's not a melodious whistle, sort of like an old Pittsburgh towboat to Larry's thinking. John Hartford has made poetry of it.

Fact is John finds poetry in the most improbably settings, like when he's piloting in "Kentucky Pool" one dark, rainy night, lost, hunting buoys that don't show up. It's a scary nightmare not uncommon to pilots with vivid imaginations. We recently talked with a pilot who says he awakens in the middle of the night, at home in bed, trembling with fear for he's just been piloting a big boat like the QUEEN CITY, the pilothouse all sheet steel with only a few small peepholes, and he can't see where he's going. Our old bedfellow was getting lost below Moundville at night having forgotten where we are.

John has "Miss Ferris" on the flip side and a lot of other goodies. When you get this record, get two. They wear out.

The Waterways Journal in its January 20th issue reported the 10,500 hp. towboat MISS KAE D upbound at Baton Rouge with what was possibly the largest tow ever handled on the Mississippi System. This triple-prop boat of Flowers Transportation, Inc., Greenville, had 13 loads and 50 empties, all jumbos. The tow was made up seven wide and nine long or approximately 1,980 feet long (including the towboat) and 245 feet wide, about ten acres in size.

Does somebody have a good photo of the steam tug ANNA S. COOPER we may use in these columns? Not when she was diesel; steam. She was built at New Orleans 1882, and had two boilers and two 10x12" engines until converted to diesel at Paducah 1938-1940. First fix we have on her is when she worked as a harbor tug at Greenville, Miss., this in 1901. In the fall of 1907 she was taken to Paducah, bought by three Pittsburghers, Capt. Hugh and John Moren and George W. Theiss. Capt. Hugh became sole owner, docked and reboilered her, and then in 1909 the Illinois Central Railroad rebuilt her and used her for years at Metropolis, Ill. Well, it's a long story, but the immediate problem is to find a photograph--steam--steam--steam.



**M**ODERN MONTGOMERY - Jim Hale, Route 6, Box 460, Bessemer, Ala. 35020 was scouting around in Montgomery, Ala. last fall and the first thing that caught his eye was the modern underpass leading to the Alabama River wharf. In the days of the NETTIE QUILL and CITY OF MOBILE access under the railroad was via an earlier underpass at the same location, just below the railroad station. Then it was filled in. Access to the river ceased. The reopening permits operation of a modern diesel-prop excursion boat (with the inevitable fake paddlewheel dragging behind) shown below. Montgomery was in the news this past January when the G. M. & O. bridge below town collapsed one arm of its swing span spilling five freight cars into the river.



## CHANDELIERS AND ELECTRIC LIGHTS

M. W. McIntyre some years ago was manager of the Union Central Building, Cincinnati. He was son of Capt. Sterling C. McIntyre who had served on the GUIDING STAR, THOMAS SHERLOCK and others. One of his prize possessions was one of the original electric light bulbs used on the GUIDING STAR, when that boat was "electrified" in 1881. He once described it:

"When the GUIDING STAR was new in 1878 she had oil lamps in her cabin as did all others. Each of her cabin chandeliers held five coal oil lamps. Each lamp was set in a socket or bowl, and fastened to the bowl by thumb screws to hold it secure. The chandeliers were hung from the ceiling by hook and eye so's they hung plumb, and each was guyed by cords to discourage swinging with the motion of the boat.

"When she was electrified but two lights were used in each chandelier. The socket of the light was a wood base, with two copper guides on the side, turned over to form a tight spring to hold the lamp in its place. Through the center of the base were run two platinum wires, and these wires were exposed and bent up on the sides of the shank of the lamp to come in contact with the two fingers or brass strips that were bent over on the base to hold the lamp in place. It was necessary to wrap electric tape around the lamp to the fingers of the base to keep the lamp from falling out. The film of the lamp was pressed paper carbonized and was screwed upon the platinum prong that stuck through the glass into the lamp by a very small bolt and nut similar to what is used in making watches. The life of this lamp was very short and the cost was in the neighborhood of \$1.50 to \$2 per lamp.

"I have one of these lamps which was used on the GUIDING STAR and I am retaining it as a keepsake. It contains a considerable amount of platinum and probably would be worth somewhere in the neighborhood of \$25 at the present market price (written about 1930 -Ed.).

"There was a small generator established on the boat for 100 lights, and at that time this was considered a very large installation. The electric lights on the GUIDING STAR created quite a lot of excitement in the river towns for the reason it was something new. There were no switches and all of the lights burned whenever the generator was started. Many times it was necessary to burn the lights in the daytime when the boat was in port, for reason that the public came down to the boat to see the newfangled lights. The GUIDING STAR used this generator and lighting system for several years and then changed to more modern equipment."

The above statement from M. W. McIntyre is taken from "Thrills of the Historic Ohio River," compiled by Frank Y. Grayson of the Cincin-

## THE BACK COVER

INSCRIBED on the silver bowl is this wording:

## VICTORY BOWL

Steamboat ROBERT E. LEE

WINNER OF THE MISSISSIPPI STEAMBOAT RACE

NEW ORLEANS TO ST. LOUIS, JULY 1870

Steamboat Robert E. Lee, Capt. John W. Cannon

DEFEATED

Steamboat Natchez, Capt. Leathers

In Her Record Passage of 3 days, 18 hours, 14 minutes

The Robt. E. Lee arriving at St. Louis at 11:20 A.M., July 4th, 1870

The Victory Bowl today reposes in Jefferson Memorial, Forest Park, St. Louis, owned by the Missouri Historical Society. We are indebted to Ruth Ferris for the photograph.

nati "Times-Star," pages 143-144. Mr. McIntyre (whose first name was Malcolm) died at Cincinnati on Sept. 18, 1942. What disposition was made of the primitive lamp is unknown to us. BUT, and this is a very big BUT, there is more than a fair chance that another of these primitive GUIDING STAR lights exists. Bert Fenn told us about it at Christmas time.

"In my hometown of Tell City it was a red letter day when electricity first came down the river," writes Bert. "People thronged to the levee to witness the marvel of an electrically lighted cabin on the steamboat GUIDING STAR. Mayor August Schreiber had been so impressed he had called for an official reception. So the community was well represented at the landing that fine day in the 1880s, with all of the city fathers and their families, many of the citizens, assortments of children and dogs and, of course, the Mechanic's Band, all eagerly awaiting the boat.

"The GUIDING STAR rounded to and landed amid salutes from a cannon, rousing music from the band and cheers from the crowd. Then came the speeches. Mayor Schreiber stepped forward in his frock coat and congratulated the boat for its progressiveness, welcoming electricity to the river and to Tell City.

"The good captain was touched, and surely it must have been Capt. J. D. Hegler. He responded with a speech of appreciation, inviting the assemblage aboard for a tour of the boat during which he would demonstrate the electric lights in broad daylight. And then, in the most magnanimous gesture he felt himself capable of, Capt. Hegler presented Mayor Schreiber with a burnt out light bulb.

"Well, that light bulb was the sensation of the community. Mayor Schreiber put it on display in his drug store where he maintained a museum case of live snakes, stuffed animals and assorted curiosities. People flocked to the store to see it.

"Of course the museum has long since given way to progress and

remodeling. But it's nice to know that Schreiber's Drug Store is still in business at its old stand on the corner of Main and Humboldt now in its 117th year. Third and fourth generation Schreibers are both active in the business. They still have on file every prescription they ever filled. They still carry on the many Schreiber traditions for which they were famous. And, if you ask, they'll show you the sole surviving relic from the old museum, an ostrich egg.

"For, although they remember it in fairly recent years, no one now knows what happened to Grandpa Schreiber's light bulb. I keep hoping it will turn up again one day. Hard telling what's in the attic. I know for a fact there are still some unsold buggy whips up there."

## THE RIDGE, THE RIVER, THE ROMANCE

The Phillips County (Ark.) Historical Society has published the story of Helena, Ark. in pictures and text using the title in the headline above. The book celebrates the tenacity of forebears who, despite overwhelming odds, saved their town from drowning in floods which seemed to get worse until in 1927 the Father of Waters was 9 feet over Cherry Street.

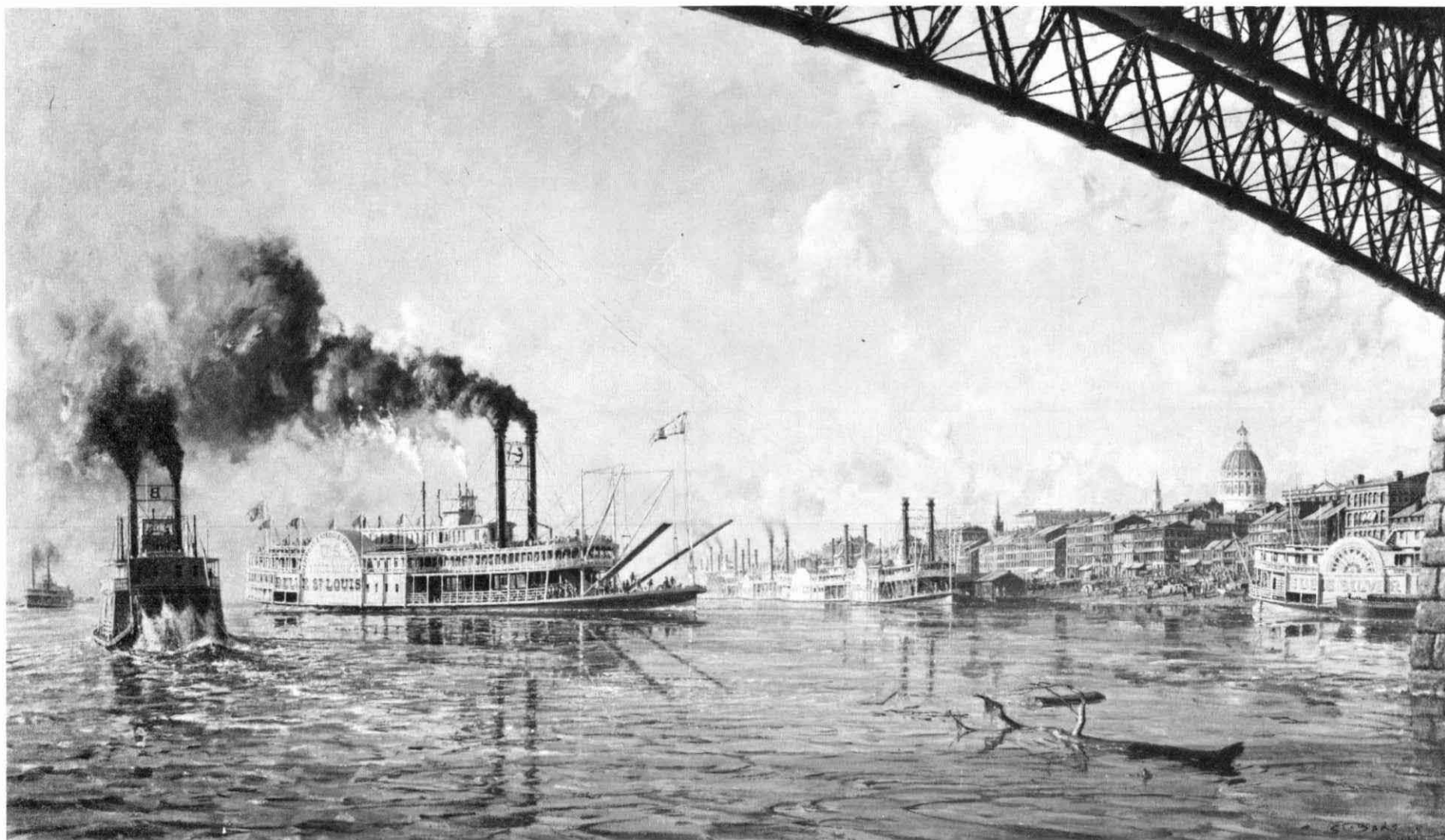
For river buffs, and particularly for rail buffs, the book explores the sequence and reasons for the various side-wheel railroad transfer boats. Of course there is a good bit of attention paid to the KATE ADAMS, all three of the KATEs, but particularly the last one which dropped in one day for a visit and, like the man who came to dinner, stayed over fifteen months high and dry on the local levee.

Hope springs eternal in Helena. "Tomorrow the sun will shine with an opalescent light, in a primrose sunrise, warming the early daffodils," writes Lily Peter of this west bank town. Write the Phillips County Historical Society, 623 Pecan St., Helena, Ark. 72342 and enclose check for \$7 which includes postage.



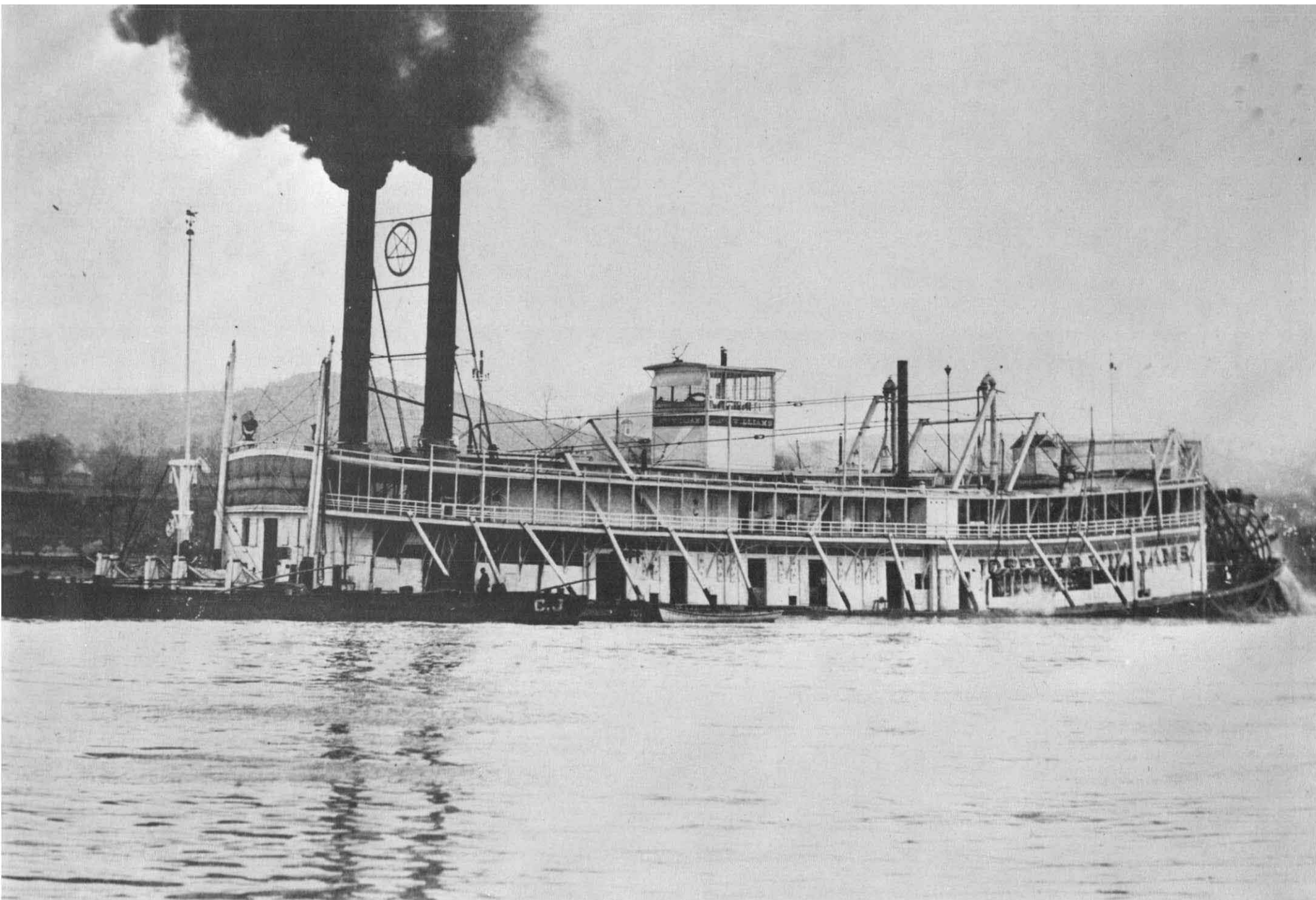
VICTORY CUP  
*Manufactured by the*  
 WINNER OF THE MISSISSIPPI STEAMBOAT RACE  
 NEW ORLEANS TO ST. LOUIS, JULY 1870  
*Manufactured by the*  
 DEFEATED  
*Manufactured by the*  
 In the record time of 3 days, 10 hours, 14 minutes  
 The Robt. E. Lee arrived at St. Louis, at 11:20 A. M. July 4<sup>th</sup> 1870



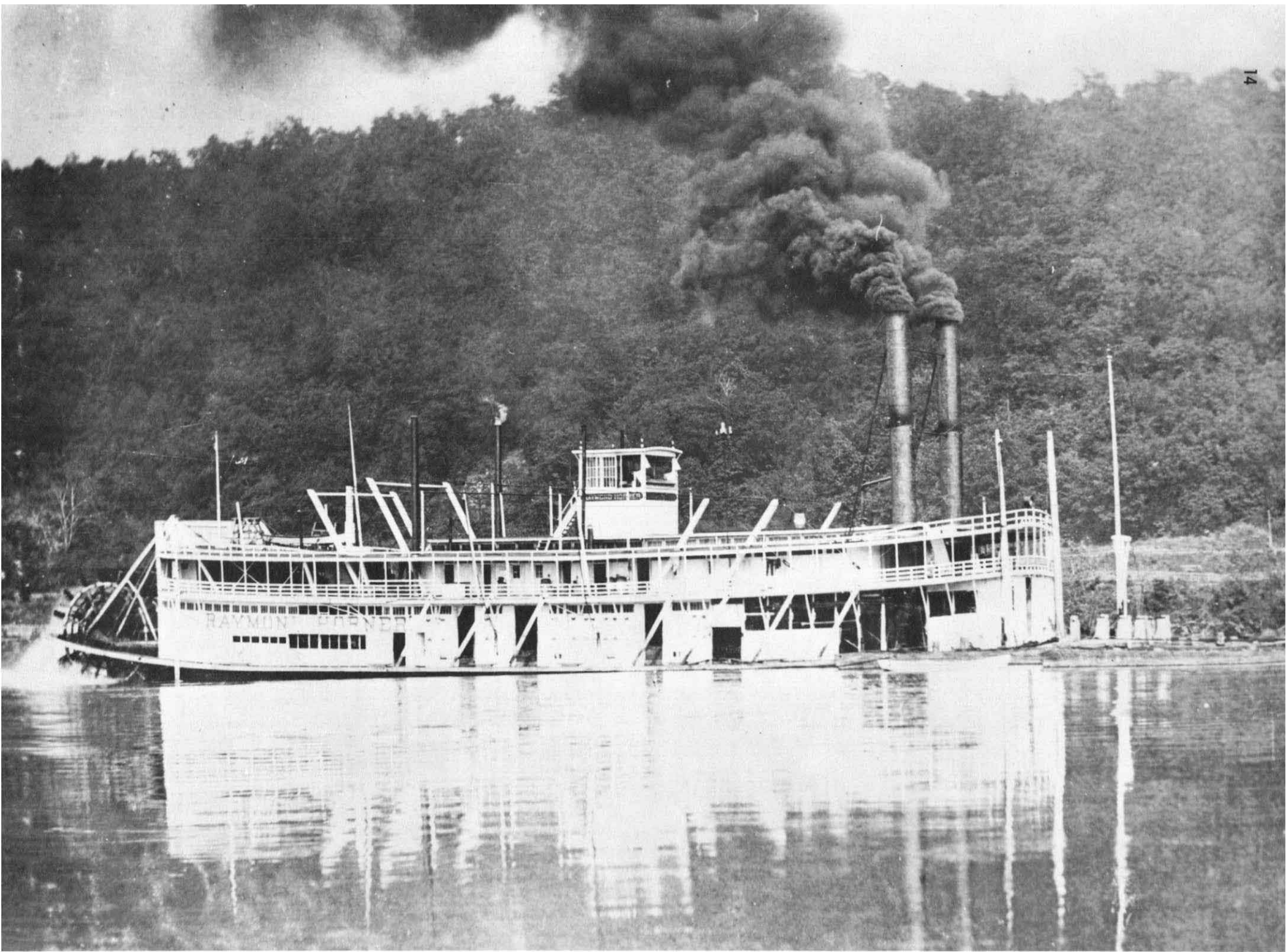


**L**OOKING downstream at the St. Louis waterfront when Eads Bridge (completed 1874) was still new is the subject of the latest oil painting by marine artist John Stobart. An attention-getter is the new side-wheeler BELLE ST. LOUIS built at the Barmore yard, Jeffersonville, Ind. in 1875. Artist Stobart says she is coming in to land under the SUSIE SILVER (extreme right) which, if so, would be an adventure worth watching what with high water, strong current and drift running. We'd feel a lot more comfortable if she had just departed, had been jockeyed out into mid-river, and was in the act of turning downstream heading for Memphis

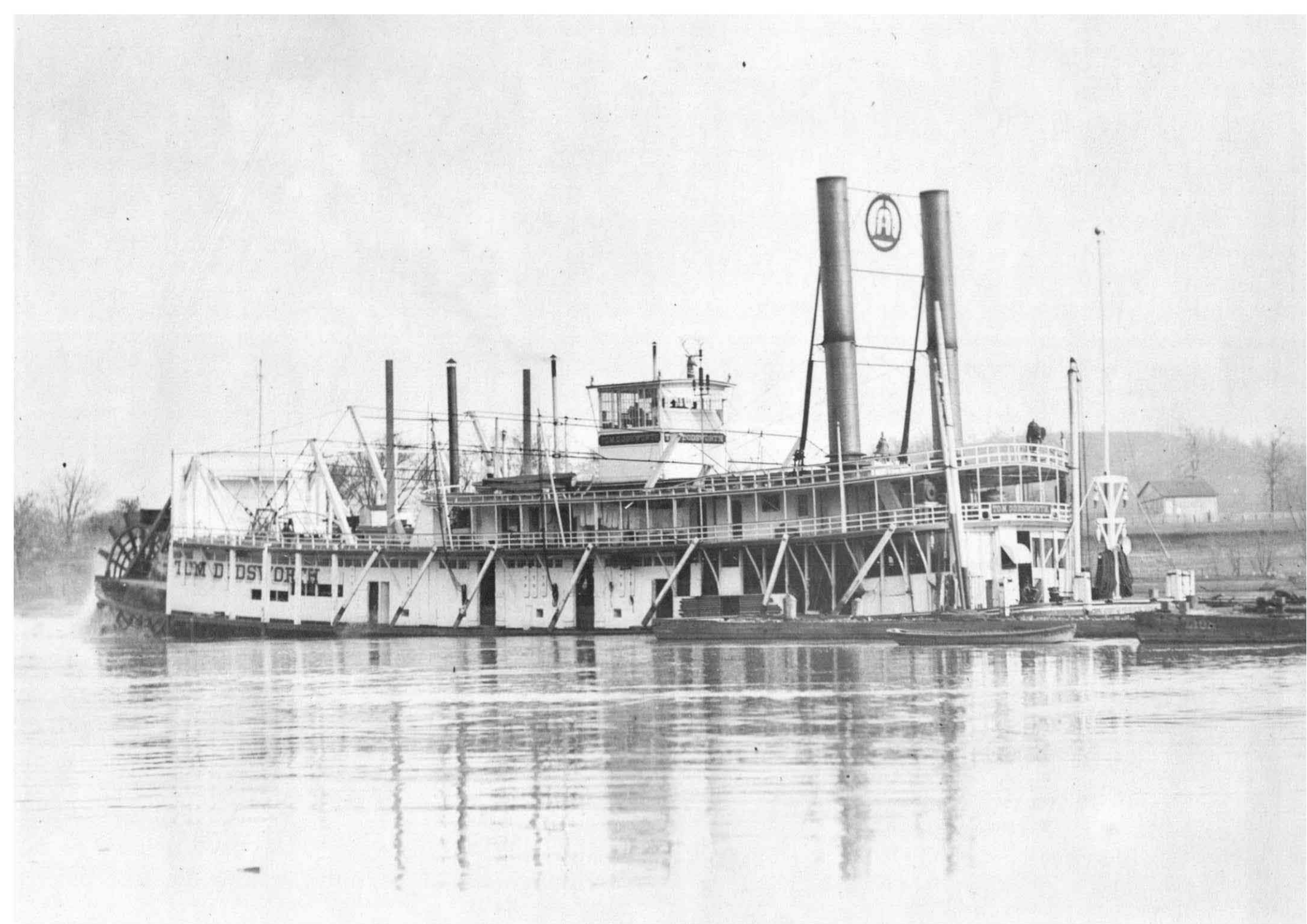
and Vicksburg. Fact is that's what she's doing with a gentle easterly wind to her advantage. Over at the left of the scene is a boat with a "B" between her stacks which just might be the towboat BEE of the Mississippi Valley Transportation Co. which indeed had packet-style boiler deck railings, no texas, and a "B" swung high. St. Louis in the mid-seventies meant the Eads Bridge, the old Court House dome and an amazing river commerce. Stobart has included all three with photographic vitality. Since the scene is this good in black and white, imagine the thrill of drinking in the original canvas's glow and color. Wow.



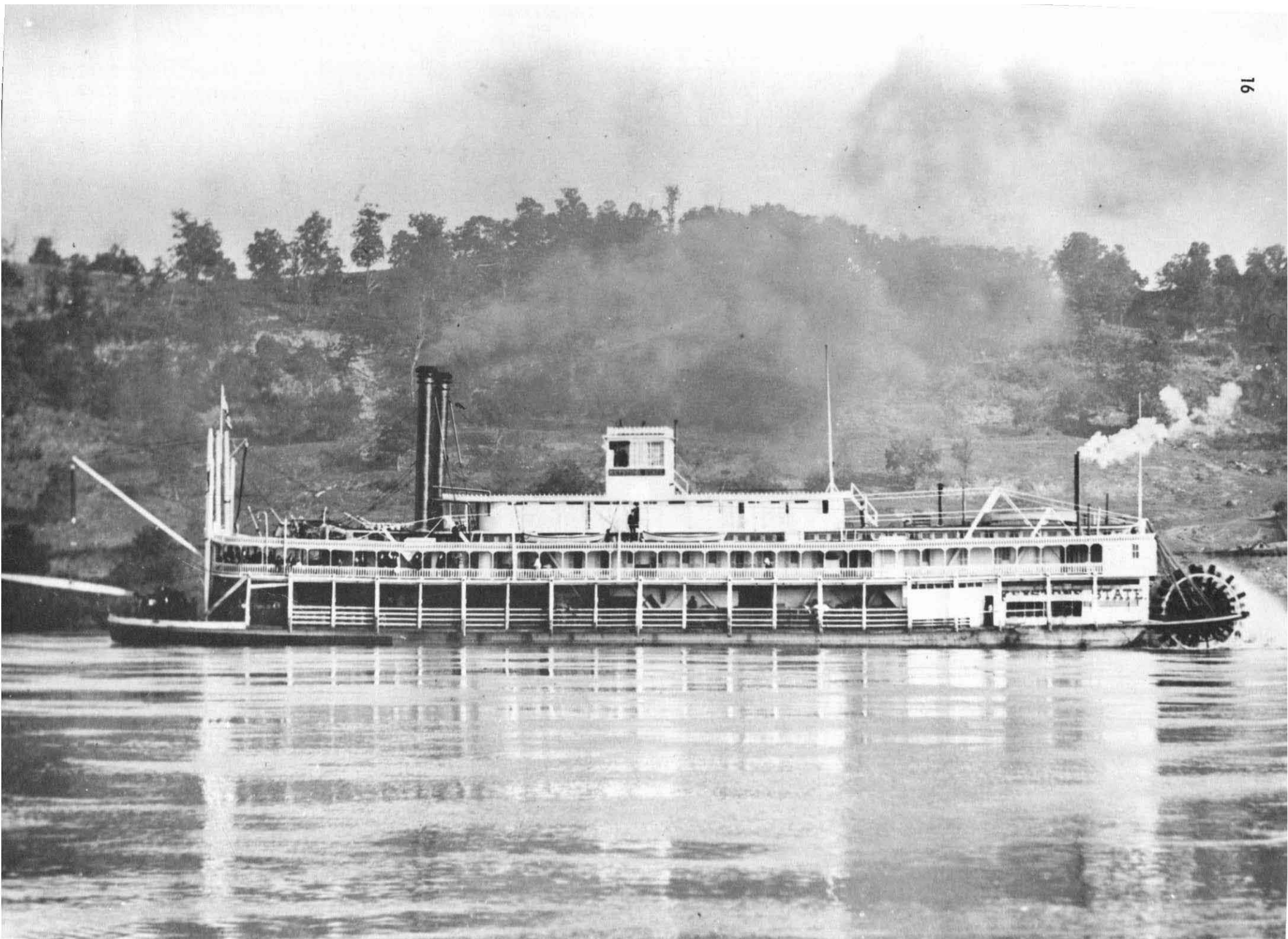
This and the following four full-page pictures are examples of the photography of Thornton Barrette. The JOSEPH B. WILLIAMS, "daddy-of-'em-all" towboat on the Mississippi System for over a quarter-century, was owned by C. Jutte & Co. when this was taken. Her 210-foot wood hull was built at Freedom, Pa. in 1876.



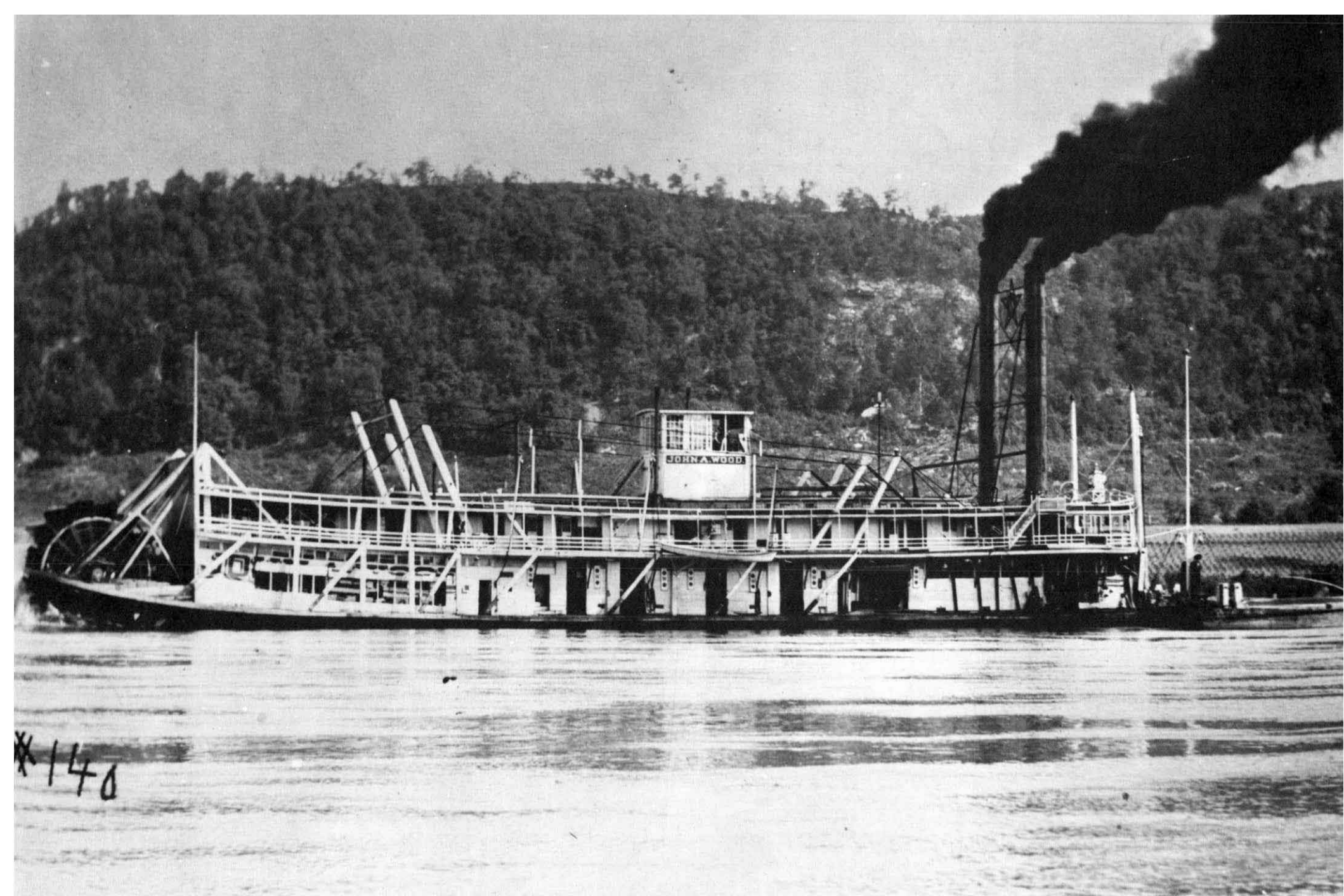
The RAYMOND HORNER downbound on the Ohio River with a coal tow while Jutte owned.



The TOM DODSWORTH built in 1870 still had her "bob tail" cabin when Barrette took this picture. In July 1897 she led the parade at Pittsburgh celebrating the freeing of the Monongahela River locks from tolls. Her long-time master was Capt. Robert B. Robison, Hazelwood, Pa., an ardent Mason. Note the Royal Arch Mason emblem between the stacks--she wore it until dismantled in 1918.



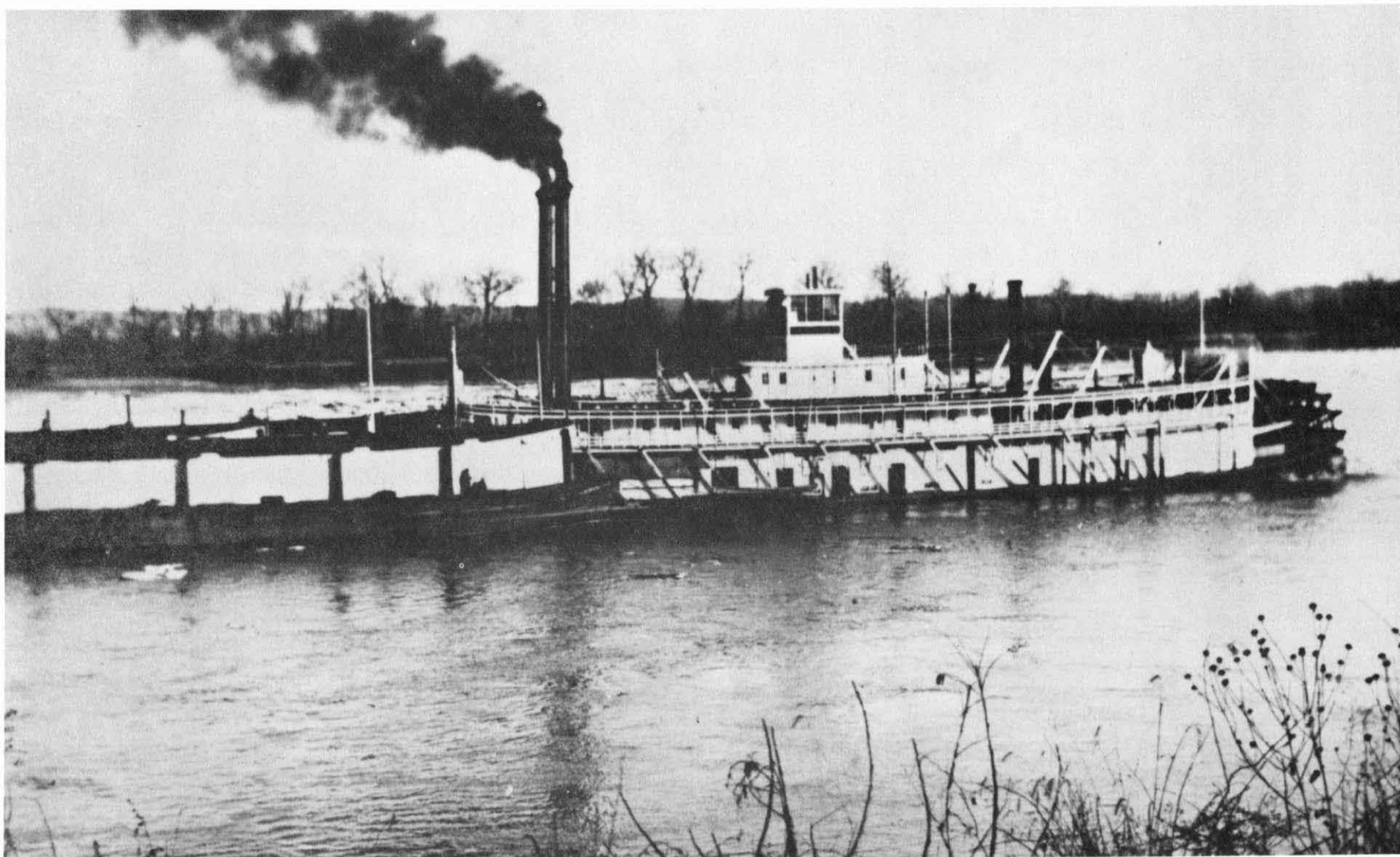
Pittsburgh-Cincinnati packet KEYSTONE STATE as caught by the Barrette lens.



The towboat JOHN A. WOOD built in 1870 poses for a Barrette portrait. This was the first tandem compound condensing towboat on the Mississippi System working a paddlewheel 28'8" square, same diameter and bucket-length. She outlived most of her contemporaries to burn at Baton Rouge in 1925.



**W**ICKET DAMS on the Ohio River are about a thing of the past. So we've hauled out these two scenes taken at Lock and Dam 26 below Gallipolis, O. on August 7, 1912. Plenty of wickets in sight but they're not holding back much water. The dam had just been completed, the pool raised, and during the night Aug. 6-7 the concrete sill gave way. By daylight there was no dam at all. A photographer from the Gilmore Studio, Gallipolis, took pictures. A complete rebuilding occupied the better part of the next two years. The towboat showing in the scene at the left is the U.S. towboat GENERAL CRAIGHILL. --For a resume of river activities at the time, and more details, and another picture, see page 32 of the June '66 issue. Lock and Dam 26 was eliminated by the construction of present-day Gallipolis Locks and Dam now much in the news inasmuch as it has become a bottleneck to modern barge traffic.

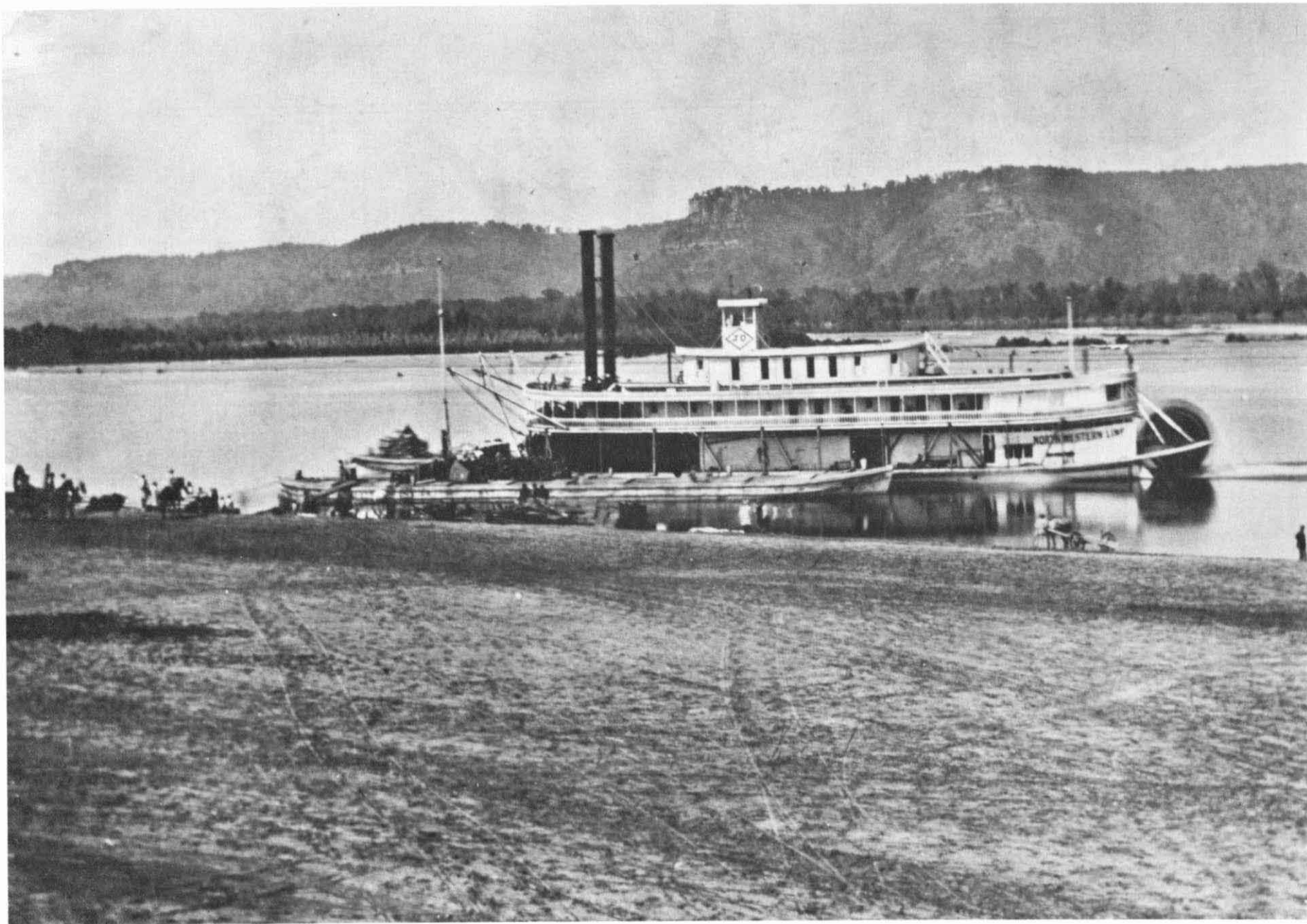


ONE of the "greats" towing coal from Pittsburgh to New Orleans was the OAKLAND pictured above, built 1872 on a wood hull 210 by 36 by 6; high pressure engines 26's- 9' ft. powered by six Western style boilers. The two leading lights in ownership and operation were Capt. Tom Fawcett and Capt. William (McKeesport Billy) Smith. They sold her c. 1881 to the newly organized St. Louis & Mississippi Valley Transpor-

tation Co. engaged in transporting grain St. Louis to New Orleans, the principals being George H. Rea, Henry C. Haarstick, George D. Capen, Austin R. Moore, R. S. Hays, H. M. Hoxie and Henry Lourey. By 1882 they had a fleet of 12 towboats and 100 barges. This picture was taken on the Mississippi River when she was in their service, which extended to 1901. She then came back to Pittsburgh and again towed coal south for the Juttés.

The Combine acquired her in 1907 and ran her until 1913 when she was rebuilt at Elizabeth, Pa. and renamed F. M. WALLACE. She retained her Texas until this rebuilding. She was the towboat which took the last tow of coal away from Pittsburgh for the Combine, departing Dec. 31, 1915. -Picture from the Capt. W. H. Tippet collection, thanks also to the Murphy Library, La Crosse, Wis.





The DIAMOND JO and grain barges at Winona, Minn. -Photo from the Minnesota Historical Society collection.



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