

# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



---

Vol. 16, No. 2

Marietta, Ohio

June, 1979

---



A two-hour dramatization of Mark Twain's "Life On the Mississippi" will be aired on educational TV this coming winter season. The script is being prepared by Philip Reisman, a brilliant contributor to recent documentary subjects. The filming will take place in the Mississippi valley commencing early this fall. Arrangements are pending for the use of the NATCHEZ and JULIA BELLE SWAIN, and perhaps the BELLE OF LOUISVILLE for scenes involving live actors. The project is being sponsored by The Great Amwell Company, Inc., 6 East 39th St., New York, N.Y. 10016 under the guidance of Dr. Laurie Zwicky, director of research.

Dr. Zwicky and Philip Reisman called at 121 River, having arrived by plane and rental car from New York, and Lady Grace and I found them to be pleasant guests quite sensible to the difficulties of portraying young Sam Clemens in pilothouses 1856-1860 but with unbounded confidence that realism can be achieved with a minimum of anachronisms. Dr. Zwicky turns out to be a native Texan, almost a second edition of Lexie Palmore, long on English Lit. and poetry. Philip Reisman modestly mentioned to us that he is a great admirer of the works of the late artist Dean Cornwell whose murals and paintings more often than not involved painstaking historical research, and that when he was preparing the script for a segment of the TV "Life of Lincoln" (he did the assassination) he became aware of Lloyd Ostendorf's preoccupation with the Civil War president.

"We must include a scene in which the lead line is sung," said Dr. Zwicky.

"Oh brother," we gasped.

Well why not John Hartford? He just might pull it off with colors flying.

Sirs: At the moment I am in the process of building my first boat model, that of the c. 1841 U.S. Revenue Cutter WALTER FORWARD.

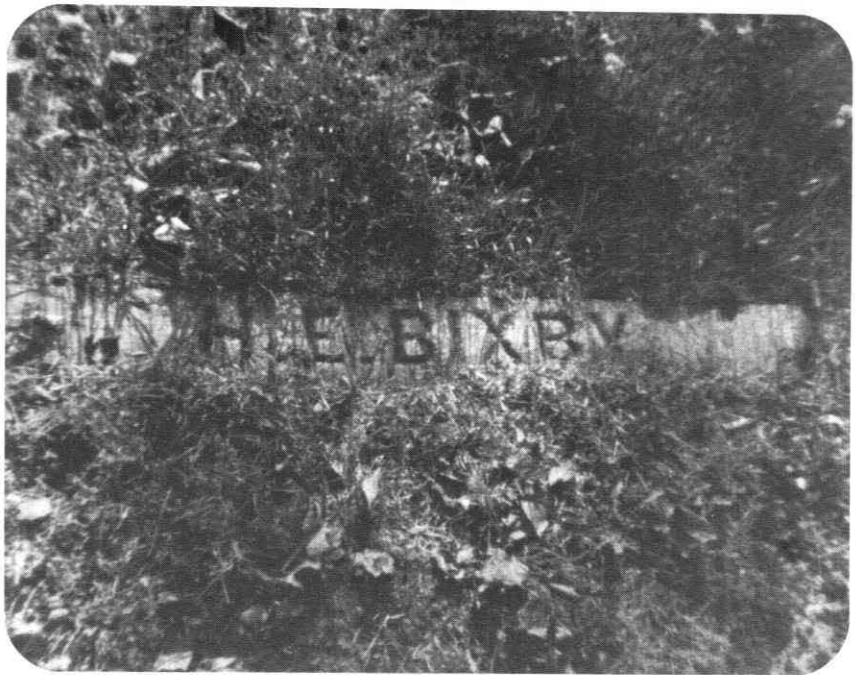
Recently I learned that there was a steamboat in Pittsburgh built in 1845 named WALTER FORWARD and that it is reputed to be the first steamboat to tow coal down the Ohio River. I would also like to build a model of that, if I could find out what it looked like.

Last week I wrote to the Ohio River Museum in Marietta and the manager there, Mr. John Briley, suggested I write you in the off chance you might have some knowledge of a drawing or photo of the steamboat.

I am a great-great nephew of Walter Forward who was prominent in Pittsburgh from around 1805 until his death in 1851.

David F. Forward,  
1460 Navahoe Drive,  
Mt. Lebanon, Pa. 15228

=The towboat WALTER FORWARD was a small fry, hull 83'9" x 14'8" x 2'6", built at Pittsburgh 1845, and has become ingrained in river



CAPT. HORACE E. BIXBY's mortal remains lie buried in an overgrown section of Bellefontaine Cemetery, St. Louis. In Oct. 1976 Ruth Ferris escorted Keith Norrington on a tour of the premises. They pulled away leaves and weeds so's Keith could take this picture. Bixby was born May 8, 1826 at Genesco, N.Y. and ran away from home at an early age to Cincinnati, there found work in a tailor's shop. At 18 he went clerk on the Cincinnati-Kanawha River packet OLIVIA, and two years later was pilot on her. He graduated from there to the Cincinnati-New Orleans trade, later St. Louis-New Orleans. He also was licensed on the Missouri River. He married Susan Weibling of New Orleans in 1860, and she died in 1867. He remarried in 1870, the bride being Mary Sheble, daughter of Capt. Edwin A. Sheble, St. Louis. During the war he commanded the gunboat BENTON. For many years thereafter he piloted and commanded various of the Anchor Line side-wheelers. His last boating was on the U.S. snagboat HORATIO G. WRIGHT which he left at the age of 86 and died two days later in Maplewood, Mo. He was of small physique, wiry, and tremendously energetic. Bixby as every school student knows (or should know) "learned" Mark Twain the river and hence became the leading character in "Life On the Mississippi," a tale of river adventure which is being brought back to life this fall in the form of a lengthy TV documentary.

history as the first to handle loaded coal barges down the Ohio to Cincinnati under the ownership and direction of Capt. Daniel Bushnell, the event dated June 1845. Research discloses that Daniel Bushnell did not acquire financial interest in the boat until June 1846, and became sole owner July 14 that year. The boat was built for James H. Hays who doubtlessly selected the name honoring Judge Walter Forward. We did not know of the U.S. Revenue Cutter also named for the Judge, but it figures--he was Secretary of the Treasury during the administration of President John Tyler. Judge Forward was again honored on the river when Capt. Robert Cunningham named a towboat WALTER FORWARD NO. 2 in 1851, the year of Forward's death. Great-great nephew David F. Forward has some interesting research ahead if he

pursues his quest, and we hope he does. -Ed.

Since S&D REFLECTOR "rediscovered" Pearl River in the state of Mississippi (Sept. '78 issue, page 3) a newspaper columnist, after reading it, wondered in print, and with obvious amazement, that the Pearl ever contained enough water to float a steamboat to Jackson, let alone above there.

The Pearl River made the front page of the Marietta "Times" complete with a 3-column photo on April 16th last. A dispatch from Jackson, Miss. recalled that the Pearl in 1907 had reached a record 37.5 ft. on the local gauge, and presently was showing 42.6, about 25 ft. over flood stage.

## ANDREW AXTON'S BOATS

When John S. Pringle died in 1879 the control of the boatyard at Brownsville, Pa. on the Monongahela River passed to his son J. D.S. Pringle and Andrew Axton, his son-in-law. A list of the boats built in which Axton was involved follows:

1879- H. M. GRAHAM, towboat for the Allegheny River; C. W. BATCHELOR, packet; EAGLE, towboat.

1880- STELLA, towboat; ALARM, towboat; I. N. BUNTON, towboat; EARL, a Mississippi cotton packet; MARK WINNETT, towboat; MAGGIE, towboat; JOHN LOMAS, packet.

1881- JENNIE CAMPBELL, packet; COMET, towboat; S. L. WOOD, towboat; LUD KEEFER, towboat; DAN KAINE, towboat; J. M. BOWELL, packet; LULU WOOD, towboat.

1882- LIZZIE TOWNSEND, towboat; WILLIAM STONE, towboat.

1883- CLIFTON, towboat; GAYOSO, packet; EUGENE, packet.

At this point Andrew Axton retired and the business for nearly two years was conducted by Mr. Pringle alone.

1883- FRANK GILMORE, towboat.

1884- I. N. BUNTON NO. 2, towboat.

In 1885 Mr. Pringle retired, and Andrew Axton and his son Thomas M. took charge.

1885- ADAM JACOBS, packet; VOYAGER, towboat; JOHN MOREN, towboat.

1886- STELLA WILDS, packet; JESSIE BERGER, packet; OLLIE NEVILLE, ferry for East Liverpool.

1887- BENNETT, towboat; RALPH, towboat for Memphis; GEORGE WOOD, towboat.

1888- CHARON, ferry; R. M. BLACKBURN, towboat; LA REPUBLIC, packet for Magdalena River; JOHN O. PHILLIPS, towboat; T. M. BAYNE, packet; ED DAVISON, sand dredge; CHARLIE STONE, ferry for Point Pleasant; PROGRESS, sand dredge.

1889- TRANSIT, towboat; LA REPUBLIC NO. 2, packet for Magdalena River; COLUMBIA, packet; GEORGE ROBERTS, towboat.

1890- WEST END, ferry; TINSIE MOORE, cotton packet; LENI LEOTI, packet; REX, packet for White River.

1891- M. D. WAYMAN, towboat; LAURA, steam yacht; VOLUNTEER, towboat; LULU PRINCE, packet; I. N. ROSS, dredge; CYCLONE, towboat.

1892- SUNSHINE, packet; JOHN W. AILES, towboat; HARRY NO. 2, towboat; LYDE H., packet.

1893- ISAAC M. MASON, packet; ROBERT JENKINS, towboat; PACIFIC NO. 2, towboat; NELLIE HUDSON NO. 3, packet.

1894- BERTHA, towboat; FALLIE, towboat; FLORENCE BELLE, packet; RELIEF, towboat; CLIPPER, towboat;

1895- J. N. HARBIN, cotton packet; TORNADO, towboat.

1896- FRED HARTWEG, towboat.

This was the last boat built at the old Pringle Yard. Axton & Son bought property in the lower part

of West Brownsville and built a new yard. The entire plant burned Sept. 29, 1896. Sixty-one days later rebuilding had been accomplished and the keel was laid for the next listing.

1897- HARRY BROWN, towboat; SILVER STAR, yacht for Cincinnati. 1898- I. C. WOODWARD, packet; LUCILLE NOWLAND, cotton packet; ADMIRAL DEWEY, packet; ROBERT McKINLEY, towboat; VULCAN, towboat.

1899- R. L. AUBREY, towboat; CHARLOTTE, sand dredge; INDEPENDENT, sand dredge.

1900- W. C. JUTTE, towboat; W. H. FLINT, towboat; ELEANOR, towboat; WILL H. ISOM, towboat built at Seattle, Wash. for Yukon River.

1901- P. M. PFEIL, towboat; T. J. GARLICK, sand dredge.

1902- COLUMBIA, packet; PROGRESS, sand dredge; JOHN F. KLEIN, towboat.

1903- J. O. WATSON, packet; CLYDE, towboat; J. E. LEONARD, towboat; ANDREW AXTON, towboat.

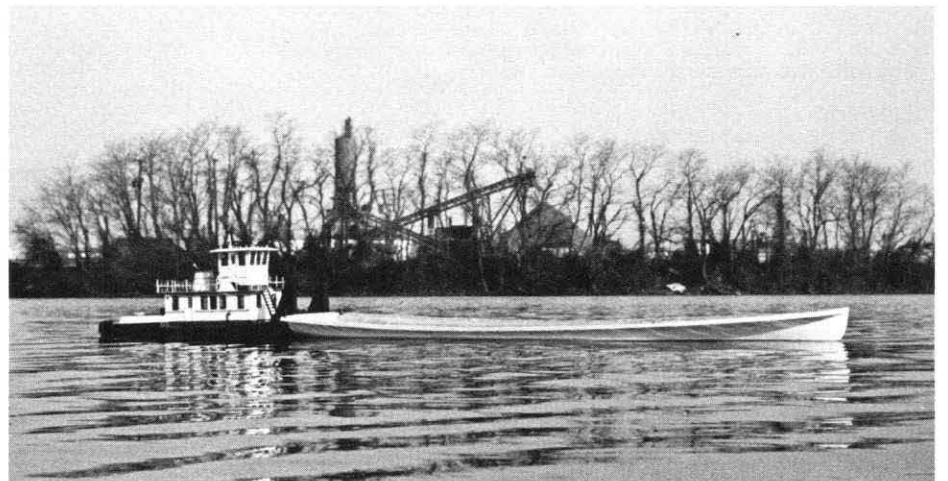
The last named was built for Capt. E. Bert Gribble as a tribute to boat-builder Andrew Axton. Mr. Axton was struck by a train and died of injuries in July 1906.

We were going on in the last issue about foreign sales of the JAMES REES & SONS CO. illustrated catalogue. Jerry Sutphin gave us something of a start by telling us that he had recently filled an order for 70 copies to a customer on the Isle of Man. This sent us pronto to our Rand McNally to discover the whereabouts of this singular British real estate, and there it is plunk-dab in the middle of the Irish Sea. Keep up with our cousins by ordering your copy \$3 domestic, postage paid, from Jerry, 204 Chestnut St., Huntington, W. Va. 25705 or from Ye Ed.

FRONT COVER by Michelle Kingsley

And oft on dark and stormy nights  
I know how Jack must feel  
'Way up there in the darkness  
With his hand upon the wheel;  
And the great boat rushing onward  
Through the darkness of night,  
Hills and river all commingling  
And without a ray of light.

Bessie Woolford captured the feelings of many a steamboat passenger when she penned these lines while Capt. Jack Lindenburn stood watch on the CITY OF LOUISVILLE.



**H**ERE YOU SEE a brand new hull, photographed in April, to become an excursion steamer. The towboat is the C. Y. DUNCAN, JR. The hull came from the yard of Alan Erickson, Atlanta, Ga. and is made to the lines of the famed sternwheel packet ROYAL which was conceded in her time as being the fastest on the rivers. The ROYAL measured 163.6 x 30.6 x 6.6 built at Evansville, Ind. in 1890, her architect being C. G. Pierce, Kingston, Ontario. The White Collar Line's side-wheel BIG SANDY (pictured elsewhere in this issue) once bragged a 64-minute run on the Ohio River from Henderson, Ky. to Evansville, Ind. The ROYAL loped over the same track in 52 minutes. Of course the racer ROBT. E. LEE did it in 49½ by short-cutting on high water up behind Henderson Towhead. The proprietor of this new hull seen above is John L. Fryant, 6508 Dorset Drive, Alexandria, Va. 22310, who says "maybe I'll name her NEW ROYAL." His shapely hull weighs 10 pounds, molded fiberglass, and for the purpose of taking the picture it was ballasted with 18 pounds of lead. It is scaled 3/8" = 1 ft. The towboat looks like she belongs there, but is actually scaled 1/2" = 1 ft., so appears slightly larger than her charge. John Fryant first made a wooden hull model from the ROYAL drawings which served as the female mold from which Alan Erickson made the fiberglass hull. We have been advised (and you members of the Sternwheel Association of America take note) that Jack Bedeck of E. L. THUMPER renown, is using the ROYAL's lines as he now builds a new steel 50 x 10 x 3 hull to create a sternwheeler which will whip the P. A. DENNY.

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



VOL. 16, No. 2

MARIETTA, OHIO

JUNE, 1979

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

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

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

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

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

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

#### Officers:

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

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

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

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

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

#### Board of Governors:

Capt. J. W. Rutter  
Capt. Thomas E. Kenny      Terms ending 1979  
Bert Fenn

William Barr  
G. W. (Jerry) Sutphin      Terms ending 1980  
S. Durward Hoag

Catherine Remley  
William E. Reed      Terms ending 1981  
Capt. C. W. Stoll

#### Trustees, J. Mack Gamble Fund

J. W. Rutter, chairman  
Yeatman Anderson III  
Bert Fenn

#### TELL CITY pilothouse restoration

Gene Fitch, chairman  
Alan L. Bates  
George W. Schotten  
J. W. Rutter

#### Committee for Branch Chapters S&D

Capt. Thomas E. Kenny  
Bert Fenn  
William Barr

**E**VEN AS YOU read these lines, S&D will be celebrating a very special birthday. We were born at a small meeting held in the old Lafayette Hotel, Gallipolis, Ohio. The date was June 6, 1939. So now S&D is forty. F. Way, Jr. was not there. We emphasize the point to keep the record straight. Nor do we know with certainty the names of the dozen or so who did attend. J. Mack Gamble suggested the name Sons and Daughters of Pioneer Rivermen and was elected president. Elizabeth Litton, Clarington, O., instigator of the meeting, was made secretary. Ben D. Richardson, Malta, O., became treasurer. An executive committee of three was made up of B. L. Barton, Bellaire, O., Bert Noll, Sistersville, W. Va., and J. W. Zenn, McKeesport, Pa. Capt. Mary B. Greene (who was not there) by acclamation was made Honorary President.

Wave a wand, shut your eyes a moment, and realize that while this was transpiring Woody and Bee Rutter were about contemporary with Judy Garland who in 1939, at the age of 14, sang "Over the Rainbow" in a new movie called the Wizard of Oz, and they looked upon C. W. Stoll as an ancient mariner almost 23 who had been the exalted mud clerk on the GORDON C. GREENE and other attainments. And as for F. Way, Jr., he was piloting the side-wheel SAINT PAUL with Fate Marable at the calliope playing a thing called Beer Barrel Polka concocted several years prior and set to an ancient Czech popular tune. Doc Hawley, you ask? Don't be ridiculous--he was three.

Both the Wizard of Oz and S&D were woven of enduring homespun. The beginnings were humble enough. When our first bank account was opened in the Ohio Valley Bank, Gallipolis, November 14, 1940, the initial deposit was \$100.27. S&D's balance did not hit the \$500 mark until over six years later. And not until March 1952, over twelve years after that first meeting, did we have \$600 on deposit. Never in its 40-year history has S&D incurred a debt beyond its capacity for spot payment. The Executive Committee and, after 1955, the Board of Governors, have pursued such conservative budgeting. Then, too, we have been blessed with good treasurers.

Some moderns refer to such policy as "country style" and a spokesman for a steamboat line lately coined a new term, "friendly neighborhood ma and pa" style. Honestly it was something of a shock to read in the Cincinnati "Post" that the Delta Queen Steamboat Company had ditched the "ma and pa" heritage and has gone Big Time, so vastly Big that "we don't cater to Cincinnati anymore," as one company official said privately to reporter Tim Graham. The dateline of this pronouncement was on a Friday the 13th which, as every S&D river buff knows, was throwing all caution to the four winds.

Meanwhile, please pass the apple pie, with a chunk of Cheddar on the side, of course. S&D will gather by the river come September 15th in friendly neighborhood ma and pa surroundings, and your president is apt to remark that apple pie without cheese is like a kiss without a squeeze. Some few things, God Be Praised, just won't change.



#### 40th ANNIVERSARY MEETING S&D

Convenes 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 the evening dinner and program on the 15th.

Bring your movies, slides, models, photographs. Bring your wife, kids, Aunt Kate and Uncle Bill.

## LAST CALL FOR THE SOUTHERN CRESCENT

Jim Blum, captain of the DELTA QUEEN, and Roddy Hammett, relief master and mate of the NATCHEZ, were in Room B in the sleeper RAPIDAN RIVER. Sam Centanni, pilot of the NATCHEZ, and Dave Mesler, purser, were having cocktails in Room B of the sleeper SALUDA RIVER celebrating the wake of Southern Railway's last trip of No. 2 north-bound to Washington, D.C.

M. Q. Quake, conductor, called to the cab "OK Smitty" and precisely as advertised, 6:45 a.m., the varnish rolled. The departure of America's last overnight railroad (non-Amtrak) passenger train from New Orleans was observed from the platform by no more than ten spectators.

No. 2's last consist: E8's 6900, 6914 and 6907. Baggage 3589; 842 and 816 coaches; sleepers SALUDA RIVER, PACIFIC COVE and RAPIDAN RIVER; diner 3307 and dome 1613.

The crew: George M. Whentlook and Ernest L. Boykin in the cab with W. D. Harrell, road foreman of engines. E. L. Harper was flagman; Steve Cosmas, steward.

The weather was biting cold. The emotional impact of the departure from Atlanta, heart of the Southern Railway, came in the last call:

"This is the LAST call for the Southern Crescent---excuse me if I cry but I really hate to see this train go---thanks for riding Southern Railway all these years."

Sam Centanni and Dave Mesler, who had come up from New Orleans looked after by Daniel J. Copelin, Pullman Company veteran, debarked at Atlanta.

Added at Atlanta to the consist: sleeper-lounge CRESCENT HARBOR; coaches 846 and 827; 12-bedroom ROYAL PALM, 2016 ST. JOHNS RIVER and Office Car No. 1. At 7:50 p.m. Peachtree Station was slipping by. There was a big send-off crowd at the overpass including an emotional W. R. King, for 40-plus years the train's coach porter, making his last run.

Roddy Hammett had made many trips on Southern Crescent. He posted a sign in RAPIDAN RIVER:

"Thanks Southern Crescent crew: You and your beautiful train will be missed by passengers from New Orleans, 'The Crescent City.'"

Porter King snapped a picture of it as a souvenir. Mr. King's wife was along, making tapes. She has ambitions to write a poem about the Southern Crescent.

Leaving Atlanta the train was jammed. Of all of those aboard only a bare half-dozen were ordinary mortals, remnants of patronage which had kept this creation in business since its first trip run on April 26, 1925. The preponderance were last-trip rail devotees. Jim Selzer, hit of last summer's train-off hearings, was going through to New York. The Bistlines were wearing LAST RUN badges. Graham Claytor chatted in the diner about his little steamboat and wondered whether the MISSISSIPPI QUEEN ever got running. He and some guitar players later

were leading railroad songs in the lounge car. Claytor sang "The Wreck of the Old 97." Claude Smith, S.R.'s manager of passenger sales was riding up to Greenville; he retires in February. Even E. M. Frimbo was reported aboard.

In early morning hours downbound No. 1 was met near High Point, N. C. right on time. An editorial crew from "Passenger Train Journal" stayed up for this running meet which never again would happen. With 6909 on the point and laying on her whistle all the way past, and with gleam of lights and roar of wind, bound for the last time to New Orleans, she dragged Baggage 706, coaches 185, 821, 819, 831 and 829. Sleepers were EMORY RIVER, SHENANDOAH RIVER, RIVANNA RIVER, RAPPAHANNOCK RIVER and Amtrak 2686 (ex S.P.); also sleeper-lounge CRESCENT MOON, diner 3309 and dome 1613.

About sixty well-wishers boarded at Charlotteville. The farewell breakfast in the diner was liberally spiced with large bottles of wine. Free copies of the morning Washington "Post" contained a picture of No. 1's train crew posing at Washington in front of the engines with a decorated cake and a painting of the train.

At Alexandria Roddy Hammett snapped a picture of conductor Robinson lifting the last ticket. No. 2 applied brakes and came to a halt at the Washington Union Station at 8:50 a.m., February 1, 1979. The underside of the cars were covered with ice.

Roddy Hammett for the first time in his life boarded a Delta at Washington enroute back to New Orleans. Every other time he had been in the diner watching the Jefferson Memorial slip by, wondering who might be occupying the Master Room.

Said Roddy: "I felt cheated and sad, really sad."

## COMPLETE FILE AVAILABLE

All copies of the S&D REFLECTOR, from Vol. 1, No. 1 to and including the present issue. These have had good care. Included also are the Whistle Blow Extra, and Incredible Journey Extra. Needless to say this is a rare opportunity. Please do not ask us to break the set. Offers will be received until noon E.D.T., June 30, 1979. The right is reserved to dispose of this complete file to a recipient who, in our judgment, will make the best use of it. Address the Editor, address on page 4.

## PERMANENT HARDBACK BINDERS

Celebrate S&D's 40th Anniversary by preserving your copies of S&D REFLECTOR in a professionally made set of binders. Each is sized to take and protect three years (12 issues) of our magazine. The hard cover is bright red, imprinted with the S&D pilotwheel and title. Priced \$5 each, including mailing charges. Address our secretary, Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.

Sirs: A couple of weeks ago I came across and bought a photo of the HAWKEYE STATE shown in the Sept. '78 issue, page 14. On the back of this old print is this wording: "Steamer HAWKEYE STATE approaching St. Paul, 1867." This scene is definitely at St. Paul. The prominent building on the levee is the Davidson elevator and just to its right is the James J. Hill office. --And in the far left of my photo is the end of the old Robert Street bridge. Unfortunately I have no clue as to where this photo came from, nor is there information on it as to the photographer.

Joe Huber,  
1458 Goodrich Ave.,  
St. Paul, Minn. 55105

=If this picture truly was taken in 1867 a belated pat on the back is due the unknown photographer. Meanwhile another pat on the back for Joe Huber's positive identification of the St. Paul scenery in the background. -Ed.

## BACK ISSUES AVAILABLE

We have in stock the following:

Vol. 1 #1  
Vol. 3 #4  
Vol. 7 #1  
Vol. 7 #2  
Vol. 8 #1  
Vol. 8 #2  
Vol. 8 #3  
Vol. 8 #4  
Vol. 9 #1  
Vol. 9 #3  
Vol. 9 #4  
Vol. 10 #1  
Vol. 10 #3  
Vol. 11 #2  
Vol. 11 #3  
Vol. 11 #4

Also all copies  
of Vols. 12-15

Any or all of these will be carefully wrapped and mailed to you at the going price, \$3.00 per copy. Address Frederick Way, Jr., at address on page 4.

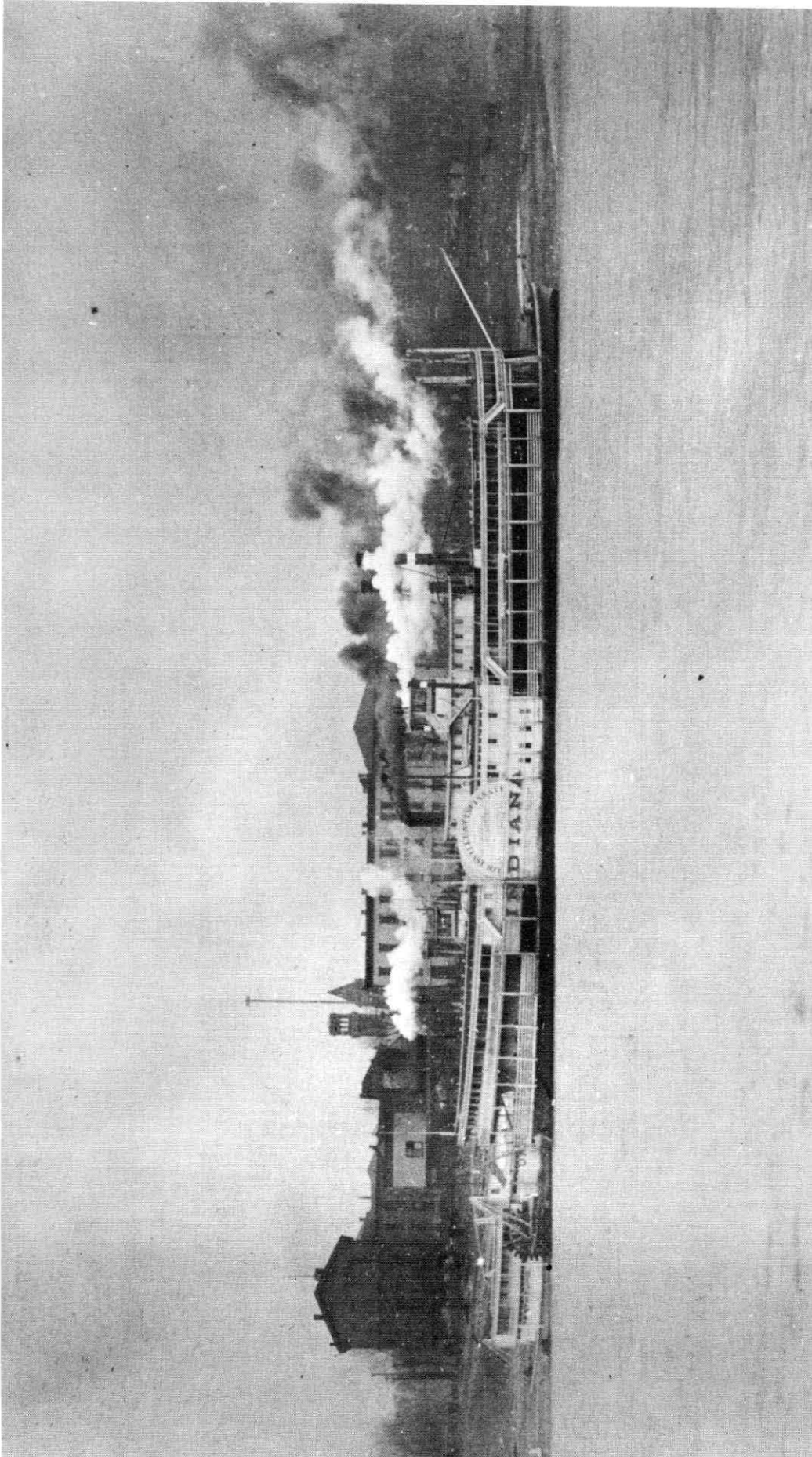
Our secretary has in stock the following:

Vol. 1 #1  
Vol. 2 #4  
Vol. 3 #1  
Vol. 3 #3  
Vol. 4 #1  
Vol. 4 #2  
Vol. 5 #1  
Vol. 5 #2  
Vol. 5 #4  
Vol. 6 #1  
Vol. 7 #3  
Vol. 8 #1  
Vol. 8 #2  
Vol. 8 #3

Also all copies of  
Vols. 9-15

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.

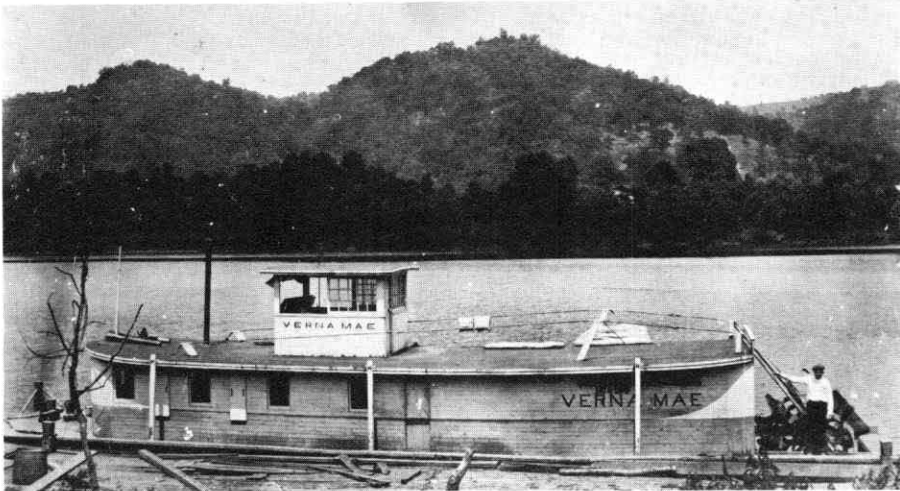
Jeanette and Bill Patterson reported on April 10th last from Port Moresby, New Guinea. They had been by riverboat 70 miles up the Sepik River, "a rather wild country." They were the original owners and operators of the pleasure boat BELLE OF RICHMOND.



**B**ETTER pictures exist of the side-wheel INDIANA but none with the impact produced on your editor this one provides. Some years back we stood watch in the pilothouse of the ISLAND QUEEN (last) Cincinnati to the Dravo Marine Ways, Neville Island, Pa. The skipper, Capt. Charles N. Hall, related to us that the INDIANA one time made a Cincinnati-Maysville trip in place of the COURIER and all but swallowed up the little wharfbats at Augusta, Higgins-

port, Ripley and the like. We agreed, as did Capt. Jesse P. Hughes, who was my partner pilot, that she never had been below Louisville. So I added to my mental card file that this 285-foot Howard-built creation of the Louisville & Cincinnati Packet Co. spent her entire 16 years without straying from a 193-mile territory. Then along comes Ralph Du Pae exhibiting with some innocence the above bombshell. Here she is moored at Ironton, O., 81

miles above Maysville. The date is easily fixed for in the background is the GREYHOUND under construction (1901) and the URANIA fired up and ready to depart for Charleston (also at Ironton in 1901, and you can bet your bottom dollar if Commodore Laidley sent her that far, so was bound for Huntington and possibly Pomeroy. The picture was taken by Thornton Barrette. Our thanks to Ralph and to the Murphy Library.



OUR LATE BOARD CHAIRMAN and benefactor J. Mack Gamble took this picture at his home town, Clarrington, O., in 1919. The VERNA MAE had just been completed there, an oil burning towboat on a wood hull 57.3 x 11.8 x 2.5, rated 20 hp. The Ben Franklin Coal Co., M. J. McQuade, president, was getting into the river business at the time, with a tippie at Moundsville, W. Va. They used her until they bought the ex-pleasure sternwheel ORONOCO in 1921, which they renamed BEN FRANKLIN. The VERNA MAE was sold to Jerry Lovell, Parkersburg, W. Va. who in Aug. 1921 sold her to Capt. Earl Webster, Pittsburgh. Earl renamed her SONOMA for a steam packet his family had run on the Muskingum and elsewhere and he operated her until Feb. 1924 when she was bought by Walter Halfhill, Pittsburgh. One year later Halfhill sold her to B. C. Bateman, Point Marion, Pa. on the upper Monongahela. Further we know not--does anybody?



Spencer H. Creel

Death came March 28, 1979 to Spencer H. Creel, 88, at his home on Staunton Pike, Parkersburg, W. Va. Colonel Creel, former West Virginia legislator, for years owned and operated the Parkersburg Welding Company. He often was called to make emergency repairs on steamboats and gasboats, from which sprang his extensive friendship with river people. He and his wife Bertha F. Gillman Creel, who died several years ago, seldom missed S&D meetings.

Spencer was a veteran of World War I where he gained his first flying experience, and was the oldest ex-flyer in the Parkersburg

area. He was a member in the House of Delegates of the West Virginia Legislature for twenty-eight years.

He is survived by one son, George H. Creel; two daughters, Mrs. Daniel (Jewell) Douglass, and Mrs. Lee Joy Thorn, all of Parkersburg; one sister, Mrs. Lucy Hays, Tyler, Texas; nine grandchildren, seven great grandchildren and a number of nieces and nephews.

Burial was in Mount Olivet Cemetery with Masonic graveside rites and Knight Templar escort.

Our thanks to Hope Deshler (Mrs. Norman) Barnhouse, Route 1, Newport, O. 45768 for biographical details concerning Capt. James H. Louderback who was her great grand-father, and also grandfather of the late Capt. Jesse P. Hughes. Captain Louderback built and owned an early-day side-wheeler AMAZON in 1839, the first hull constructed at Murraysville, Va. (opposite Long Bottom, O.) and he took it to Wheeling for completion where he then resided. Later on he and family removed to Rea's Run, O. at the head of Grape Island.

Mrs. Barnhouse says "My parents still live there, in the house where Capt. Jesse spent time with his Grandmother Louderback prior to his going on the river for a lifetime experience."

Addendum to this, we have happened on a contemporary newspaper item which relates that the roof bell on Captain Louderback's AMAZON was brought from Spain to New York where it was purchased by Mr.

McKee of McKee, Harding & Co., Wheeling, and shipped west. "It bears the date 1690 and weighs 120 pounds and has the symbol J.H.S. (Jehu Hominis Salvador) on it, and it originally hung in a Spanish convent."

The Louderback family Bible now in possession of Mrs. Frank (Iva Louderback) Deshler, Route 3, New Matamoras, O. 45767, has a clipping pasted in it and we quote:

"At the head of Grape Island is the old home of the late Captain Louderback. He is buried on his farm, and from the boats as they ply up and down the river, his old river friends can see his grave. He was laid to rest under a large tree a short distance from the house and a monument now marks the spot. He was one of the oldest and ablest rivermen on the Ohio. He was kind-hearted and generous to a fault, and his familiar form was always warmly greeted as he stood on the bank to see the passing craft. He was captain and principal owner in the AMAZON, which he built in 1845 (sic)."

We are indebted to John Richard Hartlieb, assistant general manager of Queen City Metro located in the Transit Building, 6 East 4th St., Cincinnati, O. 45202; for the loan of some interesting pictures which will be showing up in S&D REFLECTOR's future issues. Mr. Hartlieb's father, Charles, will be recalled as the owner of the Consolidated Boat Store on lower Main Street, Cincinnati. Robert H. (Bob) McCann kindly delivered the pictures to us. We asked Bob if by chance his friend Mr. Hartlieb had knowledge of the whereabouts of two exquisitely executed models in glass cases, of the side-wheelers UNITED STATES and of the AMERICA which collided near Warsaw, Ky. These models long were displayed in the Boat Store. Bob shook his head negatively.

The Heekin Can division of Diamond International Corp. located in a five-story factory at 429 New St., Cincinnati, is being closed out. Founded in 1901 by James J. Heekin the firm became identified with river operations under the guidance of Albert E. Heekin (for whom a towboat was named) and Daniel M. Heekin who made Cincinnati headlines when he collected old steamboat whistles and blew them with steam from the plant's boilers. Later on Dan Heekin presented his whistles to S&D, an acquisition which led to the first "Whistle Blow" or "Tootenanny" staged under S&D auspices at the Union Carbide plant, Long Reach, W. Va. in 1965.

Heekin Can was absorbed by the New York-based Diamond International in 1964. They operate a large plant at 8200 Broadwell Road in Anderson Township near Cincinnati which is undergoing a \$9 million expansion program. No plans for the disposition of the Heekin plant have been announced.

## MEMPHIS PACKET

An Allegory of the Mississippi

By Willis Gibson

Illustrated by F. C. Yohn



**B**USINESS was brisk in the St. Louis-Memphis trade during the summer of 1880, but not brisk enough to support both the St. Louis Packet Company and Captain Jo Benton.

The St. Louis Company, fresh in the field with a half a dozen fine new steamers operated on a daily schedule, was steadily increasing its revenues. Captain Jo, with his single steamboat, the SOUTHERNER, was as steadily losing money.

The SOUTHERNER was a sternwheeler, of moderate size and ante-bellum design. She leaked unreasonably, and was, as a rule, a day or two behind time. But the Captain cared for none of these things--to him she was, by all odds, the finest packet on the Mississippi. Where she came from originally no one knew, although tradition favored Pittsburgh. She had been on the Memphis run so long that even the oldest authorities were uncertain as to the date of her maiden trip.

Captain Jo was something of a veteran himself. The son of a pilot, from his earliest remembrance the intricacies of the profession had been pushed and pounded into him. At ten he had become a helper in the engineroom, at fifteen a cub steersman, at twenty-one a pilot, and at thirty a master, and a good one. He was a master of the old school, however. Such improvements as electric lights and steam steering-gear he regarded as "frills"; and the Government engineers, with their elaborate plans for taming the unruly current, he abominated. But outside the engineers' department he was so universally popular, and his boat so widely known, that in the past he had prospered greatly.

With the advent of the new line his passengers and freight rapidly diminished. At first he was unruffled, but the defection increased day by day, and before long his income began to resemble the river during a dry season. He realized, at last, that he must do something to protect himself, and quickly. He decided upon a reduction in running time, and accordingly arranged a new card which would have worried the great record-breaker ROBT. E. LEE. The new card was not a success. The engines of the SOUTHERNER, accustomed to long years of deliberate, peaceful motion, balked at the racing speed now suddenly forced upon them--the very first day a steam-pipe burst, the shaft broke, and a cylinder-head blew out. As a result, the steamer was compelled to lay up for two weeks, and

when she came back the cause was lost. The luxury and frequency of the rival boats had securely anchored both tourists and shippers. The SOUTHERNER made a few trips with an idle crew, and a cabin full of waiters and empty chairs, and then the Captain gave it up.

It was not easy for him to abandon the scenes of his former glory--in all his forty two years he had been outside that five hundred miles of river but twice; in the settlements along the banks he knew nearly every man, woman, and child--but there seemed nothing else to be done. So one October day he said good-by to his agents, collected all the musty stationery of the line, and steered away to his Illinois farm, a few miles above the city of Alton. There he hauled his steamboat out of the water, propped her up on his front lawn, and then retired to a quiet agricultural life.

At least, that was his intention when he came ashore, but he soon discovered that the habits of his steamboat days were not to be shaken off. The management of his

farm, which he had partially assumed at the start, he relinquished more and more to his men, until, at the end of six months, he gave scarcely a thought to the property.

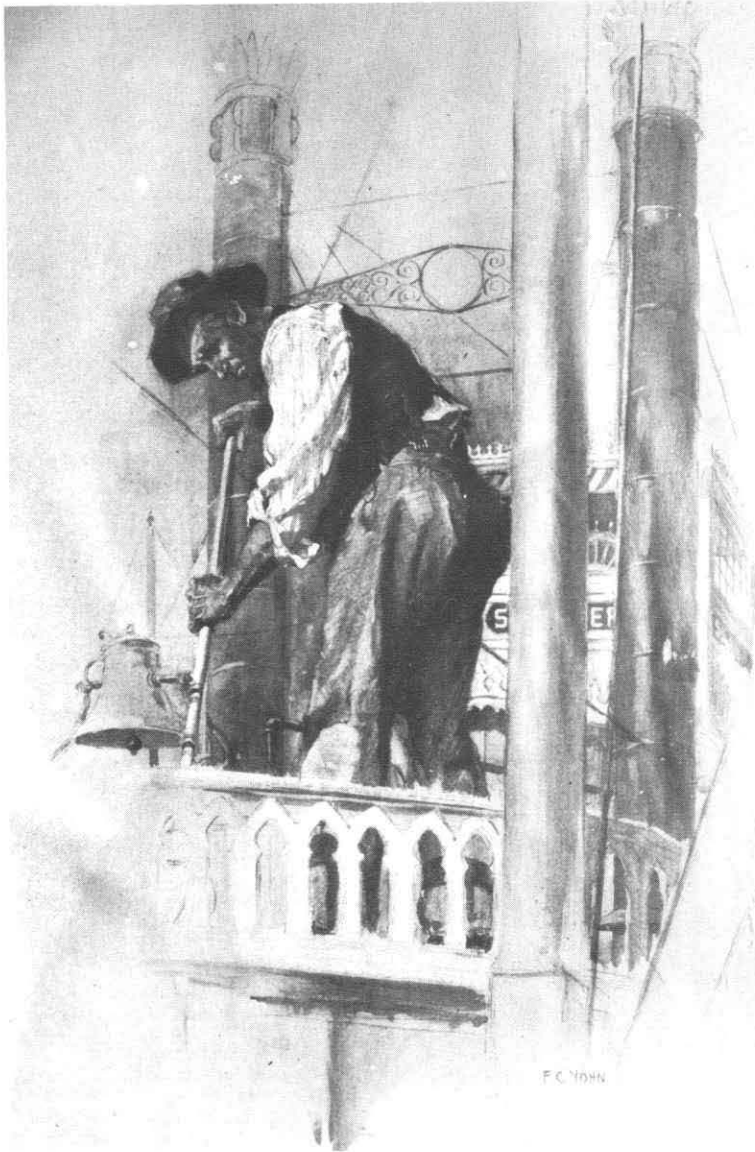
Then it was that Captain Jo came into an ill-defined, glorious idea; someday he would resume his place in the trade. Sooner or later there must be an opening. As for the present, it was his plain duty to keep the SOUTHERNER in instant readiness for her return.

So reasoning, he devised for himself a daily routine. Immediately after breakfast he hurried over to his steamboat and went to work. Naturally the steward's department took his first attention. One hour was allotted to a scrupulous sweeping of floors, promenades, and roof, a task which he disliked, but thought necessary. Next came the inspection of the cabin. The Captain took more interest in this--there was some variety to it. There were chairs and tables to be dusted, and table covers to be shaken, and the piano



Someday he would resume his place in the trade..





One hour was allotted to scrupulous sweeping..

had to be looked after. The Captain regarded the piano with a good deal of awe. He was densely ignorant of its construction, and, as for playing upon it--"Home, Sweet Home," with one finger, was beyond him. Still, he felt it needful to test the instrument in some manner, so every day he threw back the cover, and sent both hands dashing into the key-board--after which he retired, satisfied. He was as particular about the arrangement of his cabin furniture as an ambitious housekeeper of her parlor. He was continually shifting about his rugs, pictures, chairs and tables, but was never quite able to decide whether the chairs appeared to better advantage circled about the tables or tilted, with hair-line precision, along the walls. A glance at the pantry, and then into the linen closet, and the cares of the steward were ended, and with them the second hour.

He now descended to the main deck and became the Engineer. The

engines clothed, like Esquimaux youngsters, in many thicknesses of tarpaulin, were tenderly uncovered. Every part was oiled and polished, an occasional nut tightened, then the covers replaced.

Then, as the Carpenter, he made a lengthy trip over the boat in search of possible broken boards and frayed rigging. This accomplished, the strenuous part of the day was over.

Now came dinner at the farmhouse. The Captain's meals, by the way, were bright spots in his existence, for they were cooked and served in strict river style, by three ex-employees of the SOUTHERNER.

Dinner over, Captain Jo returned to his steamer, but as the Captain now. If the weather was favorable, he sat for hours at a time, either on the hurricane deck or high up in the pilothouse. If it were stormy, he retired to the clerk's office and pored over the old passenger lists, on which appeared the names of many notables,

including one President.

He rather enjoyed these long afternoons. Close beside him, his beloved river--the restless, giant Mississippi--swept silently by, carrying on its surface the variegated pageant of river craft--the down boats slipping along with the current, the up boats fighting hard against it. Every passing steamer, from the wheezy towboat to the majestic packet, saluted the SOUTHERNER with a mighty whistle blast, and every master and every pilot shouted a cheery greeting across the water to Captain Jo. The Captain had no steam with which to blow his whistle in reply, a circumstance which he regretted keenly, but he possessed a capable substitute in the steamer's big bell.

At two o'clock the mail arrived from Alton, and with it the St. Louis, Cairo, and Memphis papers; and for a time the Captain was perfectly contented while he studied the steamboat columns.

At six he departed to supper, and with the twilight revisited the old packet long enough to hoist on her chimneys the red and green lanterns which marine law demands of every floating steamboat. The introduction of this novelty was not accomplished without opposition. The inspectors declared it ridiculous and misleading that a boat high and dry on land should display these signals. But the Pilot's Association could see no harm in the Captain's little pleasantry, and came to his rescue. There was a discussion, during which many weighty opinions were unloaded on both sides, and the order was revoked.

The night boats were as anxious as the day steamers to salute the SOUTHERNER, and disturb the Captain at outrageous hours; but he enjoyed it all, and, in order that no one's feelings should be injured, strung a wire from the SOUTHERNER's bell to his bedroom, and was never too sleepy to bang away whenever a steamboat passed.

Sunday was an exception. On that day Captain Jo omitted his sweeping and dusting, and in the early forenoon transferred his commissary staff to the kitchen of the SOUTHERNER, with full directions for the preparation of the Sunday dinner. This Sunday dinner was an important event. It was served in the steamer's long cabin with all the splendor of linen, glass, and silver that the pantries could muster, and was largely attended by the Captain's neighbors. Usually a few old river friends ran up from St. Louis by train. The menu was elaborate, the Captain and his friends told improbable steamboat stories, the rural belles rattled away on the patriarchal piano, and the unaccomplished guests earnestly devoted themselves to the eatables.

Every summer the crops were allowed to shrivel while the farm hands joined with the Captain in the annual two weeks' renovation of the steamer. During this period dust rose like smoke from a prairie fire. Paint was daubed

about recklessly.

For eight years Captain Jo swept and scrubbed, and patched and petted the steamboat. For eight years he watched the river items and waited for his chance--and at last it came: the St. Louis Packet Company dismally collapsed. He read the news on a Monday afternoon; the following Wednesday night the SOUTHERNER, with a light crew and a lighter head of steam, was slowly but surely working her way St. Louisward. Captain Jo was jubilant--the steamer was no longer the stranded relic of Benton's farm, an object of curiosity for the travelling public, but once more the Memphis Weekly Packet. The wash of the water along the hull, the hum of the pent-up steam about the boilers, and even the rattle of the dishes in the cabin, delighted him. With the enthusiasm of a new-fledged Master, he raced from deck to deck, watching his boat's every move, cramming his officers with countless instructions.

The trip was successfully completed. At ten o'clock the SOUTHERNER passed under the Eads bridge and tied up at the St. Louis levee. On the whariboats the Captain learned for the first time that he was to have competition. Somebody from the Ohio River had built a new boat, the TELEGRAM, for the St. Louis-Memphis trade. But the Captain was in too good spirits to worry over the matter--



He possessed a capable substitute in the steamer's big bell..



The Sunday Dinner.

there was room enough for two.

The next afternoon, at the good old-fashioned hour of five, the SOUTHERNER cleared for Memphis with a good patronage. Captain Jo dreaded the first trip not a little. He looked for many unwelcome changes in the river; he feared his old friends had forgotten him. In both instances he was mistaken. There were a few strange boats, and here and there a new building stood on the shore; but the Mississippi was as it should be. The water was low and troublesome, a familiar condition; the same number of treacherous snags and shifting sand bars lay in ambush; and the crew, as in the old days, shamelessly stole the eatables, and disappeared in hiding whenever there was hard work on hand. The Captain recognized these things, and felt relieved.

Now when the SOUTHERNER whistled for Ste. Genevieve, the first landing, at ten that night, a good deal about the memories of yore came to pass. As the first jet of steam shot up from the whistle, there came from out of the darkness an answering uproar. The flickery headlight, turned on the landing, dimly disclosed a wide area of waving hats, canes, and umbrellas, under which the best part of the town's populace danced about. In the foreground the local band panted futilely. Captain Jo, hat in hand, came down on the forecabin, and from the capstan

bowed his thanks. At Chester, far after midnight, there was a similar demonstration. As for the following day--it was a sort of triumphal tour. The news that Captain Jo Benton and his famous SOUTHERNER were coming down river travelled fast, and every landing did its share to swell the welcome.

Toward four in the afternoon, Cairo was sighted. The Captain, from his vantage ground on the hurricane deck, noticed a large side-wheeler approaching from the south. She was a stranger to him.

"What boat, Arthur?" he inquired of the pilot on watch.

"The TELEGRAM," was the answer.

"Ummm," commented the Captain, interestedly. "Get in ahead of her if you can."

"Yes, sir," replied Arthur, and rang for more speed.

The SOUTHERNER managed to arrive opposite the city a little in advance, and, after a warning whistle, commenced to turn about with the intention of crossing in front of the TELEGRAM just before making the landing. The maneuver was nicely executed, and as the two boats neared the shore the SOUTHERNER started to make the crossing. Captain Jo was admiring the skill of the pilot, and idly watching the spray tumbling from the stem of the TELEGRAM, when he suddenly felt the SOUTHERNER swerve sharply toward the oncoming steamer. He knew instantly what had happened; the well worn tiller line had parted somewhere.

"Back her strong!" he shouted frantically to the pilot. As he spoke there was a furious jangle of bells below, a hurried rush of steam, and the engines backed powerfully. The pilot of the TELEGRAM spun his wheel hard down, and set his engines back also, but it was wasted endeavor. There was a few seconds helpless interval, then, with a terrifying sound of breaking and splitting woodwork, the steel prow of the TELEGRAM ground its ruthless way far into the flimsy hull of the SOUTHERNER. A moment after, the entangled boats jolted against the levee, and the frightened passengers of the SOUTHERNER, and most of her crew, scurried ashore.

Captain Jo saw at once that the accident, while serious, was by no means fatal, for the water at the levee was shallow--about ten feet. But the catastrophe had just begun. The pilot of the TELEGRAM, in his anxiety to get clear of the SOUTHERNER, and unmindful of possible consequences, attempted to back away. The SOUTHERNER refused to be shaken off, and, still locked together, the two steamers drew away from the shore. Captain Jo was stricken to find his boat being dragged out into deep water. He yelled at the TELEGRAM, protesting wildly. By the time the flurried pilot saw his error he was fully fifty feet from shore. He rang for full ahead on both wheels and tried to push the SOUTHERNER back to shore, but a stiff current, crowding the stern of the old-timer, freed her from



When the final smash came, Captain Jo was standing well forward..

the grasp of her assailant, and exposed to the water an unhealthy chasm in her side extending almost to her knuckles.

Rapidly the SOUTHERNER settled, until in ten feet of water she touched, and the Captain breathed more freely. He did not foresee the startling climax. The steamer was aground at bow and stern only, and her center continued to sink. One after another the stanchions bent and snapped, lower and lower sagged the decks; then with a dull report the keelsons broke, and cabin, texas, pilothouse, and chimneys folded and twisted themselves into a tangled wreckage, like the remains of a telescoped express train. It was as if a mighty hand, sparing the boat's ends, had seized upon her middle, and relentlessly crushed it flat against the river bottom.

When the final smash came, Captain Jo was standing well forward. The hurricane deck, breaking away at his feet, left him perched high in air, gazing dizzily through the choking steam into the debris be-

low. He was stunned by the magnitude of the disaster. The spectators on shore saw only the loss of a worn-out packet of small value, but the Captain saw the wiping out of his great hopes and plans, the absolute end of his career.

A boat came out quickly and took him off, together with Arthur, who was seated nonchalantly astride a capsized chimney with a spoke of the wheel in each hand. Once ashore, the Captain was hemmed in by a crowd of sympathizers and advisers. One friend suggested a possibility of raising the SOUTHERNER. The Captain glanced toward the wreck, then turned away; he could not bear to look at her.

By the first train he went back to his farm and tried to forget, but it was no use. His occupation and his beautiful steamboat--all he had in the world--were gone. All day he smoked on his front porch, wearily watching the river. His neighbors called, but he took no interest in their visits, and after a time they stopped coming. He tried to comfort himself with

the St. Louis and Memphis papers. One day he read that the engineers had dynamited the sunken SOUTHERNER from her obstructive place at the levee. After that he threw the papers away, unopened. The passing boats saluted him louder than ever, but he no longer had any means of reply. Often, when awakened by a whistle echoing through the valley, he reached hastily for his bell rope, only to let his hand fall sadly when he remembered that the big bell of which he had been so proud was gathering mud two hundred miles away.

Six months dragged by in this fashion, and then a new chapter was added to the Captain's history. One night he was aroused by a whistle, a voice from the past, that made him sit bolt upright in bed. He knew that whistle--there was not another like it from St. Paul to New Orleans--the call of the SOUTHERNER. She was out there on the river. Breathlessly he

listened for the pounding of her machinery, the sigh of her 'scape, but he could hear nothing.

"A dream," he remarked grimly, and lay back on his pillow. He was wakeful now and, despite himself, he lay there listening, listening.

Dawn filtered in through the curtains. First he could see the massive gold frame of the picture over his mantle. Presently the details emerged, a handsome charcoal drawing of the SOUTHERNER presented to him years ago by the good ladies of the Ste. Genevieve Social Club following an outing aboard.

A strange compulsion caused him to arise and look riverward, expecting to see no more than the red-bird in the hackberry. By the Lord Harry there was a steamboat at his landing!

He threw himself into some duds and tripped and stumbled down the rutted road hardly able to keep his eyes from this strange and

graceful wedding cake exuding lazy steam from fanciful 'scape pipes, mingling with a picturesque haze of equally lazy smoke from more fanciful stacks. She was a side-wheeler. The lettering on the paddlebox--SOUTHERNER!

Even in that early light he knew the stride of the man approaching from the boat's stage. Arthur Wilson, his former pilot.

"Arthur! You're a sight for sore eyes; shake my hand, but what's all this about?"

"Captain Jo, you ain't changed a whit--I was coming up to roust you out. This new boat needs a skipper, and unless I'm mightily mistaken, you're elected. Come on aboard anyhow for a look-around."

The cabin was twice as large as the old SOUTHERNER's, carpeted the whole length and furnished with a lavish display of electric lights, mirrors and stained glass.

"Steel hull, Captain Jo; steel hull," Arthur prodded.

The purser was a young man with a new fangled uniform cap and brass buttoned uniform coat. In his hand was a typed (typed!) letter on handsomely printed stationery headed SOUTHERN LINE. Five directors had signed at the bottom, names of merchants Captain Jo well knew in St. Louis, Ste. Genevieve, Cairo and Memphis. The purport of the communication was to tender to Captain Jo Benton the title of master aboard this new and lovely creation for the St. Louis-Memphis trade.

"You can hardly say no," laughed the purser. "Your name is already printed on all our freight bills and bills of lading."

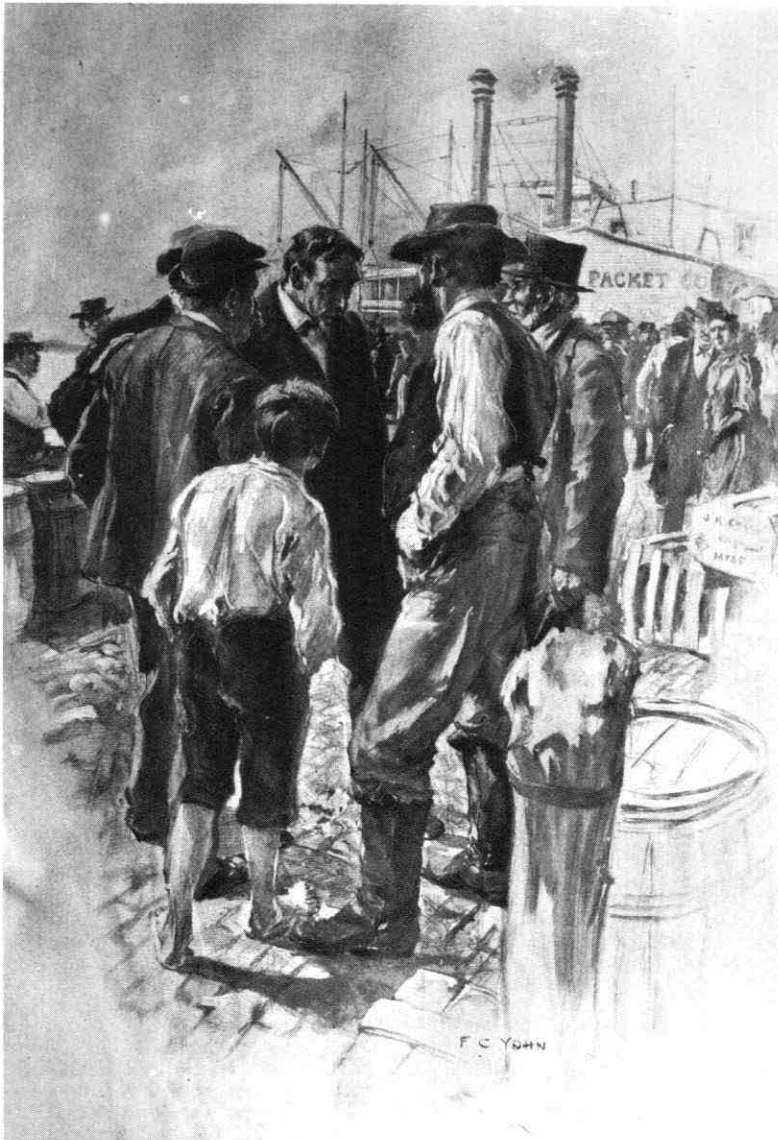
Captain Jo was silent for a moment--he looked Arthur in the eye. "Tell the steward not to ring the breakfast bell," he commanded. "Find me someone who can play a piano and can play 'Home, Sweet Home' on it. That'll wake 'em up---and if this dandy boat hasn't got a piano on her I'm going right back up the hill."

The morning sunshine turned the cabin of the new SOUTHERNER into a multi-colored delight that morning at Benton's Farm above Alton, Ill.

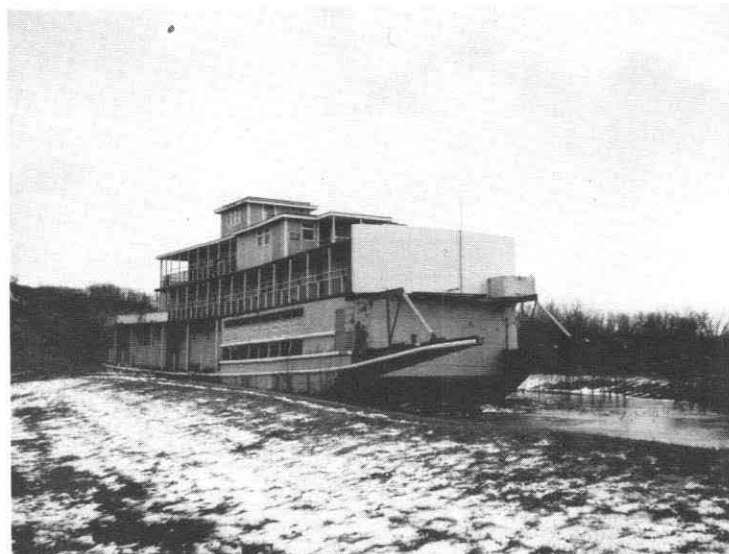
"The giv'ment men got your old whistle out of the wreck, and you ain't heard nothing yet--wait 'til you ring the bell," said Arthur Wilson.

"We may all be going for broke," but there's no place like home," said Captain Jo as he gave studied pulls on the bell rope. He knew instantly it had been dug out of the Cairo mud too.

One would suppose Captain Jo made arrangements about the farm before he departed. It would provide an income of sorts during dry spells when the catfish were standing on their heads at Hat Island to keep their gills wet.



The Captain was hemmed in by sympathizers..



**L**OST, STRAYED OR STOLEN:- In our last issue on page 21 we groped for the identity of an old steamboat beached north of Savanna, Ill. Now we have these two pictures taken on March 25th last by Irvin M. Shrake, 622 Bowen St., Savanna, Ill. 61074. Says he: "Your S&D sleuths did see an old steamboat--not the GEN. ASHBURN--but her sis-

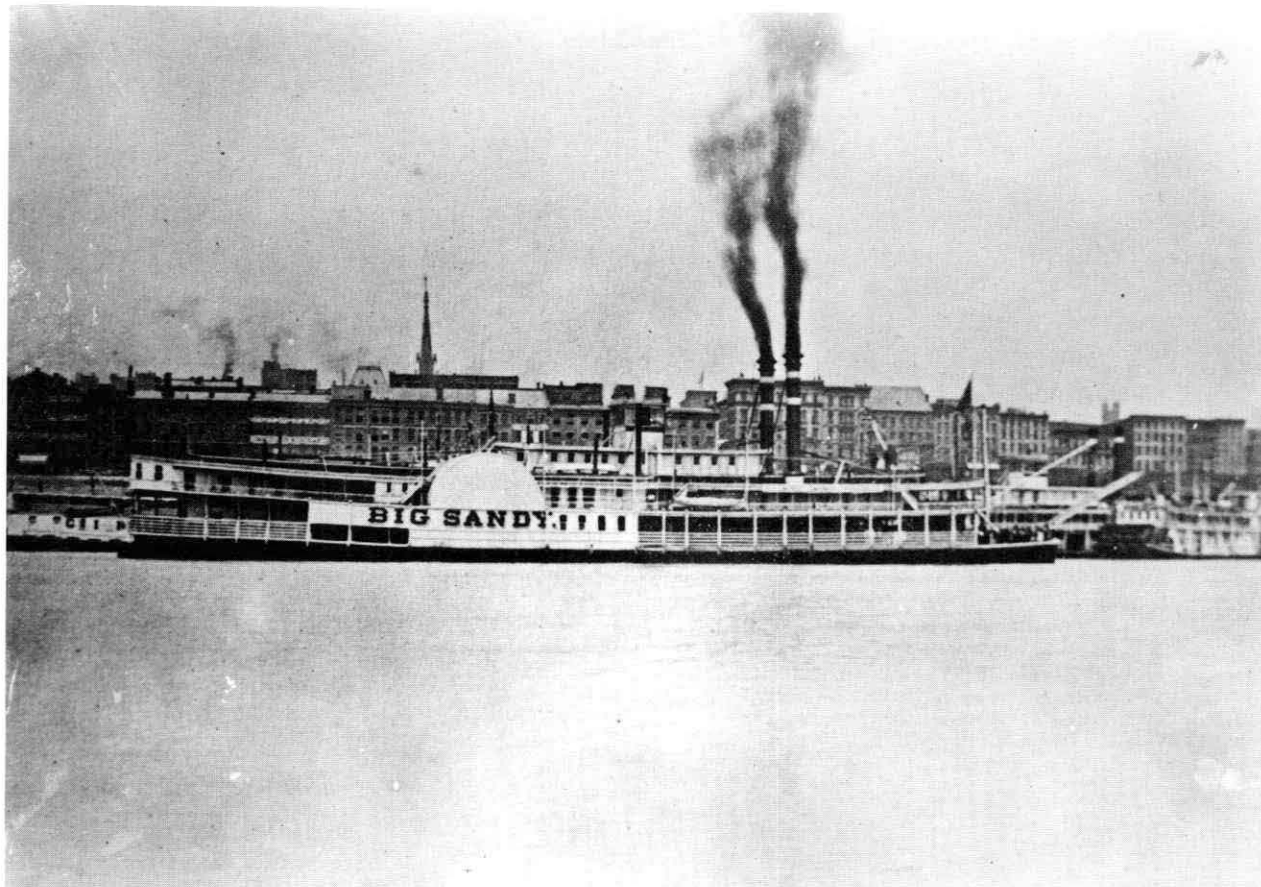
ter boat C. C. WEBBER. There has not been anyone working on it for a long time." Further information furnished by William L. Talbot appears on page 19 this issue. Rather surprising to us is the name C. C. WEBBER visible on the engineroom bulkhead on one of the pictures above. At time of de-cease she was the ELLEN HATFIELD.



The C. C. WEBBER, named for a river improvement advocate of Minneapolis, was built by Dubuque Boat & Boiler in 1927 for Federal Barge. Her steel hull was 130.1 by 35.1 by 5.1. She had compound condensing engines 15's, 30's- 6½ ft. stroke with water tube boilers. She towed principally St. Louis-St. Paul but served also on the Missouri to Kansas City. When practically new she sank in the harbor at Dubuque, laid up, Dec. 14, 1929. In Oct. 1947 she was sold to the Hatfield-Campbell's Creek Coal Co. who renamed her ELLEN HATFIELD.

The Kanawha River operators renamed their purchase, the C. C. WEBBER in May 1948. She became the ELLEN HATFIELD, honoring the memory of the wife of James T. Hatfield, Sr. and mother of James T. Hatfield, Jr. On Oct. 7, 1951 she ran a staged race with the WEBER W. SEBALD (ex-JOHN W. WEEKS) at Huntington, W. Va. and was the winner. A week later a similar race was run at Charleston, W. Va. in which the SEBALD was the victor. She was transferred to the Amherst Barge Co., Charleston, W. Va. in March 1953 and was retired two years later. The aborted plan to make of her a motel was being carried out by the late George Mezei, Blue Island, Ill.





#### ROCKED IN THE CRADLE OF THE DEEP

**S**PRING of 1885 the new White Collar side-wheeler BIG SANDY was sent Cincinnati to New Orleans on a Mardi Gras trip. A gala river parade was a feature. Headed by the ED RICHARDSON eighteen steamers in line went to the Cotton Centennial Exposition at the present Audubon Park. Says Leonard V. Huber in his "If Ever I Cease To Love;" "With colors flying, whistles blowing, the steamers moved upstream while salutes from naval vessels and cheers from the throng on the levee added to the din. At Music Hall on the Exposition Grounds, a young band leader, John Philip Sousa, conducted a concert for the Carnival King and his entourage."

As a special feature of the occasion the BIG SANDY with her carnival-spirited passengers aboard, lit out on a special excursion to the Jetties. We have it from the late steward Billy Sampson, who was aboard, that Gulf swells provided an additional thrill. A tug was called to the rescue and managed to assist in getting her turned. We were reminded of this exploit when the DELTA QUEEN cruised downriver from New Orleans early this spring on an advertised cruise. When turned near the Head of the Passes she did a rock-and-roll in 4-foot waves, upset the captain (literally) and distributed crockery and glassware. The difference was that the DQ was built for waves. The 292-foot BIG SANDY wasn't.

John A. Breynaert, past president of the Steamship Historical Society of America, honored 121 River with a visit one evening this past March. He was in the vicinity on a mission for the Boston firm, Stone & Webster, Inc., with which he is associated. The company is parent of Stone & Webster Engineering, Inc. which presently is designing the piping system for the \$1 billion Beaver Valley Power Station No. 2 located at Shippingport, Pa. on the Ohio River. It adjoins Station No. 1, opened in 1977, and also in the vicinity is the pioneer Shippingport Station, the first commercial nuclear installation.

At the time of John's visit the No. 1 plant had been closed on orders of the Nuclear Regulatory Commission because the piping did not meet requirements in case of a Richter Scale 6 earthquake.

Even as we were talking, al-

though the news had not reached our ears, a malfunction at the Three Mile Island nuclear generating station on the Susquehanna River below Harrisburg, Pa. had deflowered the remarkable nuclear safety record unblemished since Shippingport went on the line in 1946.

John Breynaert's singular contribution to S&D REFLECTOR was his photograph of the GEORGE PRINCE taken shortly before her disastrous collision at New Orleans. It was featured in our March '77 issue, page 16.

William D. Gernes, director of the Upper Mississippi River Interpretive Center, Winona, Minn., advises that the architectural firm Ellerbe, Inc., Minneapolis, has been retained for the proposed \$3.5 million River Center. Berry Howard and Associates have been named exhibit design consultants.

Sirs: I was quite interested in comments on early gasoline powered boats in the last issue, page 13. Has the first diesel installation on the rivers been researched? The first JANE RHEA, built at Paducah in 1927, was among the early ones, although in this area she was preceded by at least one other, hauling sand and gravel on the Meramec.

George P. Massengale,  
7456 Whitehaven Dr.,  
St. Louis, Mo. 63123

=First honors for a full diesel is credited to the sternwheel towboat HARVEY built by Nashville Bridge at Nashville, Tenn. in 1923. She had two Worthington diesels manufactured by Blake & Knowles, East Cambridge, Mass. Her original owner was T. L. Herbert & Son, Nashville, sand and gravel operators. -Ed.

CAPT. JOHN LEONARD's home address is 195 Dalhousie St., St. Catharines, Ontario, Canada L2N-4X8 although this summer he is plying the Great Lakes as master of one of the oldest--perhaps THE oldest cargo clunk--of Canadian registry. The BLACK RIVER, her name since 1936, originally was a tow barge built in 1896 and not until 1952 did her owners give her an engine. The one they put in her came second-hand from a German passenger ship. So for the past 27 years she has wended her way, with some weariness of late, and Captain Leonard feels this 1979 season may be her last one. "This is sort of sad," he reflects, "but then again everything must come to an end some time."

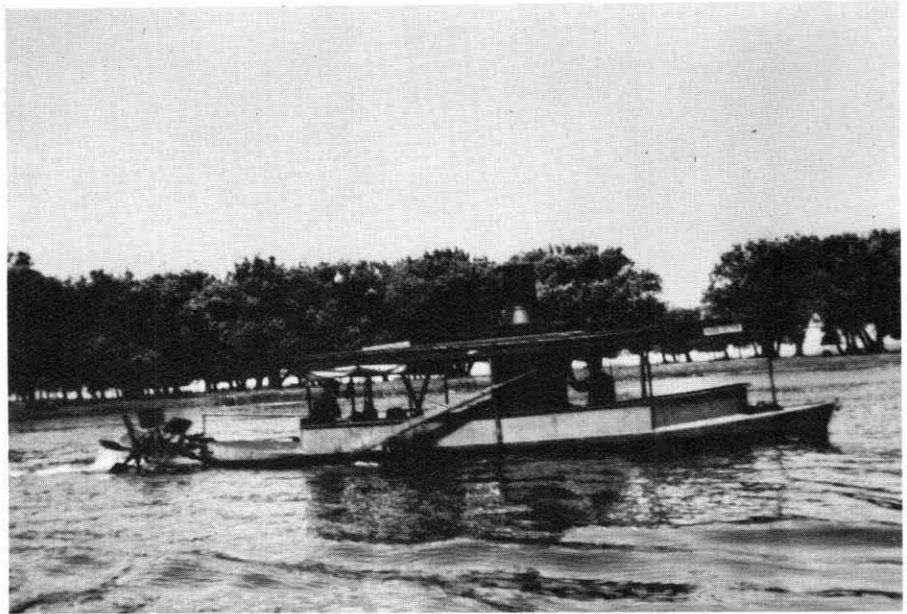
This skipper of the five fresh water lakes to the north has been "sailing" them (a quaint term if you reflect on it) for the past 40 years and, like S&D, is at something of a milestone. He reads the S&D REFLECTOR with a feeling of genuine respect for what he calls the "river sailors," has no first-hand knowledge of the Mississippi or its boats, and the nearest he's come thus far to meeting a kindred S&D'r came a couple of months ago while visiting in Royal Oak, Mich. His wife has a brother there. He phoned our secretary Bee Rütter and introduced himself.

Captain Leonard is no novice to elderly and antique ships. As a lad growing up in the Toronto area he became acquainted with the sternwheel WEEDCUTTER which went about cutting weeds and anchor ropes and whatever else presented itself. Young Leonard occasionally made a few dollars simply by following the WEEDCUTTER around and when she clipped off a yachtsman's anchor cable he got the job of getting the anchor back off the bottom.

The accompanying photograph was taken of WOODCUTTER by Capt. Leonard at that time, with his box camera, when he was a boy, and at one of WOODCUTTER's better moments we take it. Occasionally her one smokestack was quite battered, and less occasionally assumed a forward rake to it due to collisions with low bridges spanning the lagoons as this floating lawnmower came too close to the banks.

There is a certain relationship between WOODCUTTER and the DELTA QUEEN and the MISSISSIPPI QUEEN, which perhaps observers of the picture have already vaguely suspected without exactly knowing why. She was built in Scotland at some vague date early in the century--vague because the Department of Transport never registered her, and hence she never did have an official number or documented name.

The Scots apparently had built weedcutters before this one for use on the great rivers of the world, the Nile, Ganges and such. So the Toronto commissioners put in their order and received her in pieces, knocked-down, together with some drawings of how to put



WEEDCUTTER  
She didn't mow; she scythed.

her back together. This genesis, of course, is a parallel to the beginnings of the DQ.

The paddlewheel, an afterthought tagging behind, is actually an improvement of great consequence, and one the MISS-Q designers somehow overlooked. Captain Leonard remembers her this way:

"No details of her dimensions are available, but to the writer's knowledge she was about 35 feet long, 10 to 12 feet beam, and drew about 2½ feet of water. She was powered by a small high pressure single cylinder marine engine about 4" x 6". This engine drove a stern paddlewheel by means of a shaft and bevel gears. The paddlewheel was about 5 feet in diameter and hinged on the stern so it could be used as a rudder also. Steam was supplied by a Scotch Marine (what else?) type boiler located forward of the engine. Size, hp. and psi. of the boiler are unknown."

Sometime during the mid-twenties a passing speed boat swamped her and she sank with no casualties. She was soon raised and was equipped with a bulwark around her, raising her sides to offset any further disasters. She also got a new boiler as the Scotch boiler was damaged by the sudden immersion. The new boiler was an upright, allowed 125 psi.

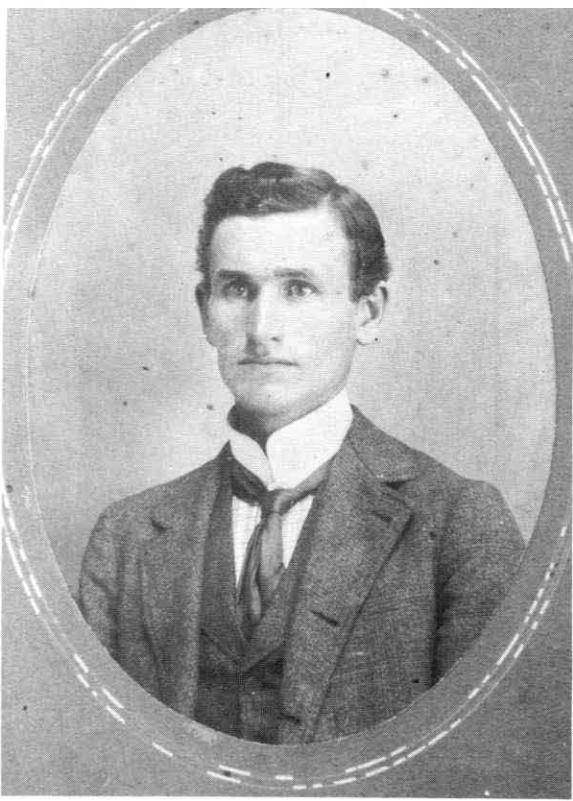
Our kinsmen of the British Isles once built a great ship of iron, the GREAT EASTERN, equipped with all manner of propulsion, propellers, side-wheels and sail, which nevertheless failed miserably in service for which she was intended. Her opportunity arrived from a quarter least anticipated by her builders. She was refitted to contain miles and miles of under-seas cable, paying it out as she crossed the Atlantic, a gigantic spider exuding web, thus turning disaster into triumph so enduring

that every school child knows the name of the ship GREAT EASTERN but none knows the name of the eminent Yankee who turned the trick.

Should need arise for another conversion of British-inspired marine architecture, an examination of WEEDCUTTER's apparatus demands a hearing. She scythed. The sharp steel knives cut in a lateral motion. She didn't mow, she scythed. The Scotsman who worked out this translation of rotary motion from the driveshaft into scythe thrusts should by rights have been knighted, but probably wasn't. He utilized a lopsided double-flanged pulley in which the cutter shaft was engaged and gave it the needed whacky in-and-out thrust. Captain Leonard says "it looked funny when running." WEEDCUTTER, for all her ingenuity, could not harvest her crop. A scow followed along, the crew armed with pike poles and rakes.

There came an austerity move in the 1940s. The Toronto Parks department tried running WEEDCUTTER with a one-man crew. She had become accustomed to a two-man crew. Bob Kenmore for years on end had run the engine and steered, while his partner Joe Farrell tended the boiler and played deckhand. Anyhow times had changed. Modern speed boats were chewing up the weeds. Bob and Joe passed away and by the 1950s WEEDCUTTER had passed into an oblivion. She deserved better.

Harry B. Dyer, honorary board chairman of Nashville Bridge Company, died, 79, at Nashville on Saturday, March 10, 1979. One of his last communications was a letter to the S&D REFLECTOR which appeared in our March '79 issue, page 8. He did not live to read it in print.



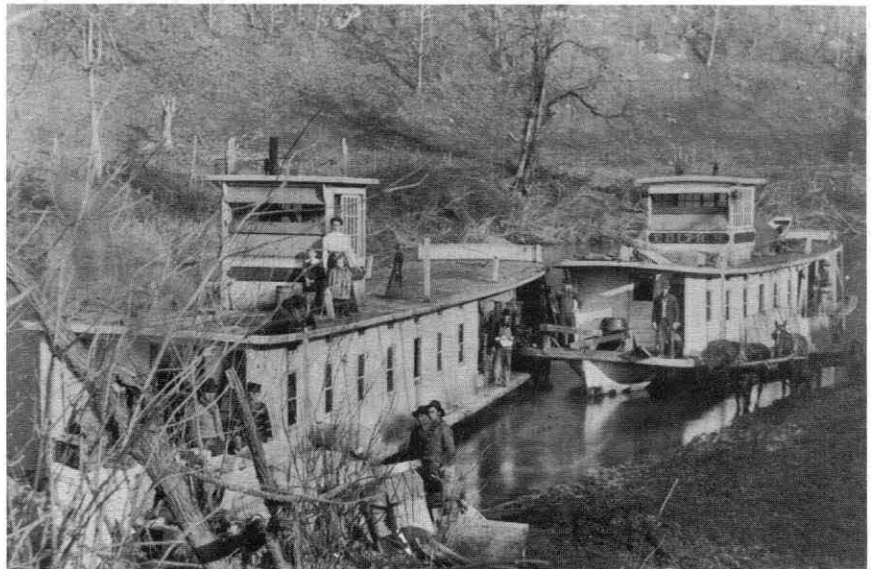
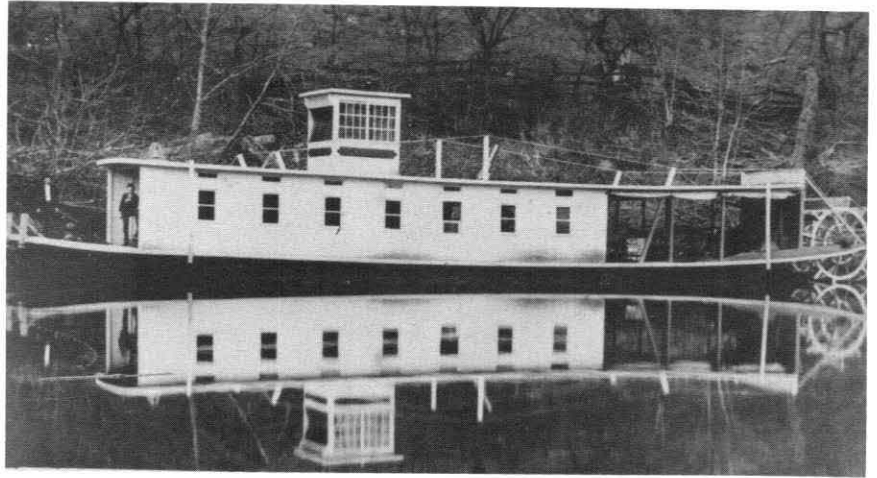
**C**HARLES CLINTON STARCHER (above) farmed in summer and "ran" the Little Kanawha River during the navigation season in early spring and at other times when the stream was wet enough to navigate. The Starcher acres and home were in Calhoun County, W. Va. near Grantsville.

In 1907 he built the feather-weight sternwheel gasboat CLARENCE at Grantsville (upper right) and found plenty of work for her hauling oil and gas well supplies, sometimes shoving a loaded "flat" ahead. He frequently traversed the 78 miles out to the river's mouth at Parkersburg.

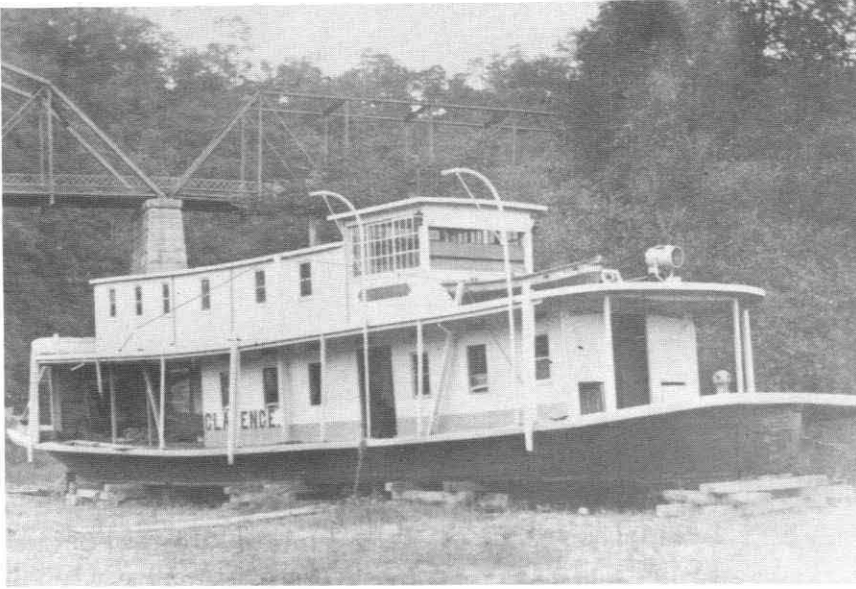
The CLARENCE was named for young Clarence Starcher (center picture, in the foreground far left) and this scene was taken during a wheat harvest on the Starcher farm. The men in the background (from left) are Charles C. Starcher, his brother Will R. Starcher, Marshall Starcher (no kin) and Dow W. Price. Clarence was born c. 1904 which dates this view about 1909-1910.

The lower scene is an unusual one taken at Grantsville about 1908 with the CLARENCE (left) and EDITH H. having arrived in port with passengers, groceries and supplies. Mrs. C. C. Starcher is standing by the pilothouse with her daughter Virginia and son Clarence. C. C. Starcher stands on the guard back aft holding a newspaper. The EDITH H. was built at Parkersburg in 1907 for J. B. Huffman who ran her between Creston (Little Kanawha River Mile 48) and Grantsville as river stages permitted.

J. (for Judson) Clarence Starcher now lives at Parkersburg, aged 74, and he recently loaned the originals of these pictures to our good friend Mrs. Nellie Engelke, 218 N. Court, Glenville, W. Va. 26351, who had them reproduced and kindly sent them along to S&D REFLECTOR. See next page for the last view of this interesting series.







**I**N 1912 Charles C. Starcher rebuilt the CLARENCE at Grantsville, W. Va. and added an extensive cabin aft of the pilothouse. Her hull measured 78.7 by 14 by 2.1. Note the davits forward of the pilothouse for handling the yawl, and also the electric searchlight--some style. This picture was taken at Grantsville following her remodeling still on the blocks. That same year, 1912, Wade H. Stump built an even larger kerosene-fired sternwheeler at Grantsville named GRANTSVILLE which also had an upper cabin, and her hull was 85 by 16 by 2.5. For an extensive survey of Little Kanawha traffic and its boats see S&D REFLECTOR, March '69 issue, pages 6-13.

The Warren County Historical Society, Warren, Pa., announces the opening of an entire room in its headquarters at 210 Fourth Ave. devoted to the extensive collection of the late Harold C. Putnam whose passing was reported in our last issue.

"Putty" over the years assembled a collection of Lake Chautauqua steamboat pictures, corresponded with veteran lake skippers and engineers, and saved lake-related newspaper articles. This endeavor created perhaps the best source file on the subject.

In the 1920s his interest expanded to the Mississippi River System. He saved all of his copies of The Waterways Journal and had them bound professionally. He was an adept photographer and took graphic scenes on various river trips. Also he made a point to purchase every book pertaining to rivers which came to his notice and wound up with a library of some 150 titles. One of these, "Allegheny Pilot," an early guide book for rafters, is one of only four or five originals known to exist.

Two oil paintings he highly prized are of the QUEEN CITY and CHRIS GREENE, painted by William E. Reed. He also acquired a wall-sized map of the Mississippi River prepared for use of U.S. Civil War gunboat pilots, unique in that it locates the positions of the A. L. SHOTWELL and other fast nags on speed trials as they arrived at "24-hour marks," and "36-hour marks," etc. We have never seen

another like it.

He had a complete file of SHSA's "Steamboat Bill" 1942-1978, and a complete file of S&D REFLECTOR.

Such squirreling was not confined to library materials. Putty had a barn at his summer residence in nearby Russell, Pa. loaded to the rafters with old-time farm and kitchen implements, several school bells, tools, sleds, sleighs and such mouth-watering leavings of his region.

One rainy afternoon we were idly looking at his books and happened on two weighty ancient tomes completely unrelated to rivers, lakes or regional history, something like Gibbon's "Decline and Fall of the Roman Empire," or equally out of context. We turned to him and were about to protest.

"I know, I know," he smiled, knocking the ashes from his cigar, "but look in the flyleaf."

There in ancient penmanship was inscribed, "Bought on board the JACOB STRADER at Lawrenceburg, Ind. 1852."

The Warren County Historical Society, soon as they get this room operational, will find themselves in the river business--for keeps.

In our June '78 issue, page 7, is mention of "Jim Porter, the Kentucky giant of Shippingport." To expand a bit, James D. Porter stood 7'8" in his socks and was one of the attractions of the Louisville, Ky. area in his time. Charles Dickens mentioned him in writing his "American Notes" after

a voyage down the river in 1842. When Porter died in 1859 a hillside vault was built to contain his remains in Cave Hill Cemetery, Louisville. This became a sight of the city. Tourists were taken there to peer into the dark recess where they could see little or nothing, but went away content. In the spring of 1897 an examination of the vault disclosed that it was commencing to crumble rather dangerously. Porter's remains were removed at that time and were reburied in a grave near the original vault, marked with a simple stone giving his name and date of birth.

The Maysville, Ky. "Ledger-Independent" in early April recalled that 75 years have elapsed since a barrel of whiskey was lost overboard from the packet GREENWOOD at the local landing. It was caught later at Logan's Gap. The honest gentleman who reported his find was rewarded \$10. Thanks to Judge John A. Breslin, Jr., 218 Sutton St., Maysville 41056 for sending the clippings.

The DELTA KING now is moored in a back-water marina on San Francisco Bay near Point Molate. She is visible from the Richmond-San Rafael Bridge to westbound motorists as they pass the Red Rock Marina. No work has been done on her, but owner M. K. Sun, who paid \$35,200 for her, is currently negotiating for five permits needed to put her in business as a floating restaurant. He plans to locate her at either Piers 1 or 3, adjacent to the waterfront ferry building in San Francisco.

Architectural drawings call for storage areas on the lower deck, the nightclub on the main deck, and the international restaurant on the third deck below the specialty shops. She's to get a new smokestack, a new pilothouse and paddlewheel, exterior and interior lights, wall-to-wall carpeting and a riverboat interior.

Refurbishing will cost an estimated \$4 million. "San Francisco is the only place where a thing like this will work," said Mr. Sun to a reporter.

Our thanks to Richard E. Brown, P.O. Box 1161, Pico Rivera, Calif. 90660 for the above report, taken from the Sacramento "Bee," April 7th last, reported by Ken Payton.

Some while back we made mention of a reprint of "The Western Pilot" (Dec. '78 issue, page 46) just off the press of Young & Klein, Cincinnati. Our copy came to us compliments of Benjamin F. Klein of that firm. Now we learn that the volume has been withdrawn from the market because of some imperfections which Ben Klein could not abide. From what we gather the book will be done over again, and this will take time. Just what these imperfections are defies our unpracticed eye, but Ben is a perfectionist.



**J**EFF SPEAR, 613 Washington St., Marietta, acquired this picture and has shared it with us. It was taken by photographer H. P. Fischer on Second near Wooster, January 25, 1927. This Marietta flood was no big shucks, as Marietta floods go, cresting at 41.0 feet. At first glance we thought the rowboat in the foreground is the same one we have in the Marietta Museum but closer inspection shows it's another breed of cat with a short fore deck. The name painted on the stem is SCOUT. If you look real close, attached to the stem are gold-leafed deer

horns, rather unusual on a rowboat we'd say. Marietta had another flood this past February 27th, cresting at 40 feet, with about two feet of water in the downstairs conference rooms at the Hotel Lafayette. The W. P. SNYDER, JR. rode it out nicely. Water lapped at the base of the TELL CITY pilothouse but no harm was done. The celebrated flatboat, recently hauled ashore and set on concrete blocks at the Ohio River Museum, once again floated. The old steamboat engines exhibited on the concrete flooring under the Museum were dunked good and proper.

Sirs: A long time ago "Capt." Paul Boynton clad in an India rubber suit he had invented, floated down the Ohio River from Pittsburgh to Cincinnati. He was accompanied by a couple of men in a skiff. Enroute they arranged to stay at Mrs. Georgiana Beckler's boarding house at Letart Falls, O. Many local residents were on hand to see Boynton's arrival at the upper landing. Someone asked him if he ever got tired, to which he replied: "Yes---of answering darn fool questions."

Do you have information as to the date of this?"

Mrs. K. A. Skeels,  
2675 Summit St.,  
Columbus, O. 43202

=In Feb. 1879 as a publicity stunt Paul Boynton donned his patented "life saving" rubber suit at Oil City, Pa. on the Allegheny River, and floated out to Pittsburgh flat on his back with a small double bladed paddle to assist. The water temperature, decidedly chilly, prompted him to fortify himself with a bottle of brandy strapped to the suit. The weather turned frigid and on the last lap of the

134 miles the cork froze in the bottle. When he arrived in Pittsburgh February 9th he had to be lifted from the river by the crew of the steam tug JAMES CALDWELL. They stowed him next the boiler, extracted the cork, and revived him. The skipper who pulled him out of the river was Capt. Warren Elsey, assisted by two crew members from the towboat VENTURE. He proceeded down the Ohio, ran the Louisville Falls while a throng watched, and was pulled out at Portland, Ky. where he was observed taking a generous swig from his brandy bottle. -Ed.

Sirs: Yes, there was an ALBERT T. (March '79 issue, page 21) and I have seen her but never was aboard of her. She tended the steam sternwheel sand digger RISANCO.

Another thing I should mention about the March issue:- At the bottom of page 23 is a listing of the TELL CITY crew at the time of her loss. Fred Hoyt was not on her. The clerks were Ed Dunaway, Holly Barr and Jack Spears. I learned of this from three sources

which were the three gentlemen just named. Holly Barr once walked me down along the shore below Little Hocking and told me that at the moment of impact he rushed into the boat's office, entered "Hit" in the log book, the time, and then assisted in wakening the passengers and off-watch crew. When the smokestacks fell they knocked off Dunaway's cap and crushed it. I believe the second engineer was George McElhose who later was on the SENATOR CORDILL and lost his life when her throttle exploded.

The picture of the GORDON C. GREENE on page 38 of the March issue shows the sun deck which was added for the Mardi Gras trip of 1938. Also in the picture she has the St. Louis smokestacks. She hit the Henderson, Ky. bridge on her 1939 Mardi Gras trip and these stacks were destroyed. So in the year between these two trips she looked as shown in the picture--and at no other time.

Robert H. McCann,  
Dennison Hotel,  
716 Main St.,  
Cincinnati, Ohio 45202

Sirs: During the first three weeks of February I was working with Hollywood stars on board the MISSISSIPPI QUEEN, among them Pat O'Brien, June Allyson and Olivia de Havilland. The last week of the month we hosted Van Johnson on the DELTA QUEEN.

Olivia de Havilland tells me she had a steaming relation, Capt. Benjamin Goodrich, possibly around 1890, and she believes he worked on the lower Mississippi. She would like very much to know more of him. I'll be glad to forward any information you or S&D members come up with to her at her home in Paris (France this is, not Kentucky.)

Terry Severns,  
Delta Queen Steamboat Co.,  
82 Canal St.,  
New Orleans, La. 70130

=Total blank here. -Ed.

Sirs: What the S&D's saw beached at Savanna, Ill. (March '79 issue, page 21) is what is left of the towboat ELLEN HATFIELD, originally C. C. WEBBER of Federal Barge.

My understanding was that a man from Chicago had bought the old boat (without engines, boilers, sternwheel or other equipment) and brought it to Savanna to make of it a motel. However, during the time he was rebuilding the old boat he took sick and died. To my knowledge nothing has been done with it since.

I stopped there some years ago and visited with the owner, my interest stemming from the fact that she is a sister boat to our Keokuk GEO. M. VERITY. At that time only the hull, decks, bulkheads and pilothouse were left. It appeared to me that a lot of time and money would be required to finish the project. The man had been trying

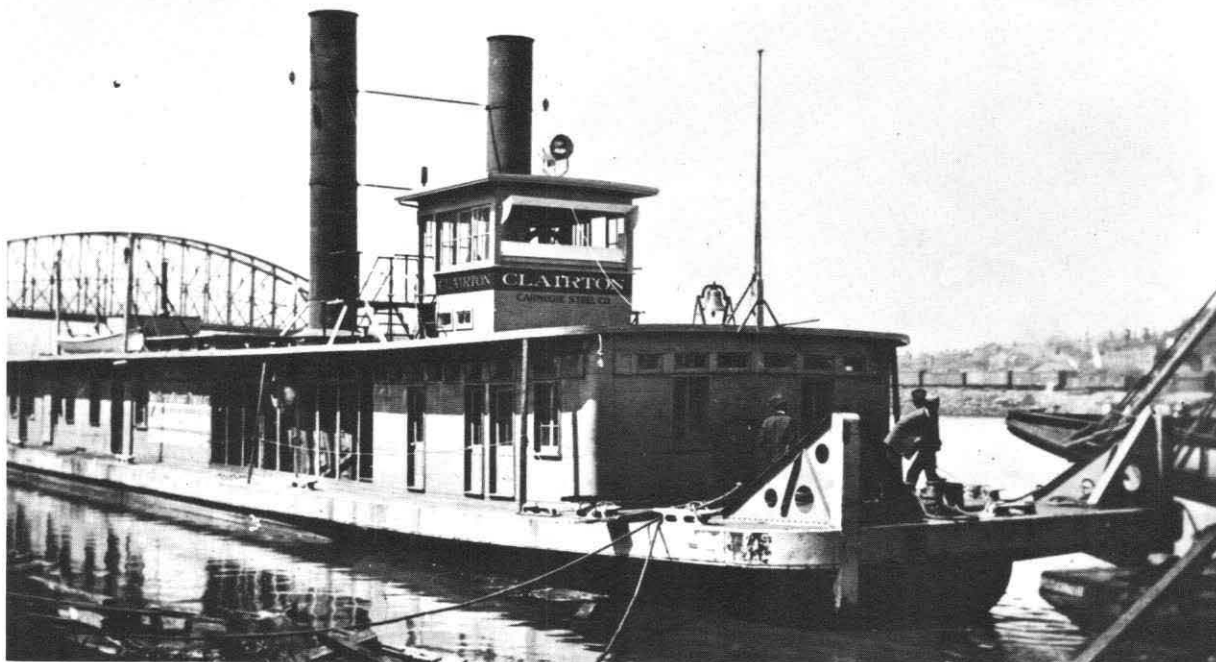
to do it all by himself during his spare time, and during favorable weather.

William L. Talbot,  
226 High St.,  
Keokuk, Iowa 52632

=Bob McCann also identified the boat to us. -Ed.

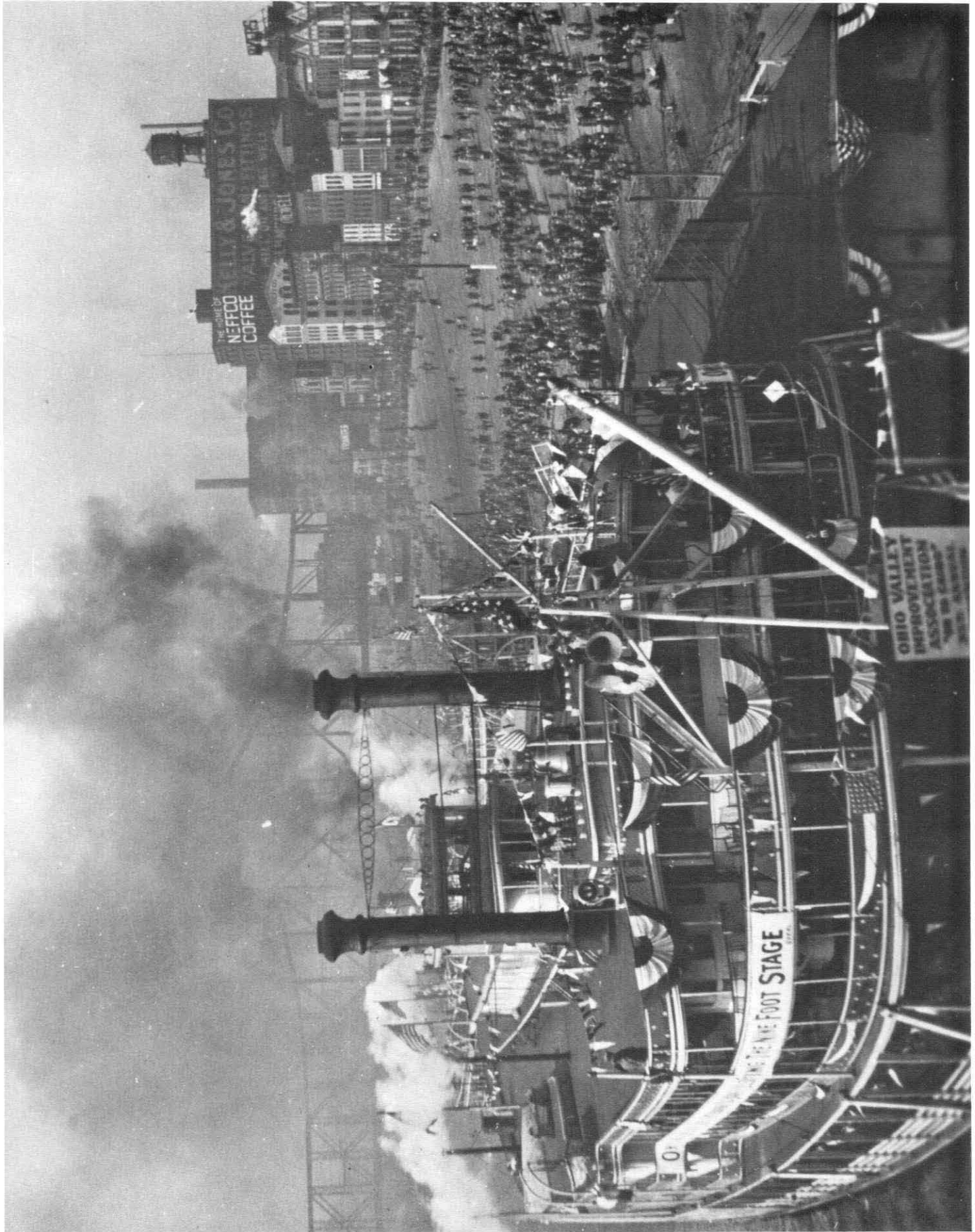
Sirs: A subscriber to your publication, Mr. Russell Campbell of Vidalia, La., has shown me your current issue (March '79) which pictures our home "Myrtle Terrace" on the cover. We are delighted with both the picture and the article inside. Will appreciate membership information.

Camille B. Durkin,  
(Mrs. Richard M.)  
Myrtle Terrace,  
Natchez, Miss. 30120

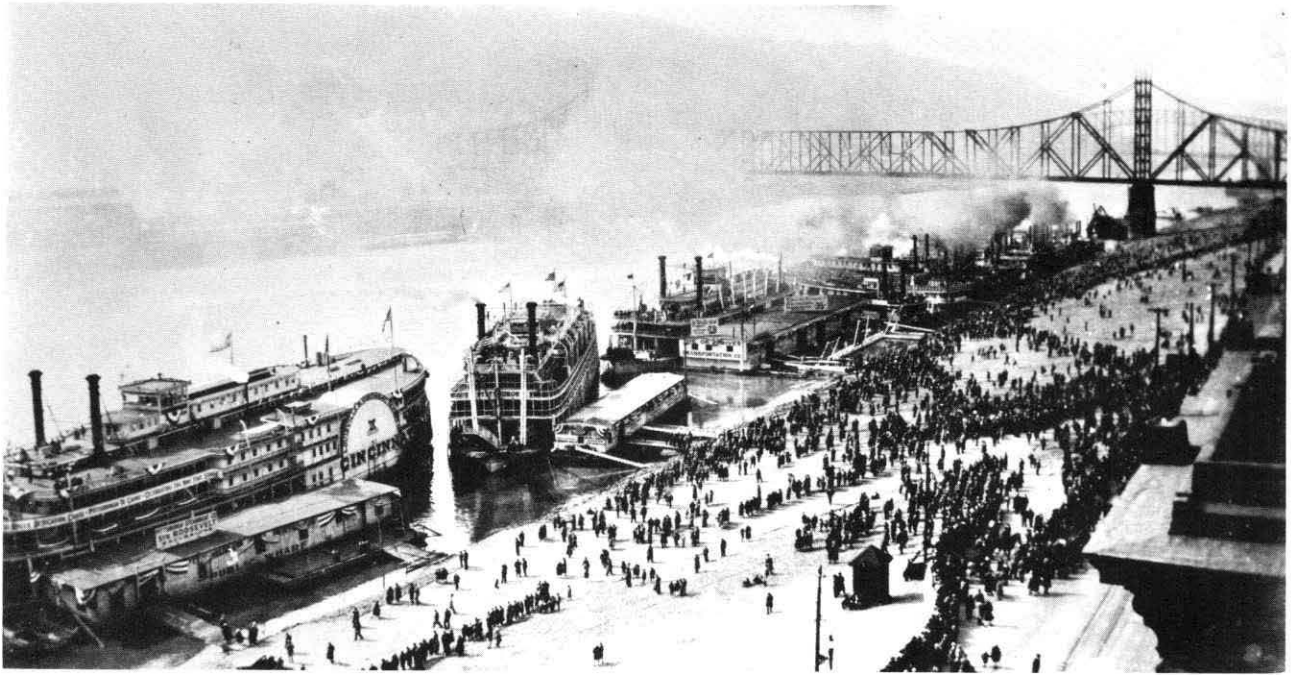


THOSE WHO RECALL the odd-looking towboat J. M. LEITHEAD operating on the Monongahela River 1944-1951 by Hillman Transportation Co. will have the feeling that there is something familiar about the above. Why shore! It's the same boat! The CLAIRTON was built at Ward Engineering, Charleston, W. Va., in 1918, steel hull, 157.2 x 26 x 5, steam triple expansion engines, condensing, twin props. She was a bid to revolutionize coal towing on the Monon by Carnegie Steel. The superintendent of river transportation for Carnegie was a man named Underwood, long on slide-rule calculation and self appreciation, short on ratchet technology. He proposed to build a fleet of these new-fangled prop towboats to transport coal from the mines to Clairton. First of the fleet was this CLAIRTON which arrived new in Pittsburgh Sept. 9, 1918 with fanfare. On the night of Oct. 14 same year she lay sunk from mysterious cause at Pike

Mine near Brownsville. She was taken to the James Rees & Sons Co. shop in the Allegheny River, Pittsburgh, for dehydration, and that's where you see her in the above picture. In late 1919 she was renamed KANAWHA and by then she had convinced the Carnegie people of the error of their ways as they proceeded to build a fleet of sternwheelers without benefit of Mr. Underwood. They sold KANAWHA to Monessen Coal & Coke Co., May 1926, and she became named ALICIA. She chaperoned an enormous coke barge between Alicia and Monessen, was laid up most of 1931, 1932 and 1933, and by June 1936 had been sold to Hillman Coal & Coke Co. who renamed her HENRY A. ROEMER. In Aug. 1944 she was renamed J. M. LEITHEAD and finally fell into the clutches of Charles Zubik in 1951. Charlie lost little time in tearing her up for scrap. Runs in our mind that the hull still serves as a landing float, or some such useful purpose. Can this be so?

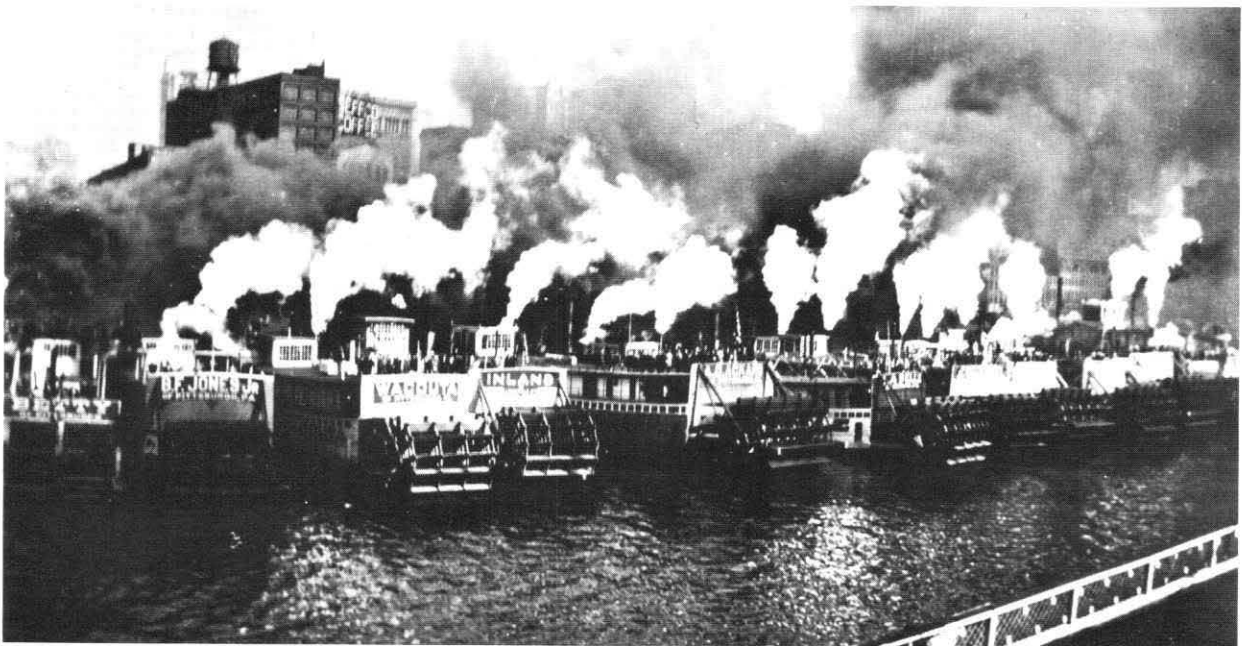


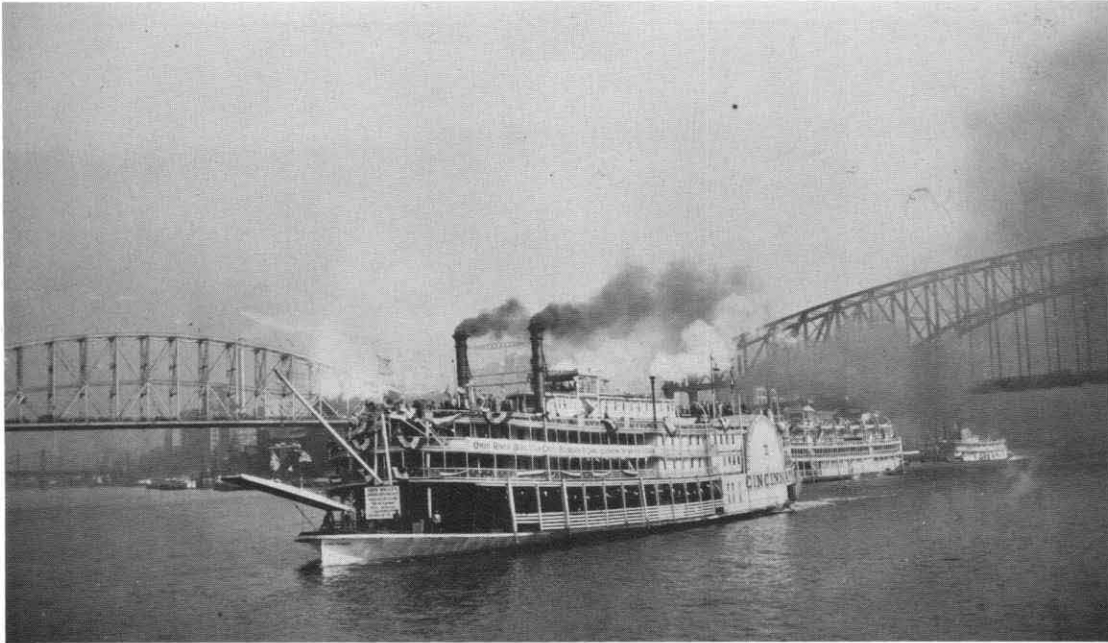
The CINCINNATI, under charter to the Ohio Valley Improvement Association, was the flagship 50 years ago when completion of Ohio River slackwater was celebrated. Photo at Pittsburgh by Capt. Jesse P. Hughes from Smithfield St. bridge.



**F**ORTY FOUR YEARS elapsed between the opening of the first Ohio River lock and dam and the completion of the project Pittsburgh to Cairo. Both events were celebrated at Pittsburgh with gala boat parades Oct. 7, 1885 and on Oct. 18, 1929. The original project envisioned wicket-type dams spaced to provide 9-foot navigation but even as the system was completed in 1929 higher and more modern dams were replacing some of the originals. Hence the first lock and dam, at West Bellevue, Pa., called Davis Island Lock and Dam, had ceased to exist when No. 53, Grand Chain, Ill., was opened in 1929. Fifty years now have rolled by since Pittsburgh-Cairo slackwater became an accomplished fact, and during this past half-century the old-style wicket dams for the most part have vanished--

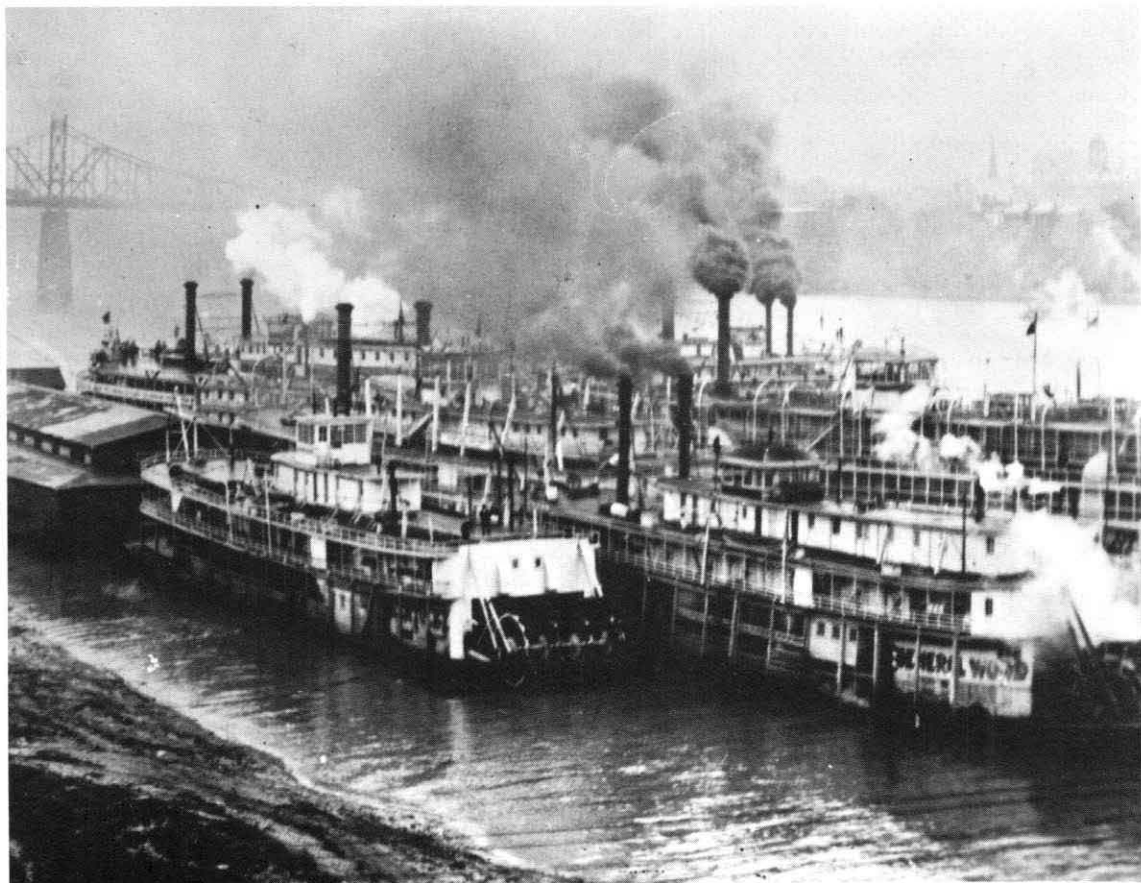
some with hardly a trace--superseded by a lesser number of high-lift highly-automated dams with locks so impersonal that boat and tow may pass through without the crew seeing a lock employee. Capt. Jesse P. Hughes took the above picture from a window of the U.S. Inspection Service office, House Building, Pittsburgh, morning of Oct. 18, 1929 as crowds gathered on the Monongahela River wharf to see the parade get under way. The CINCINNATI (left) was the flagship of the day. Below her is the GREATER PITTSBURGH (ex-HOMER SMITH), then the QUEEN CITY. Below her, down to the Wabash Railroad bridge, are about 20 boats nosed in, most of them steam, sternwheel towboats. In the lower view, also taken by Capt. Hughes, are these towboats blowing their whistles.

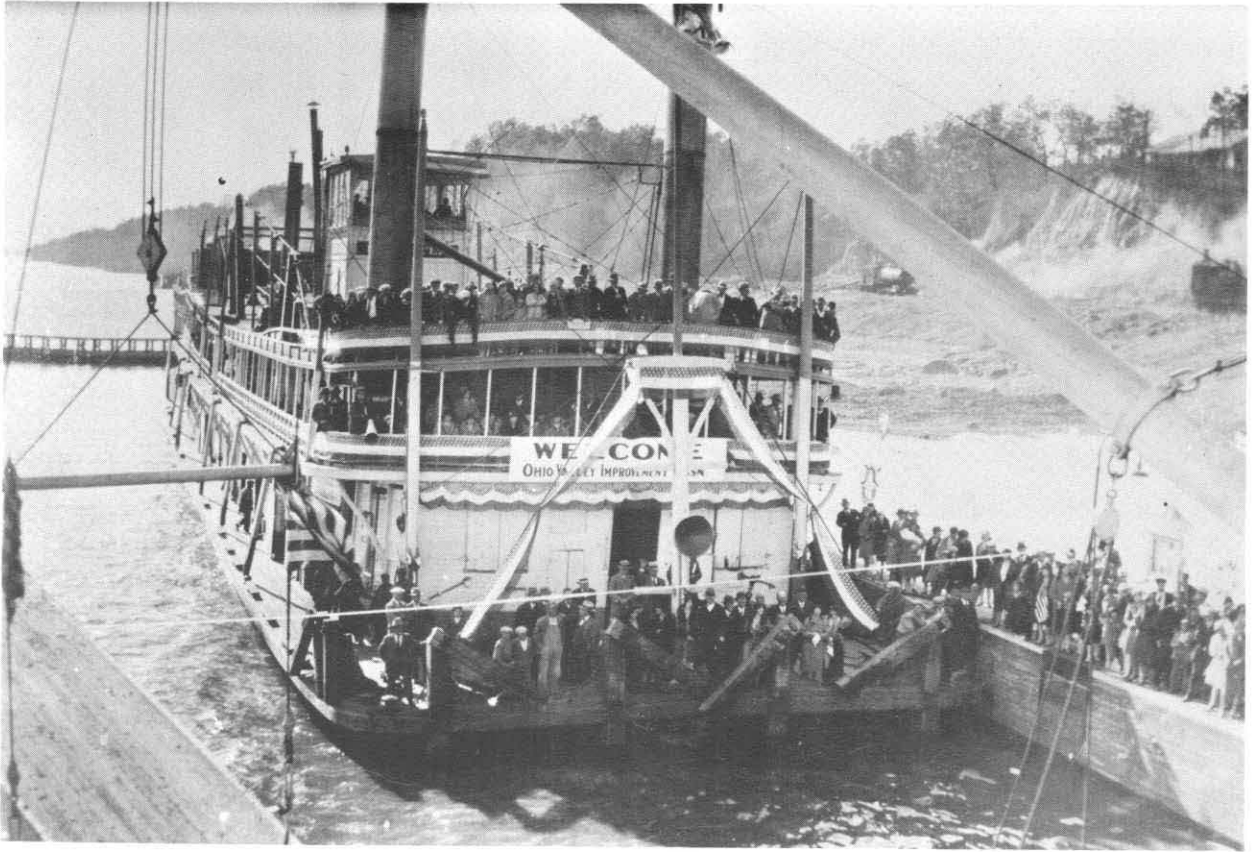




**F**OLLOWING the parade at Pittsburgh the CINCINNATI, GREATER PITTSBURGH and the QUEEN CITY proceeded down the Ohio in Oct. 1929 loaded with dignitaries. Capt. Franklin W. Reed took the above as CINCINNATI departed Pittsburgh with the GREATER PITTSBURGH close astern and the U.S. snagboat SWAN following in escort. In the lower scene the three parade boats have arrived at Cincinnati. This rather dramatic view comes from the J. R. Hartlieb collection and in the foreground is the KENTUCKY sans smokestacks and in right foreground

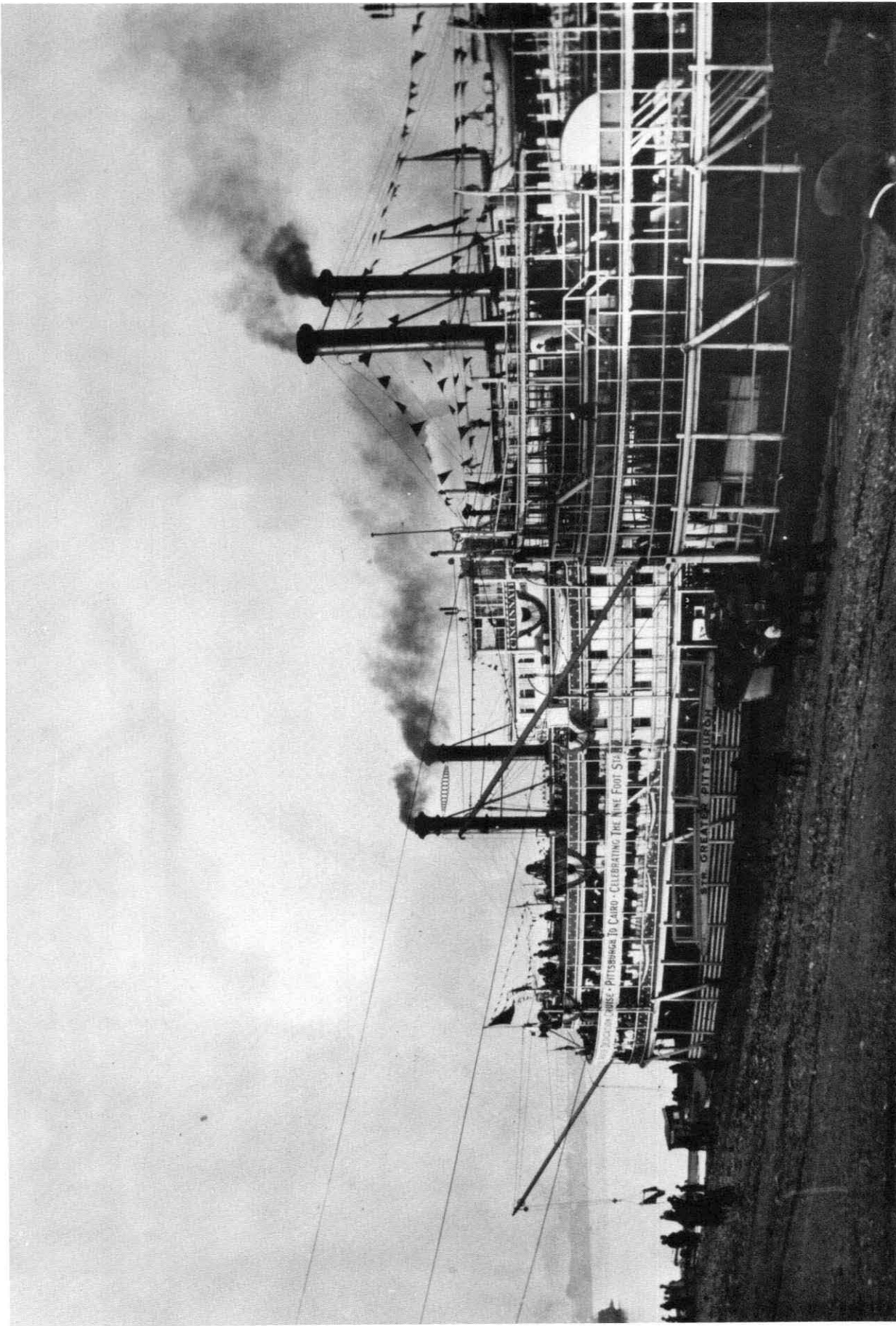
below her is the GENERAL WOOD operating under charter in the Louisville-Cincinnati trade. Out in the river headed downstream is the U.S. snagboat KENTUCKY. U.S. President Herbert Hoover dedicated a monument on Cliff Drive, Eden Park, that day (Oct. 20) and rode Cincinnati to Louisville aboard the U.S. Lighthouse tender GREENBRIER. The QUEEN CITY returned to Pittsburgh and the CINCINNATI and GREATER PITTSBURGH continued to Cairo. President of the Ohio Valley Improvement Association was Capt. Oscar F. Barrett, Cincinnati.





The big towboat EXPORTER greeted the celebrators in newly completed Lock 53, photographed from the CINCINNATI by Capt. Jesse P. Hughes. Slackwater in 1929 outmoded the ingenious system of crib and stone dikes in the Ohio River. One of them below French Islands (below) was 3,500 feet long, photographed during low water from the Kentucky shore on Sept. 8, 1892.





**W**HEN THIS PICTURE was taken at Cairo 50 years ago showing the CINCINNATI and GREATER PITTSBURGH at the conclusion of the slackwater celebration the stage production of Edna Ferber's "Show Boat" had not yet hit Broadway and Wall Street was in utter turmoil as the stock market crashed ultimately wiping out investors of some \$50 billion. In our Dec. '71 issue is an on-the-spot detailed report of the Pittsburgh-Cairo parade written by Capt. Jesse P. Hughes and a complete roster of the passengers who rode the CINCINNATI. Now that the Ohio River has prospered

these last 50 years thanks to year-around navigation the Division Office, U.S. Engineers, Cincinnati, is holding preliminary conferences to determine, along with modern river operators and leaders, the possibility of a gala 50th Anniversary celebration late this fall. The initial concept is to stage a marine performance of some magnitude commencing at Pittsburgh, stopping at principal towns, and winding up at Cairo. The accent, thus far, is to make available to the Ohio Valley dwellers and workers an opportunity to see and learn first-hand what it's all about.



Mr. and Mrs. Richard Unrein announce the wedding of their daughter Cynthia Ann to Capt. Gabriel J. Chengery. The ceremonies were held in the St. Johns Catholic Church, Longmont, Colorado this past April 21st. Capt. Gabe's family reside at 2911 California Ave., Pittsburgh, Pa. 15212. The newlyweds are in residence in a lately purchased home in Natchez, Miss. Cynthia Ann was a crew member aboard the MISSISSIPPI QUEEN which her husband commands.

Photographer Paul L. Pryor will be featured in a one-man showing titled "Riverboat" at the Evansville (Ind.) Museum Science Center located at 411 S. E. Riverside Drive July 20--August 26. Paul and Dorothy, who make their home in Dayton, O., spent some time in Honolulu this past winter.

Sirs: High water has the SPRAGUE afloat. She's to be moved today (March 19) down to where the government fleet used to be moored in the Yazoo.

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

Sirs: The memorial tribute to Harold C. Putnam on page 4 of the March issue is, I believe, the best piece of delineative writing I've ever seen. I didn't know Harold Putnam personally--but I do now.

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

Sirs: How wonderful it would be if there were a book entitled "The Art of Thornton Barrette."

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

Sirs: In re. elephant, bottom of page 9, March issue:- Two steel pontoons joined with welded cross bars, hauled by two Mercury outboards on the power boat, provided transportation. Not a skate board and not a surf board; water skis. The run began around on the Monongahela at Pittsburgh, then a sa-shay around the Point, up the Allegheny, and back to start.

John J. Rous.  
Home Federal Savings & Loan,  
1500 Carter Ave.,  
Ashland, Ky. 41101

=William E. Reed took the picture so we discover, belatedly. -Ed.

Judy Patsch, 921 21st Ave., Rock Island, Ill. 61201, got herself in the news at Evansville, Ind. this past April. She was interviewed there aboard the DELTA QUEEN, and her remarks were headlined at Cincinnati and elsewhere. Reporters asked Judy (she teaches school,

age 32) what she thought of the new furnishings.

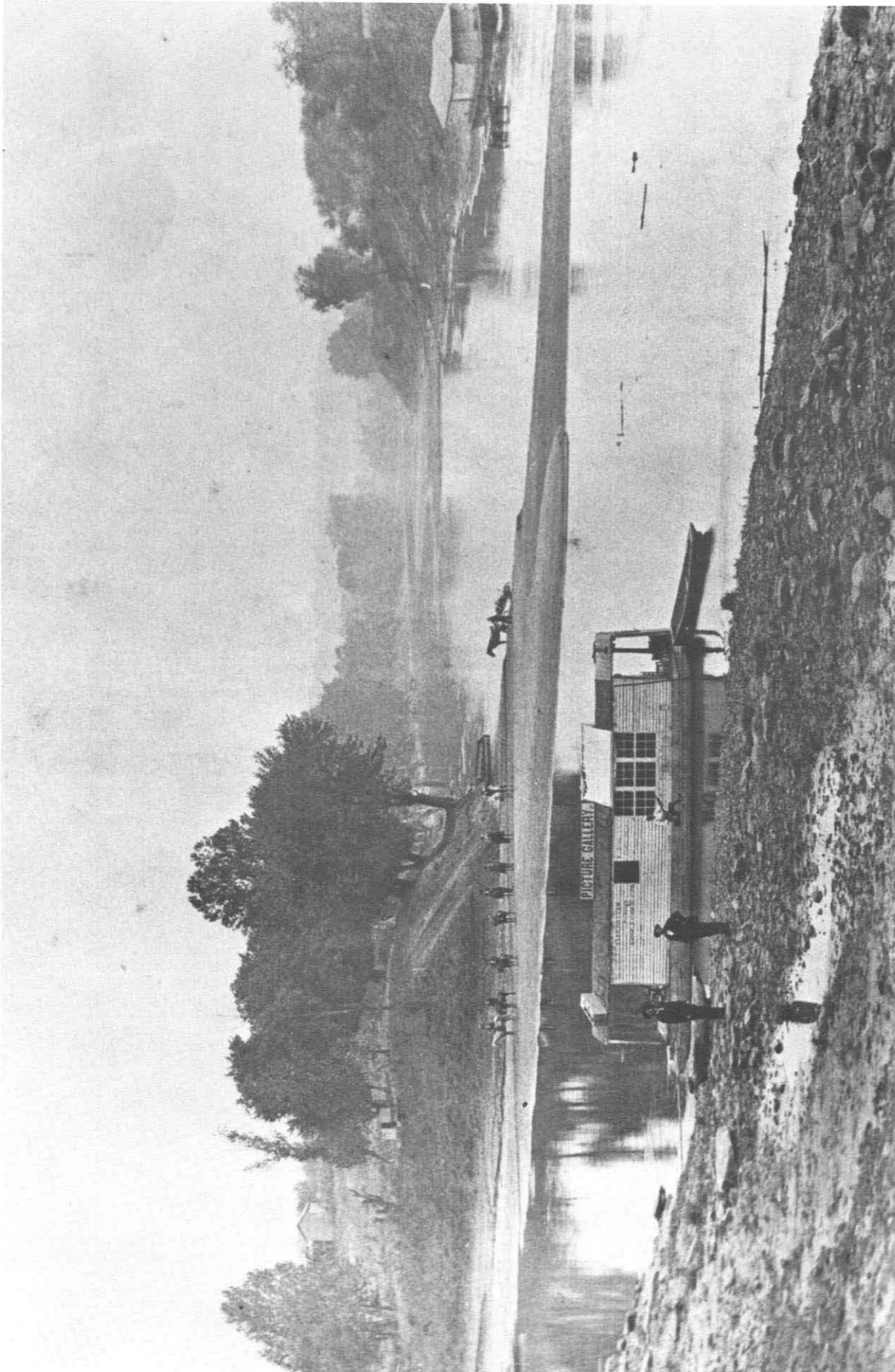
"I am pleased they didn't change the appearance of the boat that much," she said. "They've put in some new furnishings, new carpeting and did some painting, but it just didn't look that much different."



Major Neff Dukes

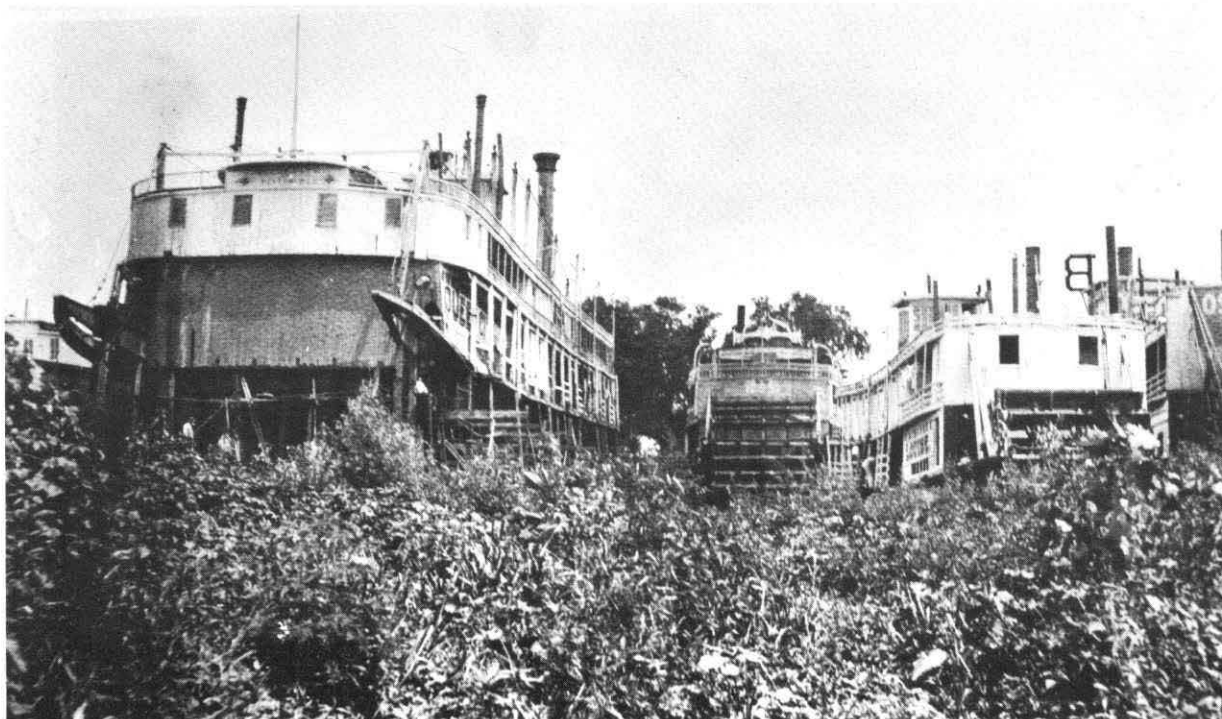
**H**ARKBACK to the KATE ADAMS comes to our desk in the form of the above portrait. The Memphis "Commercial Appeal" for years has recalled to its readers the old river days and still does. The writing of these articles is done by Paul R. Coppock who occasionally yells to us for help. His latest problem is this picture which was contained in a morgue file of Major Neff Dukes with no markings on it. English-born Major Dukes arrived in the U.S. at New Orleans a mere boy. The family went to St. Louis where he got his schooling. When the Civil War broke out Dukes joined with the Union forces and first visited Memphis as a soldier. He was advanced to the rank of major in the commissary department and was moved to Vicksburg and later to Natchez. Several years after the conflict ended he became the Anchor Line superintendent at Memphis and remained in that capacity as long as the Anchor Line operated. He then went into the Memphis office of the Memphis, Helena & Rosedale Packet Co. to help run the KATE ADAMS and others. His son W. Hamilton Dukes became purser of the KATE in her latter days. We met Major Dukes but once, the occasion being the result of his wish to visit aboard the BETSY ANN at Memphis in the fall of 1931 in company with his son Hamilton. He knew the BETSY ANN rather well inasmuch as BETSY had pinch-hit for the KATE in 1921. The Major was a much older man when we shook his hand than the above picture shows him, but the alert eyes had not changed. Too bad Joe Curtis is no longer here to make a positive identification--he was the river reporter for the Commercial Appeal those days.

Copies of S&D REFLECTOR containing information about photographer Thornton Barrette (Vols. 15, #3 and #4, and Vol. 16, #1) have been furnished to grandson Carner W. Dowling, 1213 Cypress Lane, Cocoa, Fla. 32922.



**J**UNCTION of Tug (left) and Levisa Forks of the Big Sandy, at Mile 27 above Catlettsburg, Ky., Louisiana, is at the far right where a wharfeboat is beached on shore. In the foregrounds is a PICTURE GALLERY, so identified by the sign on its roof. Small lettering on its bulkhead identi-

fies the proprietor as Alex Hatten, who doubtlessly took the picture which has come to us thanks to Jerry Surphin. The water is extremely low. Pushboats operated up Tug Fork 58 miles to Williamson, W. Va. and Pond Creek. Steamboats went up Levisa Fork to Pikeville, Ky., Mile 88.5 above Louisa.

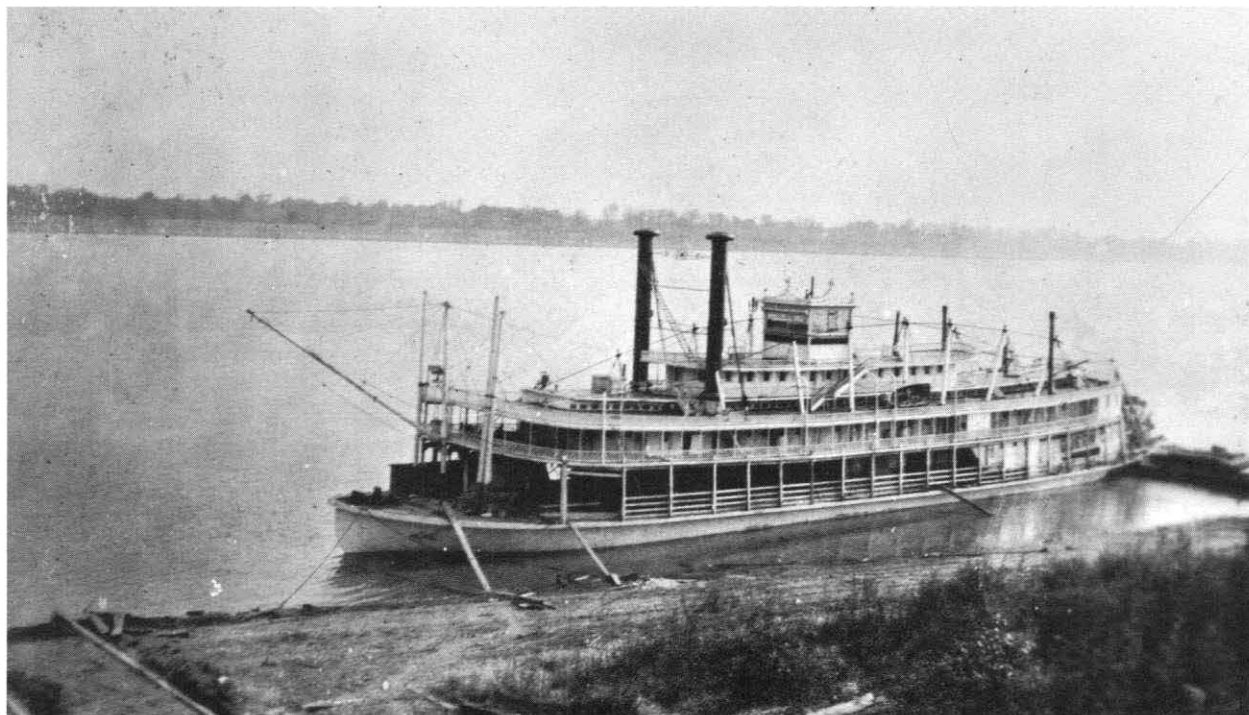


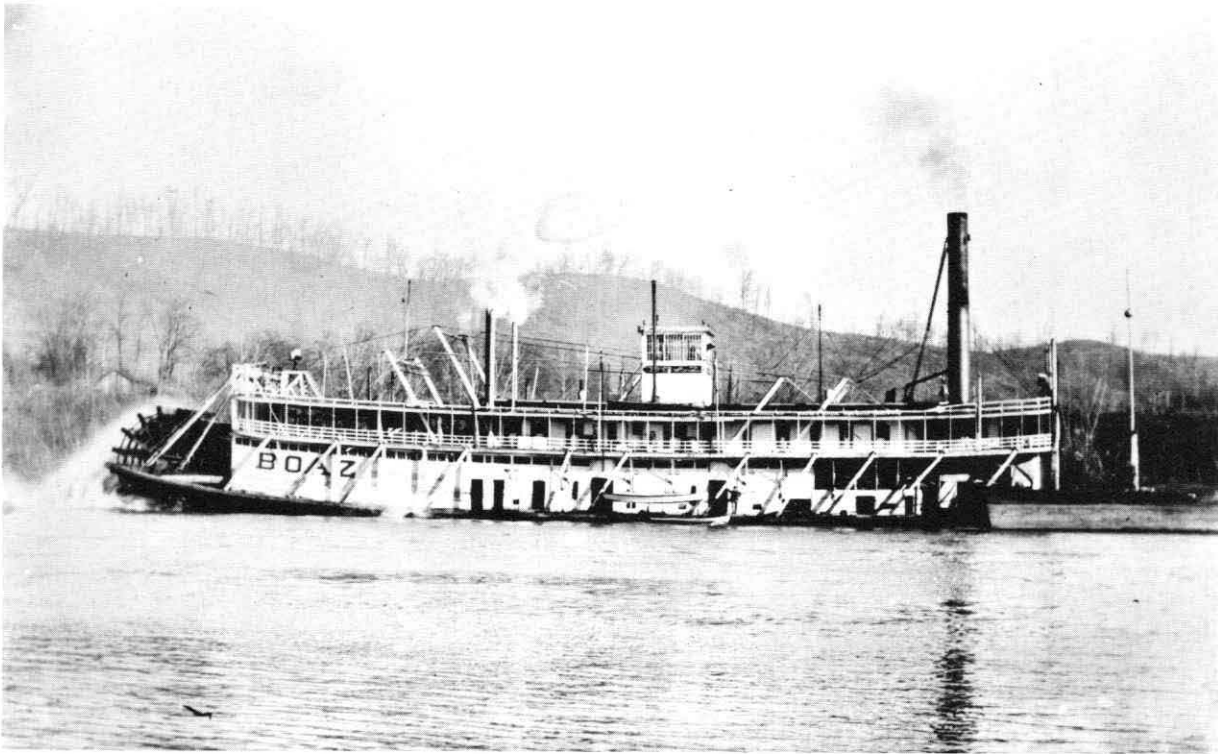
CAN YOU BELIEVE DEPARTMENT in the March '79 issue of "Riverview," publication of the Middle Ohio River Chapter S&D had this to relate: "In May 1920 the SPRAGUE took six steel barges loaded with 490 automobiles from St. Louis to Cincinnati. These were unloaded whereupon the barges were reloaded with other cars consigned to Memphis. Downbound at Louisville she picked up the big packet QUEEN CITY and took her to Mound City, Ill. for repairs. The sight of the SPRAGUE moving a tow of autos with the QUEEN CITY tied alongside would have been the wildest steamboat photo possible. Apparently, however, that incredible sight was not photographed."

All of which leads us to exhibit two all

but forgotten pictures. Above is the QUEEN CITY (left) hauled on the Mound City Ways. The boat in the center is the W.W., former excursion boat then owned by boat broker John F. Klein. Next is the LOUISE of Little Kanawha River fame, Capt. Hiram Douglass having sold her to Capt. Joe Chotin who was taking her to Berwick, La. to become the JOS. S. CHOTIN. At far right with B between stacks is the OSCAR F. BARRETT under charter to Federal Barge Lines.

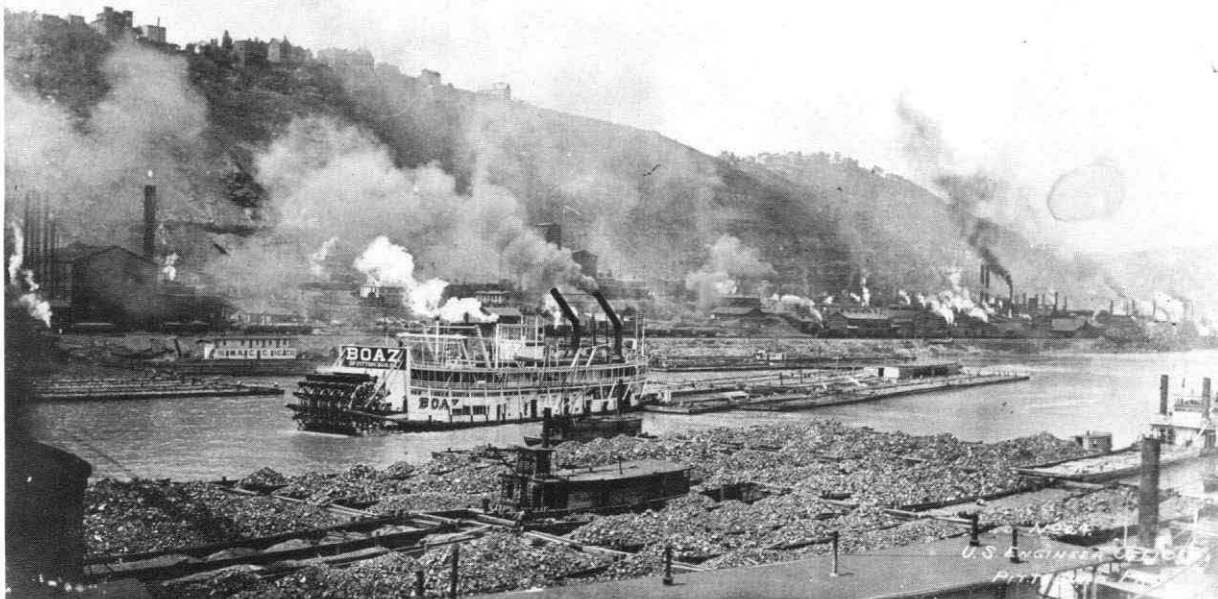
Below is the QUEEN CITY refloated at Mound City with practically a new hull, new stacks and new paddlewheel shaft. Fans of the QC will be quick to notice that her original Texas had not been tampered with--later it was lengthened fore and aft.





**B**ACK IN DAYS when only two locks and dams had been completed on the Ohio River (Davis Island and Merrill) the business of transporting coal in wooden containers from the Monongahela River to Cincinnati, Louisville, Memphis and New Orleans was an undertaking so dramatic that valley dwellers adopted it as a spectator sport. One of the chief actors was the Biblical-named BOAZ, almost human in its triumphs and tragedies throughout a 35-year span. Commencing on our next page we report one of those years--1907--as an example, the facts sacked down Log Book style barren of frill or ornamenta-

tion. The picture above was taken by Thornton Barrette, upbound with empties, possibly 1898 or 1899. Below is a rather splendid scene photographed by the U.S. Engineers at Pittsburgh, undated, but surely about 1907, as the BOAZ, stacks tipped back to pass under the Point Bridge, departs with loads. She has just left the Monongahela River and is heading into the Ohio. The Point Landing is in the foreground, the O'Neil Landing is opposite, and down in the distance is the John A. Wood Landing so frequently mentioned in the Log. For a rather detailed story of the BOAZ see our March '76 issue, pages 33-39.



# LOG BOOK STR. BOAZ 1907

JAN. 1, 1907 found the BOAZ moored at Advance Ldg., Pittsburgh, laid up.

JAN. 8 Got orders to get steam. Went up to the company wharfboat foot of Market St. and got stores. Got 6 barges 2 flats out of Pacific Landing and went over to the Harbor Ldg. and latched into 11 barges, 2 coalboats, 1 model, 1 fuel barge and 1 flat. Layed up all night.

JAN. 9 Turned out 7:30 a.m. with 11' on Market Street marks. Frank A. Gould on watch, and J. Ed King partner pilot. 12'5" on Davis Island Dam. 15'3" on Beaver bridge. Changed watches 12 noon foot of Beaver Shoals. 17'6" on Merrill Dam. 17'4" and raising at Steubenville. Landed under Cross Creek at 6 p.m.

JAN. 10 River raised 24" during the night. Got 5 coalboats off the CRUISER making our tow 7 coalboats, 11 barges, 1 model and 2 fuels. Left at 10 a.m. Wind was raising. Changed watches 12 noon at Rush Run. 22' at Wheeling and raising. Changed watches 6 p. m. at foot of Fish Creek Island. Changed watches 11 p. m. at Petticoat.

JAN. 11 Changed watches 3 a.m. in Marietta Island. Landed under the Harmar wharf at 3:30 a.m. Turned out at 6:15. 25'9" at Parkersburg and raising. Left flat 2196 at head of Blenny. Changed watches 12 noon at Swan Bar. Got flat 2119 at Halls. 30½' at Middleport and changed watches 6 p.m. head of 8 Mile. Changed watches 11 p.m. foot of Green Bottom.

JAN. 12 Changed watches 3 a.m. at the new bridge at Ironton. Rained nearly all of the middle watch. Changed watches 6 a. m. on the point at Sciotoville. 38' at Vanceburg. Left flat #2119 at Buena Vista. Rained hard all morning. Changed watches 12 noon at foot of Brush Creek Island. Changed watches 6 p.m. at Snag Bar and landed at Silver Grove 10:30 p.m.

JAN. 13 River raised 5" during the night. Steamer RANGER took 4 coalboats off us at Silver Grove. Turned out at 10 a. m. 42'3" at Cincinnati. Landed under Ludlow and got 11 more barges, making our tow 22 barges, 3 coalboats, 1 model and 1 fuel barge. Turned out at 3 p. m. and had to land at the light at Medoc for fog 5:30 p.m.

JAN. 14 Turned out at 6:30 a. m. River raised 7" during the night. Weather rainy and foggy. Changed watches at noon at Warsaw. Landed

opposite Houglund at 4 p. m. and delivered 5 barges at Madison. Then went back to tow. Weather rainy and inclined to be foggy.

JAN. 15 Turned out at 2:30 a.m. River raised 18". Weather rainy and morning very black. Changed watches 6 a.m. 1 mile above Fulton Light, still raining. Landed under 6 Mile Island and little boats delivered our tow. Got orders to go light after the S. H. H. CLARK tow at Caseyville. Went over the Falls and helped take 34 coalboats from the foot of Sand Island down to Connor's house. 47' at the foot of the locks and raising. Rained all day. Left the foot of the Canal at 5:45 p.m.

JAN. 16 Changed watches 6 a.m. at Andersons Bar. 39'8" on gauge at Evansville. Changed watches 12 noon at Henderson, Ky. Landed for fog at 5 p.m. on Curlew Point and cleaned boilers. Our pilots below Louisville are Dan Kane and Wm. Frielengdorf.

JAN. 17 Went down to the empty fleet and got 16 coalboats and 6 barges and left at 10 a.m. Changed watches 6 p. m. at Pacific Lt. Landed 11 p. m. in the nook at the head of Slim Island for rain fog.

JAN. 18 Rained all night. Turned out at 6:30 a.m. Landed at 5:30 at Henderson. Rain fog all afternoon.

JAN. 18 Rained all night. Turned out at 6:30 a.m. Landed at 5:30 at Henderson. Rain fog all afternoon.

JAN. 19 Turned out at 6 a.m. At Evansville 43'6". Landed for the night opposite Newburgh. Had wind all day and wind and rain in the evening. About 9:30 the wind got to be a regular hurricane and continued so until after midnight. Waves were rolling as high as the empty coalboats.

JAN. 20 Could not turn out this morning on account of the swells. The wind is still blowing hard but not as hard as last night. Loaned Mr. William Hodges who has a farm opposite Newburgh one of our yawls to help him out of his difficulties. At 6 p.m. wind still blowing and swells still very big. It don't look as if we would get away from here before tomorrow morning.

JAN. 21 Wind calmed down so we could go about 2 a.m. Changed watches 12 noon at Owensboro. Telephoned to Louisville from here. Changed watches 6 p. m. 1 mile below Lewisport. Got blown ashore below Lewisport and damaged coalboat C24. Landed opposite Tell City at 2:30 a.m.

JAN. 22 Turned out at 7 a.m. and changed watches 12 noon below Hog Point. Landed at 3 p.m. at Cloverport for high water.

JAN. 23 Still laying at Cloverport for high water. River came to a stand today. Raised about 3/4" last night. Weather clear and cold.

JAN. 24 River fell 3" during the night. Got steam and left at 10:05 a.m. Changed watches 6 p.m. at head of Chenault Reach.

JAN. 25 Changed watches 6 a.m. at Gailey's Light. The weather rainy, turning to snow. Blowed into the bend below Wolf Creek and lost about 4 hours. After getting out of the bend went up above and tied up for a snowstorm and laid there all night. Looks like a heavy snow.

JAN. 26 Turned out at 3 a.m. The weather clear and cold. Changed watches 6 a. m. on the point above Peckenpaugh Light. Changed watches 12 noon 1½ miles below Leavenworth. Changed watches 6 p.m. at Richardsons Light. Nice pleasant afternoon.

JAN. 27 Changed watches 6 a.m. at West Point. Changed watches 12 noon 1 mile below Hughes Light. Got over the Falls and started for Pittsburgh at 6 p.m. 57' at the foot of the Locks. Landed on the foot of Six Mile at 9:30 p.m. for fog.

JAN. 28 Turned out at 10 a. m. Fell about 3' during the night. Changed watches 12 noon in 12 Mile Island. Changed watches 6 p.m. at Jobsons Light. Changed watches 11 p.m. head of Cooper Bar.

JAN. 29 Changed watches 3 a.m. on the point below Locust Creek. Changed watches 6 a. m. at head of Craig Bar. Changed watches 12 noon foot of Sugar Creek Bend. The weather very heavy. Changed watches 6 p.m. at Rising Sun. At 11 p. m. changed watches at Lawrenceburg.

JAN. 30 Changed watches 3 a.m. at Rapid Run. Changed watches 6 a.m. at Southern Bridge. 28'9" at Cincinnati. Got a loaded barge of fuel at Coal Haven and turned out at 12:30 p.m. meeting a little ice and changed watches 6 p.m. at Pt. Pleasant, O. Ice getting heavier all the time. Got as far as Augusta. River gorged there and had to drop back to Moscow, O.

JAN. 31 Heavy ice still running. Weather raining. Rained all day and greater part of the night. Rain fog all night.

FEB. 1 Heavy ice still running.

# LOG BOOK STR. BOAZ 1907

Getting cooler. In the evening the ice was still running but dont seem to be as heavy. River raised  $1\frac{1}{2}$ " during the day.

FEB. 2 River raised 18" during the night. Ice getting awful soft so left at 12:30 p.m. Hard north-west wind blowing and getting colder. Changed watches 6 p.m. at foot of Straight Creek. Changed watches 11 p. m. foot of Brooks Bar.

FEB. 3 Changed watches 3 a.m. at Riggs house above Manchester Island. Changed watches 6 a. m. 1 mile above Rome. Landed at Pattisons and started to raise our flat 2119 which was sunk. Got the flat raised and left at 1:30. Lost 4 hours. Changed watches 6 p.m. at Walkers Light. 29' at Portsmouth, raising 5" an hour. Changed watches 11 p. m. on the point at Sciotoville.

FEB. 4 Changed watches 3 a.m. at Jeannette Creek. Changed watches 6 a.m. at Ferguson. Commencing to snow. Changed watches 12 noon at Savage Light. Held up by the Marshal at Catlettsburg, 28' on the marks. 27' at Huntington. Changed watches 6 p.m. above Paddys Run and landed above Dogham Light at 7:30 p.m. on account of snowstorm. Turned out at 10 p.m. and changed watches 11 p.m. at Coxs Landing. Heavy snow during the middle watch tonight.

FEB. 5 Changed watches 3 a.m. at Crown City. Changed watches 6 a. m. head of Straight Ripple. Meeting ice at Gallipolis Island. Got as far as Campaign Bend and had to come back and go in the Kanawha River and lay up. River 21' and falling.

FEB. 6 Laid up in the Kanawha.

FEB. 7 Sent crew home. River is full of ice.

FEB. 16 Got up steam and started for Pittsburgh at 4 p.m. 11'3" on the bridge. Changed watches 6 p. m. at foot of 8 Mile dike. Got stores at Middleport. Changed watches 11 p.m. at head of Siegrist Ripple. 9' on Antiquity rock. Changed watches 3 a.m. head of Letart Islands.

FEB. 17 Changed watches 6 a.m. at foot of Oldtown Island. Changed watches 12 noon foot of Dewitts Bar, 9' on the rock. Changed watches 6 p. m. head of Newberry. Got flat 2263 at the head of Blenny. 10'3" on the Parkersburg bridge. Changed watches 11 p.m. head of Coles Island.

FEB. 18 Changed watches 3 a.m. at head of Marietta Island. Changed watches 6 a. m. at head of Lower Brothers. 9' at foot of Grape and

Bat. Changed watches 12 noon foot of Wells Island. Changed watches 6 p.m. at Possum Creek. Changed watches 1 p. m. at the head of Captina. 9' on the Bellaire bridge.

FEB. 19 Changed watches 3 a.m. at the foot of Boggs Island. Changed watches 6 a. m. foot of Sisters. 8'1" at Steubenville. Changed watches 12 noon at Steubenville. Changed watches 6 p. m. at Blackhorse. Changed watches 11 p.m. at the new bridge at East Liverpool.

FEB. 20 Landed at the head of Line Island at 1 a. m. for ice. Turned out at 3:15 a.m. Changed watches 6 a.m. at Midland. Had to land to fix the doctor, and lost one hour. 9' on Merrill Dam. We gave the SAM BROWN 4 coalboats and 2 barges at Vanport. Changed watches 12 noon head of Beaver Shoals. 7 $\frac{1}{2}$ ' on the Beaver bridge. Changed watches 6 p.m. foot of the Trap. Changed watches 11 p.m. at the head of Duff. 7'3" on Davis Island Dam.

FEB. 21 Arrived at Sligo Landing, Pittsburgh, 2 a. m. Laid up in Clinton Landing.

MAR. 11 Got orders to get up steam at 5:30 p.m. Turned out at 12 midnight and went over to the wharfboat to get stores.

MAR. 12 Dubbed around all day and started to hitch up at O'Neil Ldg. in the evening. Rained all night, river raising.

MAR. 13 Turned out at 8:30 a. m. 13' on Market St. gauge. Have 14 coalboats, 3 barges and 1 flat. Frank A. Gould on watch. 13 $\frac{1}{2}$ ' on Davis Island Dam. Changed watches 12 noon foot of Wallory. 12' on Merrill Dam. Had rain fog all afternoon. Landed at Cables Eddy at 6 p.m. River raising fast. 25' at Steubenville at 8 o'clock tonight.

MAR. 14 River raised 10' up to 6 a.m. Lost the mark and do not know how much it raised after that but had an awful time all night to keep her from breaking loose. John Russell, deckhand, got off here today--got a deckhand to row him ashore and left without saying a word to anybody.

MAR. 15 River came to a stand at 4:10 p. m. and up to 6 p.m. had fallen 1". Frank Crail, deckhand, got off here today at noon. By 11 p.m. river had fallen 9".

MAR. 16 River fell 21" up til 3 a.m. when we started to get the boat back in the river. River fell 36" up to 6 a.m. River raised 1" between 7 and 8 a.m. and then started to fall again. River

fell 5'2 $\frac{1}{2}$ " up to dinner time. River fell 8'2 $\frac{1}{2}$ " up to 6 p.m.

## NOTE

The river goes over the highest part of the bank at Cables Eddy on 38'10" on the Steubenville marks.

The highest mark registered on this raise was 48'10", highest since the 1884 Flood.

At Pittsburgh the highest mark registered on this water was 36'6" exceeding the 1884 Flood by 3'3".

MAR. 17 River fell 3 $\frac{1}{2}$ ' from 9 o'clock last night to 7 o'clock this morning. River fell 30" up to 3 p.m. Started to rain. If river continues to fall may be able to leave by tomorrow morning.

MAR. 18 Turned out at 8:30 this morning. 22' on Steubenville marks. Changed watches 12 noon at Wheeling, 25' on the marks. Landed under Moundsville point at 3:30 p.m. for balance of our tow.

MAR. 19 River fell 29 $\frac{1}{2}$ " from the time we landed up to 6 a.m. this morning. River fell 2" from 6 a. m. to 8 a.m. and then started to raise. Raised 10" from 8 a.m. to 11 a.m. River raised 14 $\frac{1}{2}$ " up to noon. River raised 28 $\frac{1}{2}$ " up to 6 p.m.

MAR. 20 Turned out at 3 a. m. River fell 6". Changed watches 6 a. m. at the foot of Clines Bar. Changed watches 12 noon at St. Marys. Landed at the big trees opposite Harmar at 4 p.m.

MAR. 21 River raised 3 $\frac{1}{2}$ " up to 6 a.m. and continued to raise slowly all day. Nice sunshiny day all day.

MAR. 22 River started to fall at 3 a.m. and up to 6 a.m. fell  $\frac{1}{2}$ ". Laid all day. Nice sunshiny day like summer.

MAR. 23 Turned out at 5:30 a.m. River fell 21" altogether. John Willis, deckhand, got off yesterday, claimed he was sick. The captain told him to stay on til the boat reached Gallipolis hospital and he would give him a ticket but he got off anyway. Wm. Johnson and Oliver Martin, firemen, demanded money on account which the captain refused to give them and they quit. Changed watches 6 a.m. at the head of Muskingum Island. 33' at Parkersburg and falling. Left flat 2215 with 2' coal fuel at the flat landing. Changed watches 12 noon foot of Swan Bar. All marks covered. Changed watches 6 p. m. at Leading Creek. Changed watches 11 p. m. at Crown City.

MAR. 24 Landed at the eddy in Guyandotte at 1:30 a.m. Turned out at 6 a. m. River fell 7". Changed watches 12 noon at Scioto-

# LOG BOOK STR. BOAZ 1907

ville. Left flat 2506 at Dave Stouts. Changed watches 6 p.m. in Brush Creek Island. Changed watches 12 midnight at foot of Straight Creek.

MAR. 25 Changed watches 6 a.m. at Palestine, floated all night. The RANGER took 2 coalboats and 1 barge from us at 4 Mile. She also took flat 2041 off us and put it in Mill Creek Landing. 49' at Cincinnati. Changed watches 12 noon at North Bend. Changed watches at 6 p.m. at Florence. Changed watches 12 midnight at Bethlehem. Landed at 4 a.m. under 6 Mile Island.

MAR. 26 Went over the Falls this afternoon with 18 coalboats, 2 barges and 1 flat. Hard side wind blowing. Delivered our tow all but 2 barges to SPRAGUE. Laid under the SPRAGUE and cleaned boilers. Laid all night.

MAR. 27 Laid with 3 coalboats and 2 models below the SPRAGUE until 4 p.m. The went down and helped the J. B. FINLEY out in the river; then helped SPRAGUE out in the river. Then shoved our fuel and towboats, tying them up at Connors house.

MAR. 28 Hitching up all day. Turned out at 7:30 p.m. with 26 barges, 6 coalboats, 2 models, 2 fuels. 42' on the marks, foot of the Locks. John Godfrey and Tom Martin are our pilots. Tom Martin on watch at departure. Bound for Cairo and Memphis.

MAR. 29 Floated and worked slow all night, nice moonlight night but kind of windy. Changed watches 6 a.m. head of Blue River Island, nice calm morning. Landed above Peters Light on the point for wind and swells as our tow consists of a lot of old barges at 12:40. Turned out 5 p.m., and changed watches 6 p.m. on the point at Oil Creek.

MAR. 30 Changed watches 6 a.m. at foot of Little Hurricane Island. Changed watches 12 noon foot of Evansville Bend. 37½' on gauge. Tug ISABELLA helped us through the Henderson bridge at 12:45. Landed at head of Slim Island at 6 p.m.

MAR. 31 Easter Sunday. Turned out at 4 a.m. Changed watches at 6 a.m. at Uniontown. Cold north wind blowing. Changed watches 12 noon at head of Big Hurricane Island. Side wind blowing. Changed watches 6 p.m. on the point at Cottonwood Bar. Landed on the point above Paducah 7:30. Had a hard time landing as we parted a check line.

APR. 1 Went down to Paducah this

morning with 4 barges, then went back to tow and laid while we banded one of our doctor pumps. Left for Cairo at 11:30. 36' on Paducah gauge. Changed watches 12 noon at Paducah. Landed foot of Cash Island at 6:30 and started to deliver our Cairo barges. Left at 8:15 with our first batch of 8 barges. Got all of our barges delivered and got back to tow at 4:30 a.m.

APR. 2 Straightened our tow up and got into it at 5:30. Turned out at 6 a.m. for Memphis. 41' on the gauge at Cairo. Changed watches 12 noon at Medley Light, 33 3/4' on the gauge at New Madrid. Changed watches 6 p.m. at Tony Towhead Light.

APR. 3 Changed watches 6 a.m. at Daniels Point. Landed below Luxora at 8 a.m. and delivered coalboat 9639 behind Osceola Towhead and got back to tow 12 noon. Hard upstream wind blowing. Turned out at 12:30. Landed opposite Fulton (32 3/4" on gauge) at 4:30. Hard south wind blowing. Cleaned boilers.

APR. 4 Hard wind blew all night and all morning. Turned out at 12:30 noon, 32 1/4' on Fulton gauge. Changed watches 6 p.m. at foot of Fogelman Island. Hard south and southwest wind blowing all afternoon, and started to rain at 4 p.m. Landed at Memphis fleet at 8:30 and started stripping our tow. Still raining.

APR. 5 Left Memphis landing 12:30 noon, 34½' on the gauge with 16 empty coalboats and 6 empty barges and 1 barge of fuel. Changed watches 6 p.m. opposite Island 40, hard downstream wind blowing.

APR. 6 Changed watches 6 a.m. at Deans Island. Made 20 miles last night, hard downstream wind all night, and spitting rain most of the night. Hazy this morning. Changed watches 12 noon above Morgan Point, still kind of hazy. 30 ft. on the gauge at Fulton. Changed watches 6 p.m. at Drivers Landing Light. Hard rain all night.

APR. 7 Hit the bar above Luxora about 10 o'clock last night and in getting off sank our fuel barge #4419. We then backed down below Luxora and tied. Drew our fires and cleaned boilers. Telegraphed to Cairo for fuel. Got orders to get up steam at 4:30 p.m. and left at 6:20 p.m. The storm last night was very severe for a few minutes but let up until about one o'clock when it commenced again. When we hit the bar we were among a lot of

rock heaps. The barge when it hit raised about 2 feet.

APR. 8 Changed watches 6 a.m. between Bruckner Light and Nebraska Point. Weather raining and side wind blowing. Got blown ashore at Hales Point at 8:30 a.m. The WASH HONSHHELL came down with our fuel 2763 at 12 noon. Turned out at 12:45 p.m., hard side wind still blowing. Changed watches 6 p.m. at Mitchells Light. Wind still blowing but not quite so hard.

APR. 9 Changed watches 6 a.m. at Hathaway Bar. Nice clear morning, not much wind. Changed watches 12 noon at Joe Echoles Towhead. Wind raising from the west and got blown ashore at the towhead opposite Tiptonville at 3:15. Wind calmed down enough to let us go at 6:30 p.m.

APR. 10 Changed watches at 6 a.m. at LaForge Light, hard downstream wind all the middle watch. 24½' on New Madrid BB. Changed watches 6 p.m. at Hickman Bend Light with west wind all day. 27½' on Columbus gauge.

APR. 11 Changed watches 6 a.m. at head of Island No. 1. Got three empty barges and 1 fuel barge at Cairo Landing. Left at 10 a.m., 28 3/4' on BB. Changed watches 12 noon head of Cash Island. Hard downstream wind all afternoon. Changed watches 6 p.m. at Joppa. 20' on gauge at Paducah. Got aground at the head of Tennessee Island at 12:30 a.m. Got off at 5 a.m., got fixed up and started up the river at 5:45 a.m.

APR. 12 Changed watches 6 a.m. on head of Tennessee Island. Got blown ashore at Old Smithland Light. Waited until 11 a.m. and as the wind did not get any better we tied her up and cleaned boilers. Started away at 8 p.m. but the wind landed us again. The wind blew a hurricane all night.

APR. 13 Wind blown very hard all morning but kind of calmed down about dinner time and we left at 12:45 p.m. but wind still blowing hard and expect we will blow ashore at any time.

APR. 13 Changed watches 6 p.m. at the head of the Sisters Islands, hard downstream wind all afternoon.

APR. 14 Changed watches at 6 a.m. below Caseyville. Downstream wind all night but not so hard as it was. Got fuel 4303 and left 6 barges and started up the river at 9:15 a.m. Changed watches 6 p.m. at head of Wabash Island. Burning Shotwell coal and hardly moving.

APR. 15 Changed watches 6 a.m. at

# LOG BOOK STR. BOAZ 1907

head of Cypress Bend. Bad south-east wind blowing, and it looks like rain. Changed watches 12 noon foot of Evansville Bend. Got blown ashore below the wharf and had to get a tug to pull our head out and bring what empties there was out to us. Rained all afternoon. Changed watches 6 p.m. at Green River Towhead. Still raining. Had to land for rain fog above Newburgh.

APR. 16 Turned out at 2 a. m. and changed watches 6 a. m. at Larkins Ferry Light. Weather misty. At 6 p.m. changed watches at Rock Island. Trying to rain; northwest wind blowing.

APR. 17 Changed watches 6 a.m. at Alton. Nice sunshiny morning. Changed watches 6 p. m. at Cedar Farm. Looks like a nice night.

APR. 18 Got to the foot of the Locks at 5 a. m. 18'10" on the marks. Got our tow all through the locks at 1:10. Hitched into 4 coalboats and barge in the upper basin, then went up to the empty fleet and got 12 more barges. Got our stores and then laid up at the Towhead all night and cleaned boilers, and fixed the doctor pump which was leaking. Raining hard.

APR. 19 Turned out at 6 o'clock and went up to the empty fleet and got 11 more barges, which makes our tow 24 barges, 4 boats, and 2 fuels. Started up the river at 8:30 a.m. Changed watches 12 noon head of 12 Mile Island. Changed watches 6 p.m. at Corn Creek. At 11 p.m. changed at the Madison Shipyard.

APR. 20 Changed watches 3 a.m. on the point below Carrollton, and at 6 a.m. foot of Vevay Bar. Noon at the head of Sugar Creek Bend, and 6 p.m. at North Landing. 11 p.m. at Laughrey Creek.

APR. 21 Changed watches 3 a.m. at mouth of the Miami. At 6 a.m. above Dam 37. Noon at the Cincinnati Water Works. 20'8" on the Cincinnati marks. Landed at Stewarts Upper Landing to fix the doctor and lost 1½ hours. Changed watches 6 p. m. above 5 Mile, and 11 p.m. at Pt. Pleasant, O.

APR. 22 Changed watches 3 a.m. at Locust Creek Light. 6 a. m. at Higginsport. Noon foot of Brooks Bar, and 6 p. m. at foot of Brush Creek Island. Changed at 11 p.m. at Pattersons flat landing.

APR. 23 Changed watches 3 a. m. below Walker's Light. At 6 a. m. at Portsmouth with 18' on the marks. 12 noon at Jeannette Creek and had hard wind and rain all afternoon. Changed 6 p. m. at Ash-

land, and at 11 p. m. below Huntington.

APR. 24 Changed watches 3 a.m. on the point below Haskelville, and at 6 a. m. at Double Creek Light. Noon foot of Clarion Ripple. Left 6 barges and 2 fuels in the Kanawha River. 14' at Pt. Pleasant. At Campaign Creek 6 p.m. and at 11 p.m. above Carrs Run. 15' on Antiquity Rocks. At Peytons Light 3 a.m.

APR. 25 Changed watches 6 a.m. at foot of Goose Island. Noon at the head of Buffington. 15' on Dewitts Rock. 10 p. m. at Mustapha Island. Got flat #2223 at the head of Blenny. 11 p. m. foot of Coles Island.

APR. 26 Changed watches 3 a.m. at Duck Creek. 6 a.m. at Willow Island. 12 noon foot of Grandview Island. 6 p.m. at McEldowney Bar. Gave the JIM WOOD 9 barges and 2 coalboats. Changed watches 11 p. m. at Cresaps Grove.

APR. 27 Changed watches 3 a.m. at Kates Rock. 20' on Bellaire rr. bridge. Foot of Sisters Islands at 6 a. m. 18'3" on Steubenville marks. Foot of Hooker's Dam at 12 noon. 6 p. m. head of Georgetown Island. 11 p.m. at Logstown.

APR. 28 3 a.m. at Lowries Run bar and landed in Pittsburgh at 4:30. Left our tow and went to Brown's Station to get our new chimneys.

MAY 4 Left Brown's at 5 p.m. for Elizabeth Marine Ways.

MAY 6 Pulled out on the ways.

JUNE 8 Was let in the water today  
JUNE 20 RIVAL brought us to the Brown's Station landing today.

JULY 3 Came down to Pittsburgh under our own steam and laid up at O'Neil's Landing.

JULY 12 Got orders to get up our steam at 7 a. m. Went up to the wharfboat and got stores. Got our fuel out of the Harbor Landing. Went down to Lower Snyders and hitched into 16 loaded barges.

JULY 13 Turned out of Snyders Landing at 8:30 a. m. with 16 barges and 2 fuel barges. Frank A. Gould on watch, and J. Ed King, partner pilot. 9' scant at Davis Island Dam. Changed watches noon at head of Hog Island. 9' scant on Beaver bridge. 10'6" on Merrill Dam. Foot of Black's Island at 6 p.m. Landed under Wing Rock at Cables Eddy at 7:45 p.m.

JULY 14 Turned out at 10 a.m. Fog all morning. River raised 8½" from 7:45 p. m. to 6 this morning and then came to a stand. 10' at Steubenville, stationery. 10'8"

on Bellaire bridge.

NOTE

Bellaire end of bridge and two trees on the upper end of notch in the hill are the marks for running the dam below Bellaire.

Landed opposite Kates Rock and got 10 barges and 3 fuel barges off the TORNADO, and 1 barge at Glendale Coal Works, making our tow 27 barges, 5 fuel barges and 1 flat. Turned out at 8 o'clock, and changed watches 11 p.m. at the foot of Captina Island. Landed for fog on the point opposite Clarrington at 12:30 a.m.

JULY 15 Turned out 7:30 a.m. The river fell 2½" during the night. 12 noon at head of Mill Creek Island. Stuck fuel barge 2597 below the lower government light at Bat and Grape and had to leave it. We are seven wide on the head which is too wide for the water. We had only 10'3" on the rock at the foot of the island. 6 p. m. at St. Marys. Marietta 10'3" and falling and landed 11 p.m. under the JAMES MOREN at the big rock at the head of Muskingum Island.

JULY 16 Heavy rain between 11 p. m. and 3 a.m. Turned out at 4:30 a.m. Changed watches 6 a.m. head of Coles Island. 11' at Parkersburg raising. Left flat 2051 at the flat landing. Head of Swan Bar at noon. 11' on Dewitts Rock.

12'10" on Antiquity Rock. 6 p.m. at head of Sliding Hill. Landed at foot of Campaign Bend 9:30 p.m.

JULY 17 Started to double trip Pt. Pleasant bridge at 6:30. Took 16 barges through first trip with 11½' on the marks and falling. Landed below Chickamauga Creek. The RANGER is bringing the balance of the tow at 12:15 and we started down the river. 6 p.m. at Double Creek. Little rain this afternoon and 14' on Kenova bridge. 11 p.m. at Savage Light.

JULY 18 3 a.m. above Burkes Point and had to land for fog at 4 a.m. at the government light at Pine Run. Turned out at 6:30 a.m. and the river fell 3". 16'4" at Portsmouth. Left fuel barge 2565 at Buena Vista. 12 noon at point above Vanceburg. 6 p.m. below the point at Maysville. 11 p.m. at Schultz Light. Left barges 4216 and 5016 at Blairs Brick Yard.

JULY 19 Changed watches 3 a.m. at Pt. Pleasant, O. 6 a. m. at head of Crawfish. 18'6" on Cincinnati marks. Landed at Ludlow at 8 a.m. to get more stuff to take to Louisville. Turned out at 3 p.m. with 29 barges, 4 coalboats, 1 model and 5 fuel barges. 6 p.m.



# LOG BOOK STR. BOAZ 1907

at Miami River. 11 p. m. foot of Big Bone.

JULY 20 Changed watches 3 a.m. at Warsaw. 6 a.m. foot of Craigs Bar and 12 noon at Bethlehem. Landed at Louisville landing at 5:30 p.m. and started to strip the tow. Got stores and went over to the empty fleet at 1 a.m. Tied up to clean boilers.

JULY 21 Started to hitch up at 6 a.m. and were ready at 9:30 but lost 2 hours looking for firemen. Have 12 empty coalboats, 10 barges and two fuel barges. Passed the Water Works at 12 noon. 6 p.m. at head of 18 Mile Island. 11 p.m. at foot of Coopers Bar. Very hot.

JULY 22 Changed watches 3 a.m. at Becamps Light. 6 a.m. at foot of Craigs Bar. Noon 1 mile above Rails Light. 6 p.m. at North Ldg. River raising all day. 11 p.m. at foot of Laughrey Creek bar.

JULY 23 Changed watches 3 a.m. at Miami River. 6 a.m. under the new dam below Rapid Run. 12 noon at the wharf at Cincinnati. 28' on the marks. 6 p.m. head of 9 Mile. 11 p.m. at Moscow.

JULY 24 3 a.m. at Tietzville. 6 a.m. at foot of Straight Creek. 12 noon 1 mile above Brooks Bar. 6 p.m. 1 mile below Rome. 11 p.m. at Wykoff Light.

JULY 25 Changed watches 3 a.m. at Indian Run. 6 a.m. at Hitchcock Light. 12 noon at foot of Ferguson. Showers this morning. 13' on Kenova bridge. 6 p.m. above the bridge. 11 p.m. above Dogham.

JULY 26 Changed watches 3 a.m. between Double Creek and Lacys Lane Lights. 6 a.m. between Chambersburg and Ben Lomond Light. Put three barges in Kanawha River. 12 noon below Pt. Pleasant bridge. 10' and raising on marks. Landed at Middleport at 5:30, and got 1 model and 1 coalboat. Started up at 8:45. 11 p.m. foot of Sliding Hill. 13'3" on rock at Antiquity.

JULY 27 Changed watches 3 a.m. on point at Antiquity. 6 a.m. at the upper island in Letart. 12 noon at foot of Sand Creek. 6 p.m. at foot of Swan Bar. Heavy drift was running all day. 16' on Dewitts Rock. 11 p.m. head of Belleville Island. Landed for fog 1 a.m. under the point at Big Hocking River and cleaned boilers.

JULY 28 Turned out at 7:20 a.m. River fell 1'. Changed watches 12 noon at Ames Ripple. Got flat 2051 at head of Blenny. Changed watches 6 p.m. at the big rock at the head of Muskingum Island. 14'2" on the marks at Marietta. 11 p.m. foot of Brothers Islands.

JULY 29 Changed watches 3 a.m. at head of Bat and Grape Islands. Rain all the middle watch. 6 a.m. at Matamoras. 12 noon at Hannibal. The VOLUNTEER came down and took 6 coalboats off us at Proctor. 6 p.m. at Powhatan. Left 2 barges at Wegee. 9½' on Bellaire bridge. 11 p.m. at head of Boggs Island.

JULY 30 Changed watches 3 a.m. at Rush Run. Landed for fog at 4:45 a.m. above Cox Ripple. Turned out at 6:30. 7'3" on Steubenville marks. 12 noon at foot of Blacks Island. 6 p.m. at Phillis Island. Rubbed coming out of the head of Phillis. Captain called to the telephone at Industry, and we quit opposite Industry at 7:45 p.m. 5' on the Beaver bridge.

AUG. 25 Crew came down to the boat at 8 p.m. Turned out at 9:30 with weather inclined to be foggy. 10'3" on the Beaver bridge. Landed for fog above Logstown dam at 3:30.

AUG. 25 Turned out at 8 a.m. At Davis Island Dam 9'3". Got to Pittsburgh at 2:45 p.m. Coaled and laid up in Advance Landing at 11:30 p.m.

SEPT. 11 Got orders to get steam. Went up to the wharfboat and got stores. Hitched up into 7 light coalboats, 6 barges, 2 fuels and 1 flat at Stinsons Landing. Some of the barges and boats in our tow draw 7'. Laid all night.

SEPT. 12 Turned out at 10:30 a.m. Frank A. Gould and J. Ed King are the pilots. Changed watches 12 noon above Davis Island Dam with 8 ft. on the marks. 8'6" at Beaver bridge. 6 p.m. foot of Phillis Island. Landed at Wellsburg at 8:30 p.m.

SEPT. 13 Fog this morning. Turned out at 8 a.m. River fell 5". 12 noon at Browns Island. 8'9" at Steubenville. 9'3" at Wheeling. 6 p.m. foot of Boggs Island. 9'7" on the Bellaire bridge. Landed under the light at Sunfish at 11 p.m. for fog.

SEPT. 14 Turned out at 8 a.m. The river fell 6". 12 noon at head of Wells Island. 9' scant at foot of Bat and Grape. 8'2" at Marietta. 6 p.m. at Harmar. Henry Best said there was 8'2" on the Marietta marks. 9'3" at Parkersburg bridge and left flat 2058 at head of Blenny. Landed for fog at the head of Newberry at 11 p.m.

SEPT. 15 Turned out at 8 a.m. The river fell 4½" during the night. 6'11" on the rock at the head of Mustapha. 7'6" on the rock in

Mustapha. Had to go down the right of Mustapha Island. 8' on Dewitts Rock. 12 noon at head of Buffington. Stuck fuel barge 2598 on the point at Sand Creek. 8' on Antiquity Rock. 6 p.m. at Pomeroy and 8'10" on Pt. Pleasant marks. Landed under the run at Gallipolis at 10:30 p.m.

SEPT. 16 The RIVAL gave us 10 barges, making us 16 barges, 7 coalboats and 1 fuel barge. River fell 6" during the night. Turned out at 7:30 a.m. 12 noon foot of Green Bottom ripple. 12'3" at Huntington. 10'6" on Kenova bridge. 6 p.m. above the point at Hanging Rock. 11 p.m. on the point below Portsmouth. 12'5" on Portsmouth marks.

SEPT. 17 3 a.m. at Quicks Run. 6 a.m. at Manchester and 12 noon at Locust Creek Bar. 6 p.m. at foot of Crawfish. Landed above Ludlow Landing, delivered 3 coalboats and 1 barge, then tied up til daylight with 15' on Cincinnati marks.

SEPT. 18 Delivered our tow. Went up to Browns Landing and hitched into 16 empty boats and 6 barges and 2 fuel barges. Tied up and cleaned boilers.

SEPT. 19 Left Browns Landing at 7:30 a.m. 12' at Cincinnati. 12 noon at New Richmond. 6 p.m. at Augusta. 11 p.m. 1½ miles above Maysville. Tied up for fog at 1:30 a.m. below Manchester.

SEPT. 20 Turned out at 8 a.m. River fell 3½". Noon ½ mile below Rome. 6 p.m. at Indian Run. 8'5" at Portsmouth. 11 p.m. ½ mile above Wards Light.

SEPT. 21 Changed watches 3 a.m. ½ mile below Ironton. Landed for fog at 3:30 above Ironton wharfboat. 8'8" on marks. Turned out at 6:45. 7'3" on Kenova bridge. 12 noon ½ mile below Huntington. 6 p.m. in Straight Ripple. 11 p.m. at Gallipolis wharf. 9'1" at Pt. Pleasant.

SEPT. 22 Changed watches 3 a.m. head of Campaign Bend. 6 a.m. at the wharf at Middleport getting stores, and lost one hour there. 6' on Antiquity Rock. 12 noon at foot of Letart. 6 p.m. head of Sand Creek dike. 6'3" on Dewitts Rock. Landed at Reedsville at 12:30 a.m.

SEPT. 23 Turned out at 6 a.m. River fell 1" during the night. 5'8" on rock in Mustapha. 12 noon at the flat landing head of Blenny and 7'6" on Parkersburg bridge. 6' on Marietta marks. 6 p.m. at Carpenter Bar. 5'8" on the rock at foot of Bat and Grape. 11 p.m. foot of Petticoat.

# LOG BOOK STR. BOAZ 1907

SEPT. 24 3 a. m. head of Williams Island. 6 a.m. at Studhorse Bar. Rubbed hard through Possum and Sunfish ripples and laid up above Clarrington at 9:15 a.m. for low water.

OCT. 5 Got orders to get steam. Crew came down on the evening train. River raising.

OCT. 6 Left Clarrington at 8:40. 8' on Bellaire bridge. 7'11" on Wheeling marks. Laid up for fog at 11:30 p.m. at Brilliant.

OCT. 7 Turned out at 7 o'clock. 9'3" at Steubenville. Laid up at foot of Georgetown Island 11 p.m. for rain fog.

OCT. 8 Turned out at 6 a. m. Had a hard time getting around wrecks at Wallory Bar. Landed for fog at Lashells at 11:30 p.m.

OCT. 9 Turned out at 8:30 a. m. 6' scant on Dam No. 2. Left our empty tow in Lower Snyders. Went up and coaled. Got orders to get stores, and then went down to Grays Landing and got 2 fuel barges and 1 flat. Went down to Advance and got 2 coalboats and then tied up in John A. Wood Landing. The little boats will bring the balance of our tow.

OCT. 10 Turned out at 1:15 from John A. Wood Landing with 2 coalboats, 9 barges, 1 flat and 2 fuel barges. Frank A. Gould and James Harper, pilots. 8'8" on Davis Island Dam. Got 2 more coalboats at Colonial. 8'8" on Beaver bridge. 10'2" on Marrill Dam. Landed at Safe Harbor at 8 o'clock.

OCT. 11 River raised 2½" during the night. Turned out at 6:15 a. m. 9'8" at Steubenville. 9'11" at Wheeling. 10'8" at Bellaire bridge. Landed at 6 p.m. opposite Kates Rock. Got 7 barges and 1 coalboat off the CRUISER, making our tow 16 barges, 5 coalboats, 2 fuel barges and 1 flat.

OCT. 12 Turned out at 6:15 a.m. River fell 2" during the night. 12 noon head of McEldowney bar. 6 p. m. at foot of Vauclose Bend. 9 ft. at Marietta. Landed at 11 p. m. under the big rock at the head of Muskingum Island.

OCT. 13 Turned out 6:15 a.m. The river fell 3½". Left barge 4186 at Dam 18. River 9'8" at Parkersburg bridge. Went down the left of Mustapha Island and it was very close. 12 noon at head of Belleville Island. Rubbed very hard in Mustapha. 8'10" on Dewitts Rock. Stopped twice in Sand Creek. 6 p. m. foot of Letart.

NOTE

Don't go down the left of Mustapha with 7' stuff with 8'10" on

Marietta marks, and don't try the middle way at Sand Creek with 7' stuff with 8' on Dewitts Rock on a falling river as we rubbed hard in Mustapha and stopped in Sand Creek.

9' at Antiquity Rock. Landed at 11 p.m. foot of Campaign Bend.

OCT. 14 Turned out at 6:15 a.m. River fell 3½". Made a pretty shot at the Pt. Pleasant bridge. 10' there. 12 noon ½ mile above Millersport. 11'3" on Kenova bridge. 6 p.m. head of Ferguson Bar. Landed 11:30 p.m. head of Turkey Creek for fog.

OCT. 15 Turned out at 9:10 a.m. and still foggy. River fell 3½" during the night. Left fuel barge 2565 at Buena Vista. 12 noon below the flat landing. 6 p.m. at Logans Gap Light. 11 p. m. at Schultzs Light. Landed under the ferry opposite New Richmond at 1:30 a.m.

OCT. 16 Turned out at 6 a. m. and river fell 2" during the night. 14'3" on Cincinnati bridge. The FALLIE took barge 3444 from us above the Southern bridge. Landed under Ludlow at 11 a.m. Delivered our tow, most of which went to the steamer DUQUESNE. Got 2 empty coalboats at Excelsior Elevator and one at Browns Upper Landing and cleaned boilers.

OCT. 17 Hitched into 22 empty barges, 6 coalboats and 2 fuels. Left Cincinnati at 11 a.m. 13' on the marks. 12 noon foot of 4 Mile dike. 6 p.m. at Moscow. 3 a.m. at Maysville. Landed for fog at Cabin Creek.

OCT. 18 Changed watches 6 a.m. at Kirkers Light. 12 noon at Stouts Light. Got fuel barge 2565 at Buena Vista. 6 p. m. at head of Kenny Bar. 7'8" at Portsmouth. 11 p.m. under the point at Sciotoville.

OCT. 19 Changed watches 3 a.m. at Riverton. 6 a. m. above the new Ironton bridge. 5'10" on Kenova bridge. 12 noon head of Guyandotte. 6 p.m. at Samples Landing. 11 p.m. head of Gallipolis Island.

OCT. 20 Landed at the foot of 8 Mile 2:30 a. m. for fog. Middleport at 9:30. Landed our tow here to make repairs to our hogchains. We run the boat's head out on the bank to fix one of the four main chains which had broke at Huntington yesterday. Sprinkled rain this afternoon and still threatening rain at 7 p. m. Got the fastenings fixed about 8 p.m. and in tightening it up the hog chain parted down in the engineroom.

OCT. 21 River fell 5½" up to 6 a.

m. since we came here. Got the chain welded and put on at 11:30 and got back into our tow. Got orders to lay up. 4'7" at Pt. Pleasant.

OCT. 22 Sent crew home.

OCT. 30 Crew went down to the boat, and arrived about 4 o'clock. Raised steam right away. River is raising slowly, and more water at 6 p.m. than when we laid up. Turned out at 6:45 p.m. and landed at the foot of Siegrist Ripple at 8:15 p.m. for the night.

OCT. 31 Turned out at 6:30 a.m. River stationary all night. 5' scant on marks at Antiquity. Laid up at the foot of Letart at 11:30, on account of low water. More water coming. River raised 1½" to 12:30 and we started up the river. Lost 3 hours getting out of the head of Letart. Doubled our tow up at the head of Letart. Changed watches 6 p.m. at Millwood. 11 p. m. at Ravenswood. 3 a.m. at head of Swan Bar. 8'3" on Dewitts Rock.

NOV. 1 Changed watches 6 a. m. at head of Belleville Island. 12 noon foot of Blenny. 10' on the Parkersburg bridge. 6 p. m. in Muskingum Island. After getting out of the head of the island the engineer came up and said one of our boilers was leaking pretty bad so we tied up under the Harmar wharf to get it fixed. 9'6" on the Marietta marks.

NOV. 2 Boiler makers started to work at 8 o'clock this morning. Got through at dinner time. Got up steam and left 8 barges below Harmar. Started up the river at 2:30. Changed watches 6 p. m. at Matamoras. Rained all day and still raining hard. Upstream and side wind.

NOV. 3 Changed watches 3 a. m. at Hannibal. 6 a. m. at Clines Bar, still drizzling, wind moderating. 8'8" on Bellaire bridge. 12 noon at Bloch Bros. 8'1" on Wheeling marks. Left 6 barges at Burlington. 6 p.m. head of Wells Ripple. 7'5" at Steubenville. Broke pitman strap on larboard side in Blacks Island. Backed down to New Cumberland. Got orders to leave 4 coalboats and 4 barges. In doing so we backed into the ferry wire and broke one of our cam rods.

NOV. 4 Got the cam rod fixed and left for Pittsburgh at 9:45 a.m. 12 noon at Wellsville. 13'7" on Beaver bridge. 6 p.m. at Rochester. 14' at No. 3 Dam. 11 p.m. foot of White's Ripple. 12'½" at Davis Island Dam.

NOV. 5 Arrived at Sligo Landing

# LOG BOOK STR. BOAZ 1907

at 3 a. m. Stripped our tow and started to coal. After we coaled, went over to the wharfboat to get our boilers and pitman straps fixed, and to get stores.

NOV. 6 Left wharfboat at 10 a. m. 9'3" on the marks. Got 2 barges out of Budds Landing, 1 barge and 1 flat at Clinton Landing and went over to Grays Landing and hitched into 5 coalboats, 8 barges, 2 fuel barges and 2 flats. Laid at Grays all night.

NOV. 7 Turned out at 6:30 a. m. River raising, hard wind blowing and 10'8" on Davis Island Dam. Frank A. Gould and J. Ed King, pilots. 11'10" on Beaver bridge. 12 noon foot of Montgomery Island. Landed at Cables Eddy at 6 p. m. for the night. Wind calmed down considerably after 4 o'clock. Got barge 3574 at East Liverpool making our tow 5 boats, 9 barges, 2 fuel barges and 2 flats.

NOV. 8 Turned out at 6:30. River raised 13" during the night. 14' at Steubenville. Broke piston rod above Beech Bottom. Got it out and took it to Wheeling and got a new one made while the boat went down opposite Kates Rock and made up her tow. The SAM BROWN gave us 4 coalboats, 9 barges, 1 fuel barge and 1 flat, making our tow 18 barges, 9 coalboats, 3 fuel barges and 3 flats. 14½' at Wheeling. 15' on Bellaire bridge. Got the new piston rod down to the boat at 8:30 p.m. and again we got it fixed it commenced to fog so we had to lay till morning.

NOV. 9 Heavy fog this morning. Turned out at 9:30. River raised 1'9" during the time we laid here. Had to float around Moundsville Point on account of fog. 12 noon at Cresaps Grove. 6 p.m. at Raven Rock. Landed at 10:45 p.m. under the Harmar wharf.

NOV. 10 Turned out at 6:50 a. m. River fell 1" during the night. 14' at Parkersburg. Left flats 2018, 2010 and 2229 at Parkersburg and changed watches 12 noon at Belleville. 14'9" on Dewitts Rock and changed watches 6 p.m. at Antiquity. Landed at foot of Campaign Bend at 10:45 p.m.

NOV. 11 Turned out at 6:45 a. m. River raised 5". The ROBERT TAYLOR helped us through the Pt. Pleasant bridge. Run the channel span. 12 noon on the point below Haskellville. 21½' at Huntington. 21'9" at Catlettsburg and rising. 6 p.m. at Reeds Light. 11 p.m. at foot of Kinny. Left flat 2506 at Buena Vista.

NOV. 12 Changed watches 3 a.m. at head of Manchester Islands. 6 a.

m. head of Charleston Bar. Got orders at New Richmond. 12 noon at Blairs Brick Yard. Landed under Coal Haven at 2:30 and delivered 5 coalboats and 4 barges, but again we got straightened up it was too dark and smoky to run the Cincinnati bridges so we laid still all night.

NOV. 13 River raised 15" during the night. Turned out at 9:15 a. m. 22.4' on Cincinnati bridge. Steamer FALLIE gave us 3 coalboats and 1 coal digger below Southern bridge. Two of the coalboats were leaking very badly. 12 noon at foot of Cullums Ripple. Heavy wind swells all afternoon and had to float through them. 6 p.m. at Kirbys Rock. Wind calmed down. 11 p.m. at head of Vevay Island.

NOV. 14 3 a. m. at Clifty Creek. 6 a. m. at Westport. Landed opposite the Water Works at 9:30 and the WASH GRAY started to help us deliver. After delivering, got stores and hitched into 21 barges and 2 fuels. Changed at the Water Works at 6 p.m. 11 p.m. at Beggs Light.

NOV. 15 3 a.m. 1 mile above Bethlehem Light. Landed above Kings Light for fog at 4 a. m. and concluded to clean boilers. Turned out at 12:30 noon. Lots of drift running. 6 p. m. ½ mile above Notch Lick Light. 11 p.m. on the point above Warsaw.

NOV. 16 3 a.m. on the point above Hamilton. 6 a.m. foot of Laughery Island. 12 noon at Rapid Run. 20' at Cincinnati. 6 p.m. at 5 Mile Light. 11 p. m. at Fosters Landing.

NOV. 17 3 a.m. at Straight Creek. Landed for fog at 5 a.m. at head of Charleston Bar. Very mean and smoky night. Turned out at 10 a. m. At noon ½ mile above Brooks Bar. 6 p.m. on point above Stouts flat landing. Got fuel barge 2506 at Buena Vista. At 11 p. m. head of Turkey Creek Bar.

NOV. 18 3 a. m. ½ mile above Pine Run Light. Rained all the after watch. 6 a.m. ½ mile above River-ton. 10' on Kenova bridge. 12 noon at Crawford Light. 6 p.m. at Glenwood City. 11 p.m. foot of Kanawha Bar. 7' scant on Pt. Pleasant bridge. 8 Mile dike just coming out.

NOV. 19 3 a.m. at Coalport. 6 a. m. at Antiquity, 6' scant on the rock. 12 noon foot of Sand Creek Bend. Hazy all morning. 5'10" on Dewitts Rock. 6 p. m. head of Belleville Island. 5'3" on the rock Mustapha. Very hazy night. 11 p.m. head of Sparrow Hawk. Got flat 2018 at the head of Blenny.

7'2" on Parkersburg bridge. NOV. 20 3 a. m. head of Coles Island. 5'6" on Marietta marks. 6 a.m. at Duck Creek. 6' scant on the rock at foot of Grape and Bat. 12 noon at Raven Rock. 6 p.m. at New Martinsville. 11 p.m. head of Fish Creek Island.

NOV. 21 3 a. m. at Wegee. 6 a.m. foot of Wheeling Island. 6' scant on Bellaire bridge. 6' on Wheeling marks. 12 noon foot of Mingo Island. Water getting very thin. 5'9" at Steubenville and swelling. 6 p.m. at New Cumberland. 11 p.m. at foot of Babbs Island. Landed at the head of Beaver Bar at 12:45 for fog and smoke.

NOV. 22 Turned out at 4:15 a.m. River fell 3". Had to land for fog foot of Phillis at 5:45 a.m. Turned out at 10 a.m. Landed at Safe Harbor for low water at 11:30 a.m. Sent crew home.

NOV. 25 Took crew down to boat and started up at 6:30 p.m. Left 6 barges at Workmans Landing. Changed watches 11 p. m. at Beaver Bridge. 9'7" on Merrill Dam. 9' on Beaver bridge.

NOV. 26 3 a. m. at Shannopin. 6 a. m. at Dam No. 2. 7'3" on marks. 8'6" on Davis Island Dam. Arrived at Sligo Landing at 9:15. Was waiting our turn to coal but got orders to put our dry stores aboard so we went over to the wharfboat, got dry stores aboard, and laid up in Pacific Landing.

DEC. 11 Got orders to get up steam. Went up to the wharfboat and got stores. Got 2 fuel barges out of Harbor Landing. Went down to Advance Landing to wait on our tow which is coming out of the pools.

DEC. 12 Turned out at 1 p.m. Our tow is 15 coalboats, 1 covered barge, 2 fuel barges. Frank A. Gould and J. Ed King, pilots. 12'3" on Davis Island Dam. 14'2" on Beaver bridge. 6 p.m. at foot of Beaver Shoals. 15'8" at Merrill Dam. Landed at Industry at 7 p.m.

DEC. 13 Turned out at 7:15 a.m. Smoky and frost fog. River fell a foot during the night. 12 noon at New Cumberland. 14'3" at Steubenville. Landed under Burlington Bar at 5:15 p.m. for fog. It was thick all day but got worse as it commenced to get dark and when we got landed could hardly see across the river.

DEC. 14 Turned out at 6:45 a. m. River fell 14", raining. 12'11" on Wheeling mark. 13'3" on Bellaire bridge. Got 6 coalboats, 1 fuel barge and 1 flat off the TOR-NADO opposite Kates Rock, making

# LOG BOOK STR. BOAZ 1907

our tow 21 coalboats, 1 covered barge MONONGAHELA, 3 fuel barges, 1 flat. Changed watches 12 noon on the point at Pipe Creek, spitting rain. 6 p.m. at Sistersville and 11 p.m. foot of Willow Island. Landed opposite Bull Creek at 12:15 a.m.

DEC. 15 Turned out at 5 a.m. The river fell 1". 6 a.m. head of Marietta Island, drizzling rain. 17'6" at Parkersburg, rising. Left flat 2535 at head of Blenny. 12 noon at Reedsville. 17'6" on Dewitts Rock. 6 p.m. on the point at Antiquity, marks on the rock covered. 22'6" on Middleport marks. 11 p.m. above Pt. Pleasant bridge.

DEC. 16 Left flat 2565 at Samples Landing. 3 a.m. at Lacys Lane Light. 6 a.m. at Guyandotte. 25'4" at Catlettsburg. 12 noon at Burkes Point. Hard side wind all morning. 6 p.m. at the point below Vanceburg. 11 p.m. on point below Maysville.

DEC. 17 6 a.m. at New Richmond. 26' at Cincinnati. Very smoky at the bridges. 12 noon at Sedamsville. 6 p.m. at Gunpowder, and 12 midnight at Locust Creek.

DEC. 18 6 a.m. foot of 18 Mile Island. Snow storm all night which made it very bad. Landed at Pumpkin Patch at 9:30 waiting for orders. 12 noon stripping our tow at Hoffman's landing. Got stores and hooked up into 17 empty barges

and 2 fuel barges and left at 9:30 and changed watches 11 p.m. at Utica.

DEC. 19 3 a.m. at head of 18 Mile Island. 6 a.m. 1 mile above Kings Light. 12 noon at Carrollton. 6 p.m. on Sugar Creek point. 11 p.m. on point above Rising Sun.

DEC. 20 3 a.m. at Miami Light. Landed at head of North Bend at 5 a.m. to clean boilers. Turned out at 12 noon. 23' at Cincinnati. 6 p.m. at Newport Water Works. 11 p.m. 1 mile below Moscow.

DEC. 21 3 a.m. 1 mile below Augusta. 6 a.m. head of Charleston Bar. 12 noon foot of Brush Creek Island. 6 p.m. at Walkers Light. 11 p.m. at Burkes Point Light.

DEC. 22 3 a.m. at Storm Creek. Landed for fog above Sheridans Light at 5:15. Turned out at 9:45 a.m. 13' on Kenova bridge. 12 noon at Central City. 6 p.m. at Glenwood City. 11 p.m. foot of Kanawha Bar. 10' scant on Pt. Pleasant bridge.

DEC. 23 3 a.m. at Coalport. Had to land for fog at 4:30 opposite Hartford City. Turned out at 7:15 a.m. 8'6" on Antiquity Rock. 12 noon foot of Goose Island. Very hard wind all afternoon. 10'6" on Dewitts Rock. River raising. 6 p.m. head of Shade River Bend. 11 p.m. above Little Hocking. Got flat 2535 at head of Blenny.

DEC. 24 3 a.m. at head of Coles Island. Had hard shove through

Dam 18. 6 a.m. at Harmar wharf. 13'8" on Marietta marks. 12 noon on point below Petticoat. 6 p.m. at McElDowneys Bar. 11 p.m. foot of Fish Creek Island.

DEC. 25 Merry Xmas. 3 a.m. on point at Pipe Creek. 6 a.m. at Pultney Light. River raised rapidly all night, full of heavy drift. 24'8" at Wheeling. 12 noon at Short Creek. Broke wrist on larboard side and blew out cylinder head at the head of Mingo Island. Dropped back and landed below the Wabash bridge at 4 p.m. Laid all night.

DEC. 26 Turned out 9 a.m. with 7 barges and 4 fuels, 24' at Steubenville. 12 noon on Wills Creek point. 6 p.m. at Wellsville. 11 p.m. head of Georgetown.

DEC. 27 3 a.m. at Merrill Dam, 20 ft. on the marks. 18½' on Beaver bridge. 6 a.m. at Morris Landing, 12 noon foot of the Trap. 12' on Davis Island Dam. Landed at Sligo Landing at 5 p.m. Coaled and laid up in Pacific Landing at 10:30 p.m.

DEC. 28 Went up to Browns Shop this morning to repair machinery, arriving at 9:45 a.m. Weather raining.

-----  
The BOAZ didn't start another trip downriver until after the Feb. 16, 1908 Flood (30'7" at Pittsburgh.)

**T**HE LOG BOOK from which the foregoing account is recorded is owned by Capt. Ross Rogers, Jr. who kindly loaned it. Ross received it as a gift from Mrs. Charles T. (Estelle) Campbell whose late husband cherished it for its singular worth. The complete book of 274 pages commences on Oct. 21, 1905 and records the story of the BOAZ until March 5, 1913 when it ends unaccountably with the big towboat downbound running the pass at Ohio River Dam 26 with a large tow, and with the VALIANT lashed thwartship across the head acting as a bow boat. "Went through in good shape," the story concludes. The volume was the property of Capt. Frank A. Gould who was her master-pilot from 1902 until the BOAZ was retired at Pittsburgh in 1915.

We chose the year 1907 for publication in this issue inasmuch as 1907 was a "wet year" and found the BOAZ on the prowl practically every month. The highest water occurred in March, a major flood in the Upper Ohio almost equivalent to the 1884 Flood, which the BOAZ rode out moored at Cables Eddy (above Steubenville) downbound with a large coal tow. Most singular was the "barge water" in July with the BOAZ threading her way through Bat and Grape Islands (above St. Marys) with a tow made up seven barges wide. Fifteen days later the river was too low to navigate and the BOAZ was forced into hibernation opposite Industry, Pa. on her return.

One of the more singular incidents during 1907 was the repair to her broken hog chain, made at Middleport, O., Oct. 20th. Captain Gould ran her head out on the shore to get the hull straightened up, and screwed up the chains, breaking another one in the engineroom in the process. Then, too, on Christmas Day she "ran through herself" upbound with empties at the head of Mingo Island, knocking out a cylinder head. Please note she got landed at 4 p.m. and at 9 next morning she was again enroute up the river with 7 empty barges and 4 fuels running on one engine---and made it to Pittsburgh. Another classic case is logged Nov. 8th when she parted a piston rod downbound with 17 pieces above Beech Bottom, and she hobbled around making up tow opposite Kates Rock while it was being replaced from a Wheeling machine shop.

Apparently a cub pilot actually kept the log and he used a few short cuts, writing "Blanny" or sometimes "Blenny" for Blennerhassett Island, and "Kinny" or "Kenny" for Conococtique. We have not tampered with the original presentation. When the scribe says "the wind blew a hurricane" (April 12th) it undoubtedly did. Most of the name-places are familiar although we did fall flat on "Sparrow Hawk" noted Nov. 19th and still don't know where or what it is.

To some readers this Log of the BOAZ will be absolute Dullsville. To others pretty heady catnip.

Steve Mackinack, 502 First St., Elizabeth, Pa. 15037 recalls that the tall jackstaff from the towboat BOAZ was procured when she was dismantled at Brown's Station in 1925 by Dr. Charles Storer. He had it erected on Walker Heights above Elizabeth. Later it was removed to the Elizabeth Boat Club and still is there.

Steve says the jackstaff from the RAYMOND HORNER still stands at Elizabeth where the old highway bridge crossed. It is owned by a retired druggist, Pete Coughener. His brother Paul erected it years ago. It flies no flag inasmuch as the pulleys and ropes are long gone.

The TOM DODSWORTH's jackstaff was erected on the premises of the American Legion on Second Street, Elizabeth. Will Lynch, superintendent of the Elizabeth Marine Ways, furnished it to them. His son Micky (WW1) was commander of the Post. The Legion removed to other quarters later, along the Monon above the present highway bridge, but Elizabeth firemen use the original building for bingo games, etc.

Credit goes to Will Lynch for rescuing the brass bitt-caps from the RAYMOND HORNER, BOAZ and TOM DODSWORTH, says Steve. He placed them in front of his home.

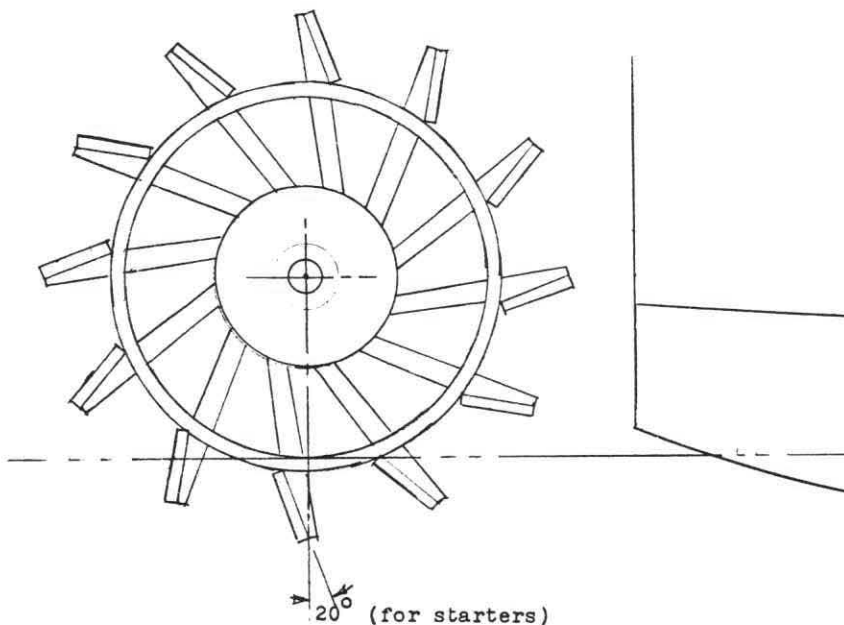
The picture of the U.S. monitor AMPHITRITE appearing unidentified in our March '78 issue, page 29, was spotted and correctly recognized by several S&D sleuths. In our Sept. '78 issue, page 41, a run-down of her career was furnished by John L. Fryant.

Now comes another chapter. In February 1934 C. W. Stoll saw her at Fort Lauderdale, Fla. Here is what he writes:

"Seems some promoters bought her hulk and built a floating hotel on the hull, anchored her off Fort Lauderdale and renamed her FLOATING PALACE HOTEL. I was aboard, and she seemed pretty swank to me. I took a picture of her which turned out very dense and badly fogged."

C. W. sent us a print which is some less than perfect but does show, indistinctly but surely, the name AMPHITRITE high aloft facing forward. The superstructure shown in our March '78 issue had been removed and in its place are several cabin decks with railings and a solid forward structure three decks high, light admitted through port holes, all exterior work painted white.

Sirs: The cataloguing of the S&D collection at Marietta is a long overdue idea (March issue, page 11). Do you remember how the CHRIS GREENE nameboard got to the collection? You and your son Jim were returning from a trip on the Kentucky River. Jim and I fixed a flat tire on the boat trailer, loaded the nameboard, and you two left for Sewickley. George Harrison gave it to me, and I gave it to S&D. I enjoy the S&D REFLECTOR



JOSEPH C. (JOE) DOBLER, naval architect with West Coast savvy for yacht and small craft design, sends us the above sketch and comments: "The paddlewheel idea is a wild one and I have been kicking it around for some time. Think I'll send it to Alan Bates and John Fryant for comment also." His thinking is for small wheels which require rather high rpm's on fun boats, and he's first to admit that although the initial slap is enhanced the virtue may lie in its cleaner performance behind--reducing the energy wasted in lifting useless water. So fine, now what's the matter with the idea?

but sure do miss Woody and Bee. When they lived at Canal Winchester it was an easy trip to go visit them.

Carl Hatley,  
3331 Monteith Ave.,  
Cincinnati, O. 45208

=Note to the future cataloguer:-the CHRIS GREENE pilothouse nameboard Carl so generously provided was tooled (the letters are carved in the board) and prepared by the late Capt. Jesse P. Hughes. -Ed.

Sirs: In re. the Louisville & Evansville Packet Co. advertisement, March issue, page 39: I always had a lot of faith in the old Evansville line, but they show New Albany as 20 miles from Louisville and West Point as 21!! Maybe it's because of the Railroad Guide. I note they also show Rono, Ind. as Magnet, Ind.

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

=Magnet was the old name for Rono. See Sept. '76 issue, page 24 for Woody Rutter's excursion to that place. -Ed.

Michelle Kingsley has been appointed editor of RIVERVIEW, the quarterly bulletin issued to members of the Middle Ohio River Chapter of S&D. The group plans a

summer meeting at Tell City, Ind., July 21st, with Bert Fenn doing the honors. Those wishing to join MOR are invited to send \$3 to Sandra R. Miller, 4223 Cutliff Drive, Louisville, Ky. 40218.

Congrats to Michael F. Fitzgerald, a young man who was hired as deckhand on the BELLE OF LOUISVILLE summer of 1975, aged 21, and who backed the boat out as full-fledged pilot on her initial excursion, Thursday evening, this past April 5th. Mike's rapid ascent from deck to sky parlor was due in no small measure to the tutelage of Capt. Charles J. Larkin. We have it first-hand from C. W. Stoll of the B/L's operating board and himself often-time pilot of Louisville's popular steamboat, that Mike Fitzgerald's first watch was one Mike will probably remember. The Ohio River was over the wharf that night and the passengers of the Kentucky Public Health Association were staged aboard at the foot of Fourth St., where the stairway leads down from the Galt House. A light offshore breeze assisted the departure but at turn-around time the wind was wild, and coming back down the river was so strong a boiler deck window was shattered. At landing time the wind was on and up-hard. That night, says C.W., "a new pilot had been born." No hits, no runs, no errors.



**S**OMETIMES a picture is more fascinating if we don't know too much about it. What first caught our eyes here are the fancy packet stacks on this otherwise plain-jane gasboat. Somebody went to a lot of trouble getting these stacks built; drawing board conception, patterns, small holes at exact locations for copper rivets---at least a week of work. Or do you suppose the owner had the luck to come by a couple of old packet 'scape pipes? What we do know is that the picture was taken at Cairo, Ill., 1920 and the boat is named R. T. HOUK III, owned by R. T. Houk whose home address was Dayton, O. She had a

wood hull 55 x 10.5 x 2.6, built at Leavenworth, Ind., 1912. We found the picture in an old photo album prepared by the late J. Mack Gamble and will hazard a guess that the photographer was Capt. Bill Tippitt. At the right is the U.S. Lighthouse tender OLEANDER, Capt. Thomas B. Good---same boat and master involved in taking U. S. President William Howard Taft down the Mississippi in 1909. After she was retired in 1926 her steel hull was brought to Huntington, W. Va. and served as a barge in the fleet of the Ohio River Company---seems to us there was a coal hoist on it.

#### EARLY PHOTOGRAPHY ON THE KANAWHA

O-K Members Hear William D. Wintz and See Early Examples of the Art.

by Jim Wallen

The development of photography and its close relationship to history were discussed by William D. Wintz, Kanawha Valley historian, speaking before the spring meeting of the Ohio-Kanawha Branch of S&D at the St. Albans, W. Va. library, March 18th last.

In its beginnings, photography resulted from the work of alchemists and artists, Mr. Wintz said, after which he went on to show examples of Louis Daguerre's daguerreotypes. The art was brought to the U.S. from France by Samuel F. B. Morse, while Morse still was a professor at New York University. By 1841, daguerreotype galleries had been established in most of the larger cities of the U.S., including Cincinnati and St. Louis. Family groups traveled to such cities, often by steamboat, to have group pictures and portraits made, even though the original exposure time was 30 minutes, Mr. Wintz related.

Light for such exposures was admitted to the photographic studio

by skylights, and after a half-hour under intense sunlight, the subjects sometimes emerged with a noticeable sunburn.

The next development was the patenting, in 1855, of the tintype by a Frenchman. In 1846 or '47, two French dancing masters came to Coalsmouth (later St. Albans) and one of them also was a photographer. Quite possibly this dancing master-photographer taught the art to Dr. Claudius M. Pitrat, another native of France, who had settled farther down the Kanawha at Buffalo, and who subsequently took good pictures of some of the prominent Kanawha River steamboats. Some examples of Dr. Pitrat's work appeared in the March '77 issue of S&D REFLECTOR having been located by R. Jerome Collins and copied by Herschel Burford, both members of the O-K Branch.

Mr. Wintz related that Dr. Pitrat was not only a physician and photographer, but was also a violinist, was the Buffalo postmaster, and ran a general store. A drawing of Dr. Pitrat's camera was exhibited by the speaker.

Two interesting examples of early photography at Buffalo shown by Mr. Wintz were scenes of the construction of the Presbyterian

Church, and Union troops lined up before the huge mill which served as their barracks during the Civil War. The mill lasted until comparatively recent times.

Mr. Wintz explained that his first interest was in history, and that he "learned photography to go with it." As to his river background, Mr. Wintz related that his great-grandfather was a Kanawha River salt boatman. As a feature writer for an industrial magazine, Mr. Wintz wrote an article on Kanawha River steamboatmen, "but best of all," he concluded, "I had a fourth-grade teacher named Letha Cavendish." As many river people know, Miss Cavendish presently is Mrs. Tom R. Greene, for many years associated with Greene Line Steamers, Cincinnati.

Mr. Wintz was introduced by R. Jerome Collins after those present had observed a moment of silence for Capt. Charles M. Young who died at Gallipolis, O., December 20th last at the age of 87. Amongst those present was Charley's brother Capt. G. Ed Young of Huntington.

Capt. Charles H. Stone of Point Pleasant gave the opening invocation and later announced plans for

-next page-

-concluded from last page

the Chapter's summer meeting at the new Mason County Library in Point Pleasant, with the date set tentatively for this coming June 10th.

Sirs: In re. the caption under the picture in the March '79 issue on page 45 showing where the Tuscarawas and Wauhonding meet to form the Muskingum:

The first steamboat to make that 31 mile trip from Zanesville to Coshocton was the MARY ANN. On the morning of November 19, 1829 she started out from above the old mill dam at Market St., Zanesville commanded by Capt. A. Nicholson. The river stage was high, the current swift, and she dodged "a variety of objects known to nature and man" coming from the creeks above.

The first mate, Isaac Strickman, with the nickname of "Big Injun" because of his long black hair and swarthy complexion, was put ashore at Mill Creek, about three miles up, due to his bickering and rough housing.

It was ten p.m. when they reached Dresden, 13 miles up. The trip was resumed next morning. It was ten on the morning of the third day when Coshocton was seen. This first steamboat to reach the headwaters of the Muskingum received a noisy welcome and the crew was quartered at Adams Fisher Tavern.

The return trip was quick and uneventful. But there is a sequel to this. The MARY ANN was to enter the trade below Zanesville and due to the absence of a lock in the mill dam plans were arranged to haul her overland and launch her below. The appointed morning when this transfer was to be made, the MARY ANN was not there. Due to wind, high water and a pulled mooring, she had gone over the dam and had beached on the island below.

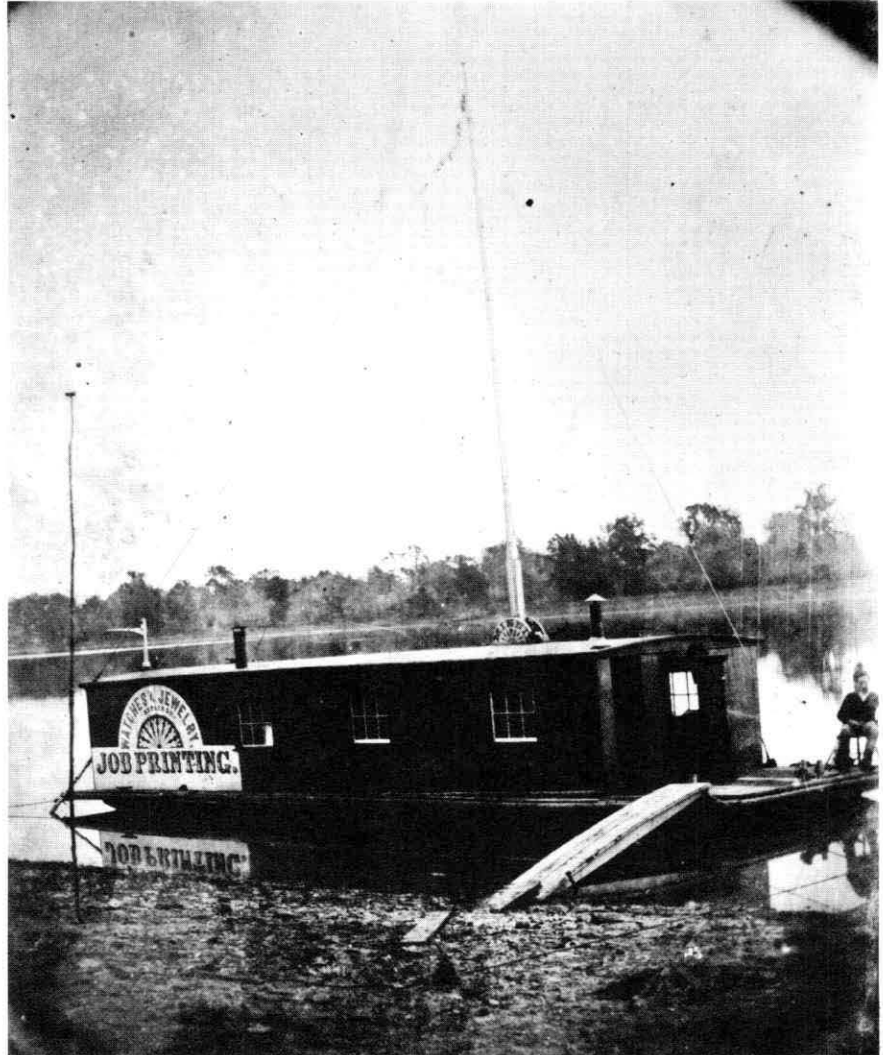
Clyde K. Swift,  
274 Newton Ave.,  
Glen Ellyn, Ill. 60137

=The MARY ANN, not listed in Lytle Holdcamper, was a side-wheeler 110 x 20 originally a keelboat, with the machinery added at Zanesville. She is mentioned in "History of Southeastern Ohio and the Muskingum Valley," by Thomas W. Lewis, and again in "Steamboats On the Muskingum" by J. Mack Gamble. -Ed.

Jerry and Lenore Sutphin honored 121 River with a visit this past March 20th. Both are associated with the U. S. Engineer Office, Huntington, W. Va. Jerry was the featured speaker at a recent meeting of the Sternwheelers held in the new Steamboat Room of the Hotel Lafayette, Marietta. His talk was illustrated with slides, the accent on small sternwheelers. Both Jerry and Lenore were recent guests of Harold H. Nichols and his wife at their Barboursville,

W. Va. home and estate. They tell of this new home in glowing terms, particularly of the interior woodwork crafted by Harold Nichols. Mr. Nichols owns three old stern-wheel diesel towboats, parked in the grounds of Huntington Asphalt Corporation, the WINNIE MAE, WILD GOOSE and GEORGE III. He plans to "revive" the latter, a craft of venerable age (built 1929) which he judges has the best potential. Midwest Boat & Barge built her at Grafton, Ill. as the H. P. TREADWAY.

An official document rolled in a mailing tube arrived in our mailbox just lately. We have been named a Kentucky Colonel, a timely advance in rank inasmuch as our master-pilot license is sadly in need of renewal. As of this writing we don't know who to thank for initiating this honor, but two suspects are under investigation-- James Barnett, 196 Fleming Road, Cincinnati, O. 45215 and Charles E. Arnold, P.O. Box 1326, Parkersburg, W. Va. 26101.



**B**ERT FENN sent us this scene. The rather unusual houseboat has a fanciful sign on the stern proclaiming JOB PRINTING and in smaller lettering WATCHES AND JEWELRY REPAIRING. the get-up of the sign makes her look something like a side-wheeler, which decidedly she is not. The enormous flag pole spearing aloft through the roof is securely guyed fore and aft and at its base is an oval half-round sign marked MINNIE. Now if you look real sharp at the MINNIE sign there is a monkey parked alongside. The gentleman, doubtlessly the proprietor, is seated rather precariously on a chair perched on the forecastle (pray don't startle him or he will tip backward into the river). On shore is another pole, cut from a sapling, with a gold ball mounted on top. We are informed, from sources unimpeachable, that on command, the trained monkey will shinny either of these poles and do tricks. Now how could any man needing job printing, or any housewife wishing her brooch clasp repaired, resist such tantalizing a set-up?

"Ice On the Rivers" was the subject. Capt. John Beatty was the speaker. Dr. Carl Bogardus engineered the slides.

The occasion was a meeting of the Middle Ohio River Chapter of S&D aboard the MIKE FINK, Covington, Ky., March 24th last.

Such combination of talent! The Borealis Rex of the Ohio and the superb slides held some 40 spell-bound.

Ann Zeiger has furnished us with a partial list of the party: Dolly and John Robertson, Lee and Diane Woodruff, the Bill Prudents and son Frank, Mr. and Mrs. Judd and son, Fred and Edna Donsback, Marion and Marian Frommel, Larry and Ethel Walker, Dorothy Frye, Letha (Mrs. Tom R.) Greene, Betty Blake, Cornelia Reade, Joyce Saunders, Dr. and Mrs. Carl Bogardus, Lloyd, Rita, Roxy and Tom Ostendorf, Mr. and Mrs. Paul Pryor, Sandie Miller, Keith Norrington, Gordon Reed, Bud Schroeder, C.W. and Lucy Stoll, Jan DiCarlo and daughter Heidi, and Nelson Jones.

Micky and Linda Frye held open house at their home affording many an opportunity to see their extensive steamboat collection.

Capt. John Beatty reported that refurbishing of CLAIRE E. BEATTY is coming along very well.

Sirs: I'm with Harold C. Putnam. I think that we might be much better off if there were street cars and interurbans running and steam locomotives pulling name trains, (March issue, page 4). Maybe we would not be so dependent on the A-rabs. Incidentally, a couple of weeks ago the Chessie System had a fire at its Silver Grove, Ky. roundhouse. The building was destroyed and steam engine 2101 which hauled Freedom Train in 1976 and excursions in 1977-1978 (one of which I took last year) was badly damaged. I understand that she is not beyond repair but her fate is problematical at this time.

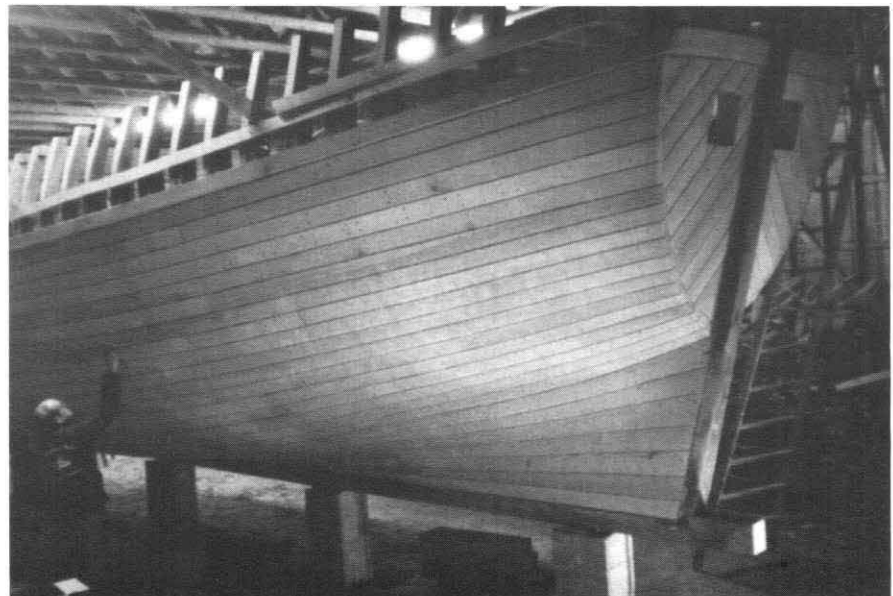
Larry Walker,  
10552 Breedshill Drive,  
Cincinnati, O. 45231

Edna Donsback, 2216 Eastern Ave. Covington, Ky. 41014 sends us a "122 Years Ago" clipping taken from the files of the Vevay (Ind.) "Reveille." "The KATE FRENCH, the regular Madison packet, is still making her regular trips and will continue to do so despite all the slanderous reports circulated against her owners," says the item.

Well, let's see. 122 years ago would make it 1857. Yes, KATE FRENCH, commanded by Capt. French, was running Madison-Vevay-Patriot. But the nature of those slanderous reports leaves us wondering. Now, if French Kate had been the topic of conversation (who ran a sin palace on the Allegheny during the heyday of the oil boom) we'd have a more colorful conclusion to this inquiry.



THOSE S&Drs who travel this summer in the vicinity of Chautauqua Lake, N.Y. will do well to visit at Mayville, N.Y., readily apparent on any road map. Two unusual opportunities await; 1) the sternwheel steamboat CHAUTAUQUA BELLE is running four daily excursions, Sundays included, during July and August. During September and until October 15 she's running four daily trips Sundays only. And 2) be sure to visit the 16th Century three-masted square rigged merchant ship SEA LION under construction on Whallon Street Extension. The accompanying pictures, above and below, show the present state of progress of this 63-foot ship. The white oak for the hull was cut on the Chaney farm nearby and she'll weigh afloat some 150 tons, 60 tons of which will be stone ballast (6 tons more than the entire weight of the CHAUTAUQUA BELLE.) Public inspection is encouraged. If nobody happens to be on the premises call Ernest Cowan 753-7677, or John Kilcoyne, 753-7741. Further information about the CHAUTAUQUA BELLE is available by writing Steamer CHAUTAUQUA BELLE, P. O. Box 123, Mayville, N. Y. 14757, or by phone (716) 753-7823. Both of the above-named attractions at Mayville are private enterprise at its best. Jim Webster (who belongs to S&D and attends meetings) and crew built the steamboat locally. The SEA LION is a dream-coming-true emerging from an initial 3½ years of research and planning led by Stanley M. Drake, Ernest E. Cowan and James D. Monaco who some while back exhausted their initial funds but did manage to generate TV and news media enthusiasm, and discovered they had more friends and neighbors than they thought. Both projects fall under the heading of our Western Waters inasmuch as the drainage from Lake Chautauqua flows via Conewango Creek into the Allegheny River.





W. P. SNYDER, JR. RESTORATION FUND  
BOOSTED BY GANNETT FOUNDATION

John Briley, manager of the Ohio Historical Society's Marietta properties, announced in early April the receipt of \$1,000 from the Frank E. Gannett Newspaper Foundation to further the work on the old sternwheeler. The money will be used to install smoke alarms and fire extinguishers.

Restoration of woodwork has been under way for some time. The sash frames and sills in the pilothouse have been renewed, and the paddle-wheel is being completely rebuilt. Other scheduled work includes repairs to the towing knees, cleaning the machinery, searching the wiring and placing the searchlights in order. Plans are afoot to drydock the SNYDER this fall for hull sandblasting and repainting.

The Frank E. Gannett Newspaper Foundation was established by the late founder of the Gannett Group of newspapers, of which the Marietta Times is a part.

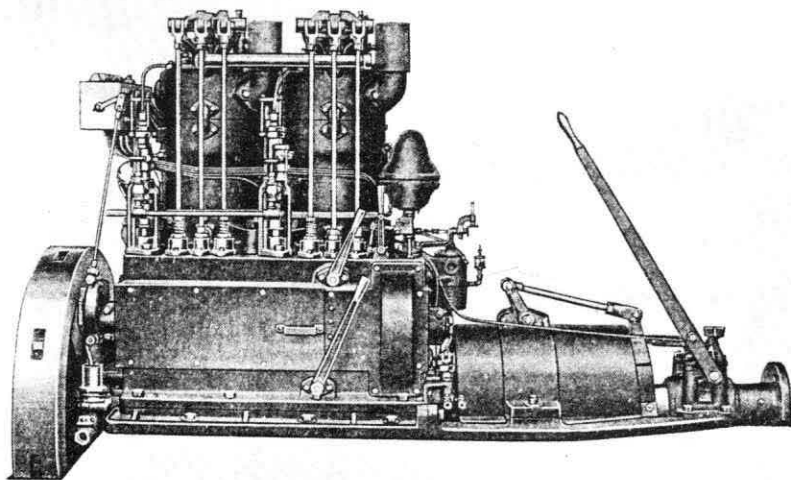
We have been favored with a review copy of a new hardback book of some 225 pages, profusely illustrated, titled "Champlain to Chesapeake" by William J. McKelvey, Jr. Although out of our bailiwick, we are impressed with the fact that the author financed the publication of the book personally (\$30,000) to relate and show pictures of the extensive canal operations in the region of the book's title. Three years ago he authored "The Delaware and Raritan Canal: A Pictorial History." Mr. McKelvey is associated with the Insurance Company of North America and his travels have taken him to canals in the U.S., Canada, Sweden, Holland, Belgium, Ireland, Panama, France and England. The new book is priced \$25 and may be ordered direct from him. Address William J. McKelvey, Jr., 98 Waldo Ave., Bloomfield, N. J. 07003. Tell him we sent you.

We still have on hand a few copies of bound volumes S&D REFLECTOR 1975-1976-1977. These are made by a professional bookbindery with attractive red hardback covers imprinted in gold leaf with the S&D emblem and title. Priced \$40 each including insured mailing. Address the Editor, address on page 4.

Our thanks to Bert Suarez, 218 N. Jeff Davis Highway, New Orleans 70119 for alerting us to a new and splendid brochure in full color extolling the virtues of the excursion steamer NATCHEZ. Incidentally the NATCHEZ may become a stellar attraction in the movie to be made this fall called "Life on the Mississippi." The producers are considering changing her name during the filming to ALECK SCOTT.



**W**ANTED: A two-cylinder Wolverine heavy oil engine 8 $\frac{1}{2}$ " bore by 12 $\frac{1}{2}$ " stroke. This is to go into a modified replica of a 200-year old coastal schooner currently being constructed at Marstons Mills, Mass. The project is well along, headed up by Lawrence M. Mahan, 737 Race Lane, Marstons Mills, Mass. 02648. The craft takes her lines from His Majesty's armed schooner SULTANA built at Boston by Benjamin Hallowell and sold to the Royal Navy in 1768. She measures 50'6" on deck, 38'5" keel, moulded breadth 16' and depth of hold 8'4". The reason for the Wolverine is because the engine, although heavy, was completely dependable and had relatively low rpm (about 350 full load). They were manufactured by the Wolverine Motor Works, Bridgeport, Conn. where production ceased c. 1950. When Ye Ed started INLAND RIVER RECORD in 1945 there were some Wolverine engines in use on the rivers; in fact there was a sternwheeler named WOLVERINE with one in her. If you have a lead, write Skipper Mahan direct, and we will appreciate a copy of your communication to him. His boat will be named LARINDA when she sails.



Rated Power 46 B.H.P. at 350 R. P. M.  
Port Side of Two Cylinder "WOLVERINE" Heavy Oil Engine—Marine Type.  
Code Word—"CUARENMAR."

Sirs: The mention of a "Zubik orchard" (Dec. '78 issue, page 11) reminds me to say that the best remaining collection of such treasures in the Pittsburgh area is located on the Allegheny River at North Side. E. P. (Bill) Grimm has this "orchard." We do a little business every now and then. Bill has the towboat MONONGAHELA and over past years he has owned the SHERYL ANN, U-NO, WE NO, GATEWAY, C.S. 1, IRON DUKE and others. Bill is good at salvaging sunken equipment. He built the GATEWAY on city property and each and every day, so the story goes, a city official came by to order Bill to vamoose and take his boat with him. Bill is a large and even tempered person, and he agreed every day to do as bid (and ultimately did so when the GATEWAY was launched.)

Bill has a brother "Chick" now semi-retired who is currently rebuilding one-half of the old CLAUDE L. PRINTZ into a prop towboat. Chick built the CHICK GRIMM entirely by himself. One of his sons, Charles Jr., had the PRODUCERS, PITTSBURGH and other boats, and piloted for a long time with Mon River Towing. Another son now has the ALLSTATE (ex-JAMES ZUBIK, SAILOR) and the CABLES EDDY (ex-PIONEER, DALE Z.).

Now still another brother of Bills was C. A. (Jack) Grimm. He learned to steer with my Dad on the gasboat ALICE at East Liverpool, O. I think she had a 40 hp. Foos. Jack built the RAINBOW, C. A. GRIMM, NANCY JANE and DONALD T. WRIGHT. He also owned the CRITERION and NEW LOTUS. The NANCY JANE had a 180 hp F-M direct reversing with a shaft. The C. A. GRIMM had a 150 hp. 5 cylinder F-M direct reversing with one belt running to a jackshaft in the recess. All of his sternwheelers had transom windows and the last two mentioned had twin stacks.

Throw all of this in the wastebasket if you wish. I tend to get carried away telling about riverboats and river people.

Bud Daily,  
162 Sunset Drive,  
Toronto, Ohio 43964

The Monongahela River is often singled out as one of the very few navigable streams which has no islands in it. Which is so, but was not always the case. Old-timer rivermen remember Granville Island not far below Morgantown, at the mouth of Dent's Run, which once boasted 14 acres, and was farmed. After slackwater came along, the island commenced eroding. It got so small it was taken off the tax lists of Monongalia County, West Va. The last remnants disappeared during heavy ice in February 1899. Among its owners were Jesse Mercer who raised corn, potatoes and melons on it. He sold it to Col. Thomas S. Bankherd, who in turn sold it to Joseph S. Lazell. It was Lazell who had it removed from the tax lists. Packet pilots often pointed it out as located 100 measured miles from Pittsburgh.



OUR FILING SYSTEM being not quite a hoorah's nest we eventually find what we're looking for. It takes time. This picture was sent to us some while back by Roy Thistle, 509 Riverside Drive, Sistersville, W. Va. 26175. It shows the wreck of the TELL CITY at Little Hocking, O. in latter July 1917. The pity is that we didn't find it while preparing the "Oldest Pilothouse" booklet for it shows rather plainly how very close the wreck was to the shore abutment of the Chanoine weir at Dam 19, Ohio River. The fisherman is seated on the lower extension of the abutment. The boat's forecastle practically overlaps the tip end of it. Nor did we realize until now that the shore wall of the weir had mooring pins set in it. The boilers, machinery and paddle-wheel shaft are still in place. Later they were removed. The shaft was taken to Pt. Pleasant and showed up on the BETSY ANN in 1925. Copies of "Oldest Pilothouse" are available to members at \$2.50 including two color post cards of the restored pilothouse on the lawn of the Ohio River Museum, Marietta. Address Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

As of April 22nd Bert Fenn was still on crutches, working every day, and doing his own driving there at Tell City, Ind. He and Mary were in high hopes of attending C.W. and Lucy Stoll's party following the B/L-DQ race May 2nd last.

Sirs: Ref. p. 22, S&D REFLECTOR, Mar. '79: Polk's W. Va. Gazeteer, 1905-1909:- "Flatrock, Pop. 250, in Mason County, 18 miles east of Point Pleasant, and 7 from Letart; Hugh Daugherty, postmaster; general store and notary." This P.O. was closed by 1911.

Jerry Devol,  
Route 3,  
Devola, Ohio 45750

Sirs: Over forty-five years ago Flatrock was a small community back in the West Virginia hills south of Letart. The picture of the sternwheel FLATROCK (March '79 issue, page 22) brings this to mind.

One of my relatives was a rural mail carrier and farmer, Don O. Aten, living those days at Letart. He and his sister Ida Aten had adopted a girl named Garnet. I often visited with them.

On one occasion Don Aten wished some packages delivered to Flatrock. Garnet and I bridled up two work horses using blankets for saddles and took off on the mission. Some of the red clay road was hilly and narrow, bordered here and there by dense pine. And three hours later we were at Flatrock.

The people were friendly and we tarried longer than we meant to. On the return trip a full moon shone down upon us. I was somewhat uneasy of getting lost as we trotted through dense woods. Garnet said the horses knew where they were headed. Dark clouds covered the moon---it got really dark. But sure nuff we hauled in safe and sound at Letart, a little sore and tired, mission accomplished.

Yes, there was a place named Flatrock. I was there. The journey is one of the vivid and happy memories I treasure from the wild and wonderful West Virginia.

Could it still be there?

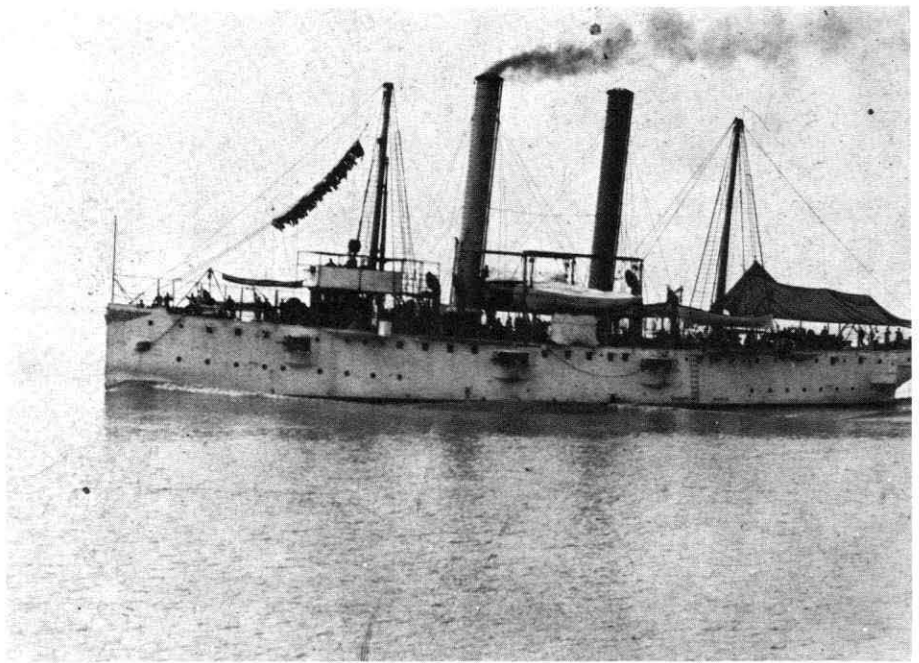
William E. Reed,  
3237 Eastmont Ave.,  
Pittsburgh, Pa. 15216

Sirs: Flatrock, W. Va. is not on a river, and I don't know whether there's a connection between the boat in the S&D REFLECTOR and the village. It's on State Route 2, 7 or 8 miles east of Point Pleasant, and north of Ambrosia (which is on the Kanawha).

Charles E. Arnold,  
P.O. Box 1326,  
Parkersburg, W. Va. 26101

Capt. David K. Smith, master of the diesel towboat BRYAN-B, reveals in a letter that the roof bell originally on the steam towboat OAKLAND (pictured in our last issue, page 37) is in use aboard the BRYAN-B. "Not every boat can boast of a bell with as much history behind it as ours," he says.

Captain Smith wrote the letter to Mrs. Virginia Smith Chadwick,



**S**OONER OR LATER about every sort of floating craft has passed up or down the Mississippi. This was taken at New Madrid, Mo. in the spring of 1899. The U.S. gunboat NASHVILLE is upbound for St. Louis. This was Navy's contribution to celebrating the outcome of the Spanish-American War in which NASHVILLE took active part, having fired the first shot and having captured the first Spanish ship. The U.S. by terms of the peace treaty acquired Guam, Puerto Rico and the Philippines (paying Spain \$20 million for her claims in the latter) and guaranteed Cuban independence. Our thanks to the New Madrid Public Library for the picture.

1419 W. Touhy Ave., Park Ridge, Ill. 60068 in response to an inquiry she made to the boat's owners, C & J Towing, Inc., Route 2, Box 185, Ashland, Ky. 41101.

The BRYAN-B was first named CRUCIBLE when built at the Dravo Yard in 1951 for the Crucible Steel Co. of America. Prior to that time the bell had been on Crucible Steel's steam towboat CRUCIBLE.

The bell is inscribed "Presented to Capt. Billy Smith by A. Fulton & Son, Pittsburgh." This Captain Smith was master of the OAKLAND and in later years Capt. Guy A. Smith and Capt. Wallace A. Smith served on the CRUCIBLE. The Fulton firm operated a bell foundry in Pittsburgh for many years.

"It is a rather large and handsome bell with a very nice ring to it," adds Capt. David K. Smith of the BRYAN-B.

Both Cincinnati dailies, the "Enquirer" and the "Post," ran news stories in their April 12th issues announcing the retirement of Betty Blake. Everybody on the rivers knows Betty Blake, and everybody knows she has been the president of the Delta Queen Steamboat Company for a number of years. Both newspapers reported her as 48, which we must assume is correct, and that she went to work for the predecessor Greene Line Steamers, Inc. in 1962, which is

right, for previously she had been advance agent for the excursion steamboat AVALON (now BELLE OF LOUISVILLE) until financial difficulties laid that boat up at Cincinnati in 1962.

So what's with Betty B's retiring? As Bob McCann says, "All I know is what I read in the papers." Quote from papers: "A former president of the company (William Muster) contends she is being forced out by 'naive' managers of Delta Queen's parent firm, Coca-Cola Bottling Co. of New York, who are jealous of her ability to keep the steamboats (DELTA QUEEN and MISSISSIPPI QUEEN) filled with passengers."

Further quote from the papers: "There have been a number of ridiculous mistakes by naive new management," Muster said. "They go out each week and reinvent the wheel."

The "wheel" of course is the brushheap suspended hard aft on MISS-Q's anatomy, originally invented by the designers working for Overseas National Airways who conceived and built the boat, and with whom Bill Muster (to quote the newspapers again) was president.

In the wake and splash of such verbal jousting Betty B., a PR expert, says little. She confirms that her contract with Coca-Cola expires June 30th. "Neither party is renewing it," says she.

THINGS WE LEARNED WHILE LOOKING UP  
OTHER THINGS

Capt. Mary B. Miller is the original licensed steamboat captain, although she never has taken out a pilot's license. She commanded the CHEROKEE in the south, and usually spent her summers near Cloverport, Ky., close to the home of the late Capt. John W. Cannon. -1894.

Mrs. B. F. Young of the LEE H. BROOKS has a mate's license. Mrs. Mary B. Miller has both mate's and master's license. Mrs. Callie French has master's and pilot's licenses. -1895.

Capt. Blanche D. Leathers, wife of Capt. B. S. Leathers of the NATCHEZ, has been granted a master's license by the Inspectors at New Orleans. She has been on the river 14 years, and was clerk on the side-wheel NATCHEZ (7th), LAURA LEE, T. P. LEATHERS and on the present NATCHEZ. -1895.

Mrs. Mary B. Greene has received a pilot's license at Pittsburgh from U. S. Steamboat Inspectors Phillips and Atkinson. Her route is from Pittsburgh to Sistersville, W. Va. She is on the H. K. BEDFORD. When Capt. Asa Booth heard the news he proposed three cheers, which were given. -1896.

The Board of Trade, London, has refused the application of Lady Ernestine Brudell-Bruce for a yachtmaster's certificate. She applied for license as master of her own yacht. The Board decided not to permit a woman to be examined inasmuch as the word "master" clearly implies that only men are eligible. -Oct. 1897.

Mrs. Juanita Graham, Vevay, Ind. was granted a pilot's license by the Cincinnati inspectors Fearn and Dameron. She will pilot her father's ferryboat between Vevay and Ghent, Ky. -1898.

Mrs. Alice C. Chaney, Detroit, Mich., was granted a master's license by Inspector Mullen. She will command the family yacht MARJORIE, a 5-ton steamer. Her husband is licensed as a marine engineer. This is a first for the Great Lakes. -1903.

Mrs. Ida Moore Lachmund, Clinton, Iowa, personally operates and supervises the rafter ROBERT DODDS on the Upper Mississippi. She is well liked and respected by the raft trade. -1903.

Miss Jane Morgan, daughter of Randall Morgan, traction magnate of Philadelphia, holds license for navigating all oceans, obtained from the New York Inspectors. She is master of her father's yacht WATURAS which once belonged to Emperor Francis Joseph. She now has received a license to navigate the waters of New York Bay as far as Fort Washington Point. -1906.

Mrs. Ogden McClurg, daughter-in-law of the late Gen. McClure of Chicago, is now pilot and master on the chain of Great Lakes, the first woman to receive such commission in this area. She is mas-

ter of the SEA FOX, the McClurg steam yacht of 74 tons. -1906.

Capt. Carrie B. Hunter, Snow Hill, Maryland, is master of the steamer CARRIE, her certificate issued by the Inspectors of Baltimore. Her father is the engineer. -1905.

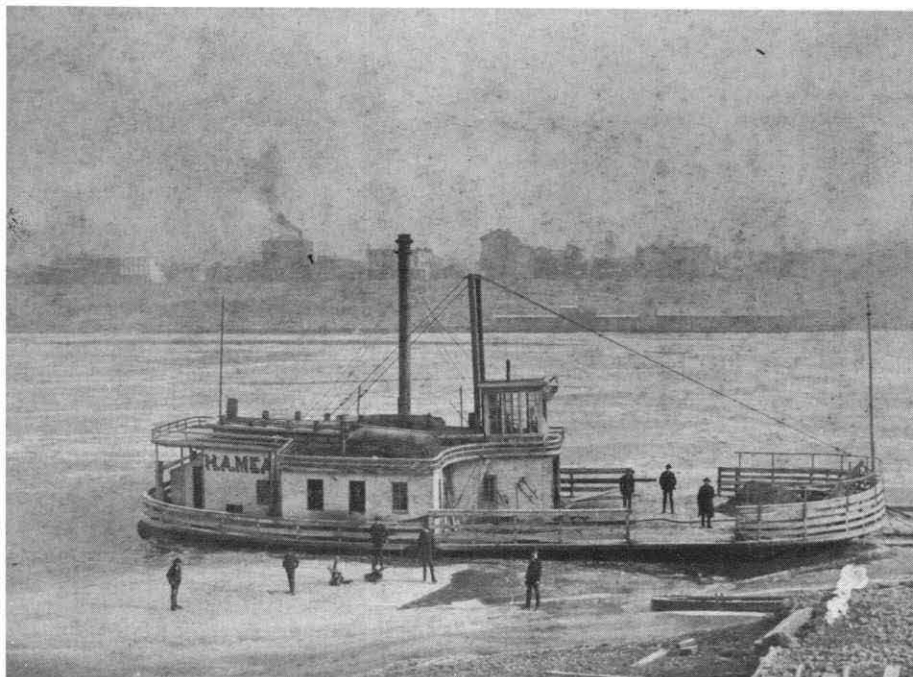
Mrs. Charles T. Parker of New York, daughter of the late Judge Henry Day, is master of the globe-trotting yacht SCYTHIAN, a former tramp merchant steamer elaborately converted. -1905.

Mrs. Robert Goelet, New York, personal friend of Emperor William of Germany, commands the steel yacht NAHMA, having passed her master's examination several years ago. -1905.

Countess Festerica de Tolma, now residing in California, daughter of Mr. and Mrs. Haggin, New York, has a U. S. license as master of her yacht on the West Coast. -1905

Cecil C. (George) McClaskey, 74, died at Huntington, W. Va. Tuesday, April 3, 1979. He will be recalled for his association with the Greene Line wharfboat at that place while Capt. Jesse P. Hughes was managing the terminal. Later he was employed at the International Nickel Co., now known as Huntington Alloys, Inc. George was born Dec. 12, 1904 at Glenwood, W. Va. He is survived by his wife Clelia Hazel Wheeler McClaskey and four sons. Burial was in the White Chapel Memorial Gardens.

Jane Curry hastens to advise us that the taped interviews with rivermen now at the Upper Mississippi Interpretive Center, Winona, Minn. (March issue, page 7) are not yet available for publication purposes, but are available to interested listeners.



**T**HE DAY was cold and dreary, with heavy Ohio River ice running, when Thornton Barrette took the picture at Russell, Ky. The recess wheel ferry H. A. MEAD is temporarily laid up until conditions improve. In our last issue, page 2, was a portrait of Capt. Anthony Wayne Carner who lived at Russell and who was involved in the ownership and operation of this ferry. She was built at Ironton--just across the river in this scene--in 1879 on a wood hull 90 by 26.5 by 3.7. She had high pressure engines, 10"- 3½ ft. and one boiler. Capt. Jesse P. Hughes once recalled that Capt. J. M. Kirker who also lived at Russell, and later at Catlettsburg, Ky., operated the ferry later on. She was retired from service in 1895 when the Chesapeake & Ohio Railroad built the recess wheel Ironton at Levanna, O. One year later, in 1896, Capts. Newt Flesher and Gordon C. Greene built a small packet also at Levanna, named ARGAND, and they used the old engines of the H. A. MEAD in her. If some of you scavengers would be interested in finding these old engines, seeing as how they are 100 years old, the likely place to look is in the Muskingum River, left shore, just below the Lowell Lock. The ARGAND burned there in 1927 and the old boilers were still visible 20 years later. Our thanks to the University of Wisconsin, Murphy Library collection, La Crosse, Wis. for the print.

Bob Rinaldi, ass't plant manager of American Bridge Division, U. S. Steel, picked us up at 121 River and took us to the Ambridge, Pa. plant early on the sunshiny morning of April 20th last. The occasion was the launching of the 5000th barge built there since the company went to work in 1903.

One of the first bridges built by the firm was the Marietta-Williamstown highway and street car bridge, completed in 1904, the same structure which serves today.

Steel barges were a luxury not many firms could afford, but American Bridge early decided to give it a try. In 1905 they turned out 10 steel coal barges for American Steel & Wire Co. In 1906 they built the steel hull sternwheel packet S. S. BROWN, a sensation on the rivers comparable to today's DELTA QUEEN and almost as large. (See June '72 issue, pages 23-32.)

Bob Rinaldi turned us over to plant manager E. K. Bevins who showed us the box-section barge ART 295B gaily decorated with bunting, poised on the ways. It was built for American River Transport and weighs 293 tons. A TV crew from WTAE armed with scripts was all over the place as Lin Hines taped interviews with all and sundry.

American Bridge no longer cuts barges loose to slide with a splash down the ways. ART 295B was no exception, and was due to arrive in her element slow freight by cable and winch. We'd had a good time so Bob Rinaldi took us home to 121 River. Lady Grace and I watched the launching that evening on the six o'clock news. So keep an eye peeled for box-section barge ART 295B, one of the very few to have been christened with champagne at a ceremony where one of the participants got up at 6:30 a.m. to see the event on TV at 6:15 p.m.

Virginia M. Beare, 91, died February 8, 1979, wife of the late Nelson C. Beare long with the U.S. Engineers and who served as lockmaster at Ohio River Lock and Dam 16 and elsewhere. She is survived by a daughter, Mrs. Lloyd (Ethel Mae) Noland, Marietta, Ohio, and also by five grandchildren. Interment was in Mount Moriah Cemetery, Claremont County, Ohio.

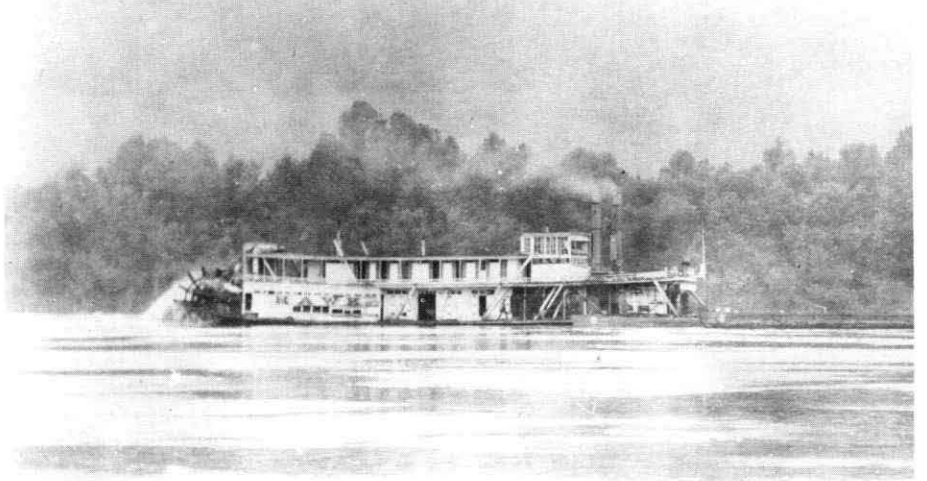
Sirs: I have been dredging in "The River" columns of the New Orleans "Daily Picayune" of May-June 1896. Most interesting so far is the maiden voyage of the towboat JAMES MOREN of the Advance Coal Company. She arrived at New Orleans about 11 a.m. on May 16, 1896 and received a raucous salute from tugs and ferries. The account says her construction was supervised by Peter Sprague, my hero, and that he had superintended construction of 70 boats to that date, and was planning to retire shortly. Further, the JAMES MOREN on this maiden voyage was carrying in her cabin "a handsome

portrait" of Peter Sprague. This of course leads me to wonder if it is the same portrait now owned by S&D and in storage at Marietta?

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

=Sounds logical, but logic has drowned better swimmers than we.  
-Ed.

Official S&D pins of bronze, and finished in blue enamel, are priced \$7.50 each. There are two types, lapel and pin-on, manufactured by a Chicago firm, finest quality. Order from our secretary Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009. Be sure to state the type desired. Available only to qualified S&D members.



**B**ACK IN 1895 a news reporter asked a group of Pittsburgh rivermen to name the oldest steamboat in the area still operating. There was an argument, of course. Some held out for the towboat COAL CITY built in 1864; others for the little towboat HAWK built the same year. They went to U.S. Customs to discover that the HAWK, built at Elizabeth, Pa., was certificated several months earlier than the COAL CITY, and so she was adjudged the honor. She was built in the early part of 1864 for Longwell & Haigh, coal operators. Her hull measured 118 by 20 by 4; she had high pressure engines, 16's- 5½ ft., and three boilers each 38" dia. by 24 ft. long. Capt. David Longwell was her first skipper. Several years later she was sold to Steib & Campbell who operated her until Mr. Steib failed in 1874. In 1875 Capt. S. J. Spencer and David Longwell bought her and immediately thereafter made a trip with her to New Orleans. They operated her until 1897 when she was sold to Capt. John Bartlett who ran her for the next 18 years based at Parkersburg, W. Va., towing principally to Cincinnati. He sold her in 1895 to the McKinley Coal Co., Pittsburgh, and then built the NELLIE BARTLETT as a replacement. Mr. McKinley, when questioned, said he knew the boat had been extensively repaired, and had one or two hull replacements, but that the cabin and machinery dated back to her beginnings. He also related that in February 1866 she had hooked into two iron U.S. war monitors, the MARIETTA and SANDUSKY, built too late for Civil War service at Pittsburgh, and had delivered them to Mound City, Ill. Shortly after the above related investigation the HAWK capsized in a gale at Jacks Run on the Ohio River not far below Pittsburgh, this on March 14, 1897. She was returning from a trip to Bellaire, O. in charge of Capt. Thomas Dunlevy. The pilot on watch was drowned, William Devers, Freedom, Pa. The TOM DODSWORTH was moored nearby and sent yawls to the rescue, and most of the crew were given relief at the residence of Capt. William B. Rodgers nearby. The body of pilot Devers was not recovered until April 8th at which time Capt. W. H. McKinley dispatched the TOM REES NO. 2 to the scene to bring the remains to Pittsburgh. Capt. Warren Elsey, representing Harbor 25, Masters, Mates & Pilots, took charge of arrangements. The boat was successfully recovered. The HAWK became the property of the Combine following the consolidation of the coal interests at Pittsburgh. On January 20, 1902 she ran afoul of two sunken flats at the Black Diamond tipple, Monongahela River, Capt. William J. Shaw, and went down for keeps. So ended the career of a small and old towboat known as the "Chicken Thief" to two generations of rivermen. The above picture, poor as it is, is the only known photograph of her, taken by Thornton Barrette.

Clifford Deane, builder and operator of three pleasure stern-wheelers thus far (KATYDID, J. J. JULKAST III, BAYER ISLAND) was the subject of an extensive picture-essay presented in the Marietta "Times," April 21st last. He wintered the two latter-named boats in the Muskingum at Lowell, O. this past winter. During the conversation with writer Molly Chikitus, Clifford revealed the sale of his JULKAST to an Alabama mining firm recently. He and his wife Claro (who is a trustee of the Sternwheel Association) wintered in Florida.

**BULLETIN:** On page 25 this issue is announcement of the recent wedding of Capt. and Mrs. Gabriel J. Chengery. Now we have a few particulars. At the reception Cynthia Ann sang, Gabe played the piano, and Vic Tooker did some banjo numbers. The newlyweds departed Longmont, Colorado for a brief fling in Vegas, following which they drove to their new home in Natchez at 200 Mansfield Drive. Roddy Hammett had planned to railroad his way from New Orleans to the ceremonies but due to a wash-out at Jackson, Miss. on the IC he flew to Memphis, and rode the rails from there. Cynthia Ann planned to continue as a singer on the MISSISSIPPI QUEEN.

Following the death of Mabel Bartenhagen in 1976 (March '77 issue, page 19) her collection of Muscatine (Iowa) river history was given to the Muscatine Area Heritage Association for sorting and cataloguing. Much of the work was done by Marilyn Bekker.

Over the past year much of this material has been placed in the historical files of the Musser Public Library in Muscatine. Some of her books are now in a special collection in the library's conference room. Five albums of photographs and post cards, one of them featuring the GORDON C. GREENE and DELTA QUEEN on which Mabel had been crew member in the 1950s, and the GOLDEN EAGLE, the first boat she rode, are now at the library.

Additional books have been contributed by her friend Ruth Ferris including a copy of "Steamboat Art, Decoration and Elegance" published in 1962 by the Missouri Historical Society.

Last year Marilyn Bekker produced a narrated slide program titled "Steamboat Bend," acclaimed by all who have seen it, and financed by the Mabel Bartenhagen Memorial Fund through which many river-related books are added to the library collection.

We are indebted to Max W. Churchill for an item in the Muscatine "Journal" in which this information is reported, and which is illustrated with a picture of Marilyn Bekker and the library's Barbara Bublitz inspecting one of the albums.



**K**EITH NORRINGTON took this picture of the GOLDEN EAGLE's pilothouse about three years ago. It is the centerpiece attraction of the river exhibits contained in Jefferson Memorial, Forest Park, St. Louis. It owes its existence to Ruth Ferris. When originally built for the sternwheel cotton packet WM. GARIG at the Howard Yard, Jeffersonville, Ind. in 1904 it resembled that of the TELL CITY, sliding window sashes, open front, breastboard, hood, etc. The Eagle Packet Co. bought the boat in 1918 and made the changes apparent in the photograph, drop windows at the sides and front, and the shelter board supported by three braces--sort of a visor--across the front. Also Eagle Packet sawed off about three feet of the base. Ever since she was renamed GOLDEN EAGLE in 1918 the pilothouse has looked as shown here.

We have happened on copies of six (6) back issues of S&D REFLECTOR listed below, and unavailable for the past several years. \$30 takes the lot, first come, first served. Address Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

Vol. 1 #4	Vol. 6 #1
Vol. 2 #2	Vol. 6 #2
Vol. 3 #2	Vol. 7 #4

Tom Way is wondering how the ropes were attached to the hull of the towboat ALERT as she was pulled out on the marine ways at Fountain City, Wis. (March '79 issue, pages 26-27). Does anybody know for sure?

Sirs: We are seeking information on the use of printing presses on board river boats. We have a reference to the publication of a daily newspaper for passengers on the JAMES E. WOODRUFF in the 1850 period. Was such a newspaper published? An isolated case?

We have just opened a ship press exhibit on our square rigged museum ship BALCLUTHA. What we have is a Washington hand press in a cabin fitted out as it might have been for a working press on a ship at sea.

So far as we know, the subject of ship presses has had little research. Perhaps informed S&D members will be willing to fill us in on the above questions.

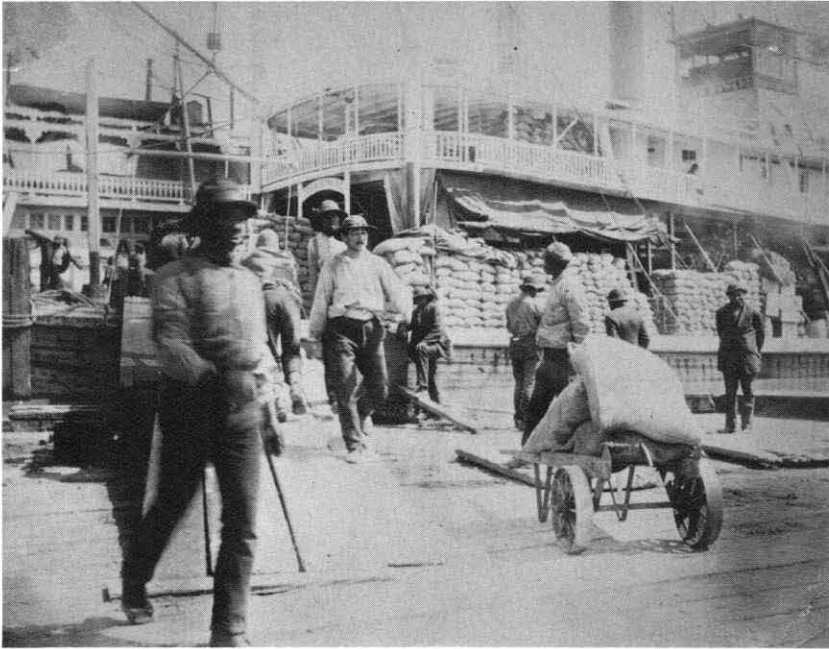
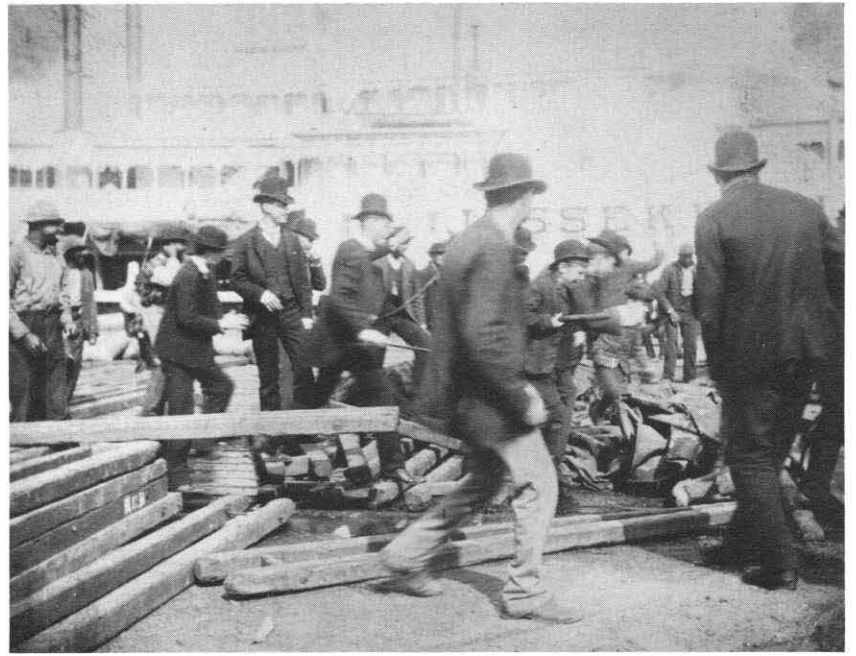
Herbert H. Beckwith,  
Head Catalog Librarian,  
San Francisco Maritime Museum,  
Fort Mason,  
San Francisco, Calif. 94123

=There is reference in Gould's "History of River Navigation" to a daily newspaper published aboard the JAMES E. WOODRUFF 1855-1858 edited by the boat's clerk G. W. Ford, and Capt. E. W. Gould says this was the first of its sort on the Mississippi. -Ed.

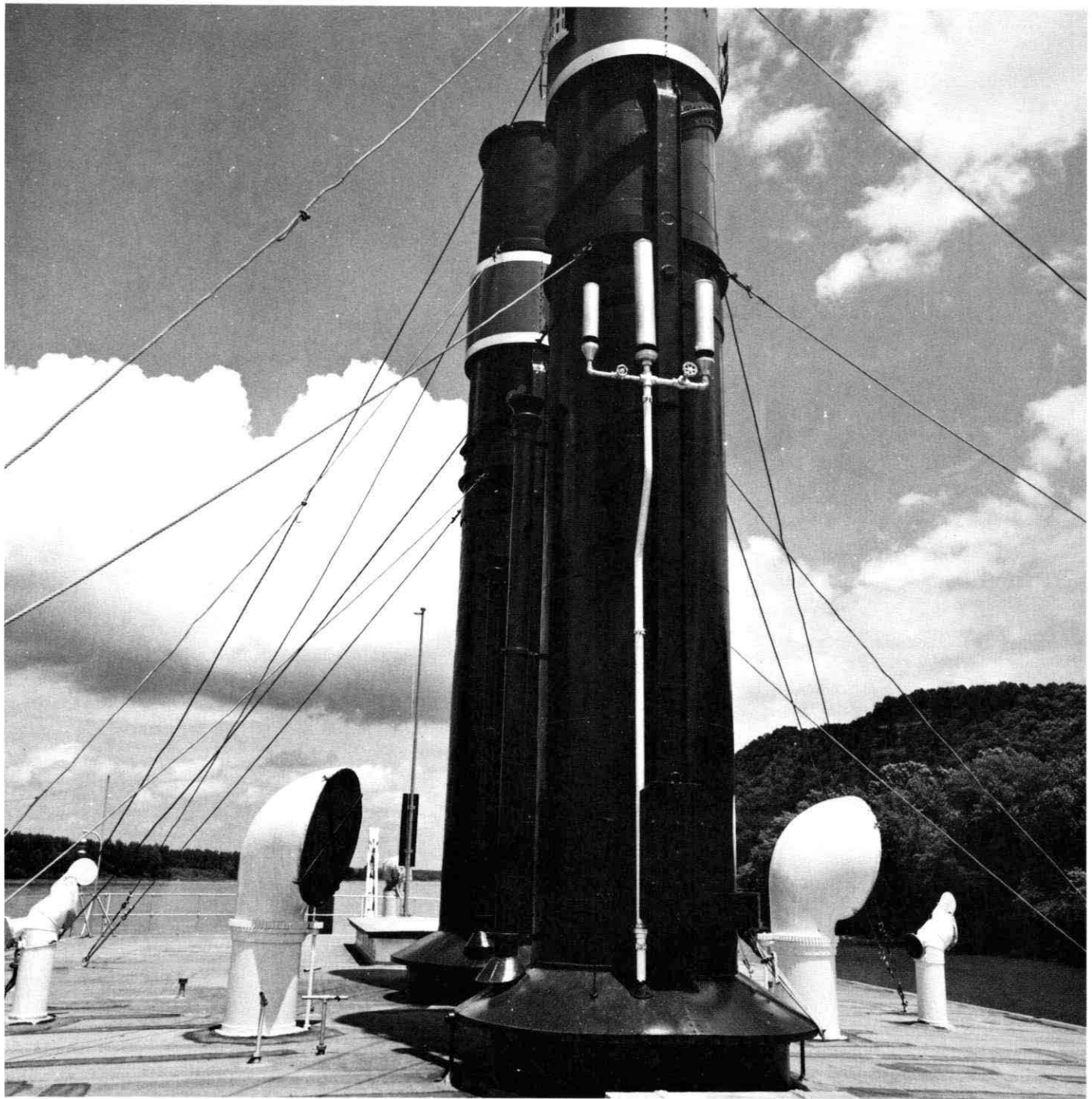
Sirs: This is the sole example of Peter Sprague's signature which has come to my notice. It appears on his will, dated July 6, 1901. I have yet to locate any documents or correspondence in his handwriting.

*Peter Sprague*

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

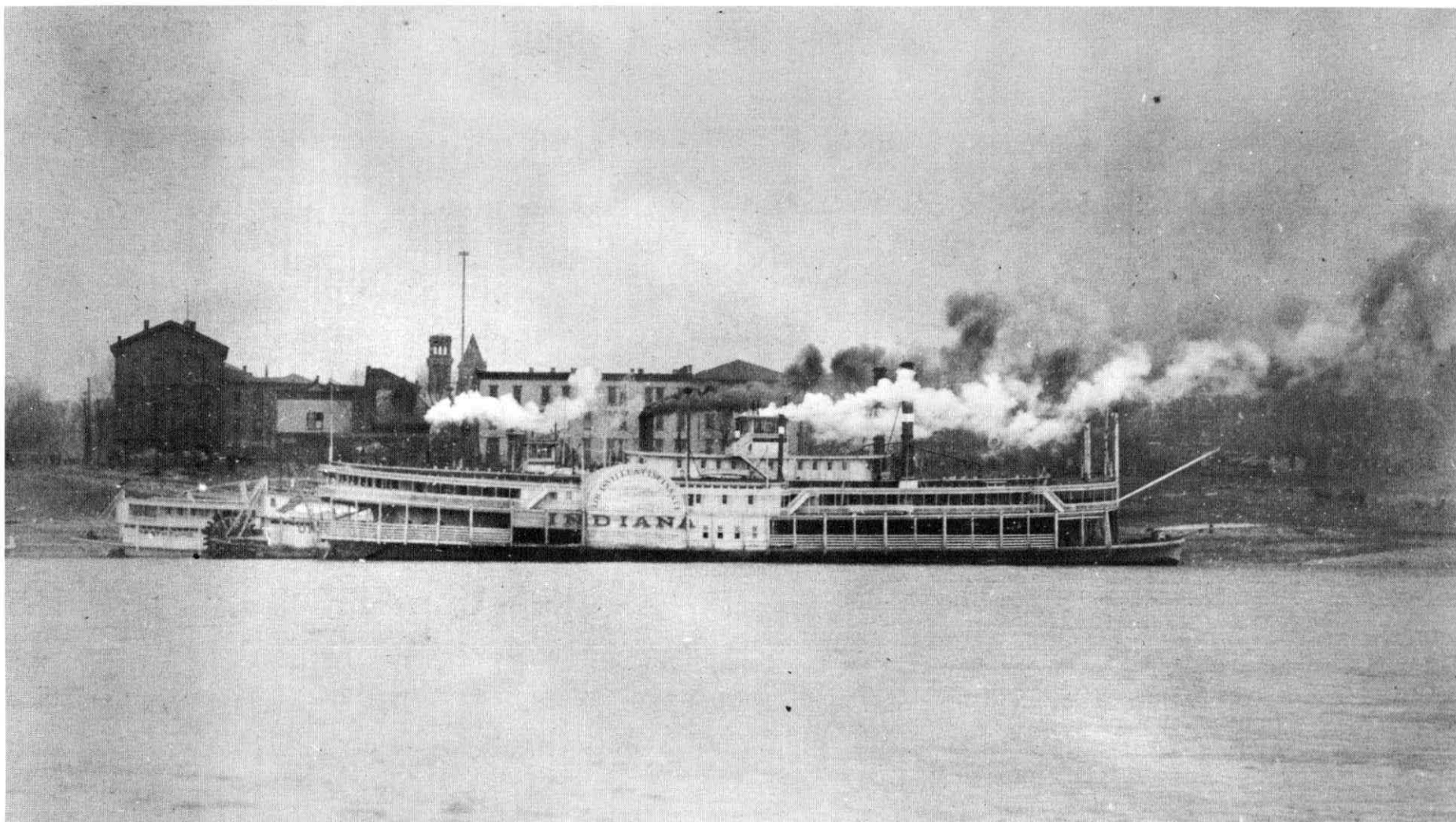


THESE STUDIES showed up in an old album John Hartford located while browsing out on the West Coast. Apparently the photographer had been using a  $3\frac{1}{2} \times 4\frac{1}{2}$  plate camera and the prints were done in sepia on single-weight paper. While ambling about on the New Orleans levee, about 1884, he captured these workers in repose. In the backgrounds are the JESSE K. BELL (upper right), HARD CASH and JOHN HOWARD (center left) and ERA NO. 10 (left). The commotion pictured in the one at upper right is explained in a penciled notation--the army of men all wearing derbies and each armed with a club is engaged in pursuing, with lethal intent, an infestation of dock rats.



**I**N JUNE 1977 our roving photographer Allen Hess went on a safari and came home with this improbable photograph of a mammoth steam side-wheeler. Needless to say he went off the usual beaten paths to find her. He contacted the U.S. Engineers at Kansas City, talked with a Mr. Straub, and was given permission to go to Gasconade, Mo. So this picture was taken in the mouth of the Gasconade, where it joins the Missouri, not far above Hermann, Mo. This well-tended steamer is the WILLIAM S. MITCHELL, a dredge, and she has tandem compound condensing engines, one set on each side, to drive independent side-wheels quite like those until recently on the PRESIDENT. Alongside the MITCHELL there at Gasconade was another such dredge, the WILLIAM M. BLACK. We'll expand this story with other fascinating pictures by Allen Hess in a future issue. Meanwhile get a load of that whistle, almost as big as the one from the SPRAGUE.





**B**ETTER pictures exist of the side-wheel INDIANA but none with the impact produced on your editor this one provides. Some years back we stood watch in the pilothouse of the ISLAND QUEEN (last) Cincinnati to the Dravo Marine Ways, Neville Island, Pa. The skipper, Capt. Charles N. Hall, related to us that the INDIANA one time made a Cincinnati-Maysville trip in place of the COURIER and all but swallowed up the little wharfboats at Augusta, Higgins-

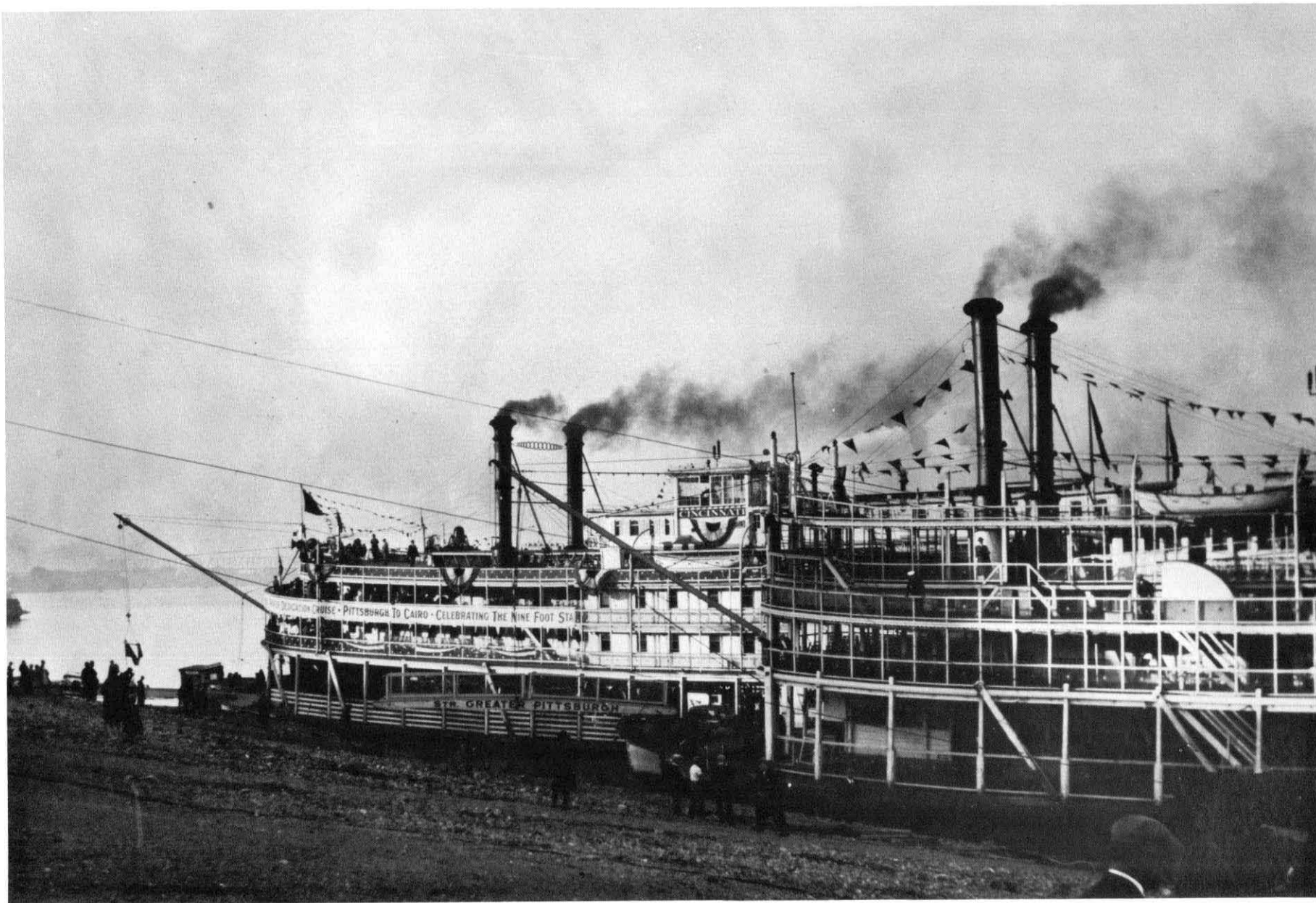
port, Ripley and the like. We agreed, as did Capt. Jesse P. Hughes, who was my partner pilot, that she never had been below Louisville. So I added to my mental card file that this 285-foot Howard-built creation of the Louisville & Cincinnati Packet Co. spent her entire 16 years without straying from a 193-mile territory.

Then along comes Ralph Du Pae exhibiting with some innocence the above bombshell. Here she is moored at Ironton, O., 81

miles above Maysville. The date is easily fixed for in the background is the GREYHOUND under construction (1901) and the URANIA fired up and ready to depart for Charleston (also 1901). Presto, the INDIANA was at Ironton in 1901, and you can bet your bottom dollar if Commodore Laidley sent her that far, so was bound for Huntington and possibly Pomeroy. The picture was taken by Thornton Barrette. Our thanks to Ralph and to the Murphy Library.

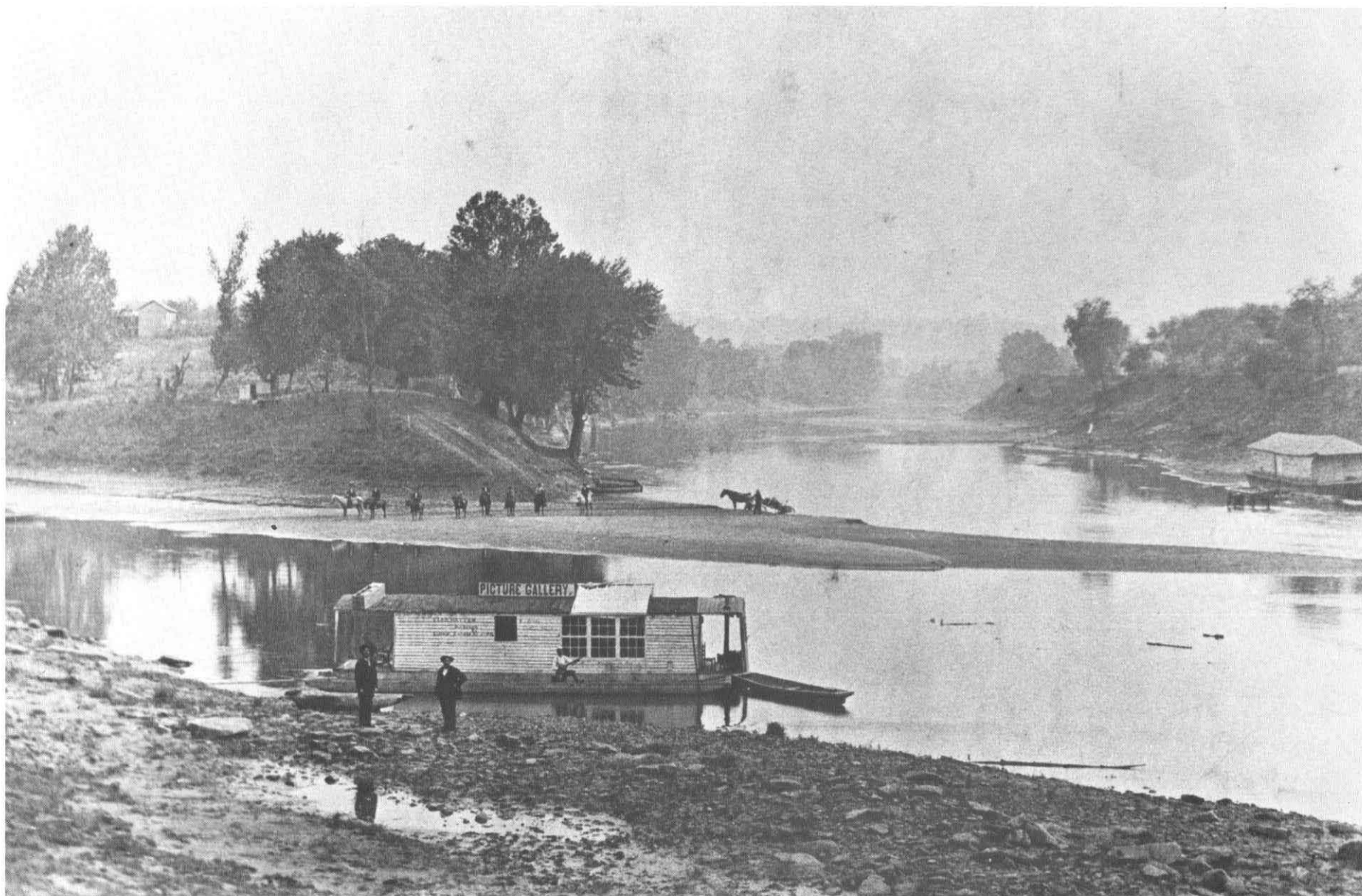


The CINCINNATI, under charter to the Ohio Valley Improvement Association, was the flagship 50 years ago when completion of Ohio River slackwater was celebrated. Photo at Pittsburgh by Capt. Jesse P. Hughes from Smithfield St. bridge.



**W**HEN THIS PICTURE was taken at Cairo 50 years ago showing the CINCINNATI and GREATER PITTSBURGH at the conclusion of the slackwater celebration the stage production of Edna Ferber's "Show Boat" had not yet hit Broadway and Wall Street was in utter turmoil as the stock market crashed ultimately wiping out investors of some \$50 billion. In our Dec. '71 issue is an on-the-spot detailed report of the Pittsburgh-Cairo parade written by Capt. Jesse P. Hughes and a complete roster of the passengers who rode the CINCINNATI. Now that the Ohio River has prospered

these last 50 years thanks to year-around navigation the Division Office, U.S. Engineers, Cincinnati, is holding preliminary conferences to determine, along with modern river operators and leaders, the possibility of a gala 50th Anniversary celebration late this fall. The initial concept is to stage a marine performance of some magnitude commencing at Pittsburgh, stopping at principal towns, and winding up at Cairo. The accent, thus far, is to make available to the Ohio Valley dwellers and workers an opportunity to see and learn first-hand what it's all about.



**J**UNCTION of Tug (left) and Levisa Forks of the Big Sandy, at Mile 27 above Catlettsburg, Ky. Louisa, Ky. is at the far right where a wharfboat is beached on shore. In the foregrounds is a PICTURE GALLERY, so identified by the sign on its roof. Small lettering on its bulkhead identi-

fies the proprietor as Alex Hatten, who doubtlessly took the picture which has come to us thanks to Jerry Sutphin. The water is extremely low. Pushboats operated up Tug Fork 58 miles to Williamson, W. Va. and Pond Creek. Steamboats went up Levisa Fork to Pikeville, Ky., Mile 88.5 above Louisa.