

# S&D

# REFLECTOR

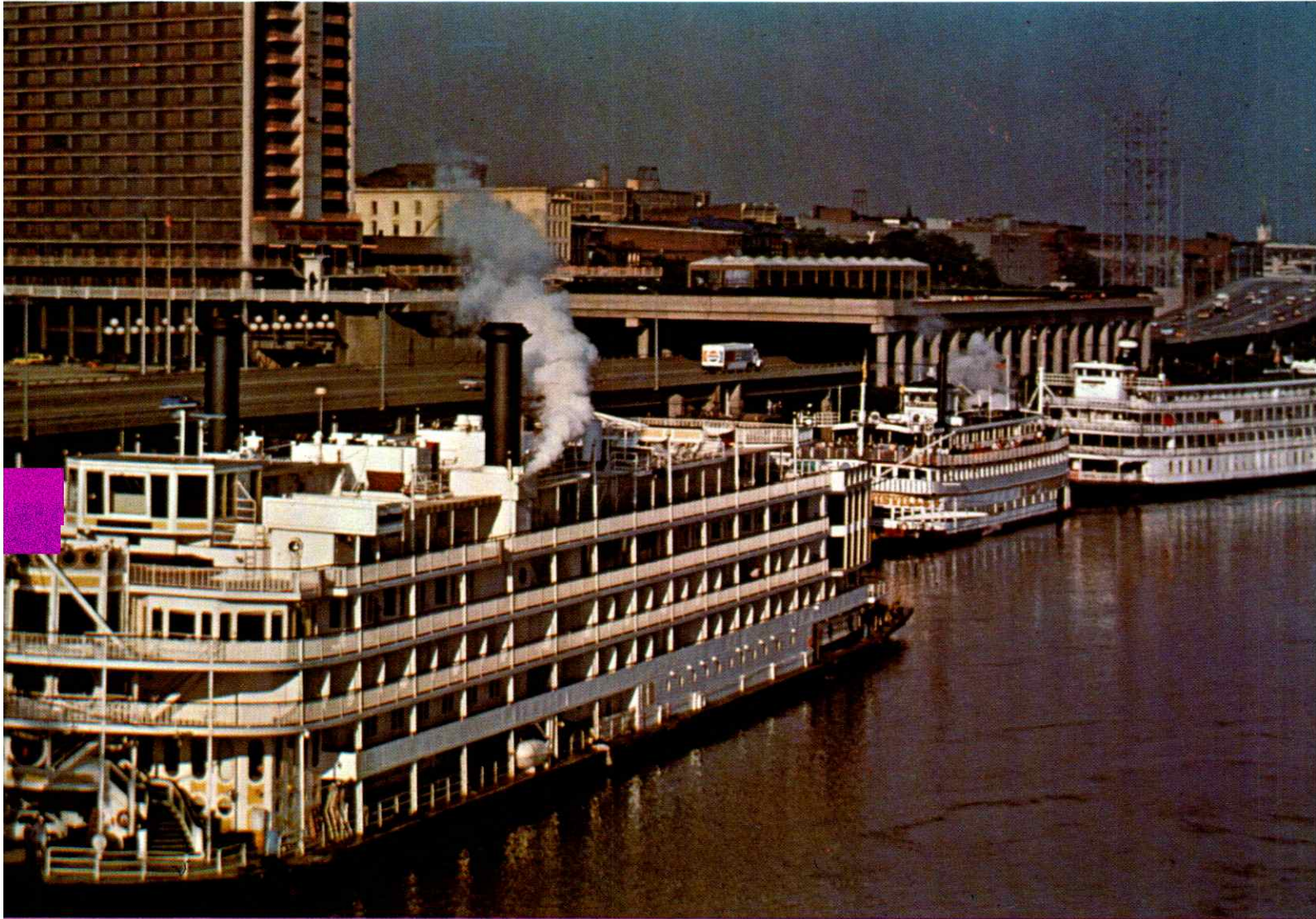
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 16, No. 3

Marietta, Ohio

September, 1979



LOUISVILLE, KY., MAY 30, 1979

MISSISSIPPI QUEEN, BELLE OF LOUISVILLE and DELTA QUEEN  
Taken at eight in the morning from the Clark Memorial Bridge  
- Photography by Sandra Rae Miller

The featured speaker at S&D this Sept. 15th, barring flood, fire and holocaust, will be Betty Blake of steamboat fame. She started on the river as advance agent for the excursion steamer AVALON, joined Greene Line Steamers Inc. in 1962, and largely thanks to her lobbying in Washington, D. C. the DELTA QUEEN was repeatedly rescued from oblivion. She became the peripatetic president of Delta Queen Steamboat Co. and has sold river romance in countries all over the globe. When Coca-Cola Bottling of N.Y. did not renew her contract this spring Betty made headlines in the New York Times, RIVERBOATER STEERS A NEW COURSE (May 24, '79 issue.) "I'm absolutely terrified--that's the best part of it," she said in the interview. "Risk taking is what it's all about. I want to go back and do that all over again."

Although adept at giving a steamboat hard-sell to congressional committees, and to international tourist convention delegates, Betty Blake has never let down her hair to tell it like it is. When approached to speak at S&D she wrote: "We'll have fun---yes, I'll speak off the record, and for fun only---everybody's so serious these days---many thanks for the wonderful invitation."

#### BELLE OF LOUISVILLE'S FALL CRUISES

Saturday, Sept. 29

Louisville to Madison and return \$17.50. Lv. Louisville 9 a.m. EST

\* You may return by bus, or

\* You may sight-see Madison by arranged bus, stay there Saturday night (your own expense) and take B/L Sunday approx. 6:30 p.m. back to Louisville.

Reservations for the above are required.

Sunday, Sept. 30

Kentucky River Cruise, Madison to Lock 1 and return to Madison. Lv. Madison 1 p.m. their time, one hour slower than EST, and return 5 p.m.

Saturday, Oct. 13

Annual Oktoberfest Cruise, \$7.50 leaving Louisville 2 p.m. Includes bratwurst, wieners, katuffeln salat and beer. German band.

Reservations necessary.

Sunday, Oct. 21

Fall Color Tour, Louisville to McHarry's Tomb and return. Lv. Louisville 1 p.m., return at 6 p.m.

Address reservations and inquiries to

STR. BELLE OF LOUISVILLE,  
Riverfront Plaza,  
Foot of Fourth St.,  
Louisville, Ky. 40202

Jack Garden tells us there is a double deck sternwheel excursion boat named BARBARA J operating on Conneaut Lake, Crawford County, Pa., near Meadville. She has a split wheel which actually drives her. Trips are made from noon til 9 p.m. daily, a 45-minute narrated tour. Conneaut Lake drains into French Creek, thence into the Allegheny River at Franklin, Pa.

S&D'S FORTIETH ANNIVERSARY  
Saturday, September 15, 1979  
Convenes at Marietta, Ohio

Board of Governors 9:30 a.m.

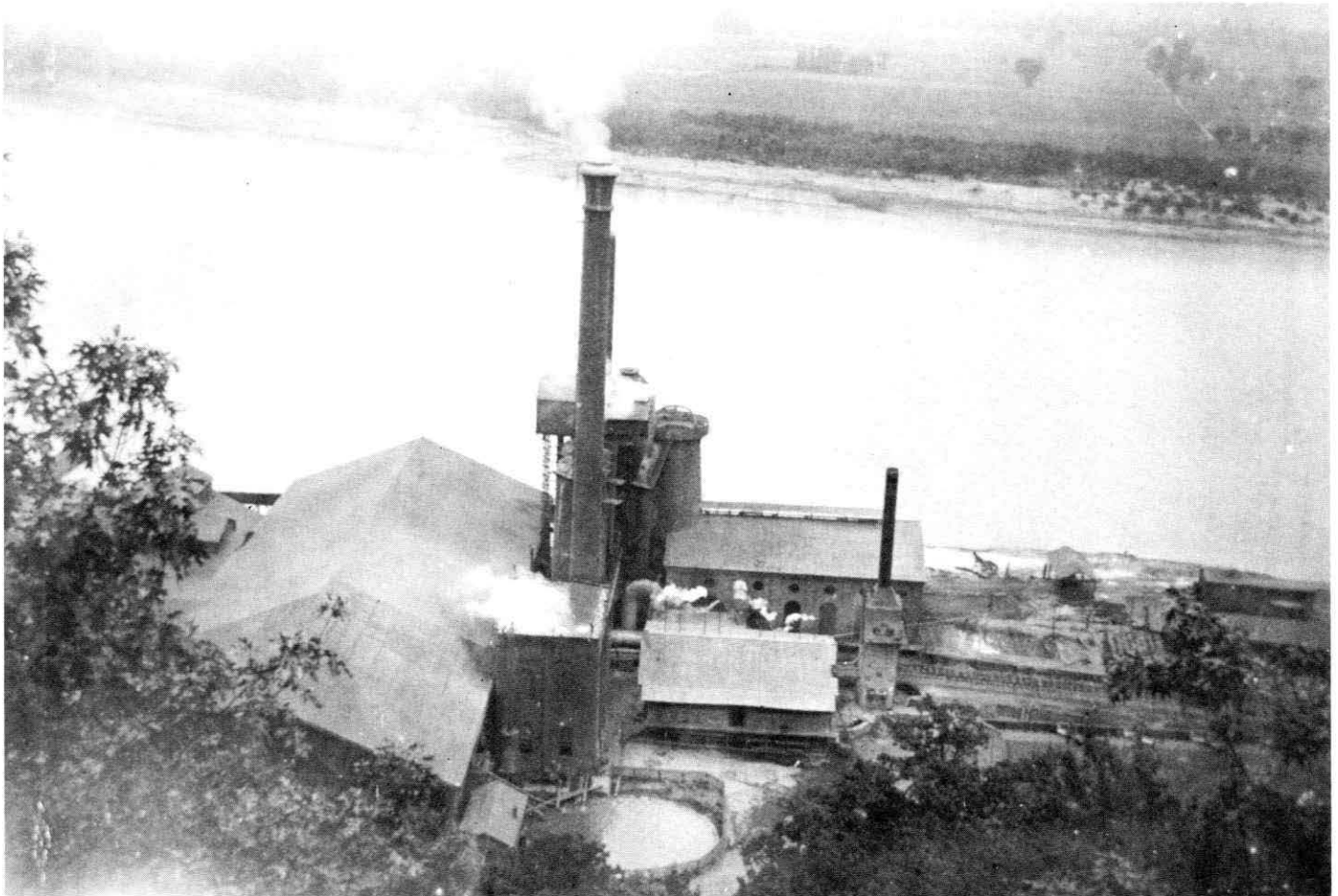
Buffet picnic, noon, Boat Club

Gathering of the Clan 1:30 at Boat Club. You are invited to display models, pictures, artwork, books, brochures, etc.

Annual dinner 6:30 in the new Sternwheel Room, Lafayette Hotel, seats 400. Tickets will be available all day.

Speaker of the evening, Betty Blake (see col. 1, this page.)

"Forty Years of S&D" graphically depicted and narrated.



The iron furnace at Hanging Rock, O. along the Ohio River below Ironton, O. photographed by Thornton Barrette from towering Hanging Rock. Taken c. 1900. The long building at the left was framed of structural steel first

erected as an exhibit building at the Columbian World's Fair, Chicago, 1893 (so we were informed by pilots of yore.) The furnace was reactivated during WW 1 but fell into disuse soon thereafter.

Some of the tales related in these columns are strung on improbable--but true--events. This one has to do with small white leghorn chickens at the Gallipolis wharfboat in the huckster days of the SENATOR CORDILL, BETSY ANN and LIBERTY.

A youngster raised in Gallipolis, Bob Evans by name, haunted the landing at the river, and discovered that occasionally one of these small chickens squeezed through the wood slats of the shipping coops and made its escape. He also discovered that if he pursued the leghorn and caught it, it was his to keep.

Bob Evans made a business of this. He fed his catches on grain for a week or so to put some meat on their bones and could sell them for a dollar apiece. In reflecting back on this enterprise he remarks: "That was big money when people were making ten cents an hour."

Today Bob Evans, now 60, has a 1,100 acre farm at Rio Grande, a crossroads community on two-lane Route 35 between Chillicothe and Charleston, W. Va. In 30 years he parlayed a one-wagon, homemade sausage business into a \$105 million sausage and restaurant empire in seven states.

His interest in chickens has not waned. For eight years now he has run the International Chicken Flying Contest on his eastern Ohio farm. The chicken is stuffed into a rural mailbox and catapulted therefrom simply by ramming it with a toilet plunger. Most of them squawk to a sudden landing and don't go anywhere at all. But the world's record, held by a Japanese blacktail bantam, is 297 ft. 2 in., set in 1977. --Or was, for during the last meet a 15 oz. common bantam with a proud black tail, named LOLA B., did 302 ft. 8 in., present world's record. It was raised by Sherwood Coston, 66, Point Pleasant, West Va., who received a \$500 cash prize.

The noise and excitement attracted writer Spencer Davidson of TIME Magazine, who did a lead piece on Bob Evans in the July 2nd issue.

When the excursion steamer AVA-LON (now BELLE OF LOUISVILLE) was having financial troubles in 1962 at Cincinnati, Capt. J. B. Wyckoff of the U.S. Coast Guard at Memphis, was asked by a reporter for the early history of the steamer when she was the IDLEWILD.

"The IDLEWILD when new was operated part of the time as a ferry between Memphis, West Memphis and Hopefield," he said. "We used to take large crowds to Hopefield to play the horses.

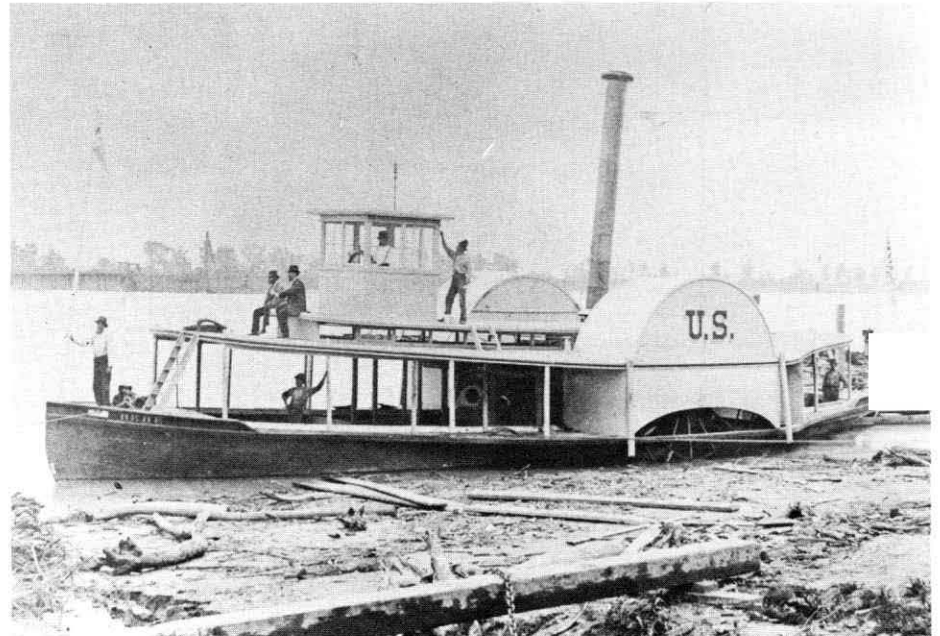
"She made round trips to Riverside Park from Memphis," he continued. "That was before there were roads to the park. People spent the day picnicking. Our relief pilot was Capt. R. V. Warner. The building of the Harahan bridge was a principal factor in ending the boat's usefulness at Memphis."



Work has been completed rebuilding the paddlewheel of the W. P. SNYDER, JR., contracted to J. A. Schwendeman & Sons, Lowell, O. Funds for the project came from National Trust For Historic Preservation and the W. P. Snyder Charitable Fund. The new wheel is completely utilitarian, fit for towing. Our thanks to Lawrence Peters, Box 44, Coal Run, O. 45721 for the photo.

Leonard V. Huber, New Orleans, was elected President Emeritus of the Keyes Foundation, that city, this past June. The honor was bestowed at the annual meeting of the trustees at the Beauregard House, 1113 Chartres St. He had served as president of the Foundation 18 years. Leonard Huber also is president of the Louisiana His-

torical Association, and Friends of the Tulane University Library. He is a former president of the Louisiana Landmarks Society and of the Friends of the Cabildo. He and his wife Audrey are S&D members of long standing, and the S&L REFLECTOR frequently has been enhanced with articles and pictures supplied by him.



**D**ID WE HEAR RIGHT? ---That a yen exists to build a side-wheel pleasure steamboat? For starters here is the iron hull side-wheel HEBE (cup bearer for the Greek gods) built at South St. Louis in 1879 for the U.S. Engineers. Statistics: Length on the water line, 75 ft. Length over all, 78 ft. Beam on the water line, 15 ft. Beam over the guards, 27 ft. Depth, 4 ft. She has two inclined slide valve engines, each 12"- 2 ft., working paddlewheels 12 ft. dia. with 5 ft. length buckets. Apparently much of her service was on the Illinois River. She was still employed at the Kampsville Lock in 1895. Her value at that time was carried at \$500. This picture, obviously posed (that guy aft of the pilothouse with upreached arm has a paint brush in his hand and a bucket of white paint at his feet) was taken by Boehl & Koenig, photographers at 707 N. Fourth St., St. Louis, and comes to us from Jerry Sutphin who located it in the National Archives, Washington, D.C.

# S&D REFLECTOR

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of Pioneer Rivermen



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SEPTEMBER, 1979

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

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

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

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

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HAVING spent seventy-odd years carrying a head soaked in river water I have been knocked down, dragged out, scared silly, made miserable by failure, cast out as an incompetent, have been made the fall-guy for most of the temptations in the catalogue, and have come to realize that these horrors retreat and fade. What I retain, keen as ever, are the associations and memories of the interesting persons I've met in the process.

Some day when you're not busy, like right now, make a list of the most interesting persons you have met. Not because they are celebrities or v.i.p.'s; just plain interesting. My guess is that the top-notchers are persons of exceptional tenacity in the pursuits they work at. A certain talent also is requisite, particularly the talent to laugh at one's own mistakes.

The compulsion which attracted me to S&D forty years ago was the intuition that such a gathering, dedicated to the pursuit of long-term objectives, would bring together interesting persons. This it did with a vengeance, and more. Out of the woodwork came other interesting persons immersed in other worthy endeavors, and who somewhere along the line had learned to like steamboats and the rivers.

This to me is fascinating, and has brought forth some improbable scenes. One afternoon I stood in the River Museum in company with James M. Symes, president of the Pennsylvania Railroad, along with six of his vice-presidents, and listened to him carry on about riding the waves of the QUEEN CITY as he requested his v.p.'s to look at the model of Her Ladyship, and as they looked bored and listened. One evening Robert A. Taft and I stood holding a boat picture for benefit of photographers, and he was muttering "I hope you don't feel as uncomfortable about this as I do." And then, due to this S&D connection, came the evening in New Orleans at Beauregard House when I argued with Mrs. Frances Parkinson Keyes about her interpretation of Cairo, Ill. as she was preparing her best-seller 'Steamboat Gothic.' The day came when muralist Dean Cornwell painted two beautiful oils of the BETSY ANN to have them appear simultaneously on the cover and inside of "True" Magazine. More lately we ran into astronaut John Glenn in the River Museum to hear him ask: "How on earth did you get shanghai'd into bringing the DELTA QUEEN from California?" When the telephone rings these days Lady Grace is apt to remark: "That's probably John Stobart wanting dope on some old steamboats."

Such unfortunates have been required by circumstances to make-do with railroads, politics, typewriters (although Mrs. Keyes scrawled with pencil on yellow tablets), paint tubes and brushes, or orbiting in the blue yonder. Once when Dean Cornwell's car gasped, spluttered and died at 121 River, son Jim raised the hood and fixed it. Said artist Cornwell: "Jim, I would gladly hand you my art talent for your ability to start that car--how did you know what to do?" Replied Jim: "First you have to like the motor."

I have seen a roomful of people sit transfixed as Capt. Ed Maurer stood there, tilted slightly forward, black hair slightly askew, black eyes glistening, telling how he steered the CITY OF LOUISVILLE around Sugar Creek Bend, by night, on a big river, those massive engines pounding. He stood in Room 210 at the Lafayette, conveying the reality with such vividness the floor seemed to tremble and the chandeliers sway. Fred Hoyt used to tell of the wreck of the KANAWHA that wintry night, and of climbing onto the bottom-up hull after she capsized, until your breathing stopped lest she strike a shallow sandbar and roll back over, drowning him. Then, too, Ben Richardson had a way of taking you up and down the Muskingum on the LORENA, and he did it seated quietly in a chair, hands clasped, sprinkling details that glittered like the summertime fireflies along the canal banks.

A share of S&D's great performances have been related or sung in the relaxed atmosphere of a small group. Some few thrive best with a large audience, and others, of course, are seen but not heard--not many. There never has been an uninteresting S&D member, not in 40 years.

# ON THE OHIO

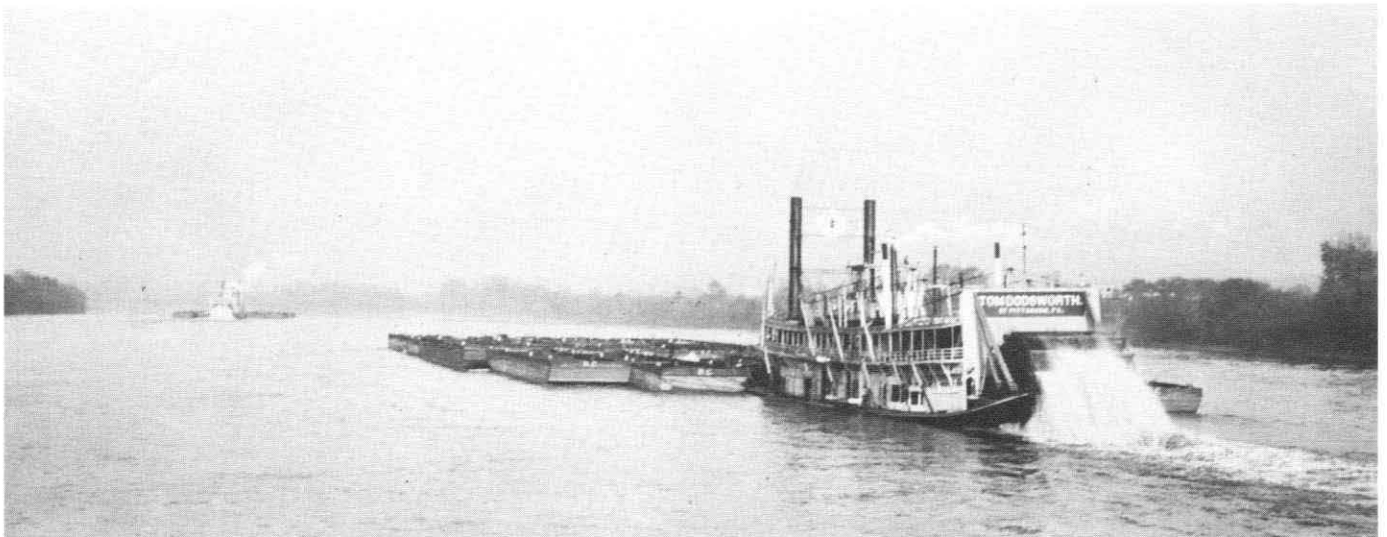
ONE of the early celebrities of S&D was an English-born author named H. (for Harry) Bennett Abdy who with wife Rowena Meeks Abdy and several friends toured the Mississippi and Ohio rivers in the fall of 1915. The result was a quite readable book published in 1919 by Dodd, Mead & Company titled "On The Ohio."

This group boarded the STACKER LEE at St. Louis and rode her to Cairo. There they took the RAPIDS to Paducah, then on the JOHN L. LOWRY to Smithland, Ky. where they spent several days, then again boarded the LOWRY for a Sunday excursion up the Cumberland River and back to Paducah. They stayed aboard and went on her to Evansville. Due to a tight schedule they were forced to forego a packet ride on the TARASCON to Louisville and rode the rails instead. At Louisville they caught the CITY OF CINCINNATI to Cincinnati, then rode aboard the TACOMA with Capt. Jesse P. Hughes to Pt. Pleasant, and on to Pittsburgh on the R.

DUNBAR.

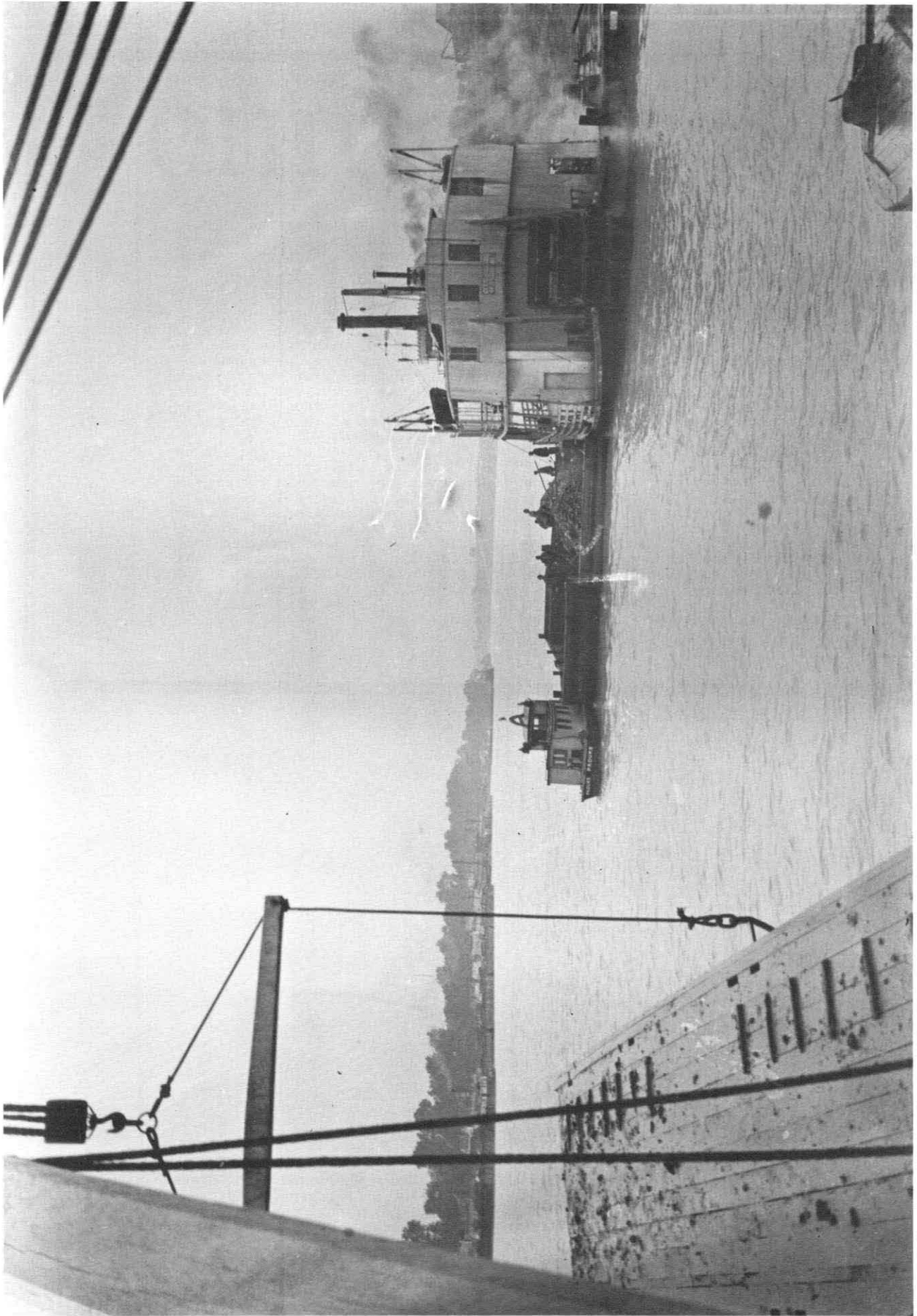
The book is illustrated with 16 charcoal drawings by Rowena Abdy, many of them made from photographs taken by the book's author. During the course of the Odyssey H. Bennett Abdy took 40 or more pictures. Years later he presented these negatives to J. Mack Gamble, Clarrington, O. with whom Abdy had developed a running correspondence and a ripening friendship. Mack guarded the negatives well, but inasfar as our recollection extends, Mack never had prints made from any of them.

Lately we showed this collection to Michelle Kingsley and she volunteered to make from the negs a series of 8 x 10 enlargements. These turned out surprisingly well and one evening this past June we asked C. W. Stoll to pick out some selections for inclusion in this issue of S&D REFLECTOR. What you are about to see are his choices, all taken in the late fall of 1915.



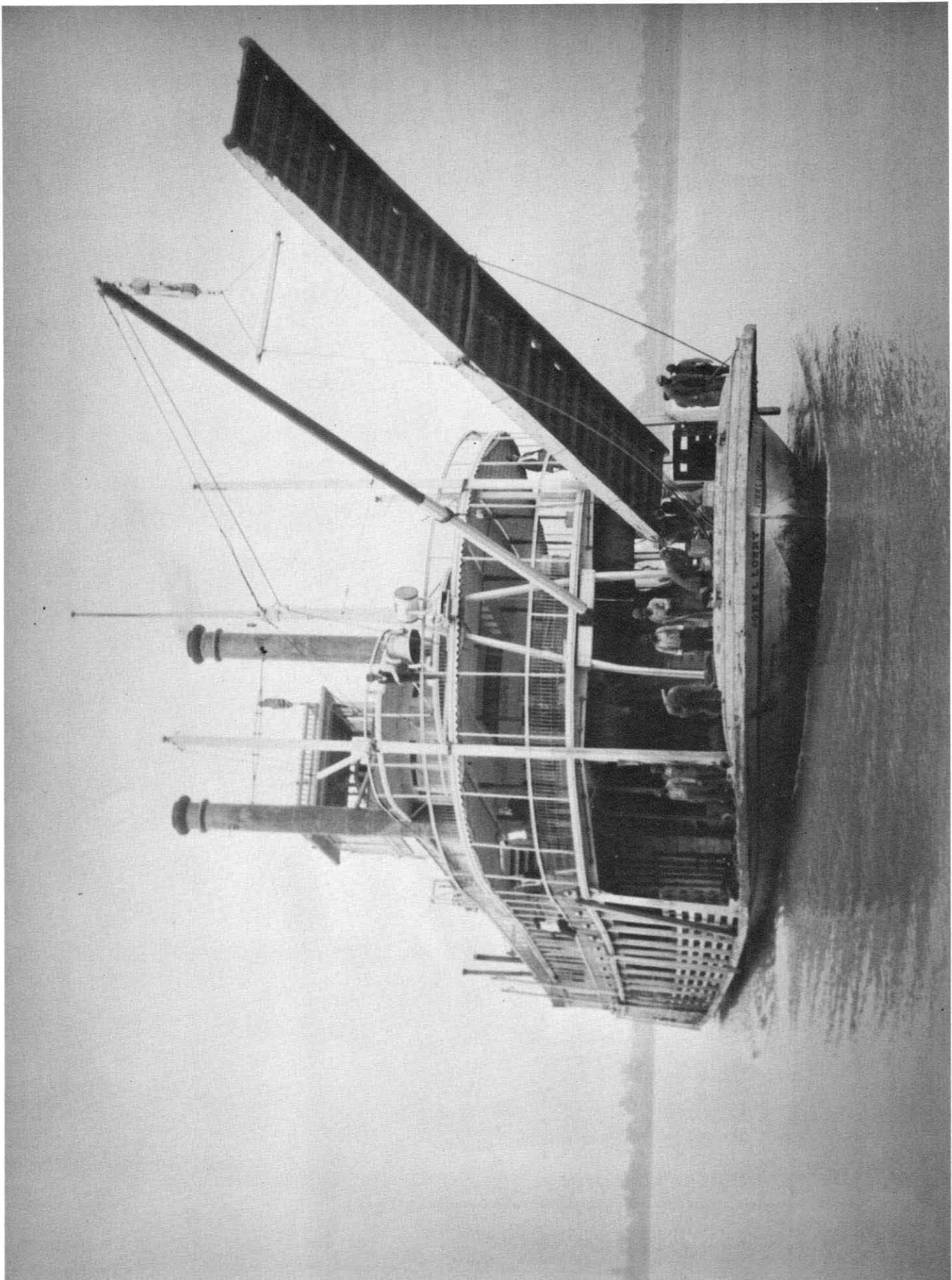
SOMETIMES when a picture is taken its true worth at the moment is unsuspected. When H. Bennett Abdy caught the TOM DODSWORTH (right) and the CHARLES BROWN upbound on the lower Ohio with empty coalboats and barges he recorded a scene familiar to all valley dwellers in 1915. Little did he know that within three months the era of transporting river coal from Pittsburgh to Cairo, Memphis, Vicks-

burg and New Orleans was to cease with a suddenness so dramatic that scores of towboat pilots, mates, engineers and other crew members were beached, some of the older ones for life. Within three years many large towboats such as these were relegated to the notorious Combine boneyards in the Pittsburgh area. River commerce on the Ohio one year after this picture was taken was to dip to its all-time low.



Taken at Paducah from the JOHN L. LOWRY with Owens Island off to the left, and on the right is the Howard-built CITY OF CAIRO, the local

ferry, taking coal, the flats tended by the prop tug PADUKE which, when shoving, had a motor exhaust which said "Paduke-Paduke."



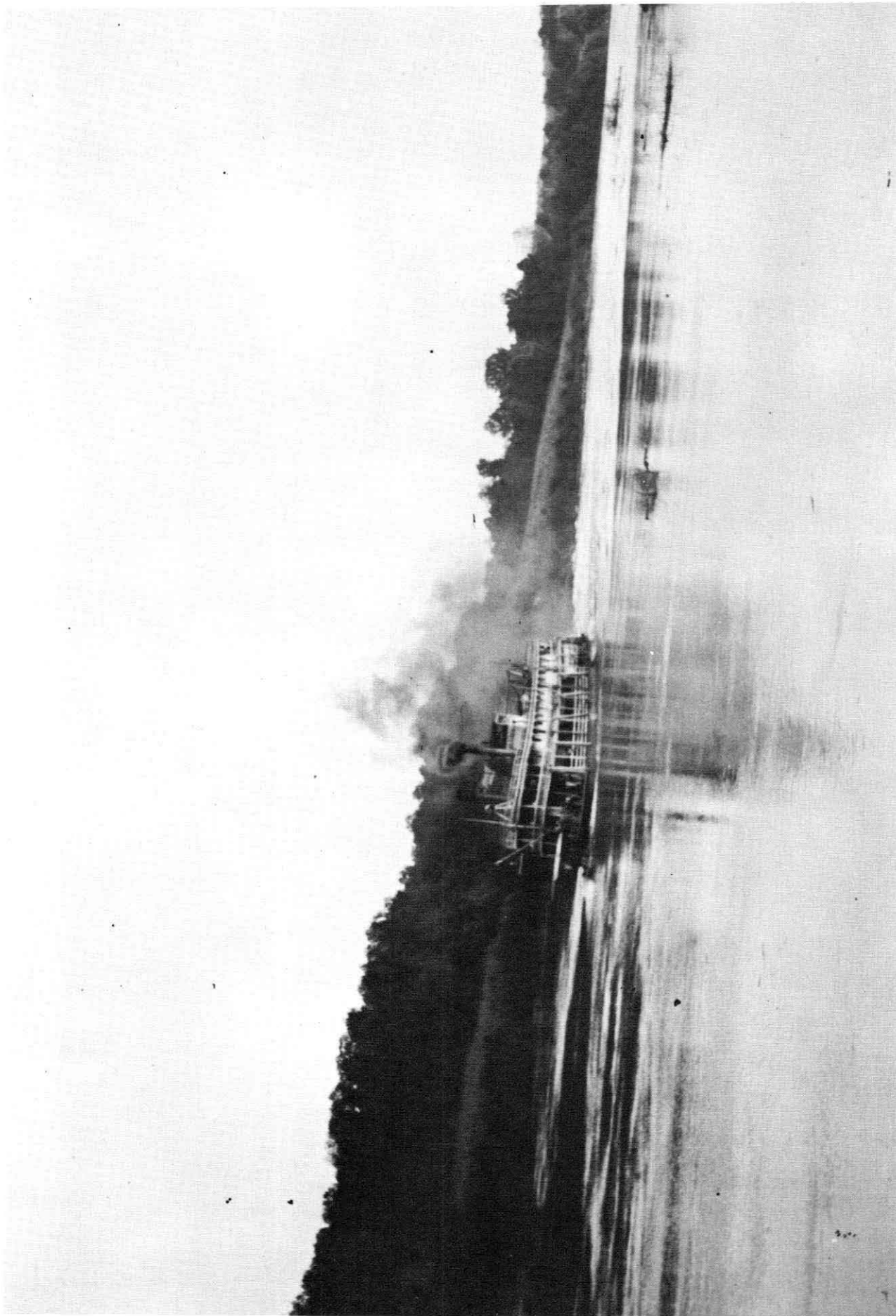
JOHN L. LOWRY



Fore-castle of the packet JOHN L. LOWRY, a modern steel hull boat practically new (built 1913) 160 x 31 x 5. In 1915 she was already beset by hard times in the Paducah-Evansville

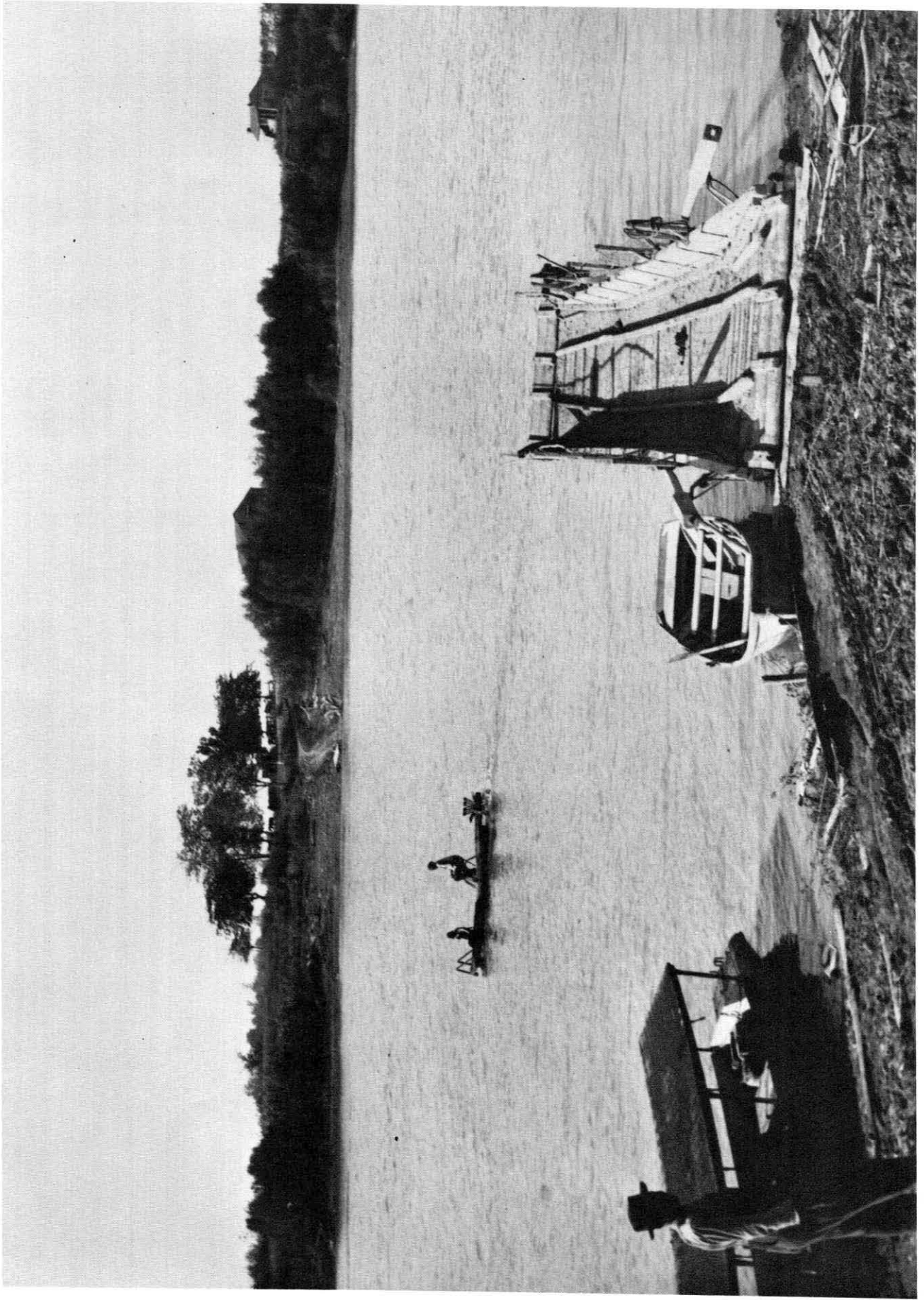
trade. Her owner Capt. Lowry took out Sunday excursions and ran moving picture shows aboard to help pay bills. She burned several years later at Saline Mine below Shawneetown, Ill.





While aboard the JOHN L. LOWRY the Abdy party saw the GOLDEN FLEECE built by Harry Davis at Brookport, Ill. (hull) and completed at Paducah in 1913. She ran excursions and ran briefly Evansville-Golconda. The hull came from the former side-wheel

LIBERTY b. 1900 at Middleport, O., 134 x 26 x 3.9. The venture yielded scant profit and by 1919 she was at Pittsburgh faring even worse. Steamboat broker John F. Klein returned her to Mound City, Ill. and made a towboat of her.



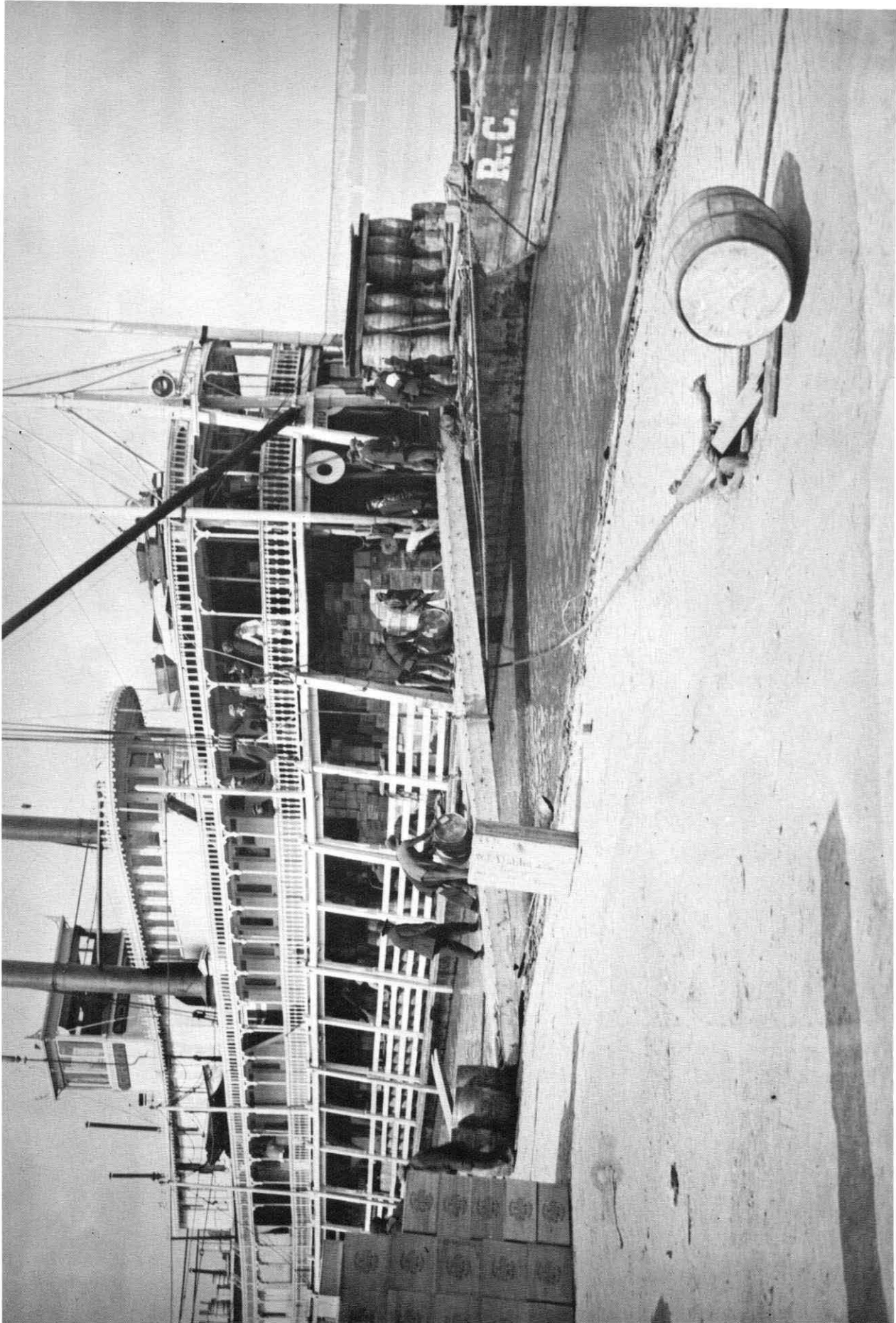
We had no reasonable expectation of identifying this location until we showed the print to Bob McCann who, without any hesitation, said, "That's Vicksburg, Ky. on the Cumberland

River below and opposite Dycusburg." H. Bennett Abdy was intrigued no doubt with the bicycle-propelled sternwheel towboat (see the towing knees!) with crew of two.



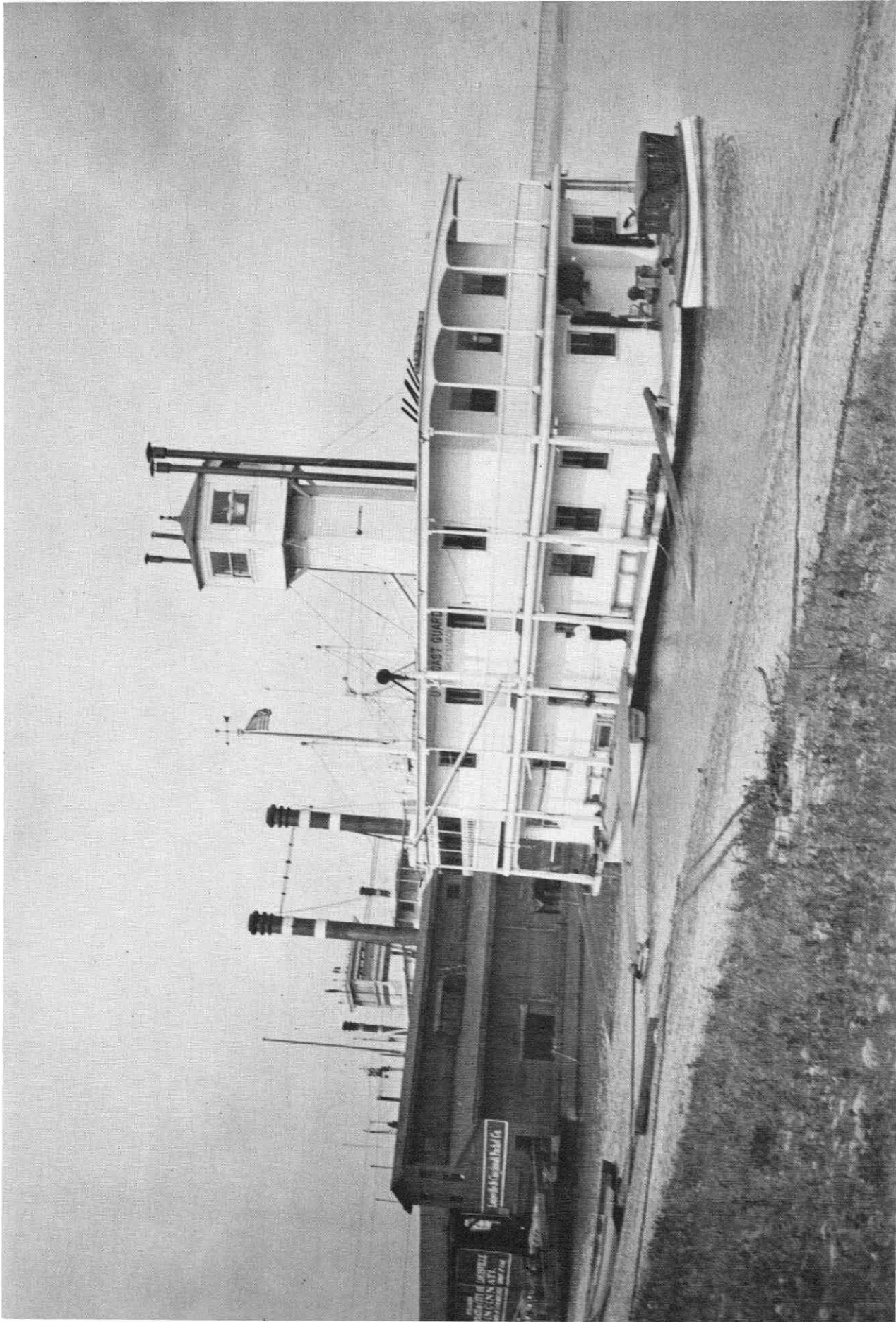
The cobblestone grade at Evansville, Ind. with the TARASCON at the wharfboat and the JOHN L. LOWRY below. The male on-lookers are inspecting a bi-plane, doubtlessly shod with pon-

toons, nudged into the landing. The TARASCON, delayed by fog, was so hopelessly behind schedule that the Abdy party abandoned plans to ride her to Louisville.



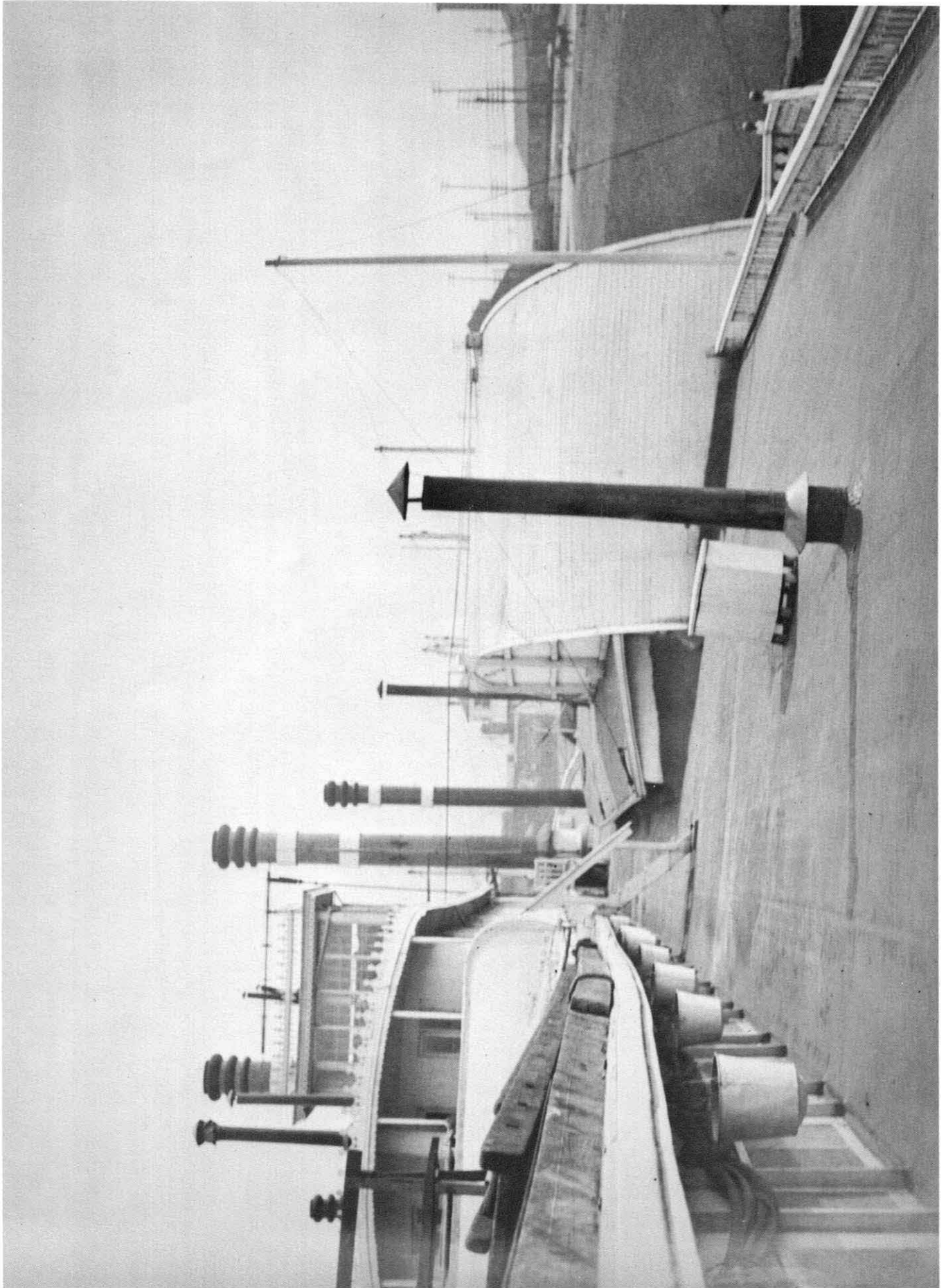
When the Abdy party planned their river saga an itinerary was worked out in advance to board the OHIO at Cairo, ride her to Louisville, then catch the JOE FOWLER to Pittsburgh. Alas the OHIO was hopelessly off schedule and the FOWLER was laid up. When

they arrived by rail at Louisville, much to everyone's surprise the OHIO was at the landing, loading an enormous cargo of whiskey for Memphis, towing a barge-load of the same product ahead of her. Because of this snafu of plans the book "On The Ohio" germinated.

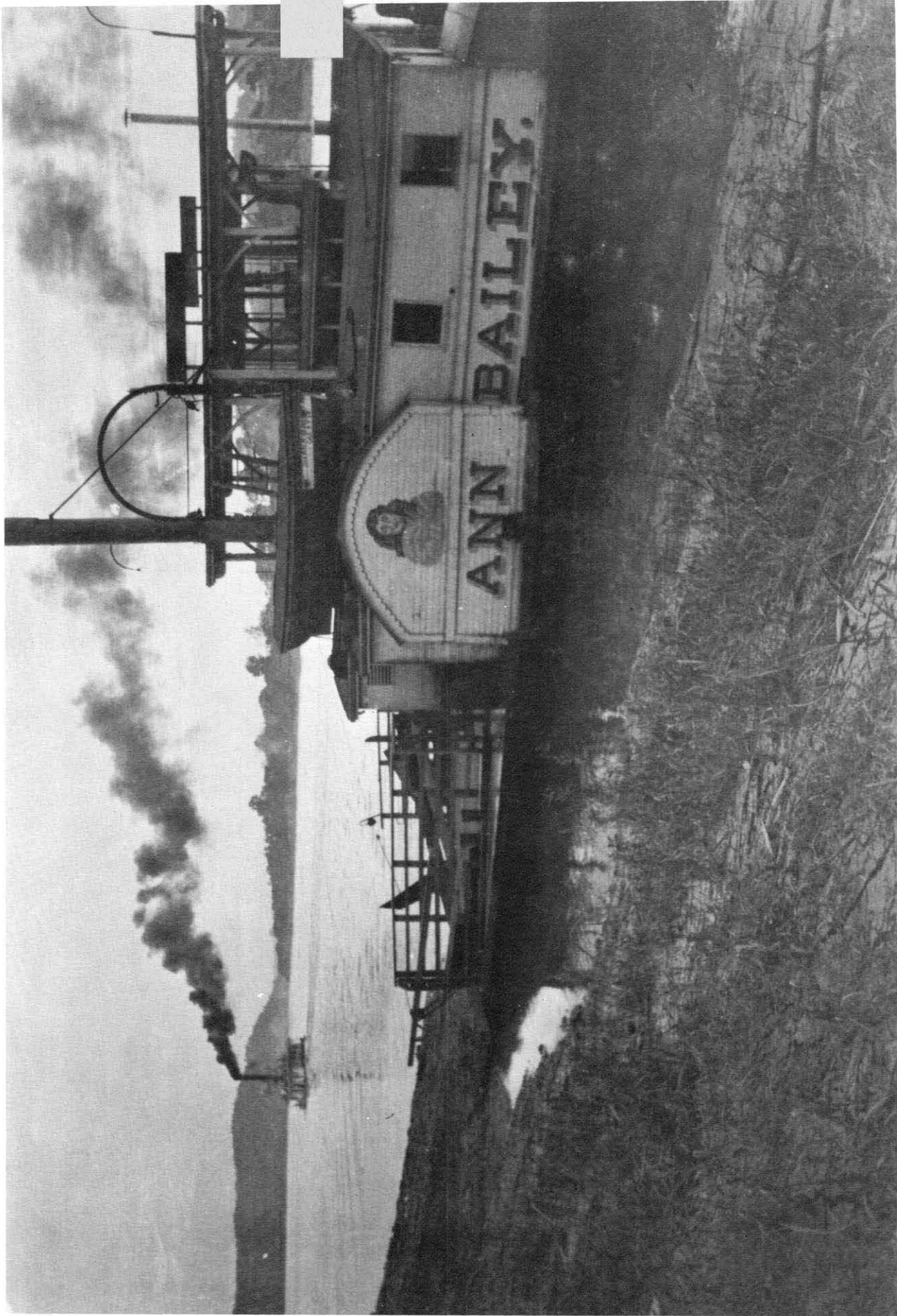


The U. S. Coast Guard Station, Louisville, Ky. as seen by the Abdy party in late 1915. This is the second boathouse used at the head of the Falls, 1902-1929. Capt. Jack Gilhoolley was in charge the night of Feb. 17, 1914 when the Mardi Gras-bound pack-

et QUEEN CITY sank in full view with 125 passengers aboard, all successfully brought ashore. The original boathouse was established in 1881 and served until 1902. Below the Station, at the left, is the CITY OF CINCINNATI at the wharfboat.



Detail view on the roof of the CITY OF CINCINNATI.



The Abdy party carried at Pt. Pleasant, West Va., awaiting the R. DUNBAR which was to take them to Pittsburgh. The ferry ANN BAILEY was coming and going across the Ohio to Kanauga, O. "She seemed as safe as an ox-wagon and just about as slow," wrote the author

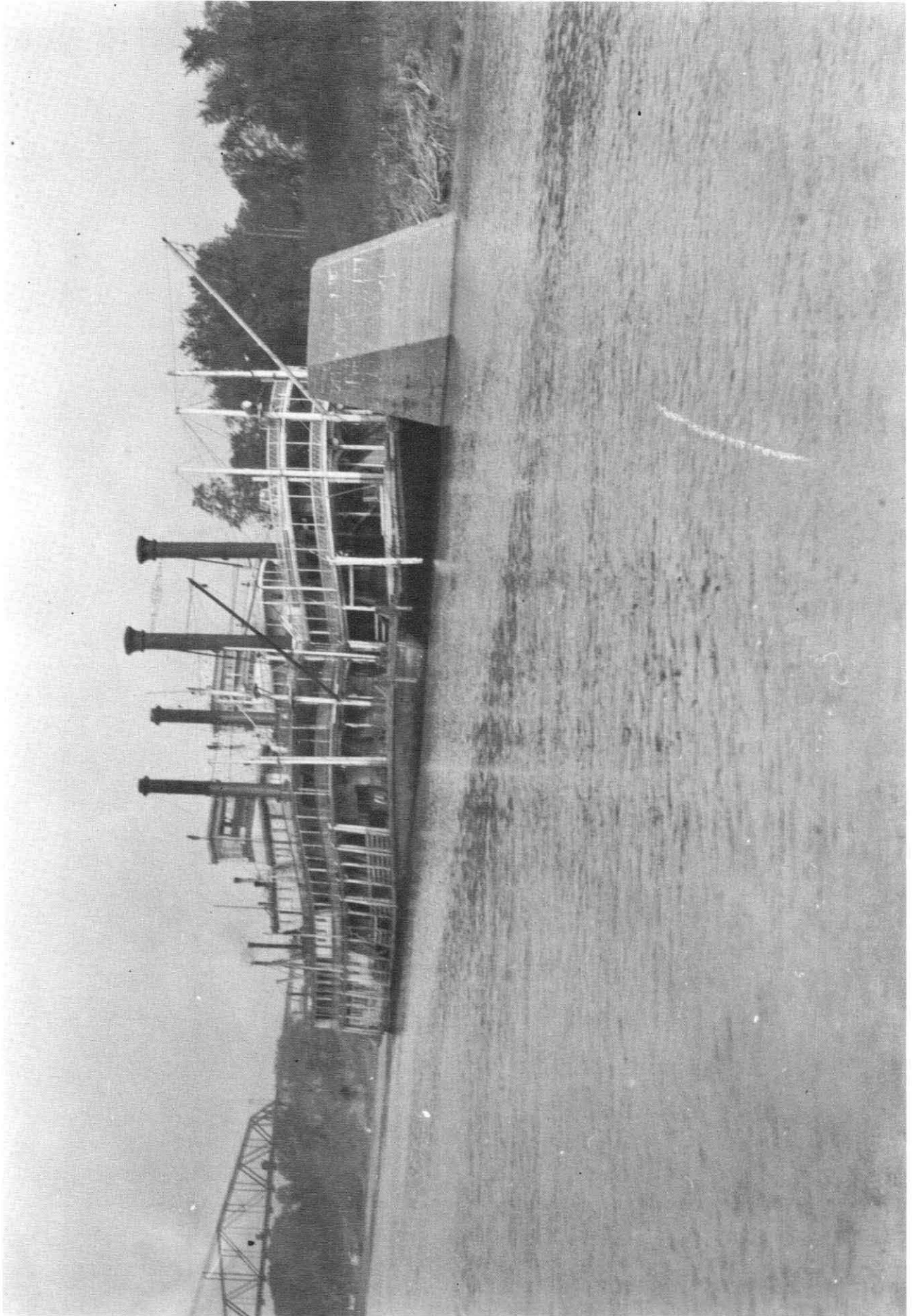
in his book. He photographed her to show the bust of the real-life heroine of the Kanawha River's Indian days. As rather an incidental touch the JAMES RUMSEY was steaming downriver.



While at Pt. Pleasant author H. Bennett Abdy arranged with "a decent young man" a voyage up the Kanawha to Lock 11 on "a homemade, one-crew, little sternwheeler." Later that day the party was attracted to the HOMER SMITH moored in the Ohio between the

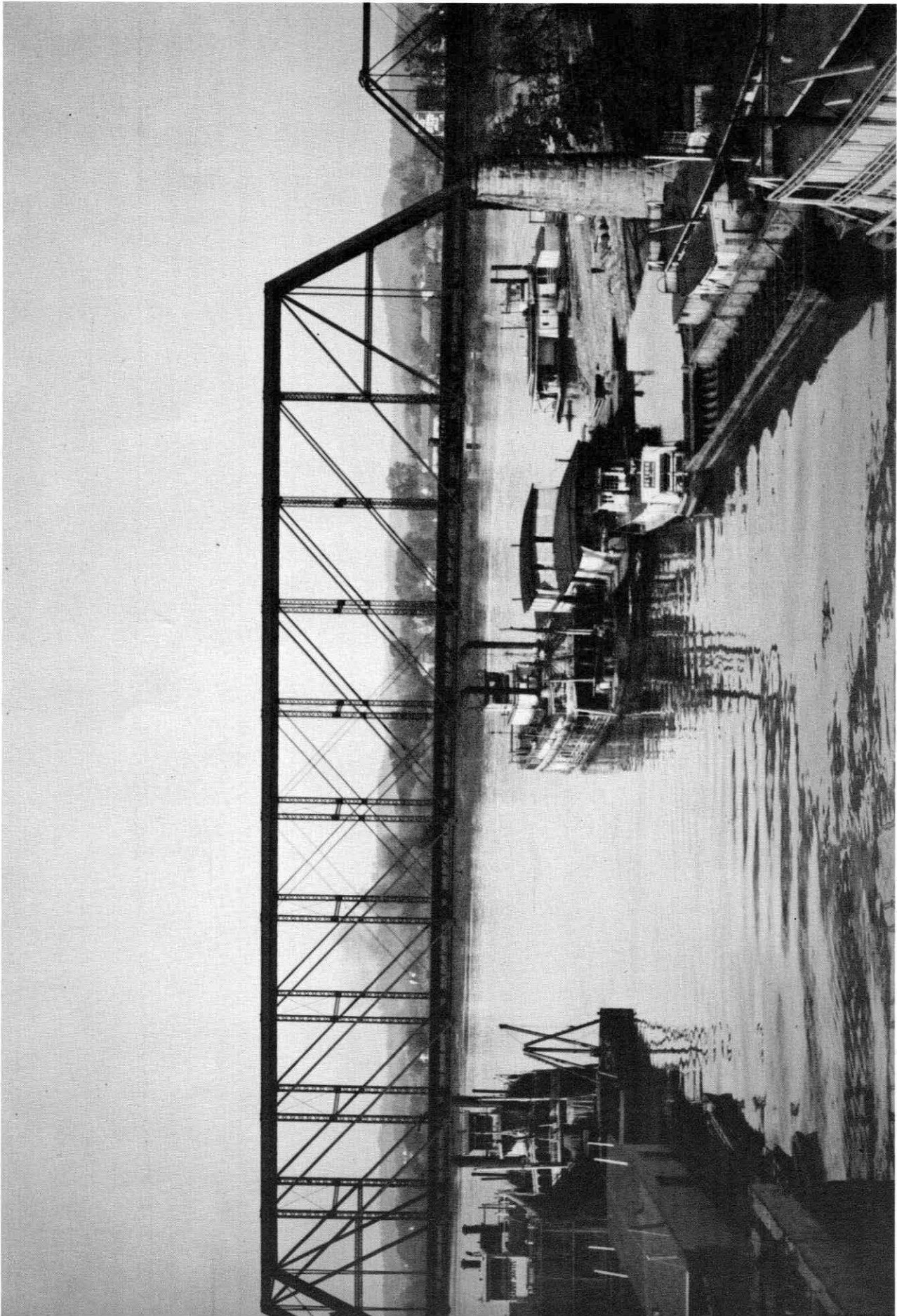
wharf grade and the K&M bridge (stern showing in the picture) and were invited aboard by her engineer who lived nearby and who "was very proud of her" (doubtlessly Harry Burnside.) The big excursion boat was being readied to make a Mardi Gras trip.





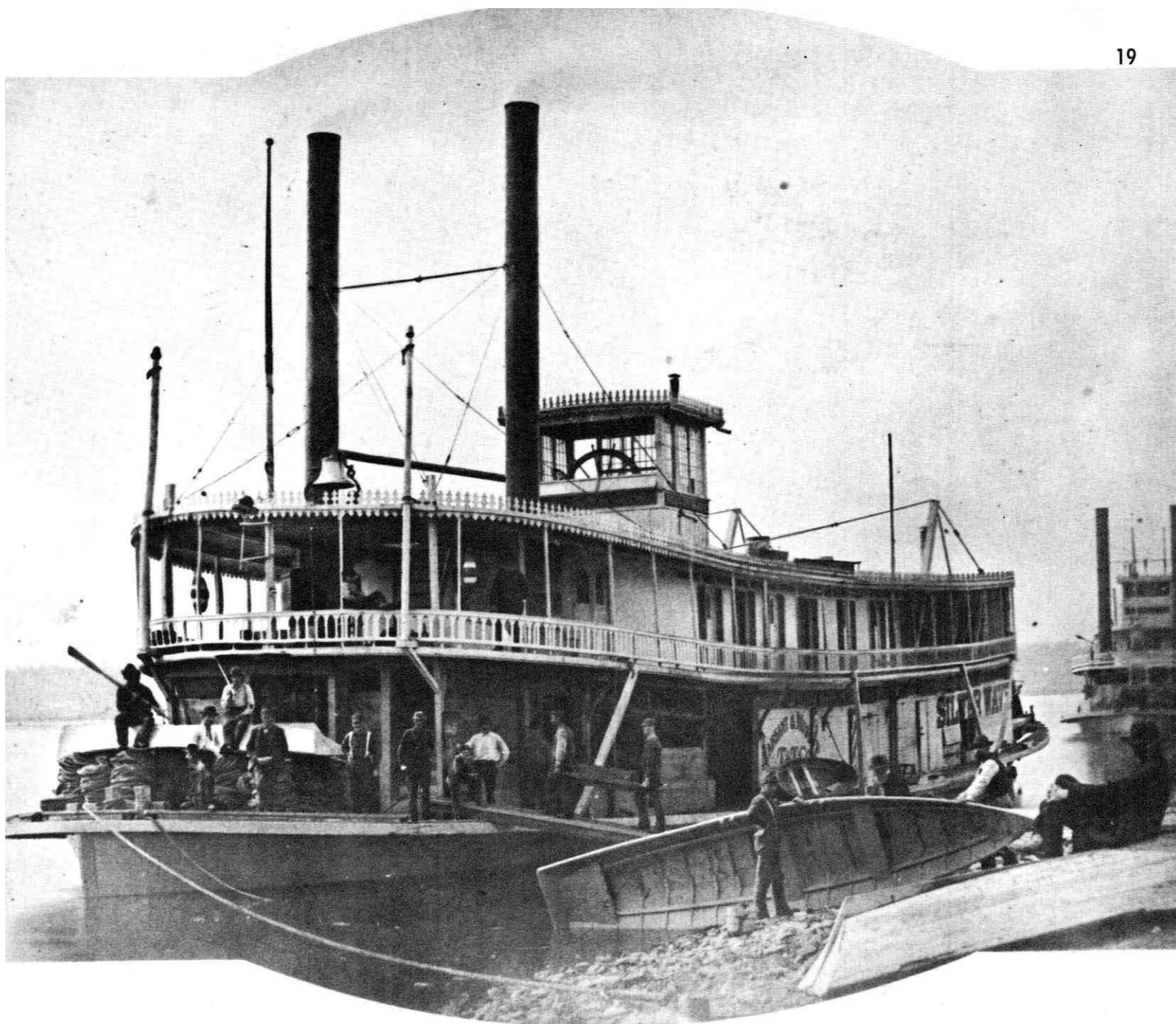
While aboard the ROCKET exploring up the Kanawha author Abdy photographed the QUEEN CITY (next the shore) and the CITY OF PARKERSBURG snoozing away the winter. The QC had been there since re-

paired after her disastrous Mardi Gras misadventure at the Falls, Louisville, in 1914. The latter had spent the summer of 1915 touring the Upper Mississippi with an ill-starred Water Circus.



Taken from the Juliana Street bridge in the mouth of the Little Kanawha River, Parkersburg, W. Va., Oct. 22, 1915. The bridge is the B&O's Ohio River Division. At the wharfboat is the R. DUNBAR, which the Abdy party rode to Pittsburgh. The ferry (right) is the NINA PADEN operating to Belpre, O. The gasboat RETURN, loading

for Creston, is head-down at the wharfboat. At shore (right) is the ferry DANIEL from Sistersville, W. Va. due to be rebuilt into the J. H. SHAW, and stern of the W. R. MARKLE is at lower right. The packet JOE FOWLER is at the left, and shoreward of her is the showboat SUNNY SOUTH towed by the WABASH.



**R**EGULARLY an Upper Mississippi rafter, the SILVER WAVE made occasional packet trips in the Davenport-Clinton trade in the early 1880s. This view of her comes from the Winona County (Minn.) Historical Society, our thanks also to the University of Wisconsin's Murphy Library collection at La Crosse. Aside from the steamboat with its unusual roof rail, we are entranced with the rowboats (skiffs) used in that area almost a century ago. We take these to be 18-footers equipped with two thwarts and double oarlocks. The stern piece on each is shaped like a V

with a generous skeg attached. Note the upturned one which shows it to have a flat bottom forward of where the man is standing, and V-bottom thence aft. All four in sight are made the same way and not one of them is fixed for sculling. The SILVER WAVE has lettering on her deckroom bulkhead which reads Vansant & Musser T. & T. Co. The late Capt. Walter A. Blair who ran the side-wheel MORNING STAR, HELEN BLAIR, et. al. said he was clerk on her 1879-1881 and adds that she was built from the rafter D. A. McDONALD built at Le Claire, Iowa, 1872.

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The Middle Ohio River Chapter's meeting at Tell City, Ind. was well attended. The boat ride was a complete success and Bert Fenn conducted a fascinating tour of the high spots of the area. A narrated slide show was presented by Michelle Kingsley. Our thanks to Ralph DuPae for this brief summation, which will be expanded in the next issue.

Mickey and Linda Frye are operating a Steamboat Museum at 11 Canal St., Metamora, Ind. This town on Whitewater River has become a tourist focal point offering canal boat rides. Another attraction is a live steam railroad ride for kids. Mickey and Linda moved the large collection of river artifacts from their home in Hebron, Ky. to Metamora this past June and expect to be open on week-ends until latter November.

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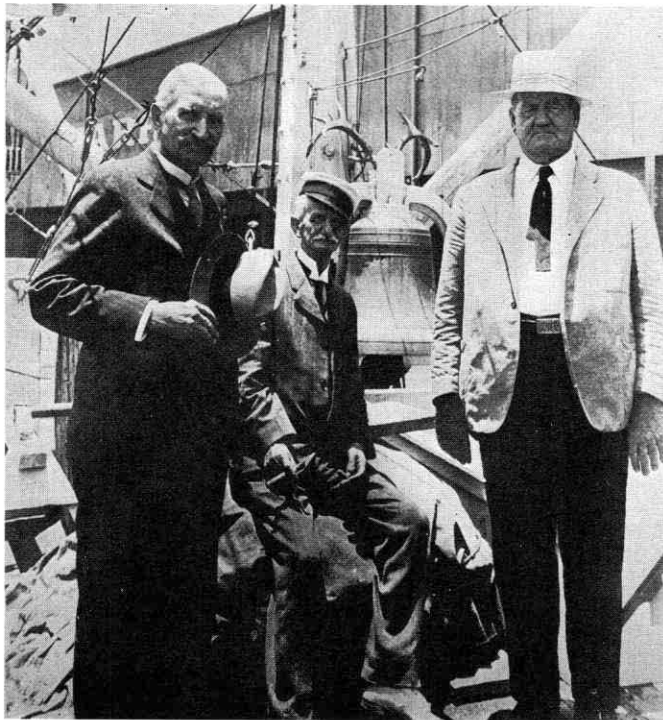
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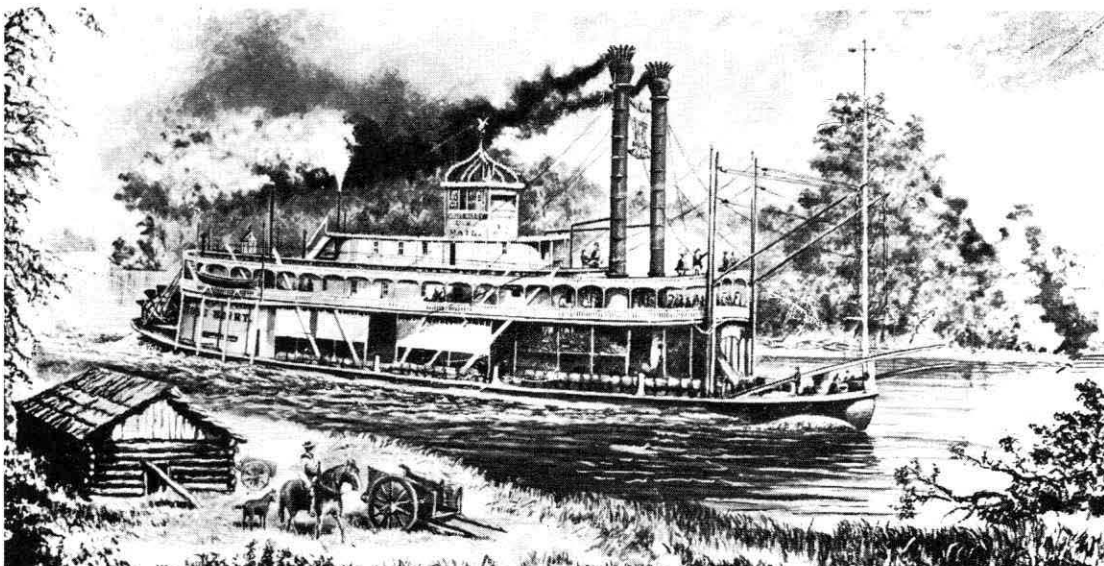
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 Vol. 6 #1  
 Vol. 7 #3  
 Vol. 8 #1  
 Vol. 8 #2  
 Vol. 8 #3

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.



This comes to us without positive identifications as to time and place, but looks to us like it was taken on the OUACHITA (last) at New Orleans shortly prior to the death of Capt. LeVerrier Cooley (left with hat in hand.) The picturesque gentleman seated in the center is Capt. Louis Calvin Migaud who piloted the AMERICA, OUACHITA and other Cooley packets and who started as steersman on the GRAND REPUBLIC. At the left is Capt. Samuel W. Cotton who was mate and relief master on the last OUACHITA, and after Cooley's death in 1931 became full-time master.



JOSIE HARRY, Pride of White River, Built in 1878.

ON PAGE 40 this issue is the river career of Capt. John C. Wyckoff who clerked on the HARD CASH and JOSIE HARRY, the latter named for the wife of Capt. Milt R. Harry, the former Miss Josie Hamblett of Augusta, Ark. Milton and Miss Josie were married on board the steamboat PETROLIA NO. 2 at Augusta on Oct. 4, 1870, which sounds like a long while back. In the latter 1920s Capt. Milt rode the BETSY ANN from Pittsburgh to Cincinnati and told us that of all

the packets he ran Memphis-White River the JOSIE HARRY was tops. The hull was built at Belle Vernon, Pa., 173 x 36 x 6, and she was completed at the James Rees shop, Pittsburgh. In order to get that "just right" look Capt. Milt told us he stood on shore and had the carpenters move the pilothouse fore and aft as he paced hither and yon, squinted his eyes, cocked his head, and finally said: "Hold it----right there!" Artist Emil Bott painted scenes in the cabin.

**F**ROM TIME to time it becomes necessary to place valuations on items of historical value, usually for insurance purposes. This becomes a perplexing business when dealing with irreplaceable artifacts. A recent guideline was established at St. Louis which may be helpful. The St. Louis Globe-Democrat on July 26th ran the following story filed by staff writer Tim O'Neil:

"When William Streckfus, deposed president of Streckfus Steamers, Inc., cleaned out his office early this month, he took about \$10,000 in furniture and steamship memorabilia with him, the company claims.

"The firm says it wants it all back. And the pleasure-cruise company is angered enough to want another \$250,000 for the trouble its former president allegedly caused.

"The steamship line filed suit Wednesday (25th) in St. Clair County Circuit Court in Belleville against Streckfus, Harry W. Harris and Harris' company, Metro-East Truck Service Inc. The suit alleges that on July 10, Harris and Streckfus illegally took 35 items from the president's office next to the ship ADMIRAL on the Mississippi River levee.

"Among the items the suit says were taken are several brass articles including a ship's compass and a pilot's clock, a roll-top oak desk, two oak chairs, chrome-plated searchlight handles and a small Honda motorcycle.

"It's just a Mississippi River melodrama," quipped Tom Dunn, a spokesman for the steamship line.

"Streckfus could not be reached for comment. The people who filed the suit said they don't know where the items are.

"I'd like to know, said William F. Carroll, the company president. 'All we know is that he came in one afternoon and took it. We don't know why.'

"I don't know anything about moving him," Harris said Wednesday. 'This is the first I've heard of it.'

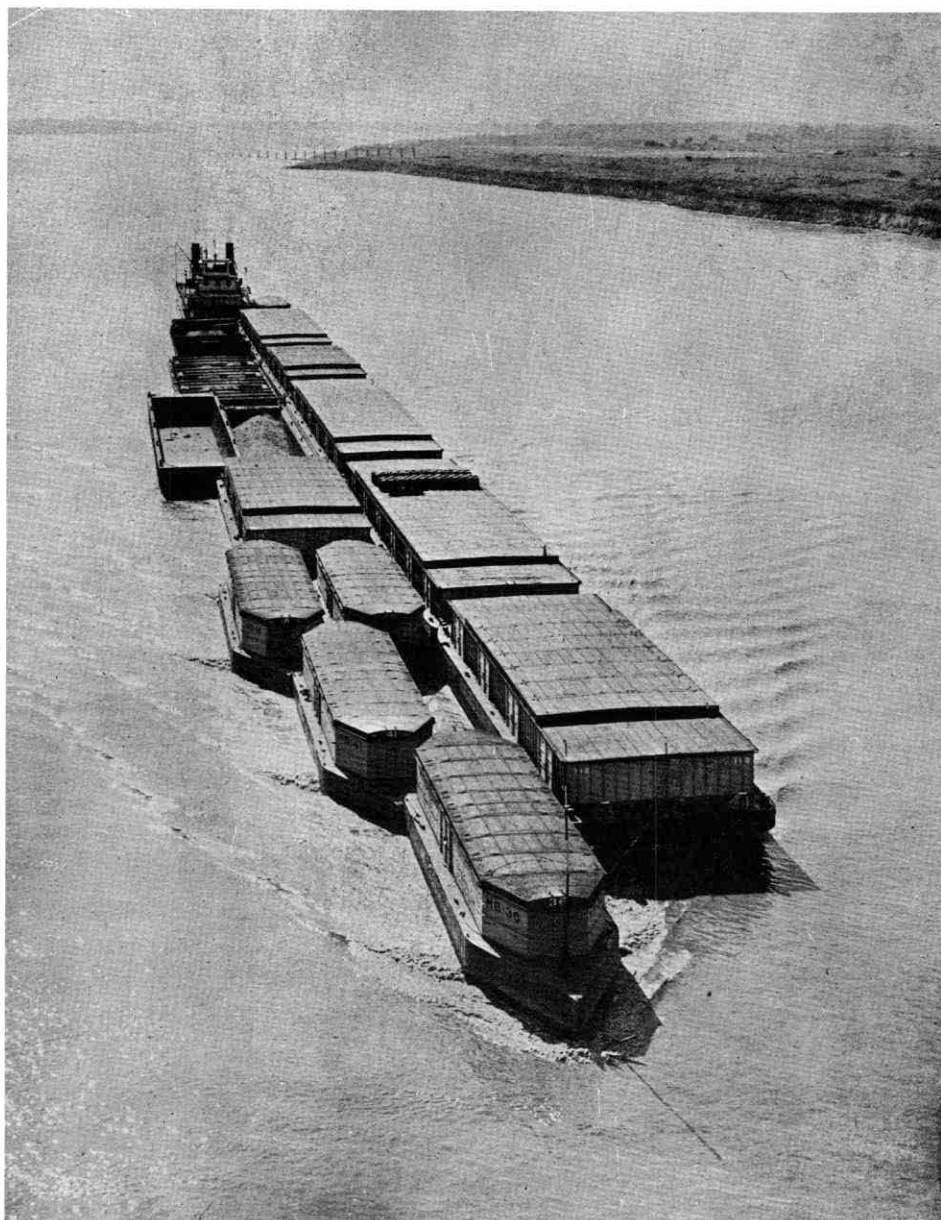
"It was not the first time, however, that the disagreement between Streckfus and the company has gone to court. Court records show that the company's stockholders voted to remove Streckfus Jan. 8, but had to go to court in April to force him to vacate the office.

"Streckfus eventually agreed to vacate the office if the suit would be dropped, Carroll said.

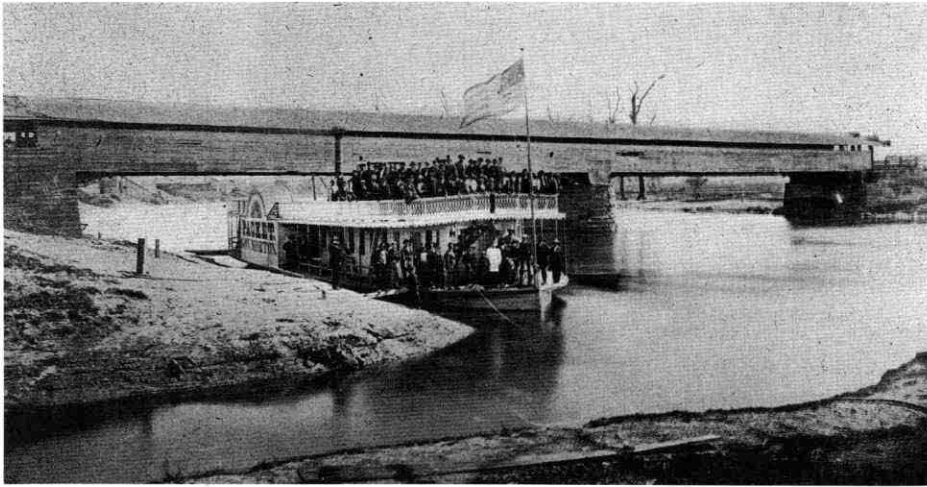
"The suit filed Wednesday says that Streckfus was allowed into the office July 10 'on the pretext of removing certain personal papers and belongings.'

"Instead, the lawsuit says, the defendants 'removed most of the furniture and furnishings of the president's office.' Streckfus Steamers says it owns the goods, not Streckfus.

"The suit seeks either a return of the items or \$10,000 for them, \$2,000 for the use of the items and \$250,000 in punitive damages."



**B**UD DAILY was going on about towing two "canoe" barges up the Allegheny with the JUNE (March '79 issue, page 21.) Here is a fairly good picture of an upbound tow on the Mississippi taken in 1947 showing four of these "canoe" barges spiked ahead. A Gallipolis, O. native, Carl Baer, together with another Gallipot, Carl Francis Jeffries, formed the Standard Unit Navigation Co. in 1928, dedicated to the proposition that a highly flexible merchandising barge service would pay off. They contracted for and had built 50 of these unique pointed (on both ends) barges 109 x 29 x 2, each with 300 tons capacity, double-decked, covered, with side or hatch loading. To handle the barges they had Nashville Bridge build two outlandish "caterpillar" towboats, SUNCO A-3 and SUNCO A-4. The latter still exists and today with many alterations is the HARBOR POINT owned by Ashland Oil. Carl Baer, a dynamic promoter (his father was born and reared in Verona, Italy), soon interested St. Louis capital and became v.p. of a new firm, Mississippi Valley Barge Line Co. and took along Carl Jeffries as chief engineer. They built four twin-prop steam towboats which became known as the "state boats," OHIO, TENNESSEE, INDIANA and LOUISIANA. The OHIO appears in the picture above, powered with two Uni-flow steam engines manufactured by the Skinner Engine Co., Erie, Pa. This firm, by the way, is still actively in business and has the drawings and patterns for these engines they put in the OHIO and TENNESSEE, both built by Dravo in 1930. The "canoe" barges were unsuited for modern needs and were retired, singly and in lots, until today no more are in service.



**F**RED D. MORRISON, 9052 Woodmoss Lane, Apt. 2A, Indianapolis, Ind. 46250 sends us the above in obvious surprise and a mite of skepticism that a steamboat once operated on White River at his home town. This side-wheeler was built at Indianapolis and christened GOVERNOR MORTON in 1865 for the Indianapolis & White River Steamboat Co. She measured 100 x 21 x 2.3 and she was licensed to carry 200 excursionists. The trial trip was run Aug. 25, 1865 up the White past the mouth of Fall Creek to Crowder's Ford. Capt. Henry A. Socwell of Vevay, Ind. was her master, and her pilots were Michael R. Scudder and Hiram Minick. The river was low and although she bumped bottom a few times she successfully navigated the sand bars. On a spring rise, April 29, 1866 she went up to Cold Creek. On a repeat performance, a little later on, she grounded and was badly strained before she was released. On August 6, 1866 she sank just below the bridge shown in this picture, which was the old covered bridge which carried the National Road across the White. The stockholders now convinced that "the bottom of the White was too close to the top" discontinued operations. She was raised, dismantled and the hull went to Levi Comegys of Indianapolis who used it for hauling paving stones. All of which reminds us that Allen K. Wisby, 1608 Burke Road, Pasadena, Tex. 77502, sent us a neat post card showing in color the Canoe Club Building, Riverside, Indianapolis, with two rather handsome sternwheel pleasure boats docked in front, and we'd judge the date to be about 1905-1910. Both boats are motor propelled and the larger one must be 65 feet hull, at least, with pilothouse on the roof. Indianapolis historians date the first steamboat arrival at their city April 11, 1831 when the ROBERT HANNA, of which we know nothing, nor does Lytle-Holdcamper list her, arrived "to the accompaniment of an artillery salute and speech-making."

Sirs: Twenty years ago last week (second week of June) Capt. Arthur J. (Red) Schletker introduced me to Amiel Warner, chief steward on the excursion steamer AVALON.

Warner said he'd put me to work the next day and he wrote my name on a match-pack and stuffed it into his breast pocket.

I bought a foot locker at an Army Store on the way home, and packed my clothes in it, fastening it with a big lock. My parents, naturally curious, did not share my enthusiasm when I announced to them that I was "on the way to Sioux City."

The next morning my mother was near a breakdown and my father was in a foul mood, but I was determined to go. Dad drove me over to the Cincinnati landing where the AVALON lay below the Greene Line wharfboat. He waited in the car "just in case."

I lugged the foot locker over the stage, deposited it on the forecastle, and reported to my new boss Mr. Warner. Seems he had

used several packs of matches since our conversation, including the one with my name on it. He didn't remember me.

In obvious desperation I reminded him of Capt. Red Schletker and the obligation of the day previous. He studied a bit and said, "Go sit up by the bow--I'll talk to you later."

I sat me on the wooden bench forward of the firebox, acutely conscious of the hard glare of my father's eyes as he stared at me from the car at the end of the stage. Well did I know he was waiting for me to abandon "that carnival boat" and return to the safety of home before it was too late.

Two of the boat's firemen looked me over. One said, "Who's that white boy?" "Dunno," replied the other, "but HE won't last long." (One was Ed Smith now on the DELTA QUEEN, one of my most beloved friends on the river.)

A moment later Mr. Warner came along, took me in tow, showed me

my room, and put me to work. My father in the coral-colored Pontiac drove up the hill.

It just took me two days with Warner to learn that deckhands, not cabin boys, become captains. Big Captain Wagner was on the bow. I figured he was a man who appreciated straightforward talk, so with a deep breath I mustered courage to tell him that I wanted to work for him. What he was looking at was no bargain, a skinny 17-year-old. "There's a boy on deck who wants to work upstairs; I'll give you a try," he said.

And so began the greatest summer of my life, steamboating, and getting paid for it, \$19 a week, 12 to 18 hour days, seven days a week and if you wanted a day off you had to quit. What joy! No booze, no dope, no babes for the crew on board. A tight little ship, a good crew, and a great master.

Pardon me while I celebrate.

Don Sanders,  
1041 Russell Ave.,  
Covington, Ky. 41011

-The Capt. Ernest I. Wagner training school aboard the AVALON and later on the DELTA QUEEN graduated many of the finest of today's passenger boat officers, all of whom regard The Big Captain with an esteem bordering on worship. -Ed.

Vol. 4, No. 2 of "Riverview," issued by the Middle Ohio River Chapter of S&D, had a new look. This June '79 edition of the quarterly, same page size as the S&D REFLECTOR, starts off with a nameplate occupying fully one-half of the front page. John L. Fryant created a faithful pen drawing of Capt. J. Frank Ellison's HUDSON unloading freight over her starboard stage which gets full page spread at the top.

The balance of the front page is largely given over to a letter to the membership written by the newly appointed editor Michelle Pellick Kingsley, Silver Spring, Md. She reflects the dilemma of every fledgling editor confronted with empty columns and dearth of text.

Page 2 is a report of the May 2 B/L-DQ race written by Jack Custer and lifted from The Waterways Journal. Page 3 reports the MOR meeting March 24 aboard the MIKE FINK at Covington, Ky. and a plug for the JULIA BELE SWAIN. Page 4 records a glimpse of Alton, Ill. at the turn of the century written in 1964 by an Altonian of long duration and good memory. Page 5 is largely an announcement for the MOR meeting at Tell City this July 21 past. Page 6 concludes with a blurb from a program issued Sept. 27, 1913 at Pittsburgh on the eve of a rather elaborate steamboat parade. Editor Kingsley suggests that a membership in S&D makes for a good birthday gift and follows with complete instructions.

As one editor to another, we'd say Michelle turned in a good first performance, aided by Bud Schroeder who arranged the publishing, and Sandie Miller the mailing.

Capt. Charles Booth Litton, 81, died in the Laurel Nursing Home, Uniontown, Pa., Thursday, May 10, 1979. He and his wife Ruth Devers Litton had lived many years at Coal Center, Pa. Captain Charlie was born in Clarington, O. on Oct. 16, 1897, son of the late Capt. S. Walker Litton and Elizabeth Schutte Litton. He was a respected master-pilot with the U.S. Engineers, Campbell Transportation Co. and Mississippi Valley Barge Line. Three brothers, now deceased, also followed the river, Capt. Grover, Homer and Hazlewood Litton, and his late sister Elizabeth Litton was a founder of S&D.

Other than his wife Ruth, he is survived by a sister, Mrs. Elaine Rea, Clarington; three sisters-in-law, Hallie Devers, Coal Center; Martha Litton, Clarington, and Leonora Litton, Zanesville, O.; a grandson, Charles Michael Carpinelli and a great grandson.

Services were conducted at California, Pa. and burial was in the Howe Cemetery, Long Branch.

Mrs. Mary Lou Smith, 95, died Sunday, May 27, 1979 in the Bell Nursing Home at Morristown, Ohio where she had been a resident for three years. She is survived by three sons, Clifford E. of Martins Ferry, O.; Robert of Sewickley, Pa., and Joseph of Cambridge, O. She was preceded in death by her husband, Dr. Clifford A. Smith, of Clarington, O. in 1959.

S&Ds with long memories will recall a letter run in the REFLECTOR written by a girl attending Hollins College, Roanoke, Va., inspired to go down the Mississippi to New Orleans on a raft with ten or twelve of her girl friends. What they most wanted and needed was "one safe, reliable guide."

What happened is history. Capt. Gordon Cooper of Paducah read the letter, volunteered to build the raft and act as a guide, all of which he subsequently did do, and the voyage was a complete success.

This took place in the summer of 1966. We've vaguely wondered since that time what ever happened to the college girl who wrote that original letter which showed up in our issue of Sept. '65, page 5. Now we have our answer, a letter from her.

"I live in New Orleans where I sometimes see Wilbur Dow and where I all the time hear the steel-mill whistle you helped provide for the NATCHEZ. I'm working for the Shell Oil Company, presently on a field assignment in Mississippi, leasing on the land and doing curative title work, affidavits of heirships, etc. I really love the work and am delighted the day has dawned for women to have this kind of occupation.

"I'm still working on my scrapbook of the raft adventure, which brings up wonderful memories of Capt. Gordon Cooper for us Hollins girls. It's a shame to think that both Captain Cooper and Dewey Som-

dal are now gone; they were two men who really made the world a better place."

The letter is signed Patricia Neild, 919 Governor Nicholls St., #1, New Orleans, La. 70116.

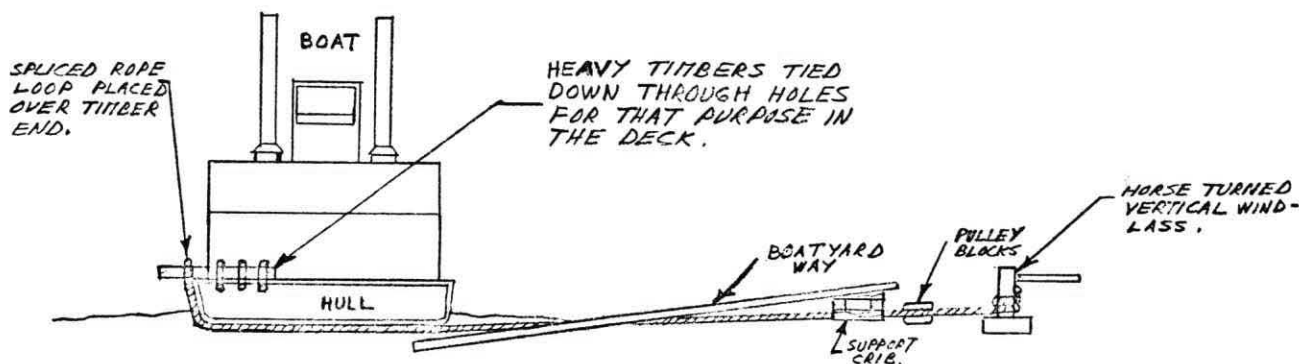
Ray and Harriet Spencer were having a "wonderful week" between St. Paul and St. Louis aboard the DELTA QUEEN in the last week of June. Ray is publisher of The Waterways Journal.

Col. and Mrs. Tom Tappan, Helena, Ark., were cruising in the Mediterranean aboard the liner DAPHNE this past April.

The 100-foot hull sternwheeler being built at East St. Louis, Ill. (Dec. '77 issue, page 30) is coming along. Bill Preston, the architect, tells us that the hull is being put up in three sections by Mike Strange, of the contracting firm Strange & Coleman. Consideration is being given to taking the sections to Grafton, Ill. where they will be joined and launched. When completed she will be the ring-leader of the stern-wheel pleasure boat fleet.

Meanwhile Mike and Karen have been having something of a problem with their ADMIRAL JONES at Portage des Sioux, Mo. She caught on a piling on a falling river and at this writing is immobile.

PULLING OUT THE ALERT AT THE U.S. MARINE WAYS, FOUNTAIN CITY, WIS.



**T**WO PICTURES appeared in our March '79 issue, pages 26-27, of the horse and windlass method of hauling a steamboat to the top of the ways. We remarked that no cradles were used. Tom Way inquired in the June issue as to how the pulling ropes were attached to the ALERT's hull. The question was relayed to Capt. Walter Karnath who was present at the Fountain City ways. His description, pictorially interpreted by Ralph DuPae, appears above. A series of stout timbers were placed on deck, projecting outboard over the guards, the inboard section securely lashed around deck timbers through holes in the deck. The eyes of the pulling lines were snugged over the extended timbers, then passed downward and under the hull and thence reeved through pulley blocks to the horse-operated windlasses. "The trick," says Capt. Karnath, "was to draw the boat out evenly by controlling the turns each horse made while circling around the windlasses."

Woody and Bee Rutter jaunted in to West Virginia lately and paid a call at Glenville on Mrs. Nellie Engelke who since 1972 has been enlivening the S&D REFLECTOR with Little Kanawha lore and legend of a special sort.

Mrs. Engelke (rhymes with come-and-see) first appeared in our columns following a visit Woody and Ye Ed paid that year at the Glenville State College where she was working in the book shop.

"She has really gone all-out on tracking down stories and pictures of the Little Kanawha, a hobby she claims was instigated by our chance visit with her in 1972" reports Woody. "Our visit was very enjoyable and we didn't have the time to see more than one-half the material she has assembled."

"Glenville is enjoying a mild boom from oil exploration," Woody goes on. "The motel we stayed in in 1972 has been doubled in size. The little pressed-steel covered building bearing the legend 'Little Kanawha River Bank' has been moved to make way for expansion. The old bridge across the river, back of the motel, is still fall-

ing down but is useable for pedestrian traffic, with care.

"The Glenville 'Democrat' is in business still, run by Robert Arnold, and now in its 75th year. Mrs. Engelke reports that R. A. Darnell of Gilmer Station is still going strong, well into his 90s." Glory be, when Woody and I visited with him he was 89 and still jogging.

"The valley looks as pretty as ever and doesn't seem to have been found by outside civilization as yet. There was a street fair going on at Grantsville so we toured some of the back streets of that metropolis." And so ends Woody's update.

The Sonalo County Historical Society, 292 Suisun Valley Road, Suisun City, Calif. 94585 met last April 25th to hear Robert James, ex-president of the Sacramento River Delta Historical Society, tell and illustrate the history of the DELTA QUEEN and DELTA KING. Mrs. Potts Laudin Cahill of Benicia entertained with selections on her harp--songs of the Mississippi.

Sirs: The MARINA JACK II (see the picture below) is in operation. After almost two years from design to finished boat, the vessel is operating after many headaches with the U.S. Coast Guard. Having done two C.G. approved sternwheelers, I would certainly like to advise anyone contemplating building a C.G. approved sternwheeler that the problems are many. The C.G. is forcing ocean-going regulations on sternwheelers that operate in very protective waters. Most all their calculations are based on freeboard, which is almost nonexistent on sternwheelers.

William G. Preston,  
Marine Power Inc.,  
P.O. Box N,  
Gulf Breeze, Fla. 32561

=Welcome to the club, Bill. You now are in the erudite and bruised society of Wilbur Dow, Alan L. Bates and other worthies who have run the C.G. gantlet. -Ed.



**P**ICTURED in our Dec. '78 issue, page 32, is the MARINA JACK II during the final stage of construction at Sarasota, Fla. Above is a recent view taken since her completion. She is 100' over all, built on a steel hull 80 x 28 x 5, and draws 3'4". She has twin paddlewheels independently driven by Hagglund hydraulic motors attached direct to the shaft. Oil pressure is provided by two Sunstrand hydrostatic transmissions coupled to twin GM

4-71s. The main generator is a GM-471T, 100 kw. and she also has a Onan 15 kw. standby. The excursionists are served luncheon and dinner during the three daily trips. The galley and pantry handle food for 150 who ride and dine in the comfort of air-conditioning on both decks. The vessel was designed by Marine Power Inc., Gulf Breeze, Fla., headed by S&D member William G. Preston and was built at Palatka, Fla. by Putnam Shipbuilding.



When the MISSISSIPPI QUEEN came out new in 1976 her paddlewheel was in effect two complete wheels on a common shaft, the buckets staggered. Each wheel unit had 18 buckets with about 34" dip, three-planked. Overall diameter was 22' 10"

The performance was disappointing. In October 1976 the wheel diameter was reduced to 21'0" by shifting the buckets inward on the arms and sawing off the arm extremities. The thought here was to lessen the submergence of the buckets as the wheel was too deep in the water. She finished out the 1976 season with this smaller wheel set-up, still disappointing.

The shaft bearings that first season gave a great deal of trouble due to overheating. They were modified and realigned. Decision was reached in January 1977 to restore the original wheel diameter of 22'10" and at the same time to remove every other bucket on each section and so was born the 9-bucket "gap tooth" wheel set-up. The thinking here was to reduce the weight imposed on the shaft bearings and coincidental to this to improve bucket thrust. An even larger diameter wheel was proposed but due to close clearance of the aft jockey bar was not possible.

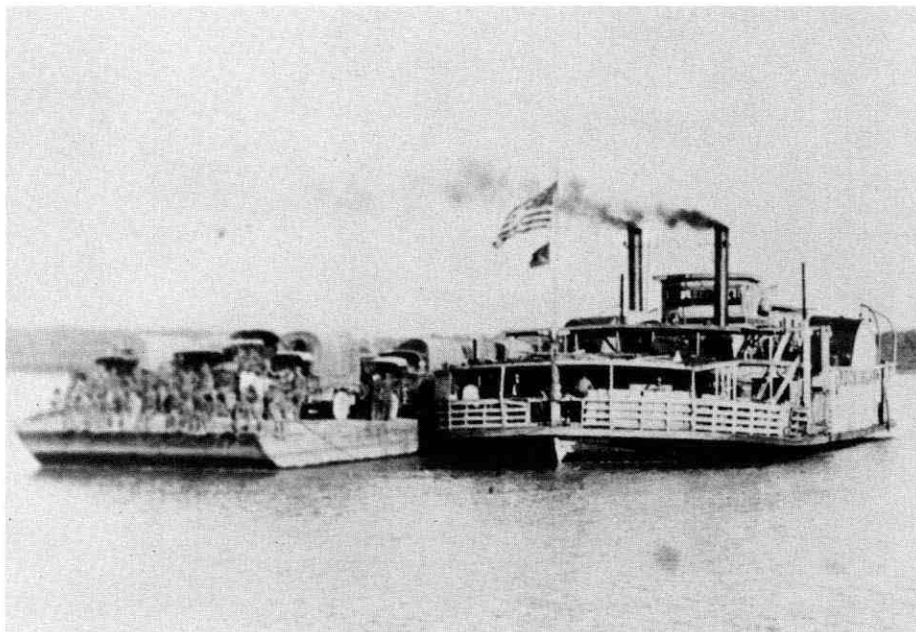
The boat's speed improved so much in the spring 1977 season that her weekly New Orleans-Natchez trips, even at 12 rpms, required several artifices to keep her from running over her schedules. She went to the bank in early morning hours to kill time, and when that did not suffice she was shuttled back and forth over a stretch of river, the passengers in the Paddlewheel Bar watching the wheel turn, but unaware that she was doing loop-the-loops. The "problem" was solved by extending her weekly tours to Vicksburg.

The 9-arm wheel set-up brought with it excessive vibration at higher rpms and she had been having excessive breakage of buckets due principally to drift. In January 1978 the jockey bar was moved aft to alleviate the latter difficulty.

Then in January 1979 the paddlewheel set-up was again drastically changed. The 18 buckets she originally had were restored, save that the dip was reduced from 34" to about 23" simply by using two planks instead of three. So the long way 'round to the barn was to give her back the wheel set-up she was born with, same overall width, same staggered plan, with considerably lighter dip.

Latest reports are that she has lost a great deal of the excessive vibration at high rpms, is having minimal trouble with wheel breakage, and can git-up-and-go.

Wedding bells for Chris Eaton and Connie Campbell, who were married July 22nd near Athens, Ohio.



Capt. C. W. Stoll is the source for this unusual photograph. The ferry ROCK ISLAND, towing a decked barge, is crossing the Mississippi at Helena, Ark. in June 1920 with U.S. Army trucks and personnel enroute from Washington, D.C. to Los Angeles. In all, 70 trucks and 160 men were involved in the operation. This old-as-the-hills ferry was built in 1875 at Clinton, Iowa, originally named AUGUSTA and operated between Clinton and Garden Plain. After the Clinton bridge was built she was sold, renamed briefly T. J. ROBINSON, and then became the ROCK ISLAND in the Davenport-Rock Island ferry run. Capt. Nettie Johnson bought the ferry c. 1918 and transferred it May 26, 1919 to Arthur C. Johnson, Capt. Fountain's father. It served as the Helena ferry, sometimes taking excursionists to the St. Francis River, until beached on shore. Then, something like the SOUTHERNER in our last issue, it became the home of the Johnsons until they built their home at 834 Arkansas St., Helena. After moving day, the old ROCK ISLAND was scrapped, and her machinery went to another ferry built by A. C. Johnson in 1922 named CAROLYN. For some of this factual information we are indebted to Capt. Fountain M. Johnson, Route 3, Box 714, Golding Acres, Greenville, Miss. 38701.

Sirs: I own a Tangley Callio-  
phone. Hope to restore it and use  
it around southern California.  
The instrument is an air-powered  
calliope with player mechanism.  
Could you direct me to a musical  
instrument collector's club, or  
perhaps others who enjoy these  
happy instruments?

Allan R. Merralls,  
Rubbercraft Corp. of Calif.,  
1800 West 220th St.,  
Torrance, Calif. 90507

=Clarence Elder told us of such an  
instrument on the SIDNEY before  
WW I. This Tangley, made in Mus-  
catine, Iowa, was not mechanized.  
Band leader Fate Marable played it  
in the ballroom instead of a pi-  
ano. -Ed.

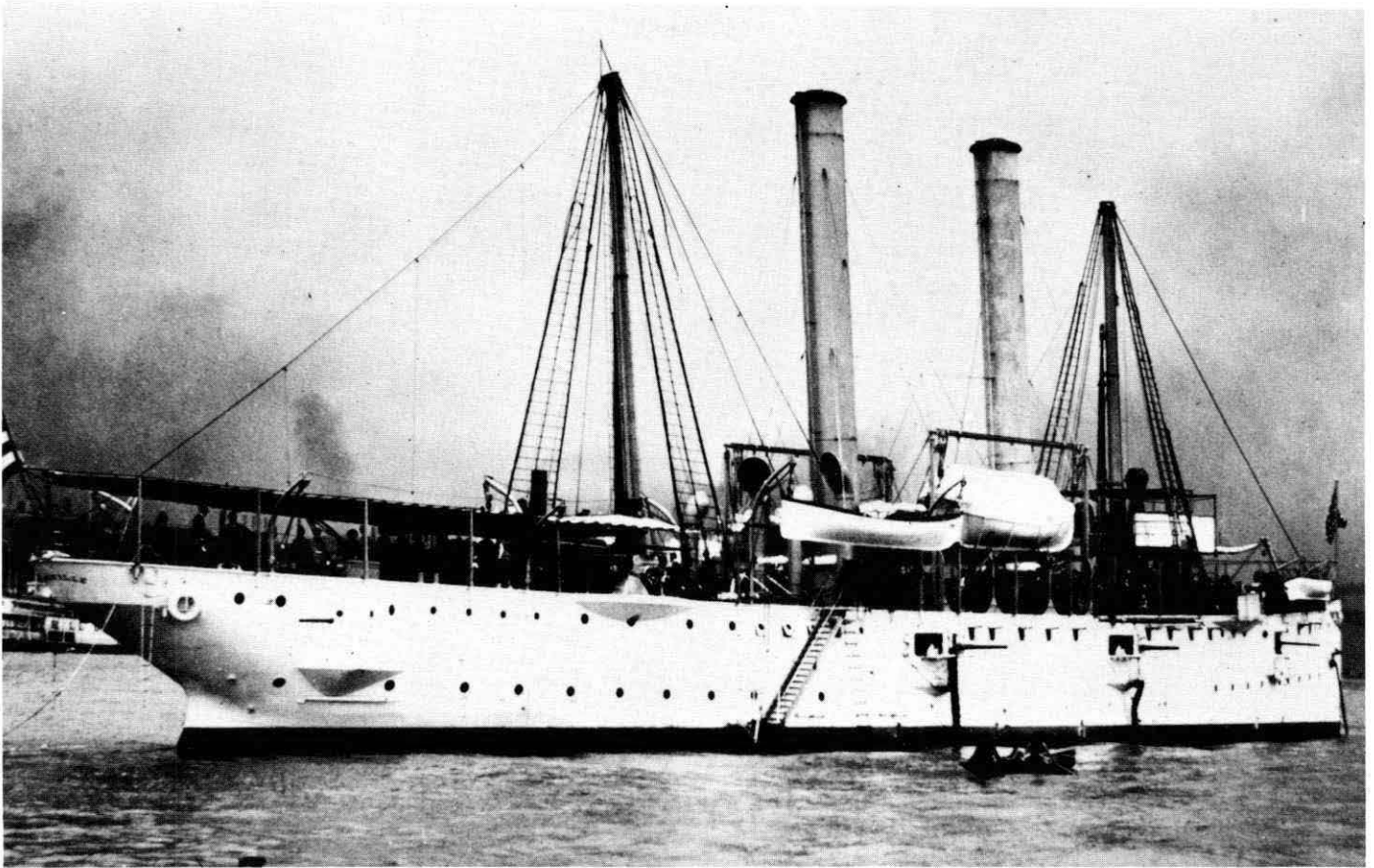
Sirs: I am the grandson of Thomas  
Dunbar, the marine architect. My  
thanks for the article concerning  
him which appeared in the Dec. '70  
S&D REFLECTOR.

Thomas J. Dunbar,  
300 Jacob Drive,  
Pittsburgh, Pa. 15235

Capt. John M. Hysmith died, 77,  
in the Monongahela Valley Hospi-  
tal, Charleroi, Pa. on Friday,  
June 22, 1979. He will be recal-  
led as owner of the steam towboat  
R. J. HESLOP which led the river  
parade at Elizabeth, Pa. celebrat-  
ing the centennial of that town,  
on July 2, 1934. After he lost  
the HESLOP by fire, Dec. 1936, he  
bought the sternwheel diesel tow-  
boat SEWICKLEY (now REED LEE) from  
Dravo and operated her until 1967  
when he retired from the river.  
He also owned the prop diesel tow-  
boat SARA and sold her at that  
time.

He is survived by his wife Su-  
sanna Marsland Hysmith, 226 Fal-  
lowfield Ave., Charleroi, Pa., two  
daughters, Mrs. Edward (Ruth) Ker-  
tis, Daytona Beach, Fla., and Mrs.  
Charles (Colleen) Winship, Lake-  
land, Fla.; a stepson, William R.  
Pace, Charleroi; a brother Edward,  
Elizabeth, Pa., a sister, Mrs.  
Lloyd (Marie) Elson, Metropolis,  
Ill.; seven grandchildren, and six  
great-grandchildren.

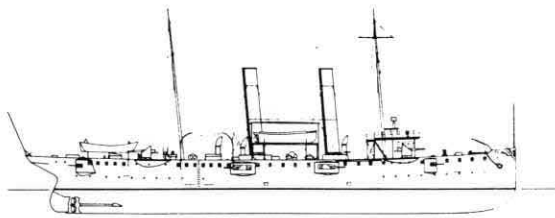
Services were held at the  
Schrock-Hogan Funeral Home, Char-  
leroi.



FIRST NEWS we had that the USS NASHVILLE had twice visited St. Louis came May 10th last in a letter from S&D member Michael T. Brzostowski, 62 Diana, St. Charles, Mo. 63301. He enclosed a clipping from the May 2nd St. Louis Globe-Democrat recalling that 75 years prior, on May 2, 1904, four persons were said to have been injured fatally and 27 others badly hurt by the collapse of the overloaded hurricane deck of the Wiggins Ferry Co. steamer ALONZO C. CHURCH as it was carrying some 200 excursionists to see the U.S. Navy gunboat NASHVILLE off the St. Louis riverfront. Persons on the upper deck were dumped onto the crowd on the main deck 25 feet below.

That the same gunboat had visited St. Louis in May 1899 is a fact well documented by photographers. The above portrait, taken at that time, and in many respects the best of the lot, was recently added to the Murphy Library collection of the University of Wisconsin, La Crosse, Wis. Although undated, the presence of the side-wheel HILL CITY at the far left sets the time at 1899. By 1904 she had been renamed CORWIN H. SPENCER.

The 1904 visit of the NASHVILLE was prompted by the Louisiana Purchase Exposition held at St. Louis that year. James V. Swift scurried back into the 1904 files of The Waterways Journal and says "strangely enough, the Navy was given little attention; there was one mention of the LAWRENCE (a torpedo-boat destroyer) and none of the NASHVILLE."

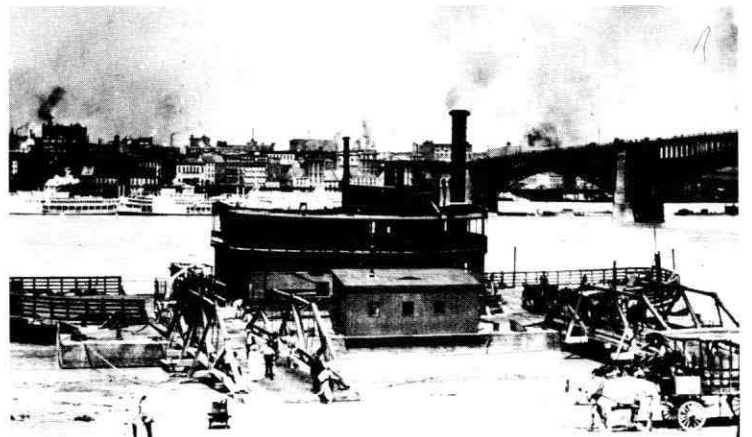


#### Nashville

Length on Load Waterline: 220 feet  
 Extreme Breadth: 38 feet, 1½ inches  
 Mean Draft: 11 feet  
 Normal Displacement: 1,371 tons  
 Armament:  
 8 4-inch, 40-caliber rapid-fire guns  
 4 6-pounders; 2 1-pounders; 2 .30-cal.  
 none  
 Torpedo Tubes:  
 none  
 Watertight Deck:  
 ¾ inch (slopes); ⅝ inch (flats)  
 Auxiliary Sail Rig:  
 two-masted schooner, pole masts  
 Engines:  
 twin-screw, vertical quadruple-expansion  
 Performance:  
 16.30 knots; 2,536 indicated horsepower  
 Complement:  
 11 officers; 165 enlisted men

#### USS Nashville Gunboat No. 7

Built by Newport News S.B. & D.D. Co., Newport News, Va.  
 Authorized 3 March 1893.  
 Commissioned 19 August 1897.  
 Sold 20 October 1921.  
 Converted into a lumber barge and renamed *Richmond Cedar Works No. 4*.  
 Scrapped in 1957.



The catamaran ferry ALONZO C. CHURCH was built at the Howard Yard, Jeffersonville, Ind., 1893 for the Wiggins Ferry Co., St. Louis. Pictured at her East St. Louis dock. -From Sam G. Smith collection.

Nelson P. Gardner, 68, died of a heart attack while mowing the lawn at home, 561 Hilda Drive, Gallipolis, O., around 6 p.m., April 23, 1979. He had been in excellent health. Nelson was a native of Gallipolis and virtually grew up on the river. His late father, Capt. Sylvan G. Gardner, operated the packets C. C. BOWYER, HELEN E. and others in the Gallipolis and Huntington trade. His grandfather was Capt. George P. Gardner who ran the Enterprise Docks at Point Pleasant, West Va. and who owned in the two packets mentioned.

Nelson was a veteran of WWII and for thirty years was associated with Buckeye Rural Electric. He was an S&D member for many years and seldom missed attending the annual meetings.

Surviving is his wife Jean Ferguson Gardner, at home, one brother, and five sisters. Burial was in Mound Hill Cemetery, Gallipolis.

Floreffe, Pa. (zip 15039) long has been the location of the Jones & Laughlin Steel's marine ways and bulk terminal and tank farm for Ashland Oil. It is on the Monongahela River, left bank, above Lock 3. Recently we asked Steve Mackinack if he had any idea where that name Floreffe originated.

Why sure, said Steve, the name came from Belgium, same as Charleroi, Pa. Both had glass plants of Belgium origin. Prior to the glass plant Floreffe was known as Walton inasmuch as the Joseph Walton coal firm operated a mine and tipple there, the mine up Calamity Hollow.

The glass plants at Charleroi and Floreffe still operate. The J&L marine ways was located at Floreffe in 1915 and completed in 1917 by Vesta Coal Co., subsidiary of J&L. Steve says the water tower on the Floreffe glass plant has the initials G.E. on it but he is not aware of what they stand for.

At the annual meeting of Midwest Riverboat Buffs, held at Keokuk on Oct. 29, 1978, Marilyn A. Bekker of Muscatine was elected secretary for a one year term. Elected to the Board for three year terms were Max W. Churchill of Muscatine, Vernon Barr of Chillicothe, Ill. and Ralph DuPae of La Crosse.

Several years back the DELTA KING was acquired to become sort of a centerpiece attraction in a California project known as the Quimby Island Reclamation District in the Sacramento delta. A group of investors in 1972 acquired 935 acres protected by levees with the plan of making of it a fish farm and a little Riviera.

This past April, according to a report published in the San Francisco Chronicle two men were found guilty of conspiracy and stock fraud in the court of U.S. District Judge Charles B. Renfrew. Investors, many of them elderly and retired, had put up \$5.6 mil-



THE ROBIE SISTERS WERE NAMED FOR POPULAR STEAMBOATS

**D**OWN ON THE O-HI-O above Ravenswood, West Va. is a small settlement called Sherman (zip 26173) where the Robie family resided back in the days of the MINNIE BAY and EMMA GRAHAM. This picture, taken about 1964, shows Minnie Bay Robie (left) and her sister Emma Gray Robie Casto, both of whom have since passed on. They were named for these two packets, and Emma was the grandmother of Lenore Sutphin, wife of S&D's board member Jerry Sutphin, her father's mother.

lion in the project, and chances are they will lose the most of it.

The DELTA KING was sold prior to these proceedings and now is the property of M. K. Sun, Berkeley, Calif. (See Dec. '78 issue, pages 26-27.)

Sirs: The sternwheel cut-away engine model pictured and described in the Dec. '78 issue, pages 42-43 has won a further prize for the builder, George E. Hartung. In addition to the championship cup awarded at the 1978 Model Engineering Exhibition in London, it won the Duke of Edinburgh Trophy, a large (quart) tankard awarded to the best model on show at the 1979

Model Exhibition. Entries are restricted to the winners of championship cups and medals at the previous M.E. Exhibition. I was very pleased to see this model gain the trophy for it truly is an excellent example of the model engineers art and a good reproduction of a typical engine with a Rees cut-off.

J. A. (Jim) King,  
33 Wheatlock Mead,  
Redbourn, Herts AL3 7HS,  
England

=Jim King, an S&D member, was general manager of the 1978 Exhibition which drew 78,000 visitors in the 10-day showing. -Ed.

The riverfront home at New Matamoras, O. known variously as the residence of Capt. Melvin O. Irwin and the boyhood home of Charles T. Campbell, burned Sunday, May 19th last. The blaze was discovered about 1:30 p.m. by a passing boy. The Matamoras Volunteer Fire Department quickly responded but too late to save the wood structure.

It was unoccupied. The last resident was Mrs. Bertha Ardrey who died, 97, in November 1978. The exact building date is not known with certainty but was estimated c. 1848. As originally constructed it faced the main highway which in those days ran along the riverbank. First owner was Daniel Dee (1805-1877) from Connecticut, who lived there with his second wife Sarah.

Thomas Campbell (1849-1929) and his wife Emma Talbot Campbell (1852-1944), parents of Charles T. Campbell, occupied the home for years. In addition to Charles, there was a daughter Alma and another son Rodney. The river career of Charles T. Campbell was extensively reviewed in our issue of June '73, pages 23-35. Rodney married Del Koontz and was a mortician in Sistersville, W. Va.

Old-timers at New Matamoras recall the tornado of June 16, 1912 when the doors from the Campbell barn were blown clear across the Ohio River, landing on top of the B&O station at Friendly, W. Va. The barn was lifted from its foundations and two coal black horses which were used to haul a hearse were left standing in their stalls uninjured. A barrel of chop feed came into the Campbell's kitchen through a window unspilled.

When the Campbells sold the home in the 1920s it was purchased by Ott Gautschi, Dr. Ed Gautschi and Bill Kollman as an investment. Pearl and Ed Dunn bought it from them and lived in it several years selling it to Capt. Mel Irwin for \$5,500. At that time 15 acres went with it, down to Grandview Run. Captain Irwin for years was master of the packet SENATOR CORDILL. His mother Quintella Paden Irwin lived with him. Mel Irwin's sister Bertha married Harry Ardrey and she eventually fell heir to the home. She lived there, as recited earlier, until her recent passing.

We are indebted for much of the above to Capt. William H. Gay, Sr. Route 3, Box 351, New Matamoras, O. 45767. An account of the story of the home was written for the Parkersburg News by Diana McMahan, whose research disclosed much of the foregoing account.

Sirs: The Marietta flood picture with the rowboat SCOUT in the fore (March '79 issue, page 18) is interesting. The SCOUT was owned by the legendary Marietta photographer Harry P. Fischer. The oarsman is my boyhood chum Don L. Hyde. The SCOUT was made of galvanized sheet iron and had air-tight bulkheads fore and aft. I don't recall the significance of the deer antlers.

During that 1927 flood Harry

Fischer hired Don to row him around inasmuch as Mrs. Fischer refused to let their son Richard skip school to do it.

Don, Dick and I used to wheel the SCOUT down Washington Street on a two-wheeled cart (custom-made) and we launched it in the Muskingum River from a cobblestone grade which these days lies buried under mud adjacent to the Ohio River Museum.

From these humble nautical beginnings Don Hyde launched a lifetime career in the U.S. Navy. He narrowly escaped going down with the USS CALIFORNIA at Pearl Harbor. He spent the WW2 years in the South Pacific. He retired as a Lieutenant Commander after 30 years of service and now lives in Escondido, Calif. with his wife Helen. He will soon celebrate his 70th birthday.

Charles A. Sprague,  
4507 N.W. 43rd Terrace,  
Fort Lauderdale, Fla. 33319

Bill Preston advises that the steam sternwheel snagboat MONTGOMERY continues to serve the Mobile District, U. S. Engineers on the Apalachicola River. "I understand the Engineers have elected to recondition the boat's engines and keep her going instead of replac-

ing her with a diesel boat," says Bill. This single stack steel hull steamboat has high pressure engines, 14's- 6 ft. and a Scotch marine boiler. She was built at Charleston, S. C. in 1926. Her over all measurements are 178 x 34'3" x 6'0".

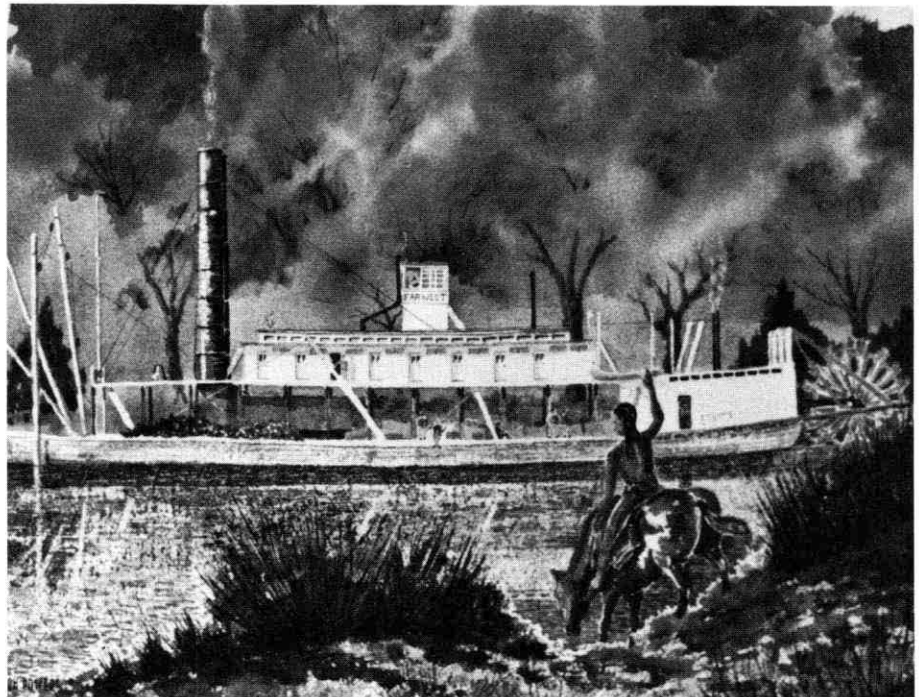
Sirs: While returning from northern Illinois we stopped to tramp around on the old C. C. WEBBER (last issue, page 13). While we don't know what's in store for her future, we will tell you that she presently is one SUPER BIRD SANCTUARY as evidenced by the decks and--yes--even, and particularly, the engine room.

Susan H. Eastman,  
928 Northdale Drive,  
Alton, Ill. 62002

Sirs: One question about the June REFLECTOR: The picture of OLEANDER on page 38 shows her without a texas. All my early pictures of her show a texas. I presume it was removed later on. Right?

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

=Right. -Ed.



**D**ON J. POWERS, 1109 Yale Ave., Billings, Mont. 59102 has completed a scale model of the celebrated FAR WEST and totes it around for display when he gives occasional lectures. Also handy with brush and pen, Don took a course this past spring at Eastern Montana College in water colors. He has sent us a color photo of his representation of the FAR WEST moored at an island on the Big Horn River near the present town of Hardin, Mont. at the dramatic moment when Indian scout Curley arrived horseback, June 1876, to tell Capt. Grant Marsh and crew of Custer's defeat. The above black-and-white rendition conveys the arrangement of the scene but lacks the impact of the green woody background and the perspective the full coloring provides.

# LOG BOOK STR. BOAZ 1908

**I**N OUR LAST issue the BOAZ broke her larboard wrist pin and blew out a cylinder head ("run through herself") upbound with empties at the head of Mingo Island, near Steubenville on the Ohio River, Christmas Day 1907. Next morning towing 7 empty barges and 2 fuels she limped to Pittsburgh running on one engine, and on Dec. 28th went to Browns Shop on the Monongahela River for repairs. She was returned to Clinton Landing, Pittsburgh, and did not resume towing until Feb. 14 1908.

Her larboard engine was to give her further trouble (see Feb. 24th) necessitating a new cylinder head at Cincinnati (Feb. 26th) installed at the cost of one hour's lost time. On March 14th she struck a pier of a bridge being built below Ashland, Ky. and lost many barges of coal. We reported this incident with considerable detail (March '76 issue, page 38) and here we have it in laconic Log Book style.

We have used the spelling in the Log Book, and note that the writer refers to Clarion Ripple (below Gallipolis) and in one other reference calls it Carrion Ripple, which indeed was the original designation. He is consistent in saying "ripple" and never "riffle." His reference (March 20th) to a place he calls Bladenburg between Carrollton, Ky. and Big Bone caused us much skirmishing into old maps, and we have not found trace of such a location in the area.

The year 1908 ended for the BOAZ on May 25, 1908. The Log Book scribe later penned the notation "Over 7 months in this landing." This lengthy retirement was due to an exceptional long period of low water, a drought which did not terminate until January 1909. In his column of Dec. 28th the river news editor of the Pittsburgh "Gazette Times" called it "the worst since 1848."

Once again our thanks to Ross Rogers, Jr. for the loan of the Log Book which he recently received as a gift from Mrs. Charles T. (Estelle) Campbell.

The most spectacular accomplishment of the BOAZ in 1908 is not reported in the Log. We have appended some details and pictures at the conclusion.

FEB. 14 Got orders to get up steam. Layed all day at Clinton Landing, Pittsburgh. River raising. Raining.

FEB. 15 Still laying at Clinton Landing. River raising and raining.

FEB. 16 River raised up till 3 p. m. making 30'7". River too high to do anything. Getting cold.

FEB. 17 Got orders to store, then went to coal hoist and coaled her head. Got one barge out of Gray's Landing and then went over to Harbor Landing and started to hitch up. Got our tow shaped up about dark.

FEB. 18 Turned out at 8 a.m. 17½ ft. at Pittsburgh. Frank A. Gould and J. E. King, pilots. Have 10 coalboats, 2 models, 2 barges and 4 fuel barges. Marks on Davis Island Dam covered. Changed watches 12 noon below Beaver bridge, marks covered. Tore down ferry wire at Vanport. Landed at Cable's Eddy at 5:45 p.m.

FEB. 19 Turned out at 7:15 a.m. River fell 30" during the night. Snowing, which turned to rain. 25 ft. on Steubenville marks. 27 ft. at Wheeling. 12 noon at head of Boggs Island. Marks covered on Bellaire bridge. Got four coalboats, covered barge BEAVER FALLS and 1 fuel barge off the DAVE WOOD below Dam 13, making our tow 14 coalboats, 2 models, 1 covered barge, 2 barges and 5 fuel barges. Drizzling all afternoon and getting colder. 6 p.m. at Hannibal. Run into a snowstorm at Cochranville with no sign of abating, so we landed under the point at Petticoat.

FEB. 20 Turned out at 6:45 a.m. Snowing. River fell 2 ft. during the night. 29½ ft. at Marietta and falling. 12 noon at foot of Vienna Island. 31½ ft. at Parkersburg. Landed at Long Bottom at 5 p.m. for the night, and left Fuel barge 2602.

FEB. 21 Turned out at 6 a.m. The river fell 5 ft. during the night. Dewitts Rock covered. Antiquity Rock covered. 12 noon foot of Wolfs Bar. 6 p.m. at Ben Lomond Light. 39 ft. at Pt. Pleasant. Landed in the eddy at Guyandotte at 10:15 p.m.

FEB. 22 Turned out at 6 a.m. River fell 18 inches. Cloudy and cold. 12 noon below Burkes Point. Left fuel 2580 at Buena Vista. 6 p.m. head of Brush Creek Island. 11 p.m. on point at Ripley.

FEB. 23 3 a.m. at Foster's Landing, hard wind all watch. 6 a.m. at foot of Nine Mile Bar with wind

still blowing. 45 ft. at Cincinnati. Steamer RANGER helped us through the bridges. 12 noon at the point at Aurora. 6 p.m. at the head of Vevay Island. 11 p.m. at Bethlehem Light.

FEB. 24 Landed at Pumpkin Patch at 3 a.m. The little boats helped us to land. Went over the Falls at 11 a.m. and landed our tow under the SPRAGUE and placed our tow in her tow. Got done at 4:30 p.m. and then went over to New Albany to get our larboard cylinder head banded which was cracked. Got away at 7:30, went up and got our stores and then went up to our fuel flat and laid all night.

FEB. 25 Got over to empty fleet at 7 a.m. Hitched in to 10 coalboats, 7 barges and 2 fuel barges. Passed the Water Works at 10 a.m. 12 noon at Utica. Rain all morning. 6 p.m. at Bethlehem. 11 p.m. at Madison.

FEB. 26 3 a.m. at Carrollton. 6 a.m. at head of Vevay Island. Hard side wind all night. 12 noon upper light at Gunpowder. 6 p.m. ½ mile below Lawrenceburg. 11 p.m. at Sedamsville. Got new cylinder head at Cincinnati losing one hour. 27 ft. on Cincinnati marks.

FEB. 27 3 a.m. at Coal Haven. 6 a.m. at Blairs Brick Yard. 12 noon ½ mile above Augusta. Hard side wind and snow flurries all morning. 6 p.m. 1 mile above Kerkers Light. 11 p.m. on point below Vanceburg. Got flat 2580 at Buena Vista.

FEB. 28 Changed watches 3 a.m. below Kenny Bar. Snagged barge on head fleet above Indian Run Bar at 6 a.m. 18 ft. on Portsmouth marks and changed watches 12 noon at Jeannette Shallows. 6 p.m. above Savage Landing Light. Marks on Kenova bridge covered. 11 p.m. 1 mile below Dogham Light.

FEB. 29 3 a.m. at Double Creek. Snow flurries all night making it very mean. 6 a.m. at Chambersburg. River rising. Marks covered on Pt. Pleasant bridge. 12 noon foot of 8 Mile dyke. 15'8" on Middleport marks. 15'6" on Antiquity Rock. 6 p.m. at Antiquity Bend. 11 p.m. head of Oldtown Island.

MAR. 1 3 a.m. foot of Swan Bar. Got fuel 2602 at Long Bottom. 6 a.m. on point above Long Bottom. Heavy rain on after watch. 11 ft. on rock at Mustapha Island. 12 noon foot of Blaney. 11½ ft. at Marietta. 6 p.m. at Marietta. Landed at St. Marys at 11 o'clock and cleaned boilers.

# LOG BOOK STR. BOAZ 1908

MAR. 2 Turned out at 5:30 a.m. Heavy rain last night. River rising fast. 12 noon head of Wittens Towhead. 6 p.m. on point at Clarington. River rising fast. 11 p.m. foot of Captina Island.

MAR. 3 3 a.m. in Moundsville Bend and had to land to fix engine. We lost 1½ hours. 6 a.m. at Moundsville. 12 noon head of Wheeling Island. 6 p.m. at Wellsburg. We landed below the Steubenville bridge for the night at 11 p.m.

MAR. 4 Turned out at 6 a.m. The river fell 3" during the time we laid there. 30 ft. at Steubenville. 12 noon foot of Blacks Island. 11 p.m. foot of Montgomery Island. 24 ft. at Merrill Dam.

MAR. 5 Changed watches 3 a.m. at Beaver bridge, marks covered. 6 a.m. at Logstown dam. 12 noon at foot of Lowrey Bar. Arrived at Pittsburgh 4 p.m., coaled, and laid up in Advance Landing.

MAR. 11 Turned out from Pacific Landing at 10:30 a.m. with 12 coal boats, 4 barges and 3 fuel barges. Frank A. Gould and Ed King, pilots. 13½ ft. strong on Davis Island Dam. 12 noon head of Lowreys Bar. Marks on Beaver bridge covered. 20½ ft. on Merrill Dam. Landed at Industry at 4:45 p.m. for wind.

MAR. 12 Turned out at 6 a.m. River fell 25 inches during the night. 19 ft. and falling at Steubenville. 12 noon at Wellsburg. Got 12 barges and 1 fuel barge off the VOLUNTEER at Bellaire, making our tow 16 barges, 12 boats and 4 fuels. 6 p.m. at head of Captina Island. 11 p.m. foot of Wittens Towhead.

MAR. 13 Changed watches 3 a.m. at head of Brothers Islands. 6 a.m. at Harmar wharf. 25 ft. at Parkersburg. Left flat 2259 at the Flat Landing. 12 noon at head of Swan Bar. 6 p.m. at foot of Pomeroy Bend. Hard wind all afternoon and showers about 5 o'clock. 11 p.m. head of Straight Ripple.

MAR. 14 Changed watches 3 a.m. at Kenova bridge. Fogged on us at Catlettsburg. Tried to land under the abutments above Ashland but could not get in because of rafts. Hit the shore pier of the new bridge at Ironton. Our tow broke loose and before we could get it together we had lost 5 barges, 5 coalboats and 2 fuels. The fog hung on until 10 a.m., the worst fog I ever saw. 4½ ft. at Portsmouth. 6 p.m. at Indian Run. 12 midnight head of Brush Creek Island.

MAR. 15 Changed watches 6 a.m. at Cabin Creek. Heavy wind and big

swells. Had to land at Dover at 10:30 a.m. for wind. Laid all day fixing our tow. Turned out at 4:30 p.m. 6 p.m. 1 mile below Augusta. Floated and worked slow until we landed at 5 Mile at 12 midnight.

MAR. 16 Turned out at 8:30 and landed under Ludlow Landing. The steamer FALLIE started to put our Cincinnati stuff in the landing but on her first trip she broke her shaft and we had to send out a check line and land her under our tow, so we laid here all night. 41'6" on Cincinnati marks.

MAR. 17 Turned out from under Ludlow at 5 p.m. with 15 barges, 14 coalboats, 3 fuel barges and 1 model. 6 p.m. at Andersons Ferry.

MAR. 18 Changed watches at 6 a.m. at Beaucamp Light. Stiff breeze blowing and had to work slow all morning. 12 noon head of 12 Mile Island. Landed under 6 Mile Island at 2 p.m. and the little boats took our tow away from us. Laid still and cleaned boilers.

MAR. 19 Turned out at 8:15 a.m. and delivered boat C4 and then went down and put some rigging on the steamer OAKLAND. Then went down to the ferry landing and got our stores. Went over to the empty fleet and hitched into 10 coalboats, 5 barges, 2 loaded barges and 2 fuels. Passed the Water Works on our way up at 3:30 p.m. 6 p.m. foot of 12 Mile Island. 11 p.m. in 18 Mile Island.

MAR. 20 3 a.m. at Corn Creek. At 6 a.m. 1 mile above Spring Creek Light. 12 noon 1 mile below Carrollton. 6 p.m. at Bladenburg. 11 p.m. at Big Bone.

MAR. 21 3 a.m. at Ranty Bar. 6 p.m. foot of Laughrey Bar. 12 noon at Fernbank. Steamer RANGER helped us through the Cincinnati bridges. 6 p.m. at the upper bridge. 43 ft. at Cincinnati. 11 p.m. foot of 9 Mile.

MAR. 22 Changed watches 3 a.m. above California, Ky. 6 a.m. at Neville. 12 noon at Dover. Landed 6 p.m. at Brooks Bar to repair wheel.

MAR. 23 Turned out at 3 a.m. The river raised 9". 6 a.m. at Manchester Bend Light. Rained all night. 12 noon on the point above Stouts flat landing. Got flat 2261 at Buena Vista. 6 p.m. 1 mile below Walkers Light. Drizzle all day. Landed at Bonanza dyke at 10 p.m.

MAR. 24 Turned out at 6:15 a.m. Changed watches 12 noon 1 mile below Coal Branch Light. 6 p.m. at Ashland. 11 p.m. at Central City.

MAR. 25 Changed watches 3 a.m. at

head of Dogham. 6 a.m. foot of Green Bottom Ripple. 12 noon head of Raccoon Island. 30½ ft. at Pt. Pleasant. 6 p.m. at Camden Coal Works. 11 p.m. at Wolf Bar.

MAR. 26 3 a.m. above Toms Run. 6 a.m. above Oldtown Island. 16'6" on Dewitts Rock. Hard side wind all morning. 12 noon at Shade River Bend. Left flat 2261 at Big Hocking. Got flat 2280 at Parkersburg. 11 p.m. at Dam 18.

MAR. 27 3 a.m. at Dam 18. Lost four hours here. 6 a.m. at the Oil Refinery. 15 ft. at Marietta. Landed at the foot of Marietta Island at 7 a.m. to fix our wheel which we broke at Dam 18. Left at 6 p.m. having lost 11 hours. At 11 p.m. at head of Brothers Islands. Str. VOLUNTEER met us at the foot of Bat & Grape and took 5 coalboats from us.

MAR. 28 3 a.m. at Raven Rock. 6 a.m. at Sistersville. Hard rain this morning. 6 p.m. at Belmont Coal Works. 12'6" on Bellaire Bridge. 11 p.m. at Rush Run.

MAR. 29 11'6" and rising at Steubenville. 3 a.m. at Steubenville bridge. 6 a.m. at Tornoto. 12 noon at foot of Little Beaver bar. 12'6" on Merrill Dam. 11'3" on Beaver bridge. 6 p.m. at Freedom Dam. 11 p.m. at foot of the Trap. 8'2" at Dam 2.

MAR. 30 Changed watches 3 a.m. at Davis Island Dam, 12 ft. and rising on the marks. Arrived in Pittsburgh at 5 a.m. Stripped our tow, coaled, and laid up at Painter's Landing at 1 p.m.

APR. 18 Got steam, shipped our crew, got stores, and went over to Clinton Landing and hitched into 12 barges, 2 coalboats and 4 flats and left at 11:45 a.m. Frank A. Gould and J. E. King, pilots. 12 noon at Pacific Landing. 9'9" on Davis Island Dam. 10'6" on Beaver bridge. 12 ft. on Merrill Dam. Landed at Industry at 6 p.m. It rained all day.

APR. 19 Easter Sunday. Turned out at 5 a.m. River raised 4". Inclined to be windy. 6 a.m. at head of Georgetown Island. 12'8" on Steubenville marks. 12 noon at Dam 11. 13'6" on Bellaire bridge. 6 p.m. at Kleins Bar. 11 p.m. at head of Bat & Grape. 13'9" at Marietta.

APR. 20 3 a.m. at foot of Reparts Bar. Landed at flat landing at Parkersburg for fog at 4:30 a.m. Left flat 554. Turned out at 6:30 a.m. 13'6" on Dewitts Rock. 12 noon head of Sand Creek Bend. 20 ft. at Pomeroy. 6 p.m. head of 6 Mile. Hard wind all afternoon.

# LOG BOOK STR. BOAZ 1908

Left flat 232 at Samples Landing at 9 p.m. and tied up there.

APR. 21 Turned out at 3 a.m. The river stationary. 6 a.m. at Proctorsville. 12 noon foot of Bonanza dyke. Left flat 780 at Buena Vista. 6 p.m. at Cabin Creek. 11 p.m. at Moscow. Landed under Coal Haven Landing at 2:30 a.m. for fog.

APR. 22 Turned out at 8 a.m. 27 ft. 4 in. on Cincinnati marks. 12 noon at Lawrenceburg. 6 p.m. foot of Craigs Bar. 11 p.m. foot of 18 Mile Island. Landed at foot of 6 Mile Island at 1:30 a.m.

APR. 23 Got all our tow delivered at 9 a.m. Got stores, and went over to the empty fleet and hitched into 16 coalboats, 6 barges, 8 fuels, and left at 2 p.m. 6 p.m. head of 12 Mile. 11 p.m. at Jobson Light.

APR. 24 3 a.m. at foot of Coopers Bar. 6 a.m. foot of Houghland Bar and changed watches 12 noon at Vevay Bar. Rained all morning. 6 p.m. foot of Sugar Creek Bend. Hard downstream wind all afternoon and 11 p.m. 1 mile below Upper Gunpowder Light.

APR. 25 Changed 3 a.m. at Rising Sun. 6 a.m. foot of Laughrey Creek Bar. 12 noon  $\frac{1}{2}$  mile below Dam 37. 6 p.m. between C&O and Southern bridges. 26 ft. at Cincinnati. Got barge 4671 with fuel in it. 11 p.m. at Crawfish.

APR. 26 3 a.m. head of 5 Mile. 6 a.m. at New Richmond. 12 noon at Locust Creek Light. 6 p.m. at Ripley. 11 p.m. below Cabin Creek where we got blown ashore in a storm. Landed and cleaned boilers there.

APR. 27 Turned out at 7:30 a.m. 12 noon at Concord. 6 p.m. at Patterson's flat landing. 11 p.m. at Walker's Light.

APR. 28 Changed watches 3 a.m. at Hitchcock Light. 6 a.m. at Rocky Run Light. 12 noon at Ferguson Bar. 6 p.m. above Big Sandy River and 11 p.m. at Proctorsville.

APR. 29 3 a.m. 1 mile above Millersport. 6 a.m. at Swan Creek. Got flat 232 at Sample's Landing. 12 noon foot of Clarion Ripple. 11'9" on Point Pleasant bridge. 6 p.m. at Chesire Light. At 11 p.m. head of Carrs Run bend. Rain all watch.

APR. 30 3 a.m. at Antiquity. 9 ft. on rock. 6 a.m. foot of the lower island at Letart, rained all night. 12 noon head of Goose Island, still raining and now spitting snow. Had a hard time getting around Sand Creek Bend. 6 p.m. on the bank above the dyke at Sand Creek. Hard downstream and

side wind all day. 11 p.m. head of Buffington. 10'2" on Dewitts Rock.

MAY 1 Changed watches 3 a.m. at Long Bottom. 6 a.m. at Reedsville and 12 noon at Little Hocking. 11 ft. at Parkersburg. Got through Dam 18 at 6:30 p.m. and landed at the foot of Vienna Island and went back to Parkersburg for fuel. Got flats 554 and 2083. Got back to tow at 9:30. Changed watches 11 p.m. at Repparts Bar.

MAY 2 3 a.m. head of Marietta Island. 11 ft. and falling at Marietta. 6 a.m. foot of Brothers, and 12 noon between Sheets and Petticoat Lights. Very windy. Changed watches 6 p.m. foot of Fishing Creek Bar. 11 p.m. at Possum.

MAY 3 3 a.m. head of Fish Creek Island. 6 a.m. head of Captina Island. 12 noon opposite Kate's Rock. Left 6 coalboats, 2 barges and one flat here. 12 ft. on the Bellaire bridge. 11'2" at Wheeling. 6 p.m. head of Wheeling Island. 11 p.m. at Wellsburg.

MAY 4 3 a.m. at foot of Browns Island. 6 a.m. at upper end of New Cumberland. 12 noon head of Line Island. 13 ft. on Merrill Dam. 6 p.m. foot of Beaver Shoals and 11'6" on Beaver bridge. 11 p.m. at Ambridge. Had a hard push from Sewickley to the head of Laughrey Bar.

MAY 5 Changed watches 6 a.m. at foot of Duffs. 11 ft. on Davis Island Dam. Arrived at Sligo Landing at 11 a.m. Coaled and jiggered around and laid up in Lower Snyders at 6:30 p.m.

MAY 12 Left Pacific Landing 10:45 a.m., J. E. King on watch, with 8 coalboats, 8 barges and 3 fuels. Davis Island Dam 12.3. Beaver bridge 14'3". 6 p.m. at East Liverpool bridge. Landed 7:45 p.m. at New Cumberland. Merrill Dam 16 $\frac{1}{2}$  ft.

MAY 13 Turned out 5 a.m. River fell 11 $\frac{1}{2}$  inches. 6 a.m. at head of Browns Island. Backed in at Cables Eddy at 7 a.m. and laid until 9 a.m. for fog. Steubenville marks 15'2". 12 noon foot of Sisters. 17 ft. on Bellaire bridge. Landed at 2:30 p.m. opposite Kates Rock and laid until 8 p.m.

The TORNADO brought us 5 coalboats, 2 fuels and the cargo barge BOSTON. Landed 10:45 p.m. on the point above Powhatan for fog which raised on us below Pipe Creek Point and we floated down to the foot of Captina.

MAY 14 Turned out 6:45 a.m. River fell one foot while at Kates

Rock and 7 $\frac{1}{2}$ " on Powhatan Point. Changed 6 p.m. at head of Vienna Island. Went through the Parkersburg bridge at 7:20. Rain fog on the water shut us out at the foot of Blenny. Drifted down to Walkers Landing at the head of Newberry and landed at 9 p.m. One hour after we stopped it cleared up some but we laid for the night.

MAY 15 Up to 7:45 a.m. the fog would raise as high as the top of the bank and then clear off. River fell 11 $\frac{1}{2}$ ". Dewitts Rock 14'3". At 6 p.m. half way between Middleport and Pomeroy. Clear and warm and fog prospects good. 19' at Middleport. There was plenty of fog at Gallipolis Island. Shut us out at Clarion Ripple but cleared again. At the head of Raccoon it shut us out and we ran the island in fog and landed at the foot of the island and laid.

MAY 16 Turned out after 8 a.m. The river fell 18". 12 noon at Paddys Run. 22 ft. at Huntington. Changed 6 p.m. at Pine Creek. The weather clear and hot all afternoon.

MAY 17 Landed 4 a.m. on the point below Maysville for fog and left at 7 a.m. Changed 6 p.m. at Sedamsville. The RANGER took 3 barges from us and brought us 6 more for Louisville. Cincinnati 28 ft.

MAY 18 6 a.m. at Beaucamp Light. Rain all night. Arrived at foot of 6 Mile Island at 1:30 p.m. The little boats took our tow away and we went over to the empty fleet and got 8 boats, 2 barges and 2 fuels. Got away from there 7:30 p.m., backed down to Jeffersonville and got stores. Left and passed the Louisville Water Works at 9 p.m.

MAY 19 6 a.m. at Madison. 12 noon at Rails Landing. 6 p.m. at Laughreys Creek. Stormy all afternoon. Met the SAM BROWN at Kirby's Rocks. Changed 11 p.m. at Ludlow Landing. Arrived at the upper bridge at 12 o'clock. Went on up and stopped at Browns Landing and got 4 barges, making our tow 8 boats, 6 barges and 2 fuels.

MAY 20 3 a.m. at the Water Works. 6 a.m. at New Richmond Bar. Landed at Moscow 7:30 a.m. to clean boilers, and left at 1:30 p.m. Changed at 6 p.m. at the government light in the bend below Ripley, O. 11 p.m. at Manchester Islands, foot. Landed 12:30 a.m. for fog.

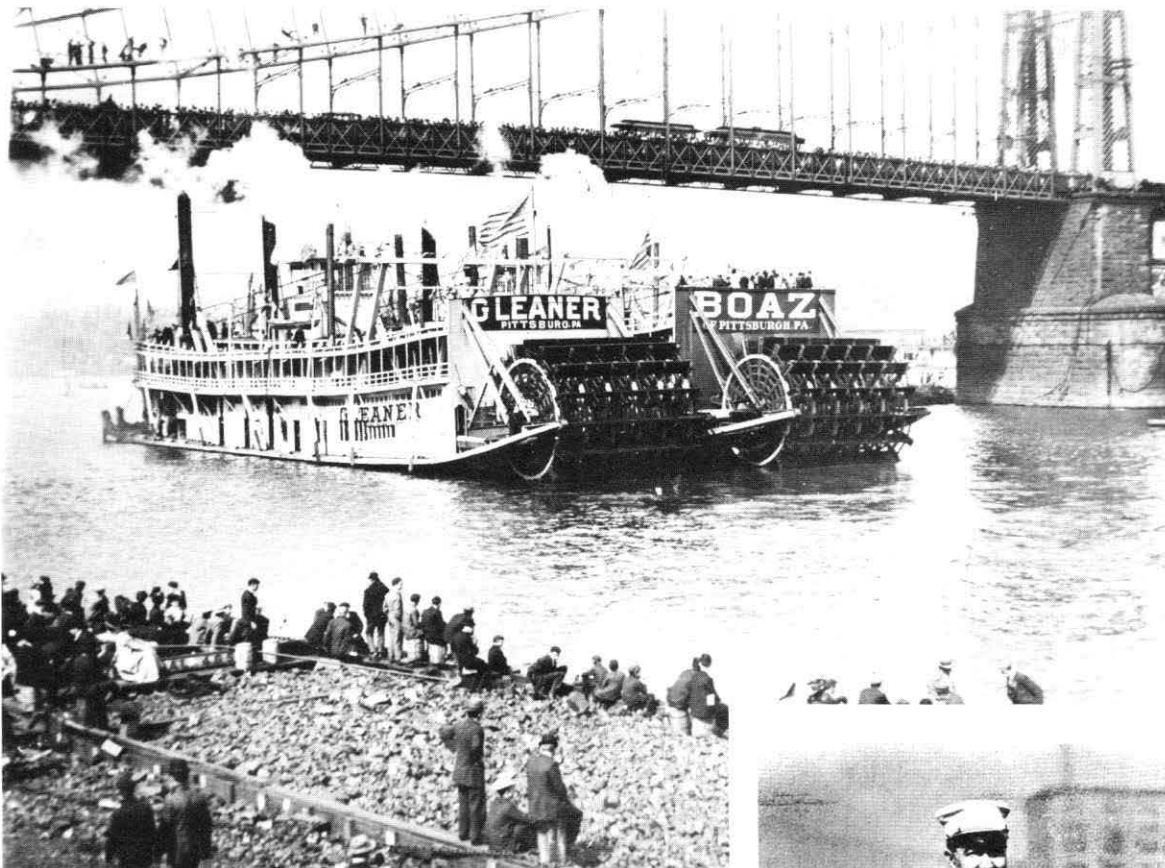
MAY 21 Turned out at 7 a.m. but had to work along easy for about 1 hours until the fog cleared off. River raised 8" from 12:30 a.m.

# LOG BOOK STR. BOAZ 1908

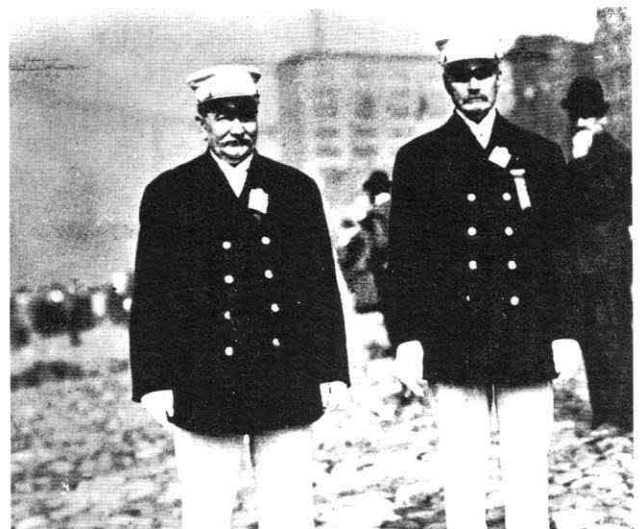
until 7 a.m. Changed 12 noon 1 mile below Kinney Light #2--21 miles in 5 hours. Changed 6 p.m. 1 mile above Rocky Run--25 miles. 11 p.m. at Ashland.  
 MAY 22 3 a. m. above Huntington about ½ mile. Landed 4 a. m. for fog and laid 1 hour at Paddys Run. 6 a.m. at Dogham Bar. 12 noon at Carrion Ripple. 6 p.m. at Pomeroy

and 11 p.m. at Apple Grove.  
 MAY 23 3 a.m. foot of Buffington Island. 6 a. m. at Long Bottom. 12 noon at head of Blanny and river at a stand. Marietta marks 19½ ft. 6 p. m. at Waverley, W. Va. Landed 11 p.m. ½ mile above Petticoat Light for fog.  
 MAY 24 Turned out at 2:30 a.m. 3 a.m. at Sheets Ripple Gov. Light

and 6 a. m. at middle of Paden's Island. 12 noon at foot of Captina. 17½ ft. at Bellaire, and 16 ft. at Wheeling. 6 p. m. at Pike Island. 11 p.m. at Cables Eddy.  
 MAY 25 3 a. m. at Bakers Island. 6 a. m. at Georgetown. 12 noon at Logstown. 6 p.m. at Snyders Landing, Pittsburgh. Laid up at 12 midnight at W. W. O'Neil Landing. Over 7 months in this landing.



**O**N SEPT. 30, 1908 the sesqui-centennial of Pittsburgh was celebrated with a large steamboat parade. The admirals of the day were Capt. James A. Henderson (left), president of the Pittsburgh & Cincinnati Packet Line, and Capt. Warren Elsey, superintendent of river operations for the Jones & Laughlin steel interests. The boats departed from the Monongahela wharf and proceeded down the Ohio to the vicinity of Davis Island Dam, turned, and returned to the city. The GLEANER and BOAZ were lashed side by side, a Biblical touch (see Ruth 2:1 et seq.) and more photographs were taken of the pair than of all the others. The photograph above was taken showing the two steamers passing downbound under the old Point Bridge at the mouth of the Monongahela River.





THE HOMER SMITH IS RECALLED BY  
CAPT. TOM KENNY

**W**HEN the HOMER SMITH was Pittsburgh's excursion boat in the 1920s our family lived in the Manchester section, North Side, where the neighbors talked amongst themselves in Italian, German, Lithuanian, Polish, Czechoslovakian, Croatian, Hungarian and even a smattering of Russian, and there were two Chinese laundries on Beaver Avenue. I was the only kid on our block who didn't have a brother or sister. Most lived in homes bunched together, sometimes six or seven houses in a row, a population so dense that family fights were audible, even inescapable, to the right and left, and these neighbors could pause to overhear our little family quarrels.

Not that they were fighting all of the time, in fact quite the reverse. To me these people were the salt of the earth. Manchester wasn't one of the higher class communities. The breadwinners were mill and factory workers and their flocks of kids attended the 48-room Manchester elementary school and they all played together and fought together, and the whole area, adults and kids alike, had this common denominator in the hot summer months, the HOMER SMITH.

She had a steam calliope. Returning to the city in late afternoons she'd open up with this music about at the head of Brunot's Island. Echoes and reverberations bounced from the opposite high hill at Elliott (called "Dog Town" locally) and swerved down and out of Corliss valley where street cars went through the tunnel. The strains were clearly audible even out to Chateau Street, above the roar of traffic, then the route of the transcontinental Lincoln Highway with its utility poles banded red, white and blue. The music permeated Beaver Avenue, paralleling Chateau, our cobble paved business district from Seymour all the way down to Greenwood, with its double car tracks. All us kids headed for the river, for the HOMER SMITH was going by.

An impressive part of that big steamboat was the waves she made. Those of us lucky enough to get out in a skiff bent the oars to catch the second wave behind the paddlewheel. I'll not soon forget the time we got too close, got sucked in under an avalanche of water, overturned the skiff, and gasped and coughed as we swam in the trough, buffeted up and down by huge waves, yelling like Indians. Well we knew that the climax was an enormous roller which lagged along about a quarter-mile behind. My father had an expression for such shenanigans, and he'd say "glory in your ignorance" sort of prayerfully.

I'd had a ride on the HOMER SMITH even before I had learned to

swim, when I was about seven or eight. The North Side Board of Trade, composed largely of the Beaver Avenue merchants there in Manchester, chartered the boat for an all day excursion. They sold tickets in advance and everybody bought them. She put down her stage at the foot of Liverpool Street for loading. A whole population swarmed aboard, all of the mothers armed with huge baskets of food. I remember being impressed of the very short distance separating Lock 2 and Lock 3 down the Ohio. Not far below Lock 3 she passed under the Sewickley-Coraopolis highway bridge, rounded to, and landed us at a pleasure resort at Sewickley called Walnut Beach.

The one disappointment on that otherwise perfect occasion was the fascinating water slide. Those in swimsuits who could swim climbed to the top of a tower carrying a rollerskate board (rented for the purpose) and slid down a chute at a terrifying clip landing in the river. I qualified having my swimsuit on, but my mother ix-nayed the skate board; I couldn't swim. By the time I learned the art it was too late; the HOMER SMITH no longer ran to the Beach. I had to content myself with death-defying skiff rides behind her rollers.

By the time mother's copious lunch basket had been emptied the huge roof bell on the HOMER SMITH was sounding a fifteen-minute warning of imminent departure. The gentleman in uniform who rang the bell, I would suppose he was the mate, did it with a precise ritual. He spaced the taps in series of three; BONG, BONG, BONG----BONG, BONG, BONG----BONG, BONG and BONG, with careful attention to cadence. There was an undeniable charm to this rhythmic rite probably handed along from the Druids, at least a river custom of such long-standing that no one recalls its source. By 5 or 5:30 we were back at Liverpool Street, tired, sunburned, content. The Fourth of July didn't hold a candle to it, and there were repeat performances so very popular that I have seen 200 to 300 left ashore there at Liverpool Street, those who had neglected to buy tickets in advance, and denied admittance because the boat had taken aboard her complete capacity allowed by the U.S. Steamboat Inspectors.

This Great Lady of the Rivers played another important part in the life and times of Manchester summertimes. In the evenings the kids congregated along asphalt-paved Metropolitan Street, riverward and parallel to Chateau and Beaver. In these 7½ blocks on Metropolitan we played "Release," and "Steal the Cap" and did most of our rollerskating (Union Hardware ball-bearing \$2 a pair.)

Was "Release" invented in Manchester, or was it imported from Hungary or Poland? I don't know. We chalked out a square "release box" there on Metropolitan. The boys divided into two gangs and dissolved into alleys, behind fences, half to the north and the rest to the south side of Metro-

politan. The idea was not to get caught and slammed into the Release Box by the opposing side.

"Steal the Cap" has doubtlessly faded to oblivion in these modern hatless days. A line about 150 feet long was chalked down the middle of Metropolitan. Half the chosen players operated on each side. Each put his cap on the curbstone. The idea was to cross the line, steal a cap from the opposite curb and return with it. If you were caught the cap had to be returned to the curb and the unlucky one was consigned to the "prisoner's box," an area drawn near the curbs. In order to get a prisoner released a team mate was required to steal a cap from the opposite curb and run with it through the "prisoner's box" crying "Release!!"

Young boys played these games, and young girls roller-skated in groups keeping pretty much to themselves. We roller-skated the same way, the boys herded together. Young teenagers joined hand in hand, boys and girls skating in couples. Such were those summer evenings on Metropolitan Street until about 10:30 or 11 o'clock. Mothers and fathers seated on front steps at that hour saw the white glitter of lights off the foot of Seymour Street.

"Mikey, get in the house."

"Joey, come home to bed."

"Chollie, there goes the Homer."

The HOMER SMITH was Manchester's summer curfew as she returned from her evening moonlight trip.

The same clarion call gravitated to the corner of Branchport and Metropolitan.

Lastly at Franklin Street.

Something like a big broom going along Metropolitan sweeping the kids off the streets.

Within fifteen minutes all of the juvenile sounds had ceased and Manchester was alone with only the Beaver Avenue street cars grinding along, a solitary switch engine huffing at Preeble, and off toward Pittsburgh a soft deep whistle as the HOMER SMITH glided to rest at her Monongahela wharf.

Gene and Claire Fitch attended the 77th annual regatta of the Oakmont (Pa.) Boat Club on the Allegheny River this past July 28th week-end. They arrived by invitation with the CLAIRE-E and were the focus of a great deal of TV and radio attention.

The annual Ohio River Sternwheel Festival, auspices of the American Sternwheel Association Inc., slated at Marietta for the week-end of Sept. 8th, is "full steam ahead" according to late word from Harry Robinson who advises that the display of fireworks will surpass the elaborate spectacles of recent years. This display, by the way, has been moved to Saturday evening Sept. 8th--not on Friday evening as in the past. The boat races are scheduled for Sunday afternoon, Sept. 9th.

RIVER ICE WAS THE TOPIC  
John Hartford Honored at O-K Meet  
By Jim Wallen

"Ice," presented in pictures and graphic verbal description, was the principal subject for the summer meeting of the Ohio-Kanawha Branch of S&D held Sunday, June 10 in the Mason County Library at Point Pleasant, West Va.

Capt. Charles H. Stone began his presentation with a slide of the Campbell Creek steamer JOHN DANA surrounded by ice in December of 1892, and followed this with a scene of Elk River at Charleston in January of 1879, with the towboats LIBERTY NO. 4 and LOOKOUT, and the packet TELEPHONE tied up awaiting better conditions. That ice proved to be too much for the LIBERTY NO. 4, but she was subsequently raised and returned to service as the GEORGE DANA, it is recorded in Way's Directory of Western Rivers Steam Towboats.

An interesting comment was that of Axtell Dudding. He was able to verify the date and location, having been told of the event by his grandfather, Capt. John B. Dudding who was master of the TELEPHONE at the time it and the other two steamboats were locked in the mouth of the Elk.

Other slides showed the towboats E. D. KENNA, JOE COOK and J. T. HATFIELD contending with ice and more recently, the heavy ice of early 1977 and '78 at the Gallipolis and Winfield Locks and at Paden Island, Old Town, Catlettsburg and Willow Island on the Ohio. Shown as they were engaged in breaking ice were the Valley Line's NAVIGATOR at the McAlpine Locks and the Union-Mechling Line's JASON on the Mississippi above Cairo.

The story of the CLAIRE BEATTY's long and losing fight against the Markland Dam ice gorge in January of 1978 was related by Capt. Stone with good pictures as illustrations. Other scenes at the same place in early February of that year were those of the unsuccessful helicopter attempt to lift some of the steel pipe constituting the cargo of a barge trapped in the ice.

Capt. Stone gave credit to the U. S. Army Corps of Engineers for the slides of other recent ice scenes on the Ohio and Mississippi and thanked Jerry Sutphin of the Huntington District for his work with the projector in displaying the slides.

Jerry Sutphin also spoke briefly outlining the river activities and interest of the nationally known entertainer John Hartford, after which Hartford was unanimously elected to honorary membership in the O-K Branch. A taped recording of some of Hartford's river songs was played at the opening of the meeting and also following the closing.

Both Capt. Stone and Jack Burdette commented on their interest in the development of a river museum as a part of the new Mason

County Library, expressing the hope that it would be ready to receive documents on river history for storage and display beginning late this year.

Mr. Burdette moved that present officers of the O-K Branch be re-elected for another term, and his motion was adopted by acclamation.

The meeting was opened with an invocation by Jim Bupp and was closed with introductions. There were long-continued exchanges of steamboat yarns after the meeting. Twenty-seven members and twelve guests attended.

In our Sept. '76 issue, page 3, is a photo taken by Leonard V. Huber in the City Cemetery, Natchez, Miss. showing a rather elaborate tall column mounted on a square base plainly marked T. P. LEATHERS. This monument identifies the Leathers plat which is encased by an ornamental iron fence and which is entered through a gate of consequence also marked T. P. Leathers.

This past June our Sandy Miller paid her respects to the famed Confederate die-hard skipper of the NATCHEZ (which raced the ROBT. E. LEE in 1870 and lost) and who lies beneath the sod as the result

of having been run down by a bicyclist near his New Orleans home at the age of 80.

Sandy reports the following:

"To the left of the monument is the grave of Julia A., his wife who died Sept. 26, 1861. To the right lies his brother William who died Feb. 15, 1852. Also here are three children of Capt. T.P. and Julia: Francis S., died July 5, 1869; Thomas P. (Jr.) died July 1, 1858, and Julia A., died Jan. 18, 1852."

Lingering in Sandy's mind as she documented these names and dates was a conversation she had been party to at S&D's '78 meeting. Bert Fenn at that time had said, in all seriousness, that Captain Leathers has two tombstones in the City Cemetery at Natchez.

Sandy decided to check.

"A local undertaker acquainted us of the location of another Leathers lot. It is encased also by an iron fence and entrance gate. Centered is a base stone, the top part missing, marked THOMAS PAUL LEATHERS, and on the opposite side May 24, 1816 - June 13, 1896. To the right lies his second wife, Charlotte C. C. Leathers, died Feb. 21, 1913. Several children of Charlotte and T.P. are also buried in this lot."



**G**ATE leading in to the second Leathers lot in the Natchez cemetery as pictured by Sandie Miller (see story above.) A grave stone inscribed with the name of Capt. T. P. Leathers and his vital statistics is located herein. In another lot, same cemetery, is a tall monument also inscribed T. P. Leathers, see issue Sept. '76, page 3. The family interments in these two lots do not include Capt. Bowling Leathers (son) nor Bowling's wife Blanche, both said to be buried at New Orleans although positive information is lacking. Bowling died c. 1919 and Blanche Douglass Leathers died at New Orleans, 79, January 25, 1940. Both held captain's license and both actually served in that capacity aboard Mississippi steamboats.

Sirs: The article entitled THINGS WE LEARNED WHILE LOOKING UP OTHER THINGS on page 44, last issue, was of great interest to me. I have been doing research on women who have been granted officer's licenses to operate steamboats.

First of all, the middle initial in Mary Miller's name should have been "M" as her full name was Mary Millicent Miller. She applied for her license in the latter part of 1883, although it was not granted until February 16, 1884. The New Orleans inspectors, Butler and Aplegate, unsure of the legality of issuing a master's license to a female, contacted the Secretary of the U. S. Treasury.

Back came a wire: HAS MRS. MILLER A HUSBAND LIVING?

Back went the answer: YES.

Several weeks later the New Orleans inspectors received authority from Washington, D. C. "that Mrs. Miller be granted her license if fitted to perform the duties required, in spite of sex." The Treasury Secretary went on to opine, nay deplore, the issue of the license to a lady on social grounds, as having a tendency to degrade the female accepting such license.

As for the steamer CHEROKEE, quoted in the article, I have been unable to find reference to her having worked on a steamboat of that name. Capt. Mary and her husband Capt. George (Old Natural) Miller owned several steamers all named SALINE.

In 1888 Capt. George built a sailboat at Portland, Ky. which he named SWAN. The Miller home in that city was on Bank Street, the permanent headquarters even though most of their boating was out of New Orleans.

As for the Millers spending their summers near Cloverport, Ky. this might have been possible. Capt. Mary's daughter Lula Ann married a Duckwell of the family who had a grocery (boat store, they called it) in Portland. They had several fruit orchards in the Cloverport area along the Ohio River. They shipped the pickings by steamboat to the Portland store and also to customers elsewhere.

Now for a few notes:

Callie French of showboat fame not only was granted a license but was proficient as manager and as an executive. So much fame came to Callie that Ida McNair, her long-time friend and business associate, received but scant public attention when she was granted a pilot's license in 1904.

Mollie Belle Johnston was reared near Leavenworth, Ind., as was her husband C. M., but spent their adult lives in Helena, Ark. She was licensed about 1902 and assisted her husband on the C. M. JOHNSTON, MOLLIE BELLE NO. 1, MOLLIE BELLE NO. 2, CITY OF HELENA and others. After their retirement from the rivers, they operated a lumber business in Helena.

Nettie Johnson and her husband I. S. operated their boats out of Memphis. Nettie is buried in Forrest Hill Cemetery in Memphis and has a pilotwheel on her grave

stone.

The Dippold sisters, Louise and Mary, of Sewickley, Pa., sat for their licenses in Pittsburgh. The notation in their father's log dated July 30, 1906 reads: "Lula and Mammie got their license as First Class Pilots."

The famous lady of the West Coast was Minnie Hill who owned the GOVERNOR NEWELL. She was licensed in 1886 for the Columbia River. Other West Coast ladies were Ida Babbage, Lee R. Jensen, Mathilda Buckey and Eliza Thorrold, some of them in the San Francisco Bay area.

Then there was Nannie Hull, wife of Capt. Cody Hull, who ran the motor packet C. R. HULL built at Vicksburg in 1904. The Hulls lived at Vicksburg and ran up Sunflower River.

Everyone is fascinated by the beautiful "Steamboat Houses" on Engia Street in New Orleans, built by Capt. M. P. Douillet, wife and son. She held a pilot license and helped her husband during his days on the river.

I have been assembling information about ladies of the rivers for the past several years, and have a list of over 60. I would love to hear from anyone who can assist me in any way, whether additional information about those mentioned here, or others.

Sandra Rae Miller,  
4223 Cutliff Drive,  
Louisville, Ky. 40218

Sirs: The paddlewheel design by Joseph C. Dobler, last issue, page 37, is interesting. The entry angle is so flat that such a wheel would produce excessive vibration and strain, especially at higher rpms. The angle of the buckets while immersed would tend to push the water down. What happens when this wheel is reversed? Talk about lifting water! The purpose of any paddlewheel (or other marine propulsion system) is to shove water astern with all possible velocity whereupon Newton's third law of motion takes over and the vessel goes 'tuther way.

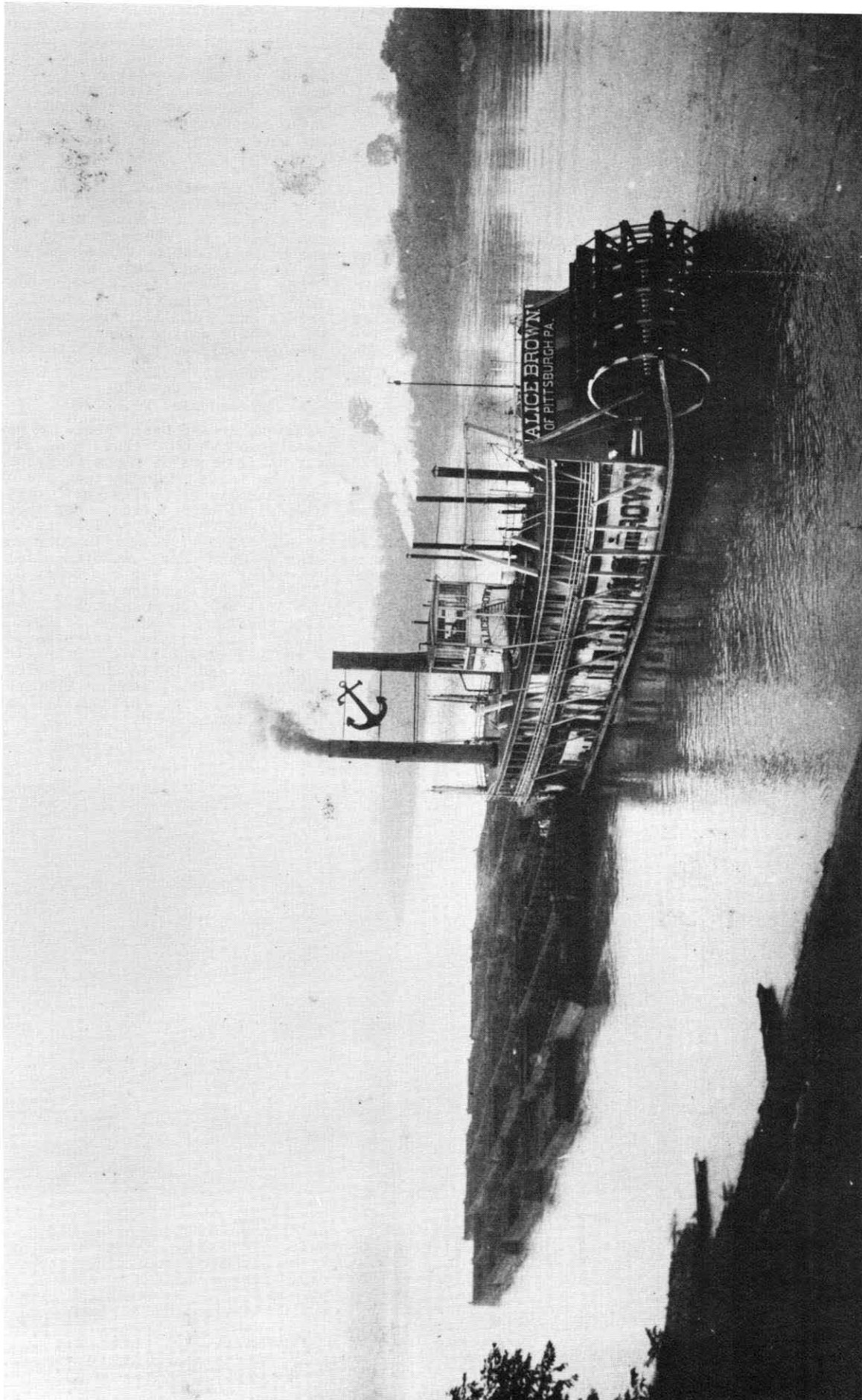
The disadvantages of Mr. Dobler's wheel outweigh the advantage gained of not lifting excessive water while coming ahead. I don't feel it would work satisfactorily.

John L. Fryant,  
6508 Dorset Drive,  
Alexandria, Va. 22310

=John L. Fryant has issued a new catalogue which lists and describes 10 sets of plans for model boat builders. These ten are of considerable diversity and cover historical range from the sidewheel BUCKEYE STATE of 1850 to the WILD GOOSE of 1926. In four instances John has wandered afield to offer plans of car ferry ST. IGNACE (1888), Hudson River's ARMENIA (1847), Caloosahatchee River sternwheeler THOMAS A. EDISON (1904) and Alaskan sternwheeler W. H. BANCROFT (1912). Other inclusions are DELTA QUEEN, VEGA, FAR WEST and U.S. gunboat CHOCTAW. The catalogue is priced \$1.50 at address above. -Ed.



THIS WAS TAKEN from the top of a grain elevator at New Orleans on May 7, 1930, showing SPRAGUE hitched to a tow of northbound grain barges. She picked up four other barges enroute up the river. This dramatizes a chapter in SPRAGUE's career hitherto unknown to this scribe. We yield the floor to Capt. Bill Tippitt or Jack Custer, and one or both may recognize the steam tug at lower right. We lifted the picture from an old issue of a slick-stock magazine called "National Waterways" issued monthly at Pittsburgh owned and edited by John W. Black.



**I**N OUR DEC. '72 issue, pages 27-42, we did an "in depth" article about the Brown Line towboats. Among the pictures shown was one of the ALICE BROWN (page 30 that issue) taken about one minute after the above scene was snapped. Fact is we were unaware, until maybe three weeks ago, that the above picture existed. Ralph DuPae turned it up during his exhaustive search of Thornton Barrette's photography culled largely from the collections of C. M. Dowling in Miami, and Capt. William S. Pollock, Beaver, Pa. She is upbound on the Ohio River with empty coal-

boats and barges. Apropos to the current "Log" we are running of the BOAZ it's easy to see how strong cross winds frequently blew the towboat and fleet ashore where they remained for hours, sometimes several days, until the gale shifted or abated. Consequently many pilots preferred "bunching up" the tow, maybe three long and 10 wide, rather than "stretching" the barges six long and 5 wide, so reducing the vulnerability to side wind. The picture above was taken at Sciotoville, O., Aug. 25, 1900.



THE STEAMBOAT adopted to tout Marietta as "The Riverboat Town" is the old packet TACOMA. The photograph was taken by the late Capt. Jesse P. Hughes who for many years was the boat's master and pilot for Greene Line Steamers operating out of Cincinnati. A smart tap on the wrist to Tourist & Convention's director Eleanor Tucker and cohorts for choosing a packet which never visited Marietta although, by way of solace to them, "The Riverboat Town" and environs had much to do with spawning the Greene Line, progenitor of modern-day Delta Queen Steamboat Company.



MARIETTA'S NEW DECAL -- Issued this past June by the Marietta Tourist & Convention Bureau. "The Riverboat Town" is more fact than slogan what with the Ohio River Museum, the W. P. SNYDER, JR., the VALLEY GEM, the BECKY THATCHER, the Hotel Lafayette with its new STERNWHEEL ROOM and riverboat decor in the lobby, hallways, Gun Room, conference rooms and in many of the guest rooms, the TELL CITY pilot-house, the spill-over in Campus Martius Museum, the Fischer collection of steamboat negatives in the College Library, the Marietta Boat Club with its docks and fleet, the Marietta College racing shells and crews and--yes--even the flatboat replica.

Sirs: That "Memphis Packet" story in the June issue is great! The artwork is superb, also. Where'd you dig that one up? It's not too often that one can read a steamboat story with such a happy ending.

John L. Fryant,  
6508 Dorset Drive,  
Alexandria, Va. 22310

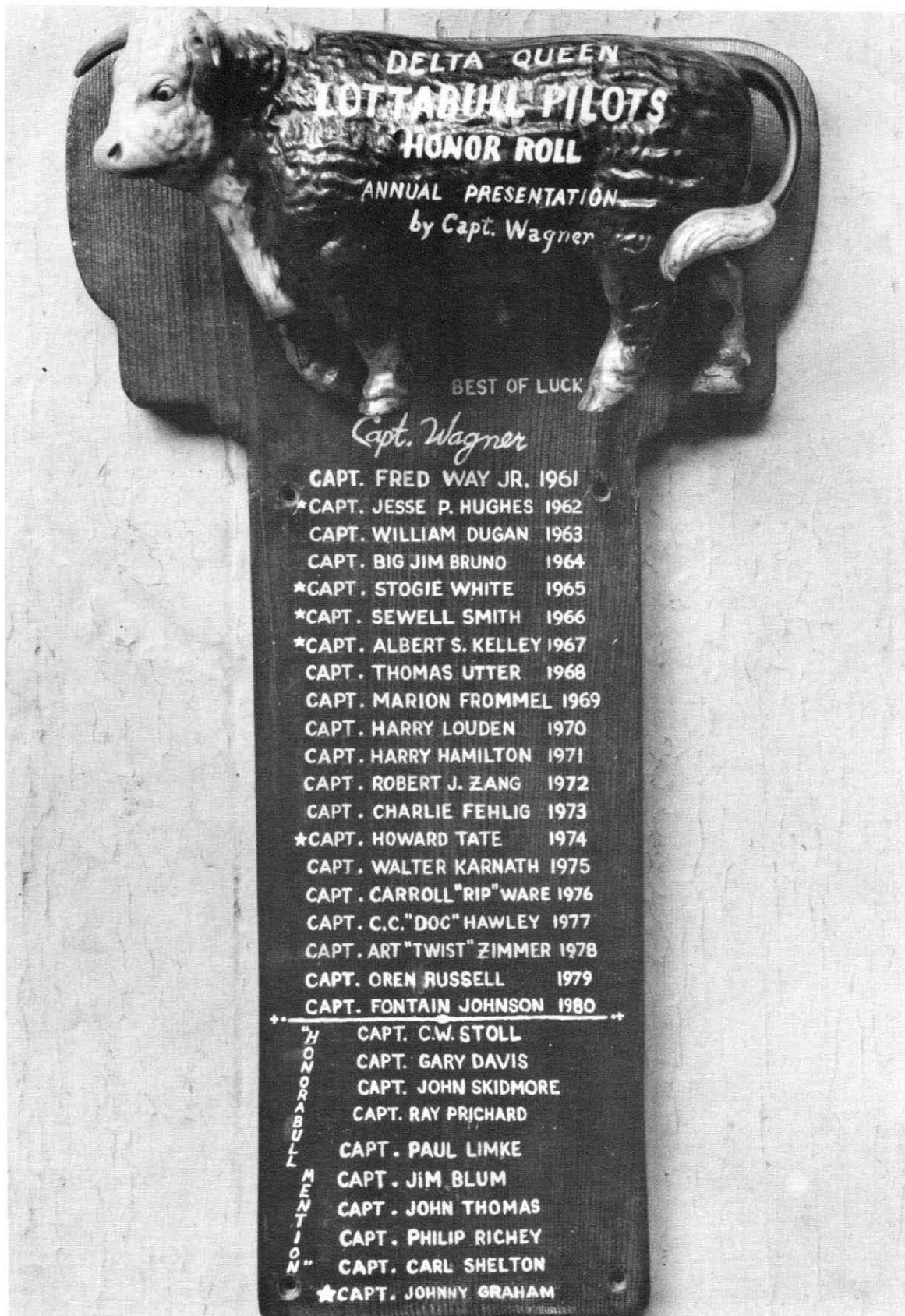
"Memphis Packet" first appeared at least four-score years ago in a national monthly and first was discovered by Ye Ed in 1916 while perusing in a library. We failed at the time to make mental note, let alone a written one, of the publication's name and date. But we never did forget the impact of the tale and its illustrations. Along in May this year an old river scrapbook kept by Louise Wood-

bridge Dippold was loaned to us, and would you believe---there, attached to the back page--was our long-lost "Memphis Packet." Miss Dippold, bless her heart, was also careless---she had not noted the name of the magazine, nor its date, and the last page of text was missing. We reconstructed the happy ending from memory and ran the whole works in the June issue. -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.

The Sternwheelers held a dinner meeting in the Riverview Room, Hotel Lafayette, Marietta, this past July 14th. Harry Robinson presided. Jerry Sutphin showed and described an old-time movie (1928-1935) featuring many, many steamboats of that era along the Ohio. About seventy attended and the most noteworthy absence was that of Jan Dicarolo who had suffered a painful injury to one hand and was confined at home in Steubenville. Two sternwheel boats were at the wharf, the CLAIRE-E and BAYER ISLAND.



CAPT. ERNIE WAGNER's Honor Roll these many years has been displayed in the pilothouse of the DELTA QUEEN, a roster of stargazers who have stood watches under his command adept at shooting the breeze. Upon his recent retirement Ernie's wish was that the unique plaque with its lifelike plaster-painted bull be permanently displayed in S&D's collection at Marietta, and so it shall be. Those marked with a star passed to their reward while Capt. Ernie commanded. We are indebted to Allen Hess for the photograph.

For the first time since S&D's River Museum opened in 1941 a considerable portion of the exhibits have been loaned to add luster to a River Show in another location.

The Fort Pitt Museum, at the Point in Pittsburgh, opened its "Traffic On the Rivers" this Aug. 10th past and will continue the showing until November 1st.

Robert J. (Bob) Trombetta, director of Fort Pitt, applied to S&D for the loan of material, whereupon C. W. Stoll and your president visited the Point Park based facility, gathered up Bob Trombetta and his wife, and took them boat-riding aboard the DELTA QUEEN from Pittsburgh to Sewickley, agreeing on tentative arrangements.

Following this June 5th excursion, Bob visited John B. Briley, manager of the Ohio Historical Society's properties at Marietta, and firmed up the details. On July 13th Bob Trombetta and his assistant John Connelly picked up S&D's material in a large U-Haul and made the transfer.

Presently exhibited at the Fort Pitt Museum are the following S&D treasures:

Oil painting of the HOMER SMITH by Rome Childers.

Oil painting of the BETSY ANN by Dean Cornwell.

Three original oils by Capt. Jesse P. Hughes.

Oil painting of the ECLIPSE by F. Way, Jr.

Oil painting of the J. T. HATFIELD by Rome Childers.

Oil painting of the TRANSPORTER by William E. Reed.

Model of the QUEEN CITY by F. Way, Jr.

Model of the towboat TORNADO by Tom Sutton.

Model of the diesel towboat SOUTHERN by Capt. Jimmy Grimm.

Pilothouse nameboard from the QUEEN CITY.

Three seim-circular signboards from forecastle of QUEEN CITY.

Pilothouse nameboard from towboat J. L. PERRY.

Nameboard from GORDON C. GREENE.

Nameboard from GENERAL PERSHING.

Nameboard from U.S. LOOKOUT.

Nameboard from DELTA QUEEN.

Cabin nameboard from COURIER.

Cabin nameboard from W. N. CHANCELLOR.

Brass pilothouse indicator.

Advertisement for Pittsburgh-Cincinnati packets 1878-1879.

Caulking mallet and iron.

Torch basket.

Photograph of Capt. Jesse P. Hughes.

Life ring from KATIE LYONS.

Watercolor of the Point, Pittsburgh, by Wormsley.

Oil painting of DELTA QUEEN by Mary Teague.

Oil painting of the J. M. WHITE by Pennoyer.

In addition to these items, Bob Trombetta has assembled a trove of other artifacts and pictures collected in the Monongahela valley and elsewhere.

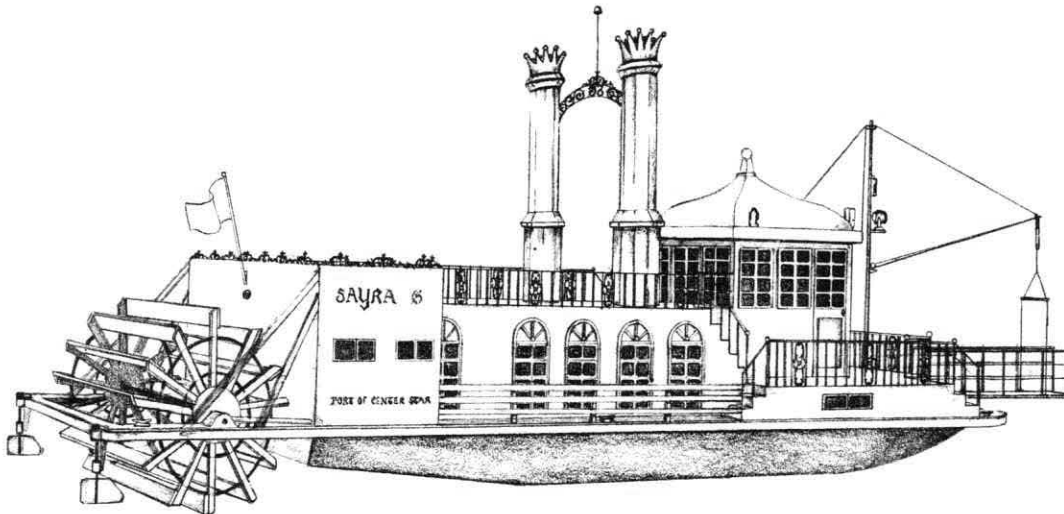
The insurance in effect while S&D's possessions are on loan to the Pennsylvania Historical and Museum Commission, operators of Fort Pitt Museum, is \$29,150.00.

Sirs: Roddy Hammett may not have told you, when writing about the Southern Crescent (last issue, page 5) that the Southern had a series of passenger cars named for rivers, twenty-two in all. They were:

Alapaha River  
Dan River  
Encoree River  
Flint River  
Ocmulgee River  
Pacolet River  
Rapidan River  
Rivanna River  
Saluda River  
Seneca River  
Shenandoah River  
Rappahannock River  
St. John River  
Tiger River  
Tulago River  
Tye River  
Yadkin River  
Warrior River  
Emory River  
French Broad River  
Coosa River  
Holston River

I think Southern crosses all of these rivers, but am not sure just where they all are. All cars were built with ten roomettes and six double bedrooms by Pullman-Standard which lately has discontinued the building of passenger cars and now builds freight cars only. On this anniversary of Moonwalk (July 20th) James McDivitt, astronaut of Gemini 4 and Apollo 9 (neither of which was moon-shot) is president of Pullman-Standard.

Tom Way,  
P.O. Box 378,  
Ashton, Ill. 61006



UNDER CONSTRUCTION along the Tennessee River above Florence is the SAYRA G, taking shape at the location of old Lock 5, Muscle Shoals Canal. Her builder is Greg Thacker, Route 4, Box 453, Killen, Ala. 35645. The steel hull is 53 x 14 and her sternwheel measures 9'8" by 11'4" with 14 buckets, powered by an 80 hp. Ford diesel. Cabin accommodations will sleep eight, with two heads and shower. Air conditioning and heating is handled by a 3-ton Carrier. The pilothouse is 8 x 8 with hydraulic steering. The landing stage is 3 x 15. She will likely be afloat as this is read--target date for launching was in August.

**F**OR THE FIRST (and probably the last) time the towboat SPRAGUE of story-book career, sank. Not all at once---it took her some five hours to settle to the bottom of the Yazoo River at Vicksburg this past July 5th.

She had been afloat less than four months, prior to that time having been "resuscitating" on dry land, stretched flat in a field, high-and-dry, until a rise lifted her back into her element this past March.

The actual date of SPRAGUE's decease was April 15, 1974 when she burned at Vicksburg that night in a spectacular fire. Since then, for almost five years, the charred and rusted remains have been in charge of a committee of undertakers, unembalmed, a scene which grew more grotesque as she decayed in full public view as funds were sought for reincarnation.

The dry land morgue 1974-1979 proved a rather safe repository (see Alan Hess's dramatic picture in our Dec. '77 issue, pages 24-25 when he viewed the remains) and the real trouble started when she again was floated.

Jack E. Custer, Nashville, gave us a phone call from his home within hours after the catastrophe (if the final groans of something already dead can rightly be classified as a catastrophe) and of course Jack was in state of shock, moreso having seen the hulk barely three days prior, stopping by en-route New Orleans to Nashville.

The Mississippi, and hence also the Yazoo, had been falling. The SPRAGUE's bow caught on shore. A towboat took a pull and released her. The strain of the grounding, so matters turned out, had cracked the hull approximately 185 feet back from the bow, forward of the engineroom. As she settled she angled out from shore, the bow on the bank and the stern in fairly deep water.

Anxiety developed that she might slide further into deeper water and block the channel. Several days after the sinking heavy cables were attached to secure her to the bank.

This is how matters stand as we go to press. If the hulk is to be abandoned, as seems likely, and declared a menace to traffic, it will be torn up on the spot. The sole remaining value, from a historical standpoint, are the enormous compound steam engines now under water, the largest ever constructed for a Western steamboat. A move already is under way to arrange for their preservation.

The complete file of S&D REFLECTOR offered in our last issue, page 5, was awarded to Mrs. Ruth Wyckoff Hunt after bids were opened June 30th.

Mrs. Hunt, who resides in Memphis, is grand-daughter of the late Capt. John C. Wyckoff who was associated with the construction and operation of the IDLEWILD (now BELLE OF LOUISVILLE.) Ruth has provided for us an account of her grandfather's river career he



SUNKEN SPRAGUE

-Photo by Peggy Rector  
for Vicksburg "Evening Post."

wrote himself shortly before his death on Wednesday, July 6, 1938.

"My first position in Memphis was on a wharfboat as collector for various steamboats. After the yellow fever epidemic of 1878 I was employed by Capt. Ed C. Postal as the second or mud clerk on the packet HARD CASH then running in the Memphis and White River trade, making weekly trips as far as Jacksonport. I remained on the HARD CASH until 1881, the year Miss Evie Connell and I married.

"I then resigned as second clerk on the HARD CASH to accept a similar position on the packet JOSIE HARRY, with Capt. Milt R. Harry. This boat also was operating on White River. After resigning from the JOSIE HARRY in 1882, I was employed on several boats, among them the KATE ADAMS (first), JAMES LEE (first), COAHOMA, DEAN ADAMS, GAYOSO and RUTH, all locals.

"I then accepted a position on the ferryboat C. B. BRYAN then operating between Memphis and West Memphis, where I remained until the Kansas City bridge over the Mississippi River was completed in 1892.

"I then resigned my position on the BRYAN to accept a position in the office of the U.S. Collector of Customs, Memphis, as inspector, weigher and gauger, where I remained for seven years and then accepted a position on the steamer CHARLES H. ORGAN, owned and operated by the West Memphis Packet Co. as a ferry between Memphis and Mound City, Ark.

"Our business had increased so much that in 1914 our company decided to build a larger boat and awarded the contract to James Rees

& Sons, Pittsburgh. This boat was named IDLEWILD and was a combination ferry and excursion boat. In 1927 our company decided to liquidate and sold the IDLEWILD in August of that year.

"During my connection with the West Memphis Packet Co. I was general manager, treasurer and captain. After liquidation I retired from business Sept. 1, 1927."

Captain Wyckoff was 83 when he passed on. He was survived by two sons and a daughter. One of the sons followed the river, Capt. J. Benton Wyckoff, associated with the CHARLES H. ORGAN, and at 30 he joined the U.S. Steamboat Inspection Service and during WW2 was ranked Lieut. Comdr. in the U.S. Coast Guard. He and his brother Lawrence H. Wyckoff (father of Mrs. Ruth Hunt) are both deceased. The daughter Evie, Mrs. C. E. Theobald, resides today at Parkview Manor, Memphis.

Mrs. Hunt says "I have one brother, John C. Wyckoff II, in California----four children, three girls and son John Coulter Wyckoff III. My daughter is Ruth Hunt Cassandras, and my son is Robert A. Hunt, Jr., with the U.S. Air Force in Germany. He has a five-year-old daughter, so you see we are raising future members for S&D."

Gene Lister runs excursions with his CAMDEN QUEEN out of Camden Park, Huntington, West Va. He comes down through the lower part of Twelve Pole Creek to do this, navigable since the completion of Greenup Locks and Dam, Ohio River.



## TWO'S COMPANY

John W. (Jack) Garden, 36 Pontiac Road, Pittsburgh 15241 and I had been promising ourselves a ride "down the river" for the last couple of years and finally got around to doing it. We left U.S. 70 at Bridgeport and headed down the river for Marietta. You'd think that after all these years up-and-down over Route 7 I would have seen everything there is to see, but that idea got blasted when Jack wheeled a left into a lane leading over the bottoms just below the old brick Witten homestead that sits along the river bank above Fly. O. He showed me the Witten cemetery with proprietary interest inasmuch as some of his Garden family lie buried there amongst the Wittens and Biddles and others. It's a well tended little plot and we did it once over lightly, full of surprises, the stones of the Witten pilots, one of whom stood watches on the record Cincinnati-Pittsburgh run of the side-wheel BUCKEYE STATE in 1850, and there was Boulden Biddle whose diary we once ran in the REFLECTOR. Jerry is the only Witten we knew personally, now in the plot with his antecedents, and he was the person who loaned us the daguerreotype of the side-wheel MESSENGER NO. 2 at the behest of Walter McCoy some years back.

So on to Marietta and lunch in the Gun Room with Mrs. Clare Carpenter who happened to pop in, a visit to Richardson Printing to pick up some photographs for Ralph DuPae, and thence to the TELL CITY pilothouse to unload a carton of carpenter's tools into the storage space beneath. Bill Reynolds had the W. P. SNYDER, JR. about ready for her spring debut and showed us the recently renovated pilothouse sills and sash, and work of rebuilding the paddlewheel was about half-way along. This requires rolling the wheel occasionally to facilitate the work, which went a lot easier than first thought.

Jack Garden spent some time with the thought of coupling the wheel with an electric motor, like was done on the SPRAGUE at Pittsburgh, turning it slowly for the edification of visitors, actuating the engines, levers, cams, at al. in the process. Yes, he said, it is feasible, and high on the initial priority is to figure how much hp. is needed and how the electric bill is going to react. He determined to come up with answers.

Moored alongside the SNYDER was the VALLEY GEM with crew aboard, Jim Sands and son Jim, the season already started. Last we saw of this pair they were lighting out for New Orleans in a small yacht--last fall that was--and they say they were royally treated everywhere they landed and Jim Sr. was dubbed "Duke of Paducah" when at that place. The Duke says the Mississippi River has a lot more water in it than he thought. They

towed the boat home on a trailer.

So next evening precisely at six Jack and I hauled up Rock Hill at Louisville, via Charleston, W. Va. and Lexington, four-lane all the way, exactly at the wrong time for guests to arrive without prior notice to the hostess. "We'll be going out for supper," said Lucy Stoll and, usual for this Mockingbird Road retreat, people started poking their noses out of doors and windows with dog Flossie in and out, and cat Kerosene out and in, and the latest addition sort of like a Collie that a piano might have fallen on, named Lady, engaged in much tail wagging. Judith was there, and Chuck and Catherine Remley, and Homer and Grace Hawley, and Michelle Kingsley, and Ralph DuPae. All this day we had been enjoying West Virginia and Kentucky in early spring, certainly a banner year for dogwood and redbud, where small cedars dot hillsides (we started noticing them near Parkersburg), the land of limestone (since Portsmouth) and greener grass. "You have been named a judge, kind sir, in tomorrow's race," C.W. informed us, "which means you may be accompanied by an aide-de-camp, the two of you to ride the BELLE in the morning and the DQ during the race."

"Jack and I had thought some of hiring a rowboat, if we could take Michelle along."

"Michelle is riding the press boat."

Most of the aforementioned crew supped and dined that eve at the Kingfish--not the pseudo boat by the Galt House--the club up River Road. Thunder rumbled vaguely during the night.

Today is Race Day, Wednesday, May 2, 1979. Lucy Stoll has read aloud a message just in from Bert Fenn giving the time the DELTA QUEEN passed Tell City upbound from New Orleans. C.W. did a rapid mental calculation and predicted her arrival at Louisville about 11 o'clock this morning. Catherine Remley, Michelle and I rode steerage from Rock Hill to the Public Landing sprawled on the aft cargo deck of CW's wagon, and survived. Capt. Charles J. Larkin welcomed us aboard the BELLE OF LOUISVILLE. Fifteen minutes later lines were in and we were upbound for Cox Park. Johnston's Party Boat CHAPERON, towed by the F. H. JOHNSTON was moored at the Louisville wharf, scheduled to take aboard race-watchers at \$25 a head later in the day. Tickets were being sold at downtown Founder's Square.

At Cox Park we gobbled up a population of 'teen agers, comprising some 28 bands bused in for a Derby Day parade, and took them for a river outing. Also boarding, and mingled amongst these bare-legged and T-shirted Young Hopefuls, were several dozen select S&D members. These, added to a flock already on board, made for quite a lot of fun.

Pilot Walter H. Blice took us down to see the DELTA QUEEN, just in from New Orleans, and then we

wandered to the B/L's engineroom to discover David R. Crecelius in a nice comfortable chair next the throttle, and met Wayne Larry Moore, the chief, who waved us into a chair alongside of Dave. So Dave and I sat there just listening to those Rees engines calumncalumphing as they have been on the IDLEWILD-AVALON-B/L since 1914 and on some other steamboat, or steamboats, before that time (nobody has pinned down their origin or date of manufacture) and Dave, now 83, still in harness, got to ticking off various packets he had engineered--QUEEN CITY, JOHN W. HUBBARD, KENTUCKY, ALABAMA--and the watches he'd stood with Skyjack Turner and Sard Kinnaird, to name two. We were seated looking forward through the deckroom at the Vanduzens atop the three Western style boilers, and the familiar gauge cocks, and the overhead engineroom bells. Next we knew Lee Moore was answering indicator signals and the B/L was back at Cox Park.

And the race is not yet; all preamble so far. There were two or three hours to kill before Race Time. Neil Whitehead suggested we pile in his car, so off to Neil's place up River Road to see a picture (if I'm vague about the picture it's because when we got there the electricity had gone off on some unannounced excursion of its own and all was darkness on the Delaware) so we all landed at Rock Hill to refurbish and refresh.

Jack Garden was waving from the rail of the DQ when I got there (leave it to Jack to talk for himself) and cruise director Terry Severn, who hails from Cambridge, O., escorted us to the forward deck where a ceremony of some consequence had brought together many of the DQ's crew. A box of long stemmed red roses was presented to Betty Blake, a token of high regard, which she accepted amid the snapping of pictures, followed by champagne. Her celebrated father, who had suffered a light stroke this past January, witnessed the proceedings from his wheelchair.

During the course of the race a buffet dinner was served in the after cabin lounge. The new carpeting and furnishings installed early this spring in the DQ's public areas were selected with care and taste. Her original charm has been enhanced, if anything, dignified elegance at its best.

Being a judge of this race, and feeling a certain responsibility, we ascended to the pilothouse better to view the finish. On watch was Lexie Palmore, the young lady of Tyler, Texas who recently has extended her Coast Guard license to cover the Mississippi and Ohio from New Orleans to Cincinnati. She turned toward us briefly to exclaim a cheery "Hello there!" and if we did any judging that day it was to assess Lexie as attractive in her dark blue uniform dress and putting on a competent show. She handled every lick of the race from start to finish, and wheeled the DQ around at the turn-

ing point without so much as sending one signal to the engineroom-- and the bow thruster out of whack at that. NB: Trip pilots on the DQ now are receiving \$141 a day, and this intelligence was not gleaned from Lexie.

The B/L won the race by a considerable lead gained during the last half of the downbound lap from Six Mile Island to the George Rogers Clark bridge. Her builder, the late Thomas M. Rees, foresaw the outcome as early as August 5, 1920 when he wrote to George Dunbar: "The little boat on the Mississippi River, the IDLEWILD, will go half-loaded up the Mississippi 9 to 10 miles an hour when she has plenty of water under her and I doubt if there is any boat on the rivers can beat that."

At the judges' stand Capt. Joseph Theodore Davison handed over the gilded antlers to Capt. Charles J. Larkin with due pomp at a ceremony presided over by Clyde Glass. Betty Blake, her days numbered as president of Delta Queen Steamboat Company, delivered an eloquent tribute to Capt. Ernie Wagner seriously ill, and ended up with a "farewell address" which brought cheers from the multitude, and which prompted a gallant reply from Robert Mosier, the recently appointed executive v.p. and general manager of Coca-Cola's steamboat interests. Bob Mosier, who hails from Arizona, had been with the boats hardly 30 days, and was learning fast.

The celebrated "After the Race" party at the Stoll's Rock Hill mansion started innocently enough, when you look back, about nine years ago, with maybe 35 present. Like Jack's beanstalk it has burgeoned profusely into a major annual festivity. This evening Lucy Stoll was hostess to from 160 to 175 persons, some of whom had not attended the steamboat race at all and were in town expressly for the Rock Hill party. Capt. Roddy Hammett telephoned from New Orleans to inquire which steamboat was the winner and before he hung up he had talked with most of the guests and his call had stretched to a full hour, maybe longer.

Focus of attention were Bert and Mary Fenn up from Tell City, Bert's first foray since his spill on ice at home this past winter. Both look fine, although Bert is still on three legs. C.W.'s daughter Christina and her husband Mike were there, and C.W.'s sister Martha. Catherine and Chuck Remley passed liquid refreshments assisted by Michelle Kingsley and others. Greg Menke and C.W. furnished most of the music on the two grands in the music room. There seemed to be a continual shuttle going on between the DQ and Rock Hill, Ann Zeiger, Keith Norrington, Dellie Robertson, Vic Tooker and more. By no design other than happenstance Ethel and Larry Walker, Dorothy Frye, Betty Blake and y.t. huddled for an off-the-cuff session unique in its precise timing at the moment of necessity.

Next day Jack Garden and I drove to Huntington, threatening thunderheads to the south-west, and we hauled in at the Downtown Holiday Inn to find Bill Barr standing there. Bill is an executive with Amherst's rail-to-river coal transfer with offices on board the old EDWARD'S MOONLIGHT formerly at Charleston. Bill hosted us to supper and gave us a quick tour of modern Huntington, then dropped us off for a visit with Jerry and Lenore Sutphin at their 204 Chestnut Street home. This was our first visit and we must be pardoned for a few exclamations. They have focused much attention on a downstairs living quarters containing what may be called a family room and Jerry's office where Jerry has his books, photographs and papers organized, a place for everything and everything in its place. How they ever tear themselves away from this mecca to go to work at the U.S. Engineer offices is more than one can fathom.

Next morning Jack and I crossed the Ohio to meander up 7 to Marietta, always an interesting ride, and at Campus Martius John Briley gave us a slide show, the graphic story of taking the EARLY AMERICAN SUBMARINE out of the Muskingum and to her present location at the Ohio River Museum. Difficulties beset every foot of the way, overcome or circumvented by much on-the-spot ingenuity. We called on Steve and Della Hoag, just home from a wedding, both looking fine.

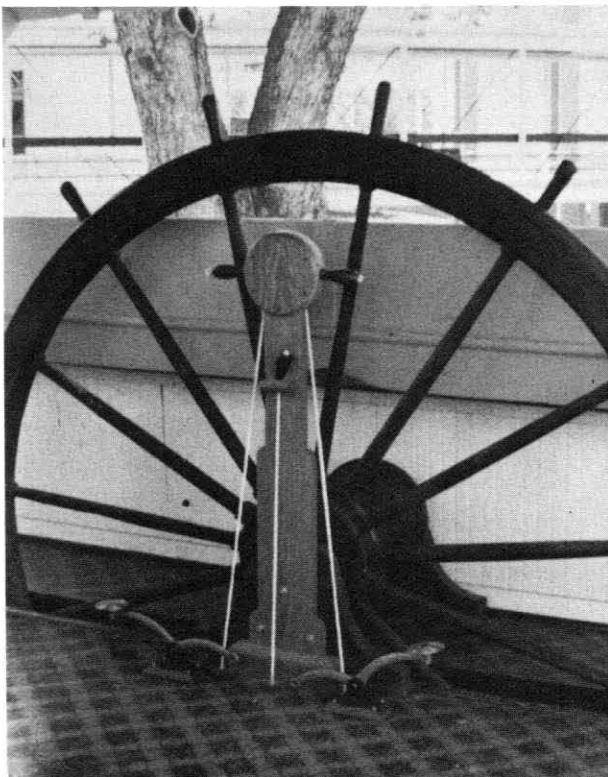
The sun shone warmly Saturday morning, May 5th and we proceeded to the TELL CITY pilothouse determined to spend the entire day, if necessary, to properly place two new whistle treadles and an old-time electric knife switch (double

throw) furnished by George Schotten. Never once have we gone to that pilothouse with work to do, without running head-on into willing helpers. This time Lawrence Peters showed up, down from Coal Run, and then Gene Fitch. By 1:30 we had everything in place, and the stove apron painted to boot. Every moment of the time we had expected George and Muriel Schotten to show up from Hubbard, O. but they never did, for the sad reason, we later learned, that Muriel was flat in bed at home.

Meanwhile the Sternwheelers were gathering at the Lafayette for a dinner meeting, all arriving by land and none by river. Some sixty of them occupied the Riverview Room, a remarkable turnout, to present an honorary membership to Capt. Ray Brookbank whose 90th birthday falls this coming November. Chuck Remley entertained with movies taken when the W. P. SNYDER, JR. was moved out of the Muskingum for hull repairs at Point Pleasant ten years ago. If this sounds prosaic you haven't seen the movies nor heard Chuck declaim on the details. Newly elected president Harry Robinson presided and Jan DiCarlo looked after the arrangements.

Going home Sunday we lunched at the Riverview, Fly, O. and noted the absence of ferry service to Sistersville. Dib Harmon, Sardis, threw in the sponge but then merchants of Sistersville raised some cash and brought in Dorcel McCoy, who gave it up recently. S&D member Roy Thistle who has lived in Sistersville all his life says a bridge is the solution.

And so home to Lady Grace and Wrecks and our typewriter.



Two whistle treadles made by George Schotten were placed in the TELL CITY pilothouse May 5th last. -Photo by Jack Garden.



These six pictures were taken by Catherine Remley at the Louisville, Ky. levee following the DQ-B/L race on May 2, 1979. Chuck Remley (left) shakes hands with Harry Louden. Capt. Larkin in center.



Presentation of framed picture of B/L to Betty Blake (right) by Clyde Glass (left) and Capt. Larkin (second from left) witnessed by Robert Mosier, executive v.p. of Coca-Cola Bottling of N.Y.



Chuck Remley aboard the BELLE OF LOUISVILLE contemplating. Somebody had just asked Chuck if he considered the Early American Submarine a worthy replica of an Ohio River flatboat.



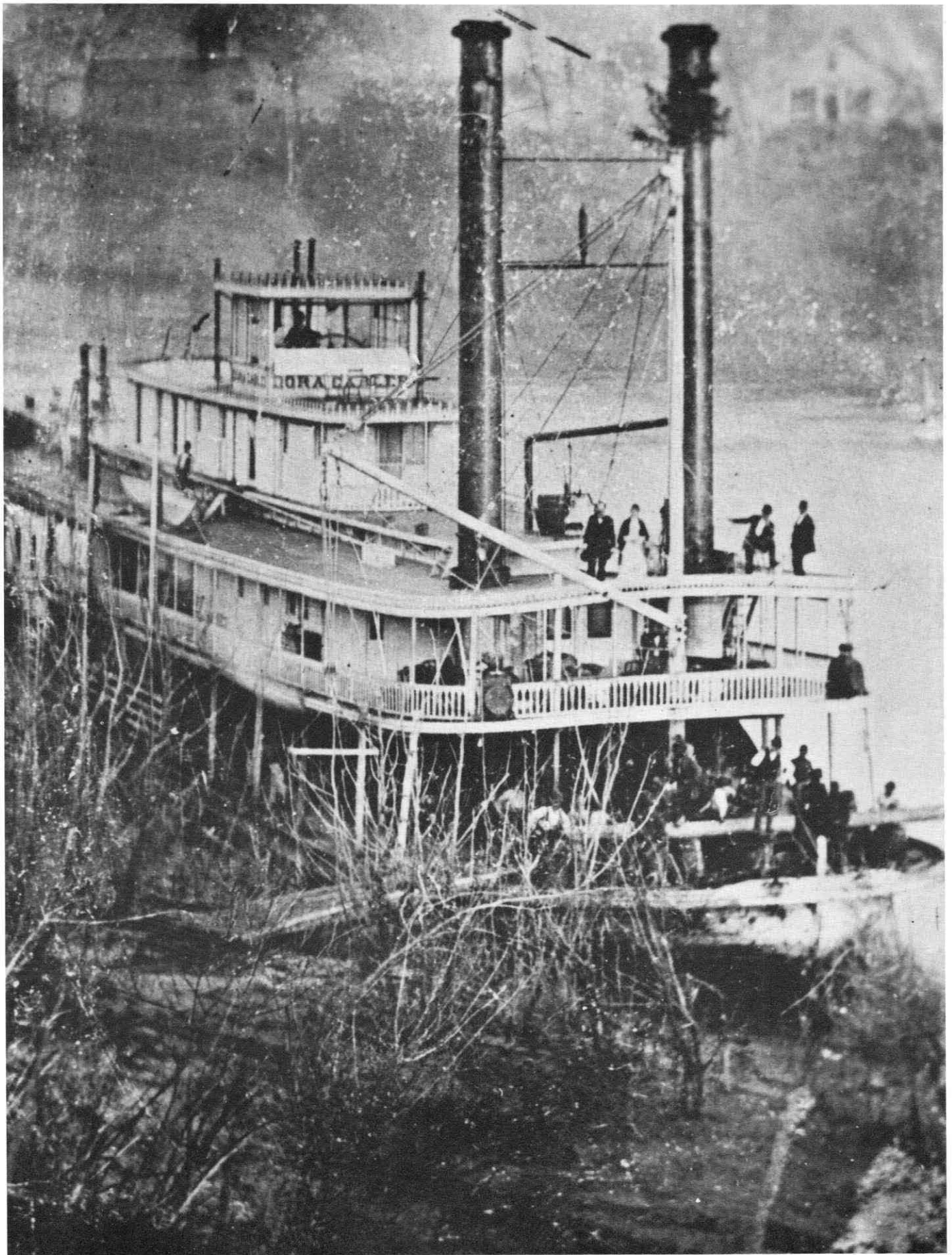
Alice (Mom) Tooker (left) with tambourine as her son Vic (center) talks with the band. Mom was wearing a becoming print dress. The band was dyked out in pink shirts, suspenders, black trousers.



C. W. Stoll (center) obviously is the target for the picture although the surrounding scenery has its attractions too. The coroneted girl? We haven't the foggiest. Nor the officer either.



From the left: Ralph DuPae, Ve Ed and Jack Garden exposed to Kentucky sunshine after enduring the third-in-a-row "worst winter" in northerly climes. See page 41 for story of the occasion.



## DORA CABLER

(Picture on the opposite page)

Ralph DuPae, delver for pictures of old steamboats, located this one of the DORA CABLER in the Tulane University collection, New Orleans. No information went with it. Obviously it was taken at a bank landing in a rather narrow river, and inasmuch as she was built at Cincinnati in 1877 for Cumberland River it's not hard to imagine her nestled in the willows at Butler's Landing or at Celina while a tin-type artist sticks his tripod in the mud and gets this obviously posed shot.

What we're looking at here is a fair representation of an old Muskingum River packet named JULIA NO. 2 (and we can just see Clyde K. Swift perking up his ears) which gravitated to the upper Cumberland in the early spring of 1877. Capt. James W. Lovell ran her there in opposition to the Ryman Line steamboats (then composed of the E. G. STAHMAN, J. S. BRANSFORD and BOLIVIA H. COOKE) and cut quite a swath, so much so that he was persuaded to return her to Cincinnati that summer and slide a new hull under her, and a coat of paint, and a new name, and so produced the DORA CABLER. Soon she was up the Cumberland playing a calliope (inherited also from the JULIA NO. 2) and--quote--was "attracting much attention."

Evidently there were some Salt Talks or similar Summit Level negotiations, and DORA was entered in the Evansville-Louisville trade leaving Evansville every Tuesday at 10 a.m. and Cannelton every Saturday at 6 p.m. --Our thanks to Tulane and to University of Wisconsin's Murphy Library at La Crosse.

Can you find a calliope in the picture? We can't.

Sirs: I really enjoyed the picture of the EDNA (Dec. '78 issue, page 47) as I worked on her when the River Sand Co., Steubenville, O., bought her to replace the ALBERT T. NO. 2. There was lots of towing work as the company had the contract to supply all of the sand and gravel for Weirton Steel's flood wall at the lower end of Steubenville.

One time she lost her drive chain in the river at Follansbee. We brought the ALBERT T. NO. 2 to the scene and located it with grappling hooks. We ran a cable around a tree and by backing the ALBERT across the river pulled and winched the drive chain out on shore. One other time pilot Arthur Willis and I had two sand barges in tow with the EDNA at Half Moon Bend and broke a chain link. Fortunately the chain did not go overboard. The towboat was helpless, of course, and we had open river, and drifted down under all of the bridges to Follansbee where the BENWOOD caught us and towed us back to Steubenville.

During high water in 1939 our dredge ADMIRAL was digging below the Wabash Railroad bridge at

Cross Creek when the towboat CHICKIE downbound with 11 loads hit the Fort Steuben bridge and scattered her tow. The COSTANZO tied off several of these to a tree. During the night they got loose and hit the ADMIRAL, breaking her digging buckets. Worse the more of it, the ADMIRAL's night watchman had braced himself for the collision by grabbing a spud well and lost a couple of fingers. Quite a lawsuit resulted.

Bud Daily and I went to the scene just after the EDNA burned at Glenwillard, Pa. on Monday, May 13, 1963. She was on her way to Pittsburgh after a derrick boat. He owned her at the time.

William E. Brandt,  
637 N. 6th St.,  
Steubenville, O. 43952

That Great Steamboat Race run in May by the MQ and DQ, New Orleans to Cincinnati--

How did it turn out, anyhow? We sort of figured that somebody in those 1,371.5 miles would have seen them belching smoke, or that some editor of a weekly would have made a social item of it.

Ann Zeiger was riding the DQ and dropped us a post card dated May 26, probably from Memphis. "The ol' DQ is doing fine--so far we are ahead on points and we won an exciting race into Memphis yesterday," she said.

More later, as other bulletins arrive.

The June '79 issue of "Echoes," publication of the Ohio Historical Society, runs a picture of the suspension bridge over the Muskingum at Dresden built 1914 "on the site of an earlier bridge which had been the oldest suspension bridge west of the Alleghenies."

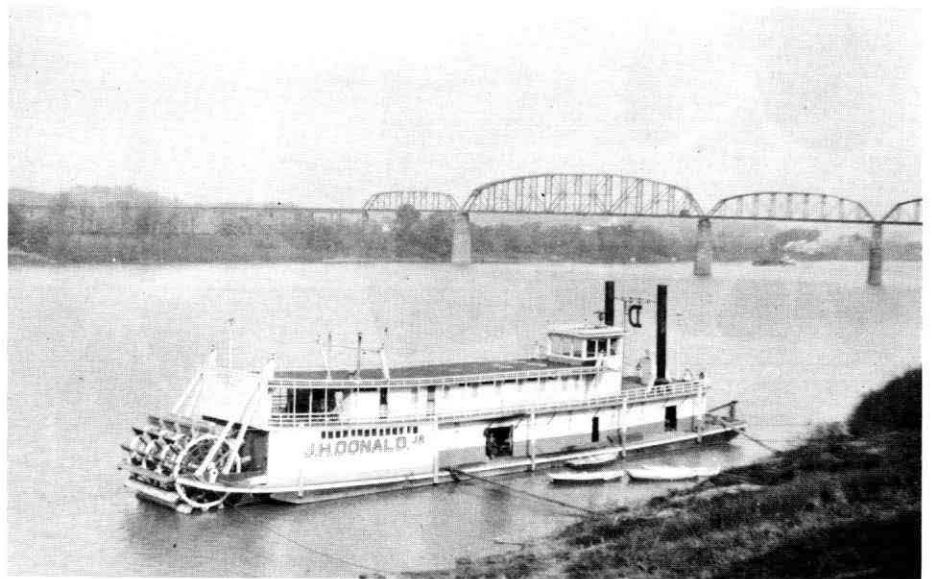
That's a claim we've never heard of. Tell us more.

Sirs: Re. Rono, Ind., page 37 in June '79 issue, let's get it right --you're talking about my home country. That river town never had a town plat but an early settlement was called Dodson's Landing.

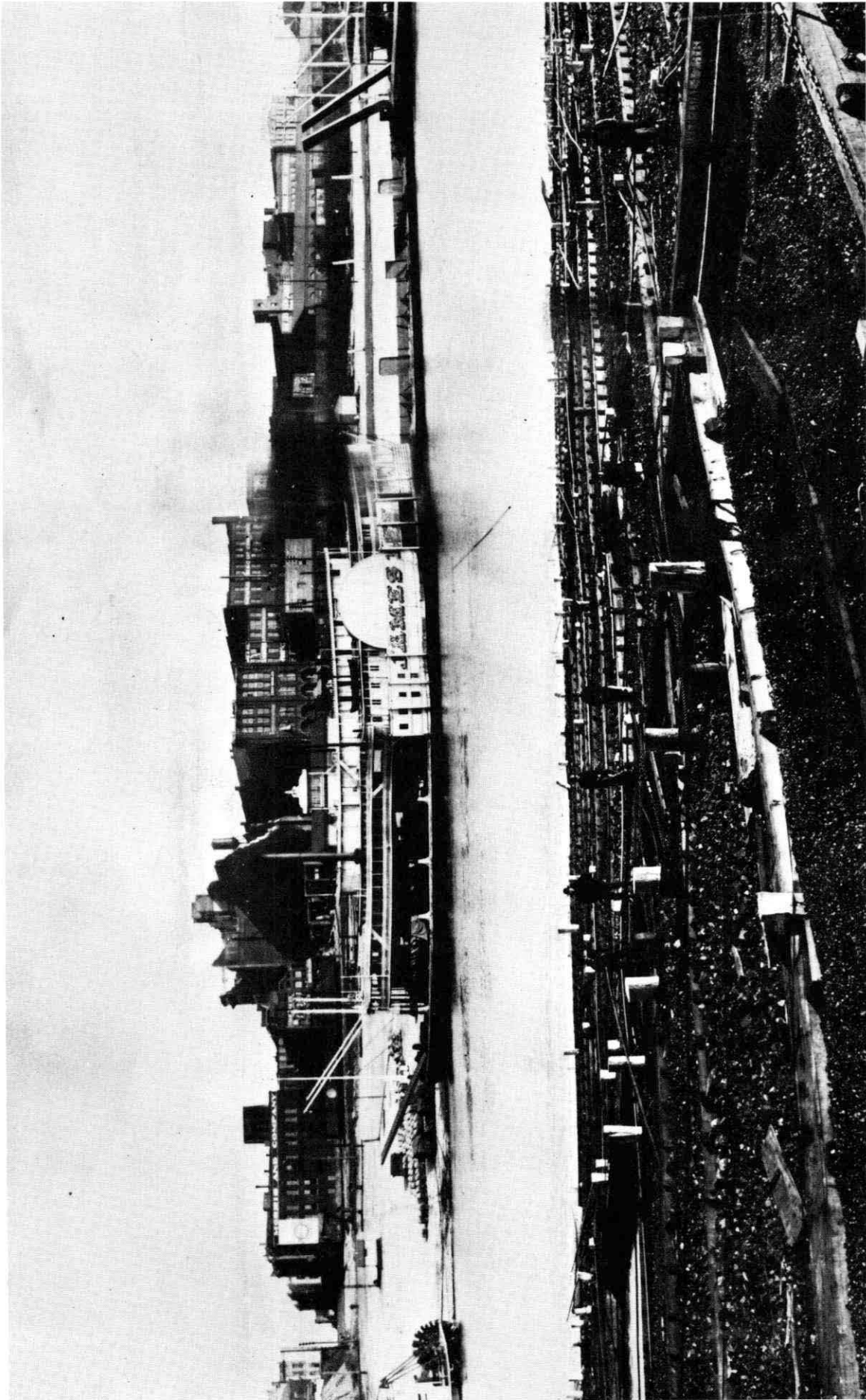
Somewhere along the line it became Rono and was so named as a post office in 1857. The postal department in 1899 decided upon a change of name and it then became Magnet as it is today. Rivermen never adapted to the name-change, and the navigation light there remained Rono Light.

That name Rono came from a dog owned by early settler Jesse Martin. He was beloved by the community and lived to a ripe old age. When he died he was ceremoniously buried on the levee in a stone tomb. And any mate who unknowingly lowered his stage anywhere near that tomb was sure to be admonished by one of the bystanders to "watch out for old Rono."

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



CAPT. C. C. BOWMER took this picture at Pt. Pleasant, West Va. in 1920 of the towboat J. H. DONALD, JR., just new. The hull was built on the riverbank at Ripley, O., 132.3 x 26.1 x 3.8. The boilers were installed at Middleport, O. and she got her machinery at Pt. Pleasant, using the old engines from the rafter ROBERT DODDS, 14's- 6 ft. J. H. Donald ran the Ripley Coal Co. She was an economic liability from the start; rated 200 hp. she was required to carry a crew of 16. Consequently she was laid up frequently and burned at Ripley on December 22, 1925. One of her last pilots was Capt. George W. Edgington, 74, of Augusta, Ky. Our thanks to Woody Rutter for the print.



COURTESY of the U. S. Engineers, Memphis, we have this "blow-up" of a much larger panorama showing the SPRAGUE and tow passing in Memphis. As the coal-laden coalboats and barges glide by in the foreground, the side-wheel JAMES LEE (2nd) almost full broad-side, occupies the center of the scene. This is the same packet which was wrecked in ice at Memphis in January 1918 (then renamed DE SOTO) along with the GEORGIA LEE (see Dec. 78 issue, page 30.) The Lee line was conducting its business without benefit of a wharfboat when this picture was made. They had a large one built

by the Howards at Jeffersonville in 1909, 300 x 50 x 6.5, all wood. The enormous white-painted wharfboat aft of the JAMES LEE is the property of the Memphis & Arkansas City Packet Co., built at Mound City, Ill. 1874, 320 x 46, all wood. It was replaced by an all-steel wharfboat in the summer of 1909. The KATE ADAMS partially shows at extreme right. We have no positive date as to when this picture was taken, but likely when the SPRAGUE was handling one of her record tows. An oddity we observe is almost complete absence of spectators--just another coal tow passing by.



**C**APT. VERNE STRECKFUS on the bridge of the PRESIDENT at New Orleans, photographed in July 1978 by a passenger, John J. Poland, 5925 First St., S., Arlington, Va. 22204. Mr. Poland was attracted this past summer to a showing of river photographs taken and displayed by Michelle Kingsley, fell into conversation with her, and revealed to her that he had taken an unposed portrait of Captain Verne. So --presto--here it is, and our thanks to all concerned. We join with a host of others in a special New Orleans Harbor Salute to the patriarch of excursion boats, survivor of many of his contemporaries, respected by all, and still afloat---Capt. Verne Streckfus.

Robert E. Scatterday, president of Campbell Barge Line, and Arthur J. Brosius, v.p. of Union-Mechling Corp., were interviewed on Eyewitness News, TV2-KDKA, Pittsburgh, Sunday noon, July 29 by moderator Ron Olson. On this full half-hour program both gentlemen deplored the day-to-day, catch-as-catch-can nightmare of obtaining #2 diesel fuel to keep towboats running. Both agreed that running a river transportation company has increasingly become involved in Federal regulations so complex and

confusing that nobody, least of all in Washington, knows the answers. Mr. Scatterday said that within 30 days past his company has paid from 58¢ to \$1.26 a gallon to diesel fuel suppliers. Both gentlemen underlined the need for a clear-cut fuel allocation plan nation-wide. Asked whether the pleasure boat operators should be curtailed Mr. Scatterday said "they don't mean that much." He predicted that some towboat operators would be forced to suspend operations in the near future unless relief is forthcoming.

The 50th anniversary of Pittsburgh-Cairo slackwater on the Ohio River will be recalled to valley dwellers this October. Plans are being firmed to equip a barge with appropriate displays and tow it on tour. Schedule:

Oct. 17	Pittsburgh
Oct. 18	Wheeling
Oct. 19	Gallipolis
Oct. 20	Huntington
Oct. 21	Cincinnati
Oct. 22	Louisville
Oct. 23	Tell City (morning) Owensboro (afternoon)
Oct. 24	Evansville
Oct. 25	Paducah
Oct. 26	Cairo
Oct. 27	Smithland Locks
Oct. 28	Mount Vernon
Oct. 29	Henderson

The Smithland Locks and Dam will be dedicated on Oct. 27, Mile 919.

Arrangements for the exhibit barge are being handled by Robert Skaggs, Propeller Club v.p., P. O. Box 433, Cairo, Ill. 62914. Requests for information regarding the anniversary activities may be directed to Mr. Schumann of the U. S. Army Engineer District, Louisville (502-582-5592.) Inquiries regarding historical information or statistical data are being referred to Mr. Berkman, same office (502-582-5720) or write them at P. O. Box 59, Louisville, Ky. 40201.

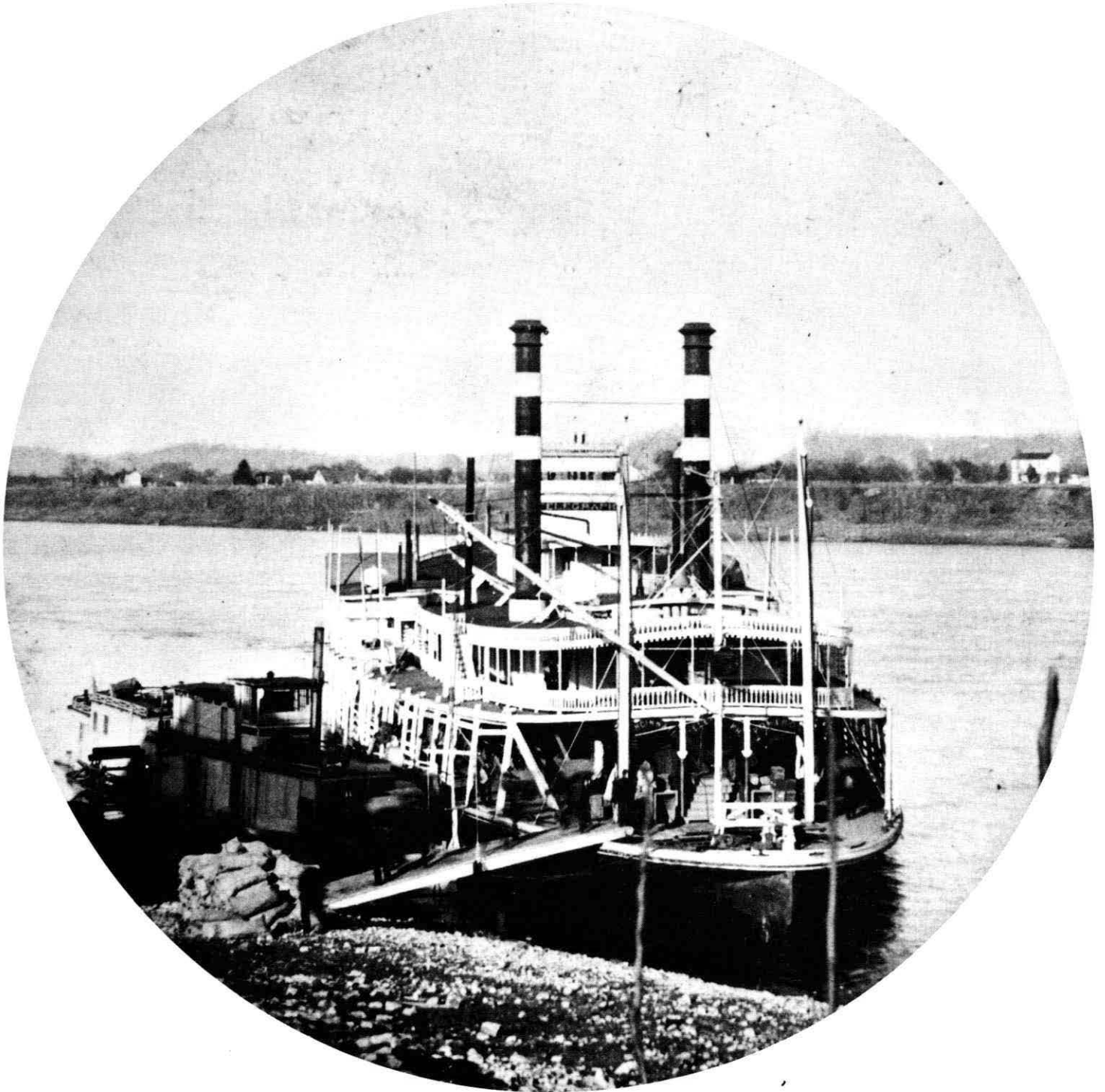
We are reminded by Col. Thomas P. Nack, District Engineer, Louisville, that Smithland Locks and Dam will not be completed until some time next year. The dedication was set ahead when this unique opportunity was presented. Another unique feature is that Smithland will have two 1200 by 100 ft. lock chambers.

Shhh-h-h-h. We have it from the horse's mouth (deep secret) that steamboat artist William E. Reed has been selected for the "Riverman Of the Year" award at the Three Rivers Regatta, Pittsburgh.

We are typing this on July 21. The regatta is slated Aug. 11-12 so as you read these lines in September the secret will no longer be a secret. Meanwhile shhhhh-h.

#### THE BACK COVER

The "new" TELEGRAPH pictured at Catlettsburg, Ky. probably in early spring 1892 after she ran her "fast trip" Cincinnati to Pomeroy in port to port time of 19 hours 7 minutes, surpassed only by the BUCKEYE STATE in 1850 which covered the 220 miles in 18 hours 9 minutes. The TELEGRAPH made but one landing enroute, dropping off a man at Huntington. The Big Sandy batwing at left is not identified. The picture is from the Thornton Barrette albums owned by C. M. Dowling, Miami, Fla. courtesy Univ. of Wisconsin's Murphy Library.







Taken at Paducah from the JOHN L. LOWRY with Owens Island off to the left, and on the right is the Howard-built CITY OF CAIRO, the local

ferry, taking coal, the flats tended by the prop tug PADUKE which, when shoving, had a motor exhaust which said "Paduke-Paduke."



JOHN L. LOWRY



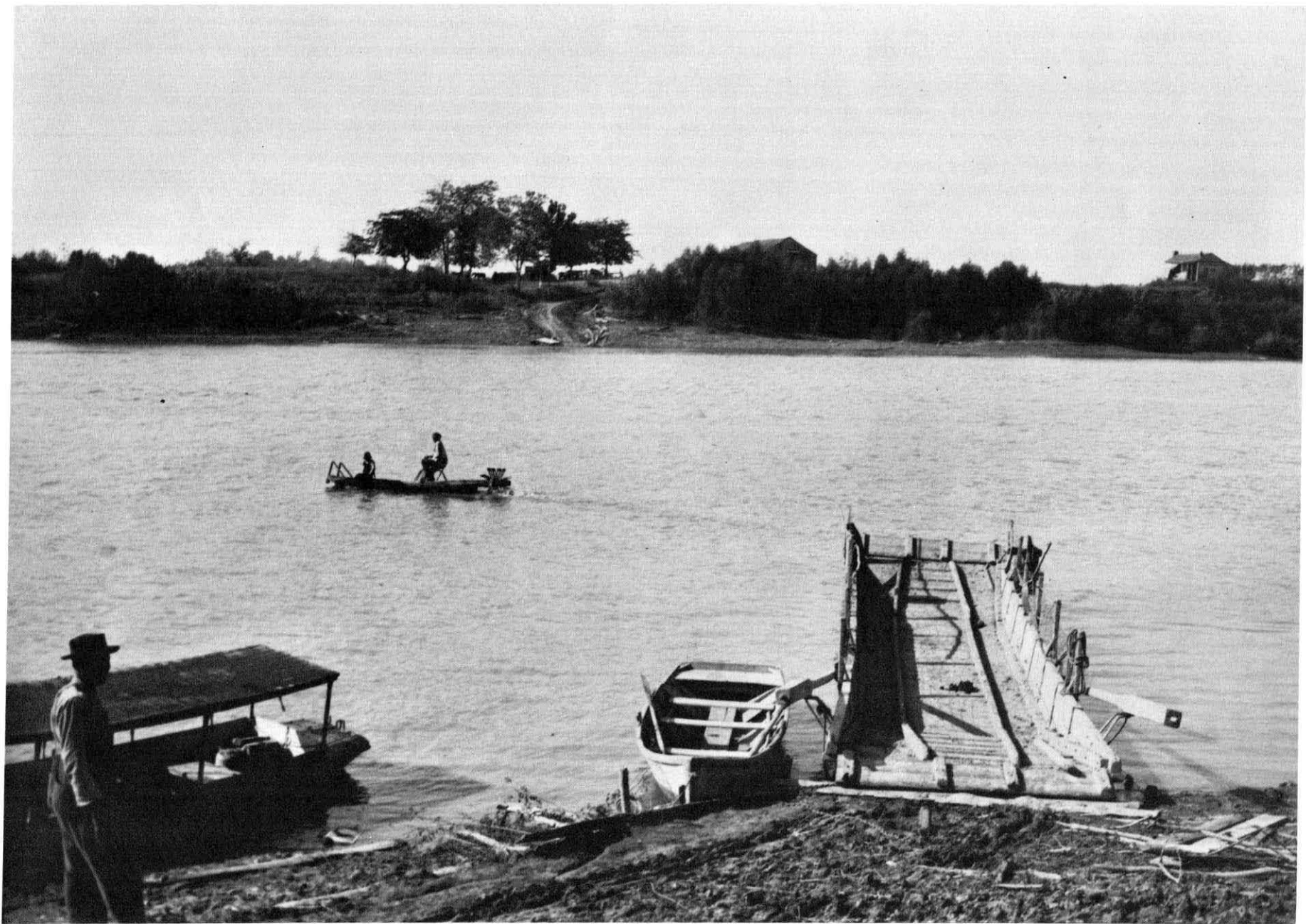
Forecastle of the packet JOHN L. LOWRY, a modern steel hull boat practically new (built 1913) 160 x 31 x 5. In 1915 she was already beset by hard times in the Paducah-Evansville

trade. Her owner Capt. Lowry took out Sunday excursions and ran moving picture shows aboard to help pay bills. She burned several years later at Saline Mine below Shawneetown, Ill.



While aboard the JOHN L. LOWRY the Abdy party saw the GOLDEN FLEECE built by Harry Davis at Brookport, Ill. (hull) and completed at Paducah in 1913. She ran excursions and ran briefly Evansville-Golconda. The hull came from the former side-wheel

LIBERTY b. 1900 at Middleport, O., 134 x 26 x 3.9. The venture yielded scant profit and by 1919 she was at Pittsburgh faring even worse. Steamboat broker John F. Klein returned her to Mound City, Ill. and made a towboat of her.



We had no reasonable expectation of identifying this location until we showed the print to Bob McCann who, without any hesitation, said, "That's Vicksburg, Ky. on the Cumberland

River below and opposite Dycusburg." H. Bennett Abdy was intrigued no doubt with the bicycle-propelled sternwheel towboat (see the towing knees!) with crew of two.



The cobblestone grade at Evansville, Ind. with the TARASCON at the wharfboat and the JOHN L. LOWRY below. The male on-lookers are inspecting a bi-plane, doubtlessly shod with pon-

toons, nudged into the landing. The TARASCON, delayed by fog, was so hopelessly behind schedule that the Abdy party abandoned plans to ride her to Louisville.



When the Abdy party planned their river saga an itinerary was worked out in advance to board the OHIO at Cairo, ride her to Louisville, then catch the JOE FOWLER to Pittsburgh. Alas the OHIO was hopelessly off schedule and the FOWLER was laid up. When

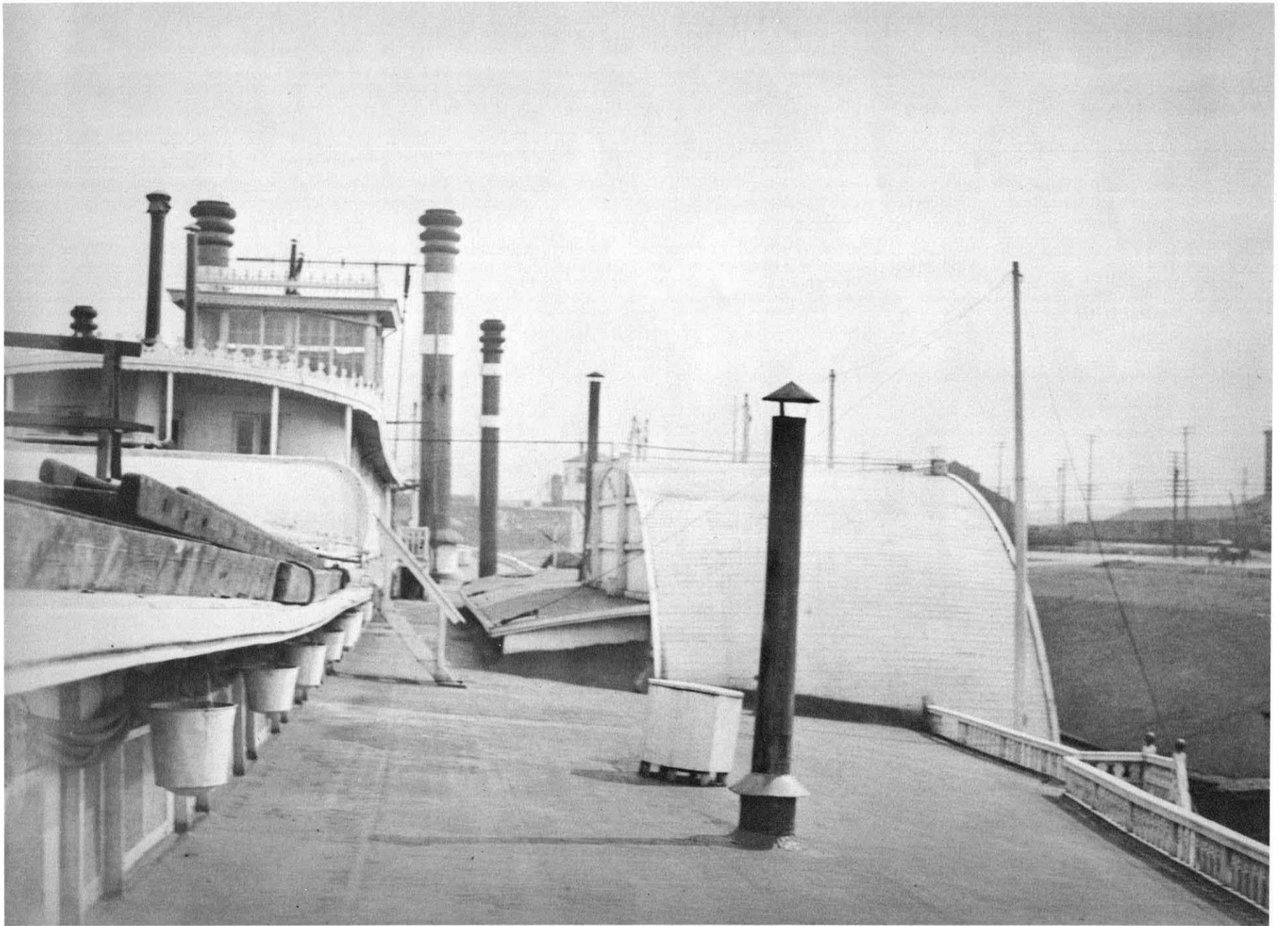
they arrived by rail at Louisville, much to everyone's surprise the OHIO was at the landing, loading an enormous cargo of whiskey for Memphis, towing a bargeload of the same product ahead of her. Because of this snafu of plans the book "On The Ohio" germinated.



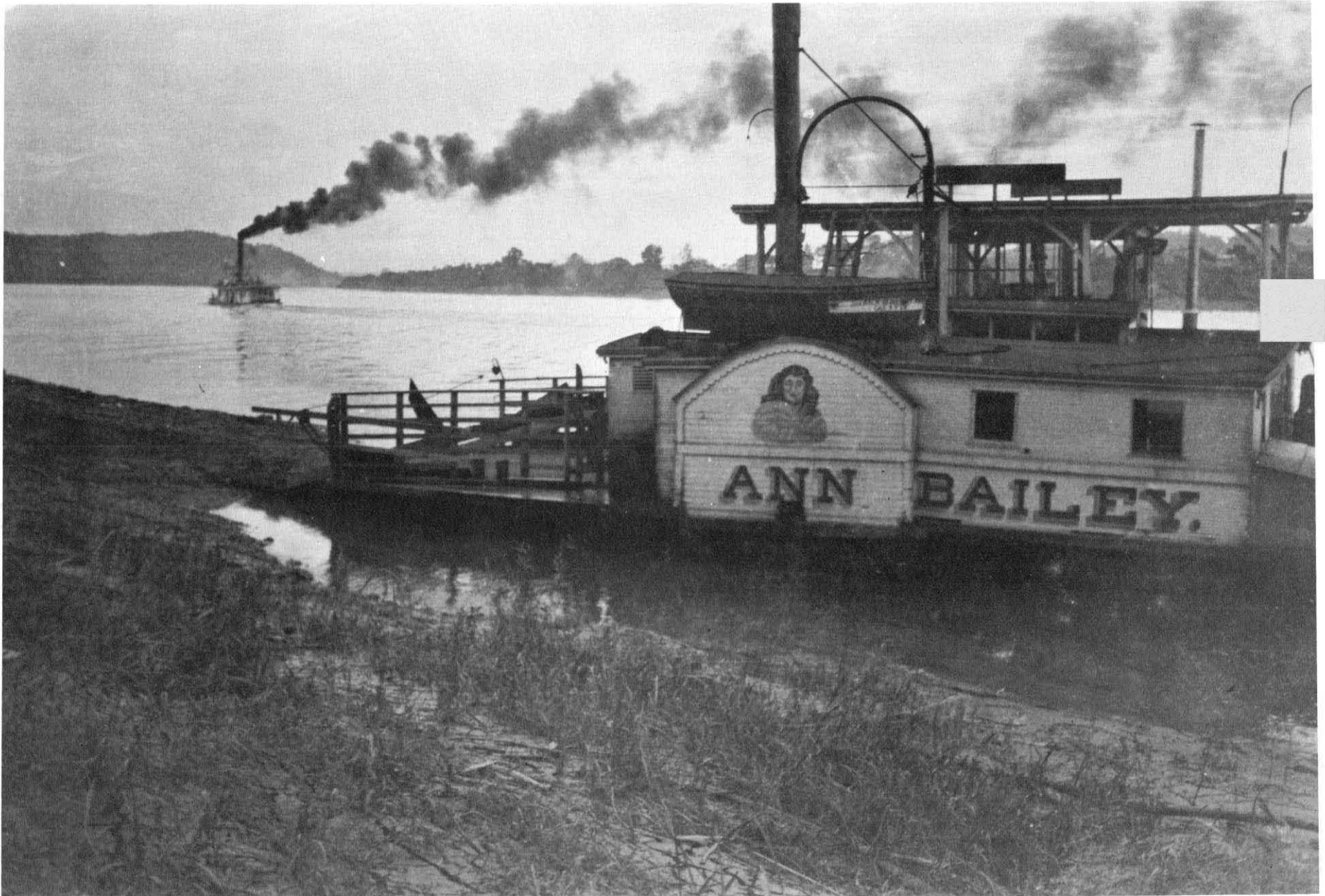
The U. S. Coast Guard Station, Louisville, Ky. as seen by the Abdy party in late 1915. This is the second boathouse used at the head of the Falls, 1902-1929. Capt. Jack Gilhooley was in charge the night of Feb. 17, 1914 when the Mardi Gras-bound pack-

et QUEEN CITY sank in full view with 125 passengers aboard, all successfully brought ashore. The original boathouse was established in 1881 and served until 1902. Below the Station, at the left, is the CITY OF CINCINNATI at the wharfboat.





Detail view on the roof of the CITY OF CINCINNATI.



The Abdy party tarried at Pt. Pleasant, West Va. awaiting the R. DUNBAR which was to take them to Pittsburgh. The ferry ANN BAILEY was coming and going across the Ohio to Kanauga, O. "She seemed as safe as an ox-wagon and just about as slow," wrote the author

in his book. He photographed her to show the bust of the real-life heroine of the Kanawha River's Indian days. As rather an incidental touch the JAMES RUMSEY was steaming downriver.



While at Pt. Pleasant author H. Bennett Abdy arranged with "a decent young man" a voyage up the Kanawha to Lock 11 on "a home-made, one-crew, little sternwheeler." Later that day the party was attracted to the HOMER SMITH moored in the Ohio between the

wharf grade and the K&M bridge (stern showing in the picture) and were invited aboard by her engineer who lived nearby and who "was very proud of her" (doubtlessly Harry Burnside.) The big excursion boat was being readied to make a Mardi Gras trip.



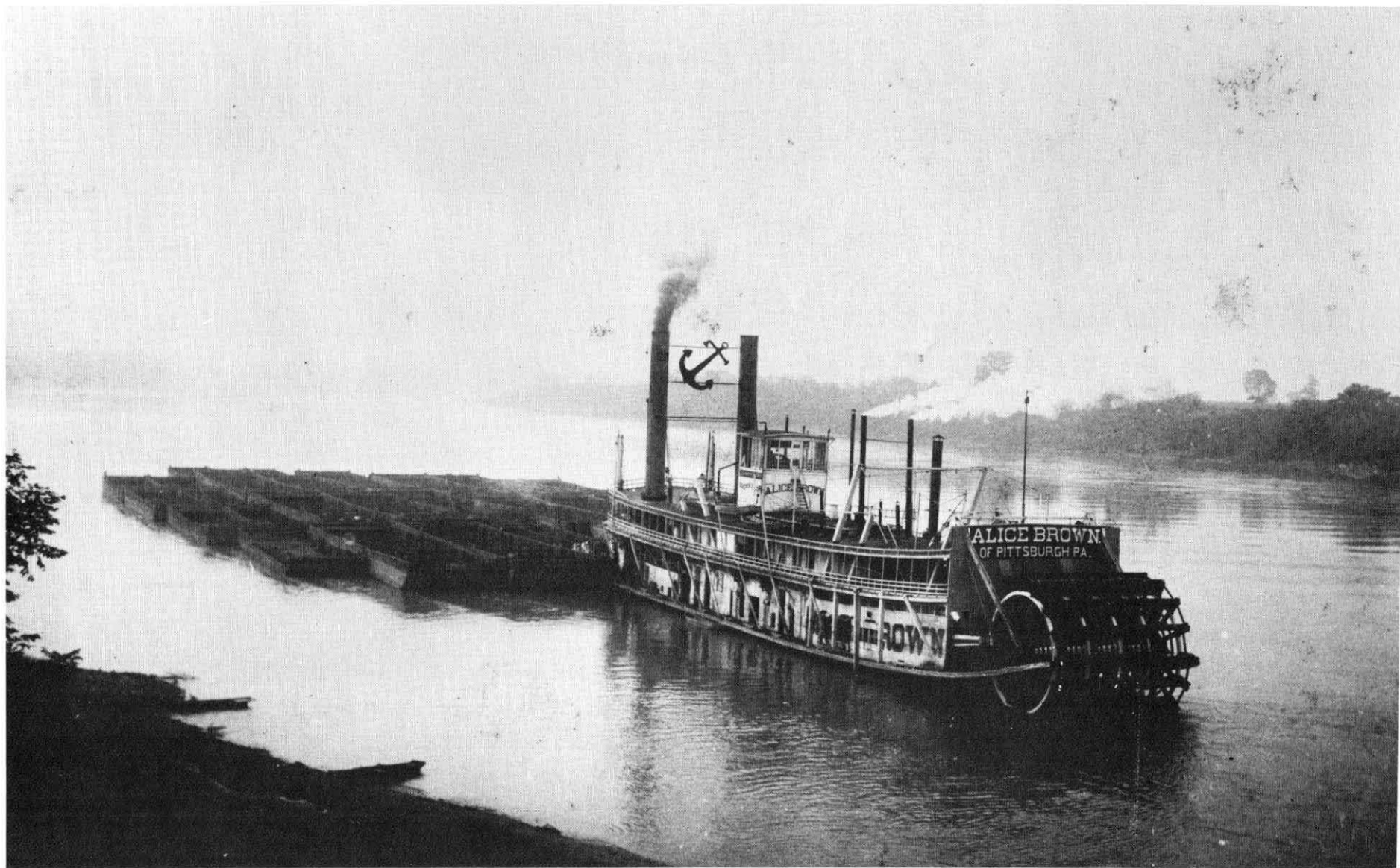
While aboard the ROCKET exploring up the Kanawha author Abdy photographed the QUEEN CITY (next the shore) and the CITY OF PARKERSBURG snoozing away the winter. The QC had been there since re-

paired after her disastrous Mardi Gras misadventure at the Falls, Louisville, in 1914. The latter had spent the summer of 1915 touring the Upper Mississippi with an ill-starred Water Circus.



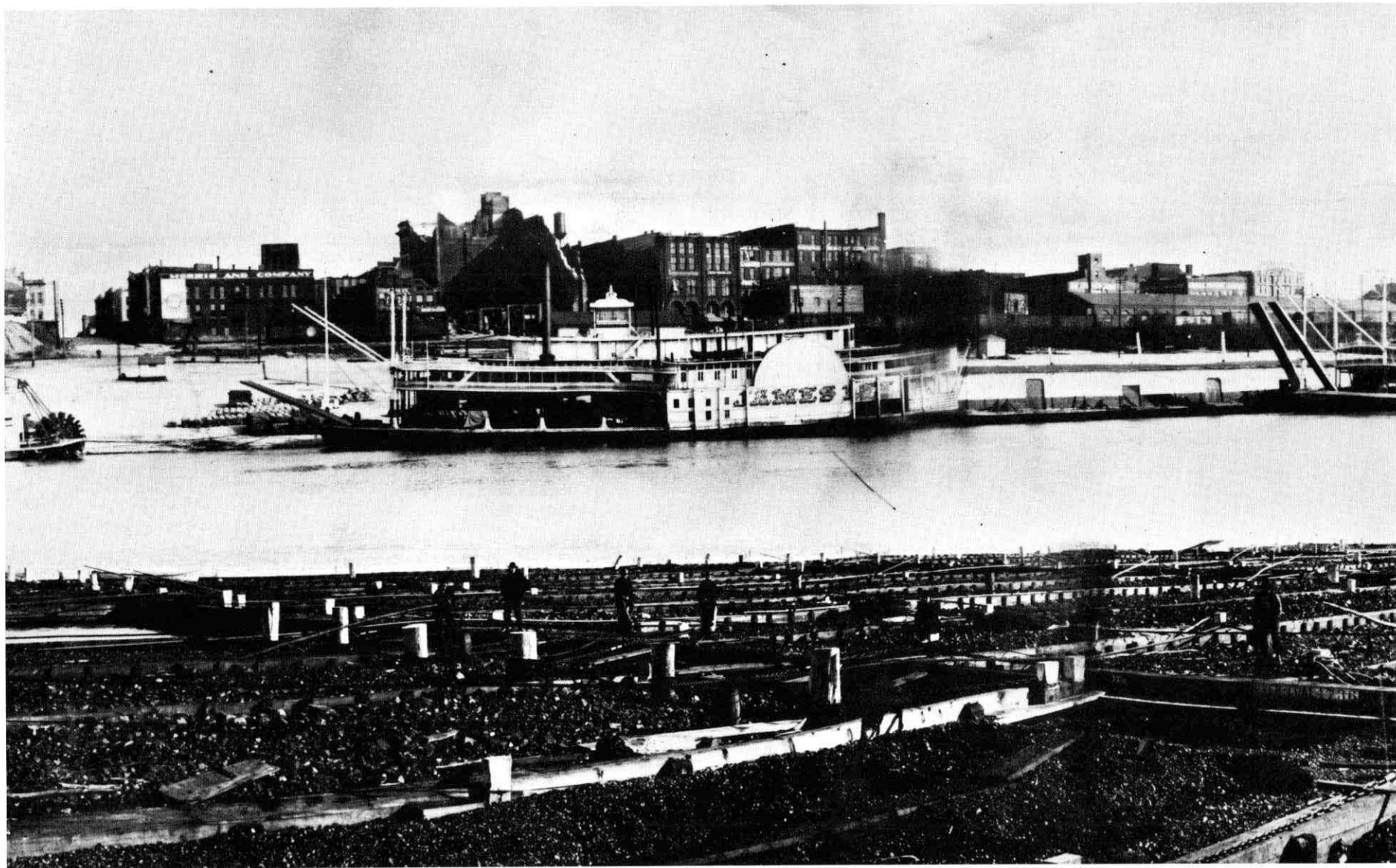
Taken from the Juliana Street bridge in the mouth of the Little Kanawha River, Parkersburg, W. Va., Oct. 22, 1915. The bridge is the B&O's Ohio River Division. At the wharfboat is the R. DUNBAR, which the Abdy party rode to Pittsburgh. The ferry (right) is the NINA PADEN operating to Belpre, O. The gasboat RETURN, loading

for Creston, is head-down at the wharfboat. At shore (right) is the ferry DANIEL from Sistersville, W. Va. due to be rebuilt into the J. H. SHAW, and stern of the W. R. MARKLE is at lower right. The packet JOE FOWLER is at the left, and shoreward of her is the showboat SUNNY SOUTH towed by the WABASH.



**I**N OUR DEC. '72 issue, pages 27-42, we did an "in depth" article about the Brown Line towboats. Among the pictures shown was one of the ALICE BROWN (page 30 that issue) taken about one minute after the above scene was snapped. Fact is we were unaware, until maybe three weeks ago, that the above picture existed. Ralph DuPae turned it up during his exhaustive search of Thornton Barrette's photography culled largely from the collections of C. M. Dowling in Miami, and Capt. William S. Pollock, Beaver, Pa. She is upbound on the Ohio River with empty coal-

boats and barges. Apropos to the current "Log" we are running of the BOAZ it's easy to see how strong cross winds frequently blew the towboat and fleet ashore where they remained for hours, sometimes several days, until the gale shifted or abated. Consequently many pilots preferred "bunching up" the tow, maybe three long and 10 wide, rather than "stretching" the barges six long and 5 wide, so reducing the vulnerability to side wind. The picture above was taken at Sciotoville, O., Aug. 25, 1900.



COURTESY of the U. S. Engineers, Memphis, we have this "blow-up" of a much larger panorama showing the SPRAGUE and tow passing Memphis. As the coal-laden coalboats and barges glide by in the foreground, the side-wheel JAMES LEE (2nd) almost full broadside, occupies the center of the scene. This is the same packet which was wrecked in ice at Memphis in January 1918 (then renamed DE SOTO) along with the GEORGIA LEE (see Dec. '78 issue, page 30.) The Lee Line was conducting its business without benefit of a wharfboat when this picture was made. They had a large one built

by the Howards at Jeffersonville in 1909, 300 x 50 x 6.5, all wood. The enormous white-painted wharfboat aft of the JAMES LEE is the property of the Memphis & Arkansas City Packet Co., built at Mound City, Ill., 1874, 320 x 46, all wood. It was replaced by an all-steel wharfboat in the summer of 1909. The KATE ADAMS partially shows at extreme right. We have no positive date as to when this picture was taken, but likely when the SPRAGUE was handling one of her record tows. An oddity we observe is almost complete absence of spectators--just another coal tow passing by.