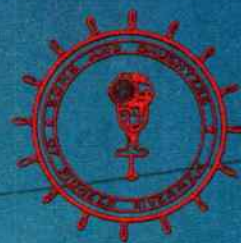


S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 17, No. 1

Marietta, Ohio

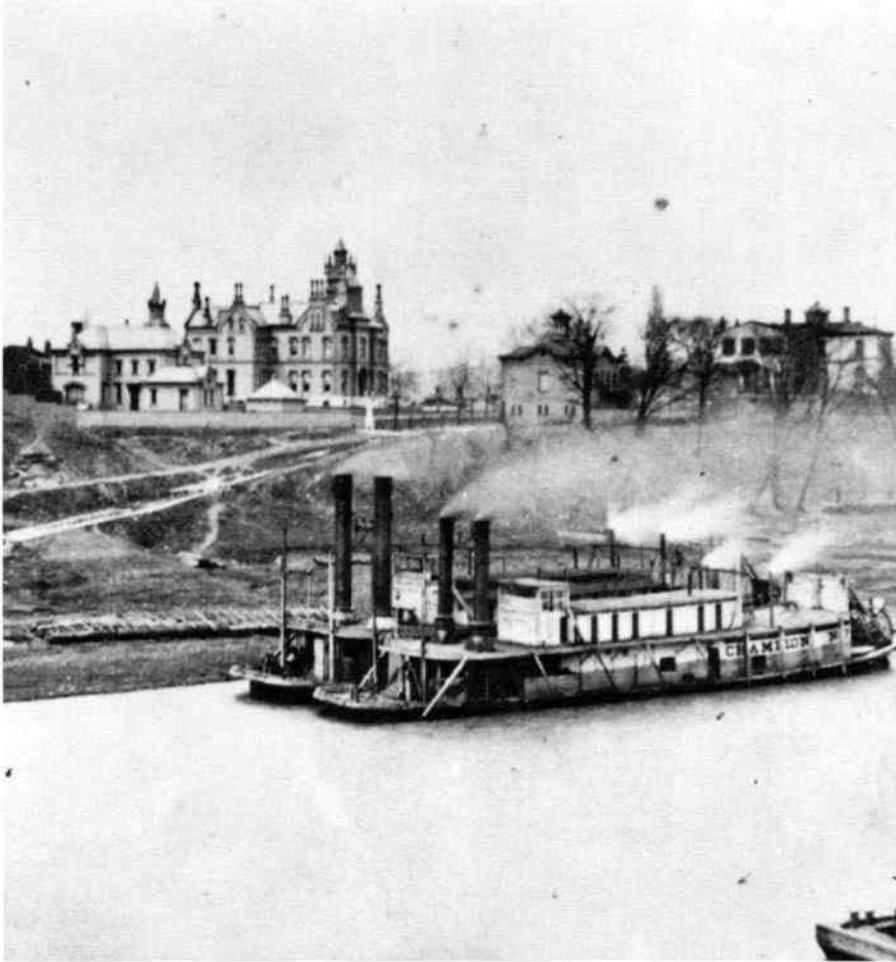
March, 1980



The GOLDEN ROD showboat moored at St. Louis originally had a wood hull when she was built at the Lewis Pope & Sons yard, Parkersburg, W. Va. in 1909 for W. R. Markle. Ralph Emerson ran her 1913-1921, selling the showboat to J. W. Menke in 1922. In the winter of 1947 Menke took her to the St. Louis Ship yard, submerged a

DPC oil barge he had bought, 230 x 45, and floated the GOLDEN ROD on it. The showboat's original hull size was 200 x 45 and she was designed to seat 1,400, the capacity later reduced to 980. This past season she was being operated at St. Louis by G. William Oakley, offering stage shows and buffet suppers.

SCENE AT COVINGTON, KY. SHOWING BOATS AND SHINKLE'S CASTLE



RALPH DU PAE sends us this picture, procured from the collection of Ed Mueller, Jacksonville, Fla., with the following note: "The towboat in the foreground is the CHAMPION NO. 7. Could the boat behind be the CHAMPION NO. 8 which ran at the same time, for a few years, as NO. 7? Do you have any idea where this was taken, and what is that castle in the background?" Yes, Ralph, you go head of the class--the boat in the background is the CHAMPION NO. 8, and both were owned by the Shinkle family, Covington, Ky. The picture (originally a stereoscope slide) was made about 1875 in the Licking River across from Cincinnati and the ornate building is "Shinkle castle," home of Capt. Vint Shinkle and family, later used as a hospital, and which was torn down to make way for the Booth Hospital now razed and the lot now is vacant (or was vacant about 10 years ago when last we heard about it.) The smaller home riverward of the castle is the Carneal House, built 1815, and still preserved. The CHAMPION NO. 7 was built at Cincinnati in 1865 and was removed from documentation in 1881. CHAMPION NO. 8 was renamed HERCULES CARREL in 1890 having been bought by the White Collar Line who used her as a Cincinnati harbor boat. She was sold in Nov. 1919 to become the JANET McCORD, later JANET, and eventually sank at Mound City, Ill.

THE FRONT PAGE

PHOTOGRAPH taken Dec. 10th last showing the excursion steamer NATCHEZ in drydock at the Algiers (La.) Iron Works for her first annual 5-year inspection as required by the U. S. Coast Guard. The steel hull was sandblasted and given two coats of protective paint, and otherwise was in A-1 condition. Rubber nosing protecting the main deck guards and fantail required minor repairs. The rudders she inherited from the towboat CLAIRTON were in good shape, and no boiler or engine work was required. The paddle-wheel was o.k. save for two steel arms bent a year ago when The Eddy set her into the Toulouse Street wharf; these were heated and straightened. She's operated about five years without replacing a bucket plank, and a wrench has never been used to tighten a stirrup, something of a record. This unusual picture was taken by Allen Hess who also favored us with other scenes shown on pages 10 and 11 of this issue.

S. Durward Hoag has been on the sick list at the Memorial Hospital in Marietta during December and January. Latest advices as we go to press say he's on the mend and has been receiving visitors.

John M. Pittman, P. O. Box J, West Helena, Ark. 72390 is preparing a detailed account of the sinking of the towboat MARGARET several miles below Augusta, Ky. on Dec. 18, 1920. Thirteen were drowned including Pittman's two half-sisters and their mother. The MARGARET, owned by the U.S. Engineers, was working at Chilo, O. where Ohio River Lock and Dam 34 was under construction, and was upbound with passengers aboard when she nose-dived. Mr. Pittman is seeking statements, photographs and other information.

An alert is in effect for mid-March 1980 effecting the Crescent City and environs. Descending upon that area from the north by highway, all loaded in one car, bag and baggage, will be Delly Robertson, Lucy Stoll's daughter Judith and Michelle Kingsley. The potential for trouble is enhanced inasmuch as this is Delly's first visit to N.O.

Marcella Packard, of the Packard Gallery, 513 Dumaine St., New Orleans 70116 has our thanks for a matted print of her painting of the excursion steamer NATCHEZ. Marcella is a talented artist and her prints are available aboard the boat. She completed the original painting in July 1978 and it has attracted favorable attention. Visitors in New Orleans will do well to visit the Packard Gallery.

Sirs: I have read or heard of sternwheelers breaking a shaft or a pitman, or running through themselves. I do not recall hearing or reading of any such instances occurring to a side-wheeler. Even though side-wheelers were not connected to a common shaft it still appears that there would be the problem of a broken rod, piston or even the shaft. Enlightenment?

J. P. (Jim) Hutchins,
Shannon, Ala. 35142

=The late Capt. Ellis C. Mace kept a diary of sorts and, in culling through it, the following notations appear:

April 6, 1891: ST. LAWRENCE knocked out a cylinder head.

Dec. 4, 1896: BOSTONA knocked out a cylinder head at Cairo, Ill.

Dec. 13, 1896: BOSTONA broke a shaft.

May 26, 1898: BONANZA broke a shaft at Portsmouth, O.

Dec. 6, 1898: BONANZA broke shaft.

April 19, 1899: CITY OF PITTSBURG knocked out a cylinder head at New Richmond, O.

April 12, 1899: BONANZA broke a shaft at Burlington, O.

Dec. 11, 1900: CITY OF CINCINNATI broke a shaft. Tore out several staterooms and the wheel went in the river, this at Brooksbury, Ind.

March 26, 1902: BONANZA broke a shaft at Chilo, O.

Aug. 16, 1906: GREENLAND broke a shaft, and SEA LION towed her to Cincinnati.

Nov. 11, 1910: GREENLAND broke a shaft at Portsmouth, O.

Aug. 9, 1916: CITY OF LOUISVILLE broke a shaft.

When a side-wheeler lost the use of one wheel she was rather a helpless creature and usually had to call for assistance to get to port. When this scribe was pilot on watch aboard the Streckfus excursion side-wheeler SENATOR she broke a pitman strap on the Ohio River above Parkersburg, W. Va. and lost the use of her port engine. We were upbound on an afternoon "matinee" with about 500 Parkersburg high school students aboard. I had no difficulty getting the boat rounded to and headed back. Next problem was to find out if she would steer ahead using only the starboard paddlewheel. After a bit of experimenting it became evident that she could be held on a straight course by holding the rudders about 2/3 over to offset the tendency to swing to the left. The critical problem in this instance was that we had to run the narrow B&O bridge span to get back to the Parkersburg landing. All steering was limited to 2/3 down and hard down, but we made it successfully and landed the passengers o.k. The pitman strap then was removed and taken to a shop where it was welded and placed back on the pitman in ample time to take out an evening trip. The SENATOR had her paddlewheels hard aft, and had wing rudders in the wheel wash, or otherwise she would not have done this neat trick. -Ed.



PHILLIP L. KIELY, 555 Sycamore St., Evansville, Ind. 47708 sends us this picture of the H. S. DOUGLAS he snapped at St. Louis below the Eads Bridge in 1950. He's wondering if we can tell him anything about the boat and perhaps its ultimate demise. She was built at the Howard Yard, Jeffersonville, Ind. on a steel hull 116 x 29.5 x 5.5 in 1910, named PLAQUEMINE, for the U.S. Engineers, New Orleans. Had compound engines, 12's, 24's- 6 ft. and had coal fired boilers. Sometime along in the 1930s the Engineers renamed her H. S. DOUGLAS and there was talk of putting new boilers on her in 1946 but a year later she had been acquired by Warner Bros., the West Coast movie people, who were making a film titled "Colt 45." Next we heard she had been brought to St. Louis to become a river restaurant and night club, and was playing this role apparently when Phillip Kiely took the picture shown above in 1950. In late 1951 she was moved to Alton, Ill. to become a supply boat for Piasa Tool & Die Co. and for the Eagle Boat Store Co. Further your deponent knoweth not. Can anyone clue us in on the ultimate demise?

Our thanks to Capt. Robert J. Lumpkin and his associate Capt. Harold J. Eskew for a glorified wall calendar featuring an excellent drawing of their sternwheeler MARK TWAIN out there at Hannibal, Mo. The artist has taken a few liberties by adding plumes of smoke trailing aft from the stacks, a picturesque touch which never fails to stir within our gizzard a longing to build a real little steamer such as this MARK TWAIN and black-smoke her from here to yonder, a taunt to these posey-picker environmentalists who have outlawed honest coal smoke simply because it is visible and therefore X-rated.

C. Leonard Schlamp, 2911 Rugby Ave., Evansville, Ind. 47711 sends us an Austrian stamp issued last year picturing a modern diesel prop towboat faced to a barge tow. Maybe you can figure it out; the wording:- 150 JAHRE ERSTE DONAU-DAMPFSCHIFFFAHRTS-GESELLSCHAFT. Underneath it says REPUBLIK OSTERREICH. We haven't heard such words since once we fouled a line on a timberhead and the mate, otherwise a Christian brimful of human kindness, delivered into the atmosphere his unedited opinion of our ineptitude.

The Union Mechling Corporation has changed its corporate name to Dravo Mechling Barge. A tale goes the rounds that Dravo Union Mechling Barge was under consideration until somebody or other discovered what the first letters in each of these words spell.

Jerry Sutphin runs a column in STEAMBOAT BILL called "Inland Rivers." In the Winter 1979 issue he devotes the most of his allotted space to a review of the doings of S&D since its beginning. A picturesque pen-and-ink sketch by Bill Dawson of the present-day Ohio River Museum complex showing the W. P. SNYDER, JR. in the foreground and the TELL CITY pilot-house nestled amongst the scenery accompanies Jerry's story. He concludes the lively account by inviting STEAMBOAT BILL readers to attend S&D's forthcoming Sept. 13, 1980 annual meeting at Marietta.

Most of the text of this issue is by use of a new Adler electric 131d typewriter furnished by Roy Hegner, Sewickley, who about bent over backward to make the price right for S&D. Our unstinted thanks also to William G. (Bill) Patterson who presented S&D with an IBM machine used in the deal.

S&D REFLECTOR

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of Pioneer Rivermen



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MARIETTA, OHIO

MARCH, 1980

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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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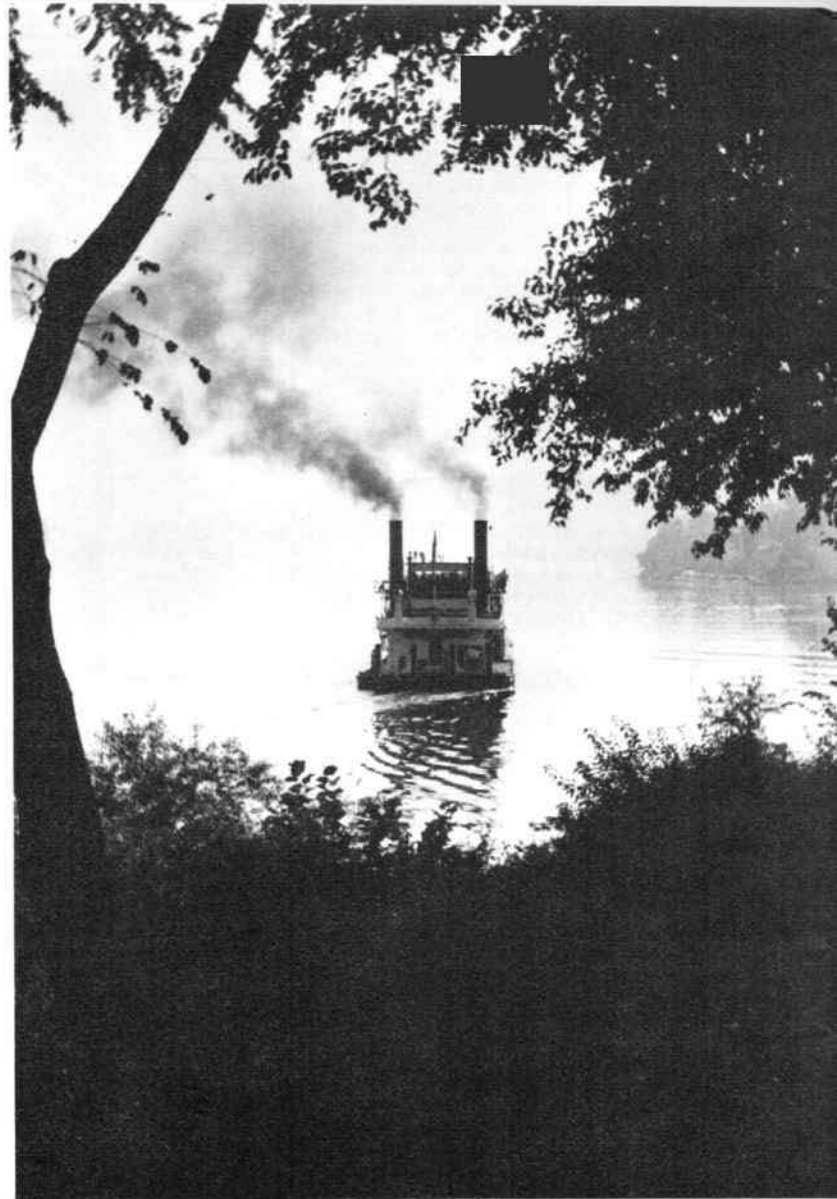
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Hard to believe a quarter-century has elapsed since H. C. Putnam snapped this picture of the W. P. SNYDER, JR. entering the Muskingum River under her own steam. Woody Rutter made the enlargement.

DURING the past Christmas season Lady Grace Way celebrated her birthday on December 20th by dining out with her husband and cherishing the cards and flowers and telephone calls which, amazingly enough, come from friends and relatives who somehow find time to do these things so close to Christmas. It was a happy birthday and she was looking forward to decorating the house for the excitement of the 25th despite the agonies of that invention of the devil, arthritis. But a germ, or a bug, or a virus bit her. Christmas came and went with great stress to her, and next morning she was admitted to the Sewickley Valley Hospital, and there remains as this is written (Jan. 31st) now sitting up and taking notice and on the mend. There may be S&D members who do not realize that Mrs. J. W. Rutter, our secretary, is also, and first in the order of importance, our daughter. Bee Rutter hopped a plane and came to 121 River to relieve Tom Way and Michelle Kingsley, in running the household and its menagerie. As a result of Bee's extended stay Lady Grace and your editor and Wrecks and two cats are receiving the best of care at the expense of Bee's husband Woody Rutter, who must perforce subsist on his own cooking out there in Birmingham, Mich. Bee could not bring with her from Michigan the S&D records and asks the indulgence of the membership for this lapse of her attention to her usually prompt secretarial correspondence.

Sirs: I rarely get an issue of the S&D REFLECTOR that doesn't set me to meditating about something. In the Dec. '79 issue it was the picture on page 5 and the caption on page 17, particularly with reference to the packet MILBREY. According to Lytle and Way's Directory she shouldn't be in the same picture with SUSIE SILVER, but is.

Lytle-Holdcamper has her lost by fire at Memphis May 10, 1868. The SUSIE SILVER was built 1870.

What's the answer?

C. Bradford Mitchell,
7109 Shore Road,
Brooklyn, N.Y. 11209

=Prior to the Memphis fire May 10, 1868 the MILBREY had been in the clutches of the law at Paducah where a U.S. Marshal tied her up for debt. The captain petitioned the law for permission to run a Sunday School excursion. So's not to disappoint the church folks the Marshal gave consent. It was a happy occasion and after the last of the Sunday Schoolers had disembarked at Paducah the captain backed the boat out and headed her downriver. The do-gooder Marshal went in hot pursuit and trapped his quarry at Memphis, nailed a sign on her, and she took fire

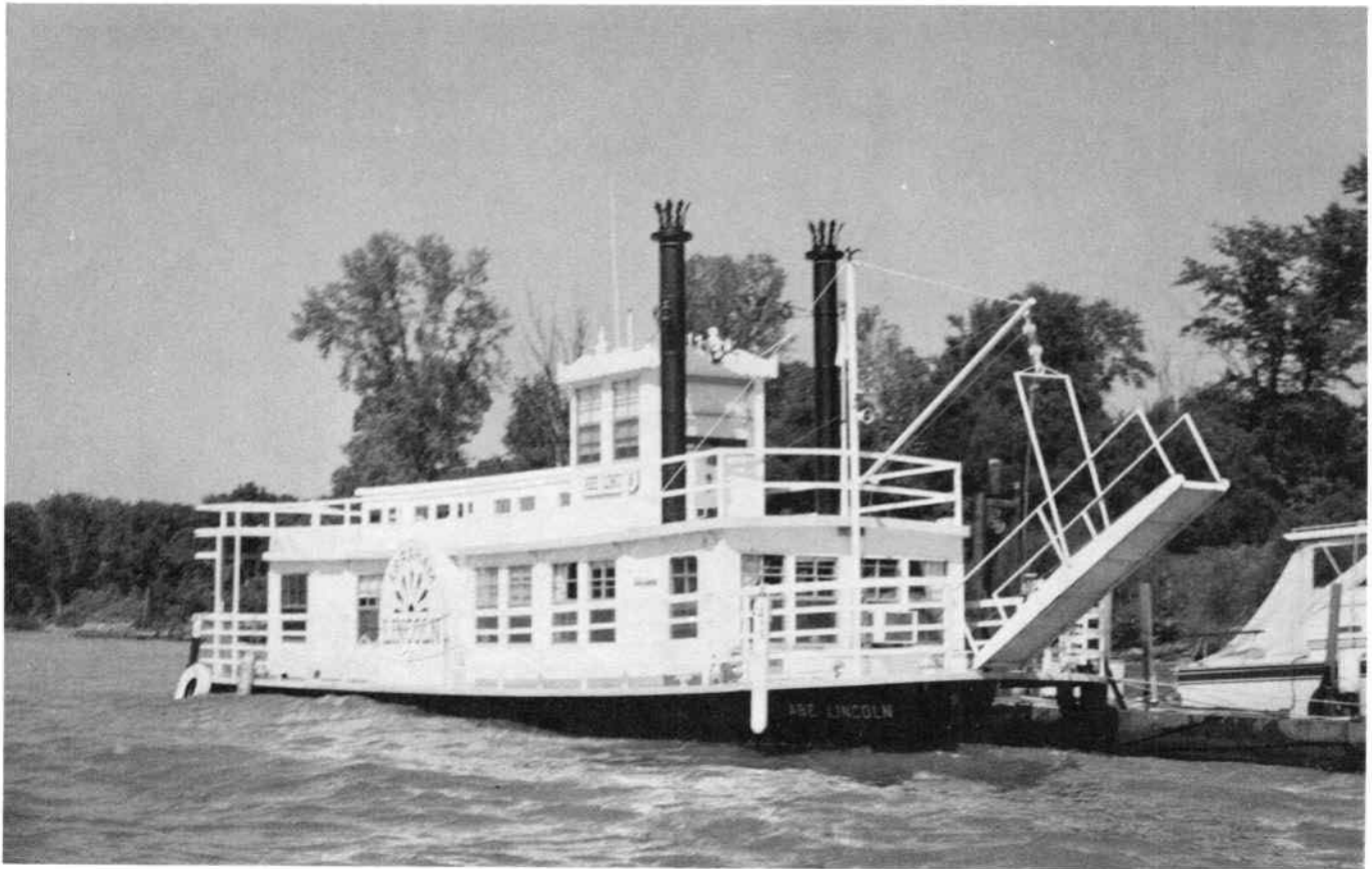
from causes unknown and burned. Still in vengeful mood the Marshal put up the charred remains for sale to the highest bidder. Capt. Robert Wood, Paducah, got her for \$2,950, a price indicative that his purchase was worth resurrection, and indeed he told a news reporter he fully intended taking her to Paducah for rebuilding. The reporter noted that the MILBREY was "dilapidated." In any case she shows up at the Cairo wharfboat c. 1870 along with the SUSIE SILVER, Messrs. Lytle and Way notwithstanding. -Ed.

The 400-passenger GATEWAY CLIPPER has been sold, we are informed, to a Covington, Ky.-based new firm, BB Riverboats, Inc. headed by Ben Bernstein who operates the MIKE FINK floating restaurant at the Covington waterfront. Betty Blake & Co., 322 East Fourth St., Cincinnati 45202 is handling the public relations. The boat will be renamed before entering service in the near future. Two names are being considered as we go to press and one of them is BETTY BLAKE (which would win our vote if we had a vote) and the other is ISLAND QUEEN (which seems rather

much for a diesel job 85 feet long.) The GATEWAY CLIPPER has decorated the Pittsburgh rivers since she was built in 1962 by the late Dubuque Boat & Boiler Works for Gateway Clipper, Inc.

Raymond A. (Ray) Hause, formerly with the Delta Queen Steamboat Co. has been named v.p. and g.m. of BB Riverboats, Inc., native of the Oakwood section of Dayton, O. He attended Ohio U. at Athens, O. and University of Cincinnati. He was with DQ Steamboat Co. four years, in charge of shore tour programs and special charter cruises. During the first year of the MISS-Q's career he supervised all hotel related departments aboard.

Charles C. Pratt, associate director of the Ohio Historical Society, has retired. His long association with OHS brought him into many decisions involving S&D affairs over the years, always ending up in a fair shake. His counsel and advice will be sorely missed. Sometimes it looked like he was leaning over backwards to give S&D the benefit of doubts. All of their friends join in wishing both Charlie and his wife the best of retirements.



NEW LOOK. Lloyd and Rita Ostendorf's ABRAHAM LINCOLN has grown from 42 feet in length to an even 50 feet. This picture, taken last summer, shows the 1964-built craft at Cincinnati after enlargement. She was first built with side-wheel paddleboxes and still has 'em, but twin props do the work. This attractive "steamer" is a product of Tucker Marine, Inc., Cincin-

nati, run by Jess Tucker. The name ABRAHAM LINCOLN was selected, of course, to honor Lloyd's hero. Some years back Lloyd gave short talks aboard the DELTA QUEEN for the edification of the passengers touring the Mississippi and the Tennessee which he titled "A. Lincoln, Riverman." Since that time he has amplified his material and slides into a full one hour program.

JUDY PATSCH, 921 21st Ave., Rock Island, Ill. 61201, has written us and starts off: "I went searching for Commodore John Streckfus's grave on one of the last nice week-ends we had this past fall. I knew he was buried in the old part of Calvary Cemetery here in Rock Island, but that was it. Really it didn't take long, the fourth or fifth from the end of the burial area. He and his wife and two infant daughters rest there. The stones are modest ones, names and dates, and the sole decorative touch is a simple cross on the top of the family stone. There is no indication of a river connection."

Commodore John's headstone reads John Streckfus, July 2, 1856 - Oct. 12, 1925. That of his wife reads Theresa J. Streckfus, May 6, 1858 - Jan. 1, 1920.

The Streckfus family lived in Rock Island for 52 years. The first 15 years were spent at a residence located at 904 Fourth Avenue. This old frame structure still stands in rather sad repair, and according to Judy Patsch it was sold recently by the city to new owners for \$2,000. Thence the family moved to 1601½ Fourth Avenue, now the site of the City Park Building. The third and last residence was at 725 Twenty-third Street which they occupied in 1891 and remodeled it in 1902. The family moved to St. Louis in 1917, and their final Rock Island home ultimately was demolished. The property today is part of a parking lot for a church.

Her interest now whetted, Judy visited the Public Library and looked up the obituary of Commodore John, a lengthy piece starting on page one headlined "Captain Streckfus, Head of Steamboat Line and Pioneer River Pilot, Taken by Death." Following surgery at St. Luke's Hospital, St. Louis, where he had been a patient for two weeks, death came peacefully at 6 p.m., Oct. 12, 1925. At that time the Streckfus excursion fleet was composed of the side-wheelers J.S. and SAINT PAUL, and the stern-wheelers CAPITOL and WASHINGTON.

Commodore John and his wife were the parents of nine children. Theresa died in infancy, Nina at the age of nine. The other seven mourned their mother's death in 1920 and now their father's in 1925. Three of these were daughters, Mrs. Fowler Manning of Canton, O.; Mrs. Edward Manthey of New Orleans, and Miss May Streckfus at home, 6409 Cates Avenue, St. Louis. The sons were John Jr., Joseph, Roy and Verne. Also surviving was a sister, Mrs. Mary Herlitzka of Rock Island, a brother, Henry Streckfus of Merced, Texas, and eleven grandchildren.

Commodore John started out as a farm lad near Edgington, Ill. and came to Rock Island aged 10 with his parents Mr. and Mrs. Balthaser Streckfus. At their original Rock Island home, 904 Fourth Avenue, the father made wagons. John went



904 Fourth Ave., Rock Island, Ill. as it appears today.

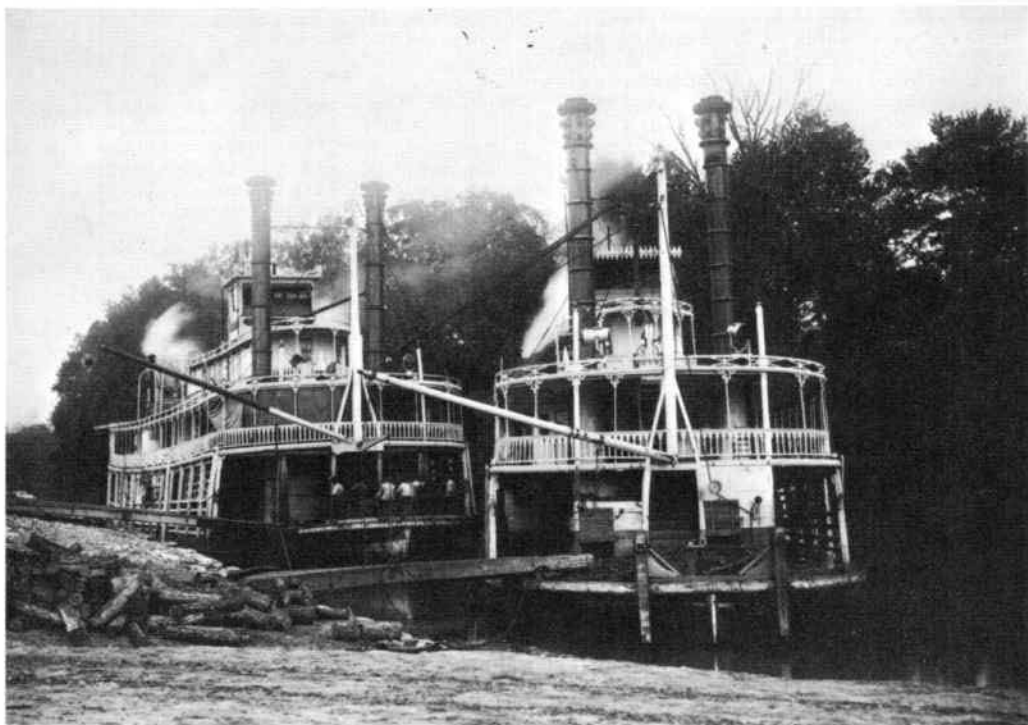


In Calvary Cemetery, Rock Island. Both pictures by Judy Patsch. A good likeness of Commodore John Streckfus appears in our March '78 edition, page 29, upper right.

to the Rock Island public school and then went partners with a cousin, J. M. Schaab, running a flour, feed and grocery business at 1601 Fourth Ave., Rock Island. The pursuit of this business required many trips upriver, the persuasion which led John into the packet business, and eventually into excursion boats. His wife was a Davenport girl, Theresa

Bartmeyer, and they married on Thanksgiving Day, Nov. 25, 1880.

Services for Commodore John were held at Rock Island from the Wheelan Funeral Home, where visitors were received, and then from the Sacred Heart Church. Pallbearers were Louis Winter, Robert Winter, Arthur Winter, Joseph Schaab, Jr. and Fred Kahlke, all of Rock Island, and Harry Mangan, Davenport.



An unusual scene at Bowling Green, Ky. showing two packets almost identical in looks and detail, even to stack tops, railings and stage rigging. On the left is EVANSVILLE, and the other is the PARK CITY. This photo was taken about 1896-1897 when these two were in hot competition in the Evansville-Bowling Green trade via Ohio, Green and Barren rivers. Our thanks to Mrs. Jane Morningstar, Bowling Green, Ky. for this view, and also for the pictures of NOLIN and DONALD T. WRIGHT shown elsewhere in this issue.

Sirs: I am the present owner of what's left of the sternwheeler LOUISE. Can you recommend any books on wood hull boat building or repair?

Gary C. Frommelt,
109 North First,
Guttenberg, Iowa 52052

=No, but better than all the books would be to have a visit to LOUISE by C. W. (Bud) Daily, 162 Sunset Drive, Toronto, Ohio 43964. -Ed.

LOCKS, PAST AND PRESENT, ON RIVERS OF THE SOUTH

THIS IS sort of an eye-opener, that a gentleman in California has, with infinite patience and complete accuracy, located all of the navigation locks ever built along the Cumberland, Tennessee, Alabama, Tombigbee, Black Warrior, Chattahoochee, Trinity, Brazos, Ouachita, Arkansas, St. Francis, White and Pearl Rivers. He has cased these waterways and tells you the highway and dirt road instructions leading to abandoned locks still visible, of how to get to the modern structures, and he dotes on evidences still remaining of canals built to get river traf-

fic around Vicksburg, and all such as that. When you get to these old abandoned locks, he predicts what you'll find (some have modern recreation areas) or what you won't find, and he frets and fumes and warns and deplores any symptom of desecration, especially to his lovely old left-overs. You've heard of a lock nut. This guy is a lock nut.

His name is William E. Trout III and he resides (when not snooping old locks) at 1932 Cinco Robles Drive, Duarte, California 91010. Thanks to a substantial contribution from Reynolds Metals Company, Bill Trout's delvings have been reported in full in "The American Canal Guide," issue of July 1979, 24 pages of text, maps and photos, and you can get a copy for \$3 including postage, from Bill at the address above.

The scope of this work is nigh incredible. There are 90 abandoned locks in the lower Mississippi and Gulf region (from Arkansas and Tennessee down to Texas, Louisiana and Alabama) and some 20 or more of these have river-access parks, or have become community parks.

Bill Trout has written us a letter and has this to say: "I am working now on the Kentucky, Virginia and West Virginia section,

including the Ohio River." He is seeking out such details as to which of the abandoned Ohio River locks have lockhouses still standing, etc. When he gets into the Kanawha, Coal, Little Kanawha and the Big Sandy he's going to be occupied for weeks.

He even reports the lock sizes of all of these old structures.

The Parkersburg (West Va.) News blossomed forth with a feature story based on H. Bennett Abdy's book "On the Ohio" in the Sunday, Oct. 21, 1979 edition. We presume the writer, Diana McMahan, was reminded of the book when she saw the Abdy photographs in our Sept. '79 edition. Her story includes excerpts of Abdy's impressions of Parkersburg, Marietta, Newport and Long Reach. Our thanks to Bob Barr for sending us a copy of the newspaper.

LLOYD'S DIRECTORY REPUBLISHED

James T. Lloyd, a Cincinnati publisher, produced a 326-page book in 1856 detailing the explosions, fires and snaggings of Mississippi System steamboats. For good measure he threw in lurid details of such calamities on the Great Lakes, the waterways of Alabama and elsewhere. Well aware of the impact of illustrations, the pages were well larded with pen drawings showing bursted boilers sailing aloft, shredded timbers enroute skyward, and in several such scenes, bodies in aerial ascent higher than the smokestacks.

The book caused quite a sensation. The river fraternity was outraged, calling it a railroad shenanigan, and pointed as proof that pages were devoted to descriptions of rapid and safe service on the Camden & Amboy, on the Little Miami, Columbus and Xenia, on the Cleveland, Columbus & Cincinnati, and on the New York & Erie.

Very little original writing was needed to fill the pages. Lloyd assembled contemporary newspaper accounts of steamboat misfortunes, warehoused these without bothering to pursue chronological sequence, and with no index, using the prevailing sensational verbiage. Example of this: "At the moment of the accident, the air appeared to be filled with human beings, with dissevered limbs and other fragments of human bodies."

Whatever the motive, Lloyd did future generations a service. He listed all of the pilots and engineers on the Mississippi System who held licenses in 1856. He stated the portions of rivers the pilots covered. He listed all of the steamboats in service in 1856, tonnage and place of build.

Benjamin F. Klein has released a faithful reprint of Lloyd's book, as part of his "Ohio River Collection" (see Dec. '79 issue, page 28.) Copies are available at \$10 from the publisher, Young & Klein, Inc., 1351 Spring Lawn Ave., Cincinnati, O. 45223.

Sirs: There was a small steamer on the Ohio named CLERIMOND for my wife's mother who's now getting along in years. I'm trying to get a few details about the boat, if any exist. Can you guide me?

C. E. Bates, Jr.,
106 Pine Ave.,
Wheeling, West Va. 26003

=CLERIMOND was a neat towboat with pilothouse forward of the cabin, wood hull, 124 x 23.2 x 3.9, owned by Henry Mendel, Wheeling. The boat came to the Wheeling area in June 1904, a former rafter from the Upper Miss named GAZELLE, to replace the LIZZIE TOWNSEND in doing transfer work for the Cleveland, Lorain & Wheeling RR. which had a spur to the shore behind Wheeling Island about abreast of the race track. GAZELLE got in trouble with ice while moored at this r.r. spur on Feb. 12, 1905 and turned turtle. When recovered and rebuilt at Wheeling the name was changed to CLERIMOND honoring Mendel's daughter. The Baltimore & Ohio RR. absorbed C. L. & W. and discontinued the transfer arrangement, whereupon in June 1909 the towboat was sold to Capt. Steven Green and C. M. Dugan, Jr., equal shares, and went to New Albany, Ind. Steve Green towed for the Kosmosdale Portland Cement Co. and

when the CLERIMOND wore out in 1922 he built the KOSMOSDALE at Madison, Ind. using the machinery, etc. from the old boat. In 1932 the T. J. Hall Co., Cincinnati, lost their FRED HALL by fire at Madison (same fire that took the ISLAND MAID), bought KOSMOSDALE and changed her name to MARGARET HALL. About five years later they sold her to the M. L. French Coal Co., Pomeroy, O. who chartered her out to Capt. Birch McBride, who ran her in debt, whereupon Capt. James T. Pell libeled her for his pilot's wages, resulting in a U.S. Marshal sale at Pt. Pleasant, W. Va. Capt. Charlie Roberts was the successful bidder (\$1,000) and he chartered her to Jim Bonnell who had built a showboat on the hull of the towboat INLAND which he christened COTTON BLOSSOM. This venture ended up in a forced sale of the showboat, and MARGARET HALL was laid up at Paducah along the foot of Owens Island needing hull work, and there she sank on Aug. 7, 1941. The wreck was torn up for scrap. -Ed.

The marine exhibits carried on a special barge last October during the celebration of the 50th anniversary of Ohio River slackwater are to be installed in the Ohio

River Museum, Marietta. The arrangements were worked out between the U. S. Engineers, Louisville District, and John B. Briley, manager of the Ohio Historical Society properties, Marietta.

The S&D items recently displayed at the Fort Pitt Museum, Pittsburgh, were promptly returned to Campus Martius and the Ohio River Museum by Fort Pitt's manager Bob Trombetta and staffer John Conolly.

Lake Tahoe (near Carson City, Nev.) kicked up a storm Jan. 10th last. Fifty-mile winds lashed up waves which sank the excursion boat DIXIE, downed trees and power lines. DIXIE had roots on Red River as a barge, which was taken in sections to Cave Rock, Nev. in 1953, enlarged, and became this excursion boat. Indications are bright that she will be raised.

Mary Louise Anawalt, 101 East Lincoln Ave., Gettysburg, Pa. 17325 sends us a little faded snapshot of a packet moored at a wharfboat, and she wonders what it's all about. Well, Mary Louise (bless your heart) it's the LORENA at the M&O wharfboat, Pittsburgh, taken from the Smithfield Street bridge, fall of 1915. This exhibition of Jovian wisdom on our part comes simply from having taken the picture with our trusty Brownie 2A box camera (\$1 at Mr. Knapp's drugstore and no tax) when we were 14. Mary Louise has been corresponding also with Jan Di Carlo, witness the fact that Jan's STERNWHEELER in a recent issue reveals that Mary Louise recalls me as a passenger aboard the JOE FOWLER in 1915, and further reveals that I was accompanied by an elderly household retainer, the family cook. Yes, it's so. My mother felt strongly that her 14-year-old son required supervision on a river steamboat going 600 miles from home (Pittsburgh to Louisville and back) and sent along this white-haired watchdog, Margaret Smyth, as insurance that her budding son would not be lured into a saloon or tempted into other initial introduction to the indescribable and unmentionable pitfalls of river life, such as hooking a piece of bread with a fork, etc. My wrath over this police escort was tempered only by the adamant fact that if Margaret Smyth didn't go, I didn't go, and by the inescapable fact that my department would get a full airing when we got home. Mary Louise Anawalt, then living at Uniontown, Pa., also was a passenger on that voyage, a pretty young lady with long brown locks, and with what is called "womanly instinct" she knew I was in jail and had a keeper. She and I snuk off one evening to the back end of the roof, on the pretext we wanted to see the calliope, and we spit over the stern into the paddlewheel splash. I've felt grateful to her since.



HARD AT WORK making an index of the S&D REFLECTOR, seated at the diningroom table, is Alan L. Bates, assisted by his 8-year-old granddaughter Vickie Osborne. The scene was snapped by a friend, Charles Buccola, at the Bates' residence, 2040 Sherwood Ave., Louisville, Ky. 40205 at 3 p. m. Christmas eve (and by 4 p. m. Alan's wife Rita had demanded equal time and had shooed the two of them elsewhere so's she could set up Christmas dinner.) Currently Alan is indexing the 20 issues 1974-1978. Sample listing: Barr, Robert S. (Louise): 74s8; p75j7; 76d10; 77s39; 77d6; p78m39. Translated this lingo means Bob's wife's first name is Louise; references appear in the 1974 Sept. issue, page 8; with picture in the 1975 June issue, page 7; in the 1976 Dec. issue, page 10; in the 1977 Sept. issue, page 39; in the 1977 Dec. issue, page 6; and with picture in the 1978 March issue, page 39. Right on, Alan.



WHEN Capt. Stanley Basil McNeely procured the ferry franchise and rights on the Mississippi River between Natchez and Vidalia he went to Cape Girardeau and bought a superannuated boot-jack called the CAPE CITY (built in 1882) and wheezed her back-and-forth until he could get a new one built at St. Louis. The new job, pictured above, had an iron hull 109 x 29.7 x 4, built by John Rohan's Sons in 1903. The name EL CAPITAN was suggested by an Italian cafe owner in Natchez, Tony Catalano. Capt. McNeely habitually ate breakfast there and Tony called him El Capitan. The ferry was an unqualified success and operated in the trade until shortly after Capt. S. B. McNeely's death in 1926. Wolf River Transportation Co. in Memphis then converted her into a towboat named JOHN M. WARNER. The U.S. Engineers

bought her for Tennessee River and renamed her HWASSEE, and in the spring of 1940 she was sold to Tennessee Valley Sand & Gravel Co. who renamed her NORMAN CRAWFORD and ultimately she was dismantled. In 1975 S. Blake McNeely, son of Capt. S. B. McNeely, wrote a book titled "Papa, The River and Me" which explored the adventures of the EL CAPITAN and of other boats in which his father and other members of the McNeely family owned, principal among them the packet LITTLE RUFUS. His present address is S. Blake McNeely, 12 Turnin Lane, Mobile, Ala. 36608. We are indebted to Edward A. Mueller, executive director of the Jacksonville (Fla.) Transportation Authority, for the above photo, furnished kindness of Ralph R. Du Pae in behalf of the Murphy Library collection of the University of Wisconsin, La Crosse, Wis.

Our thanks to William J. (Steamboat Bill) Petersen for a copy of his lately published book, "Mississippi River Panorama." It runs 136 pages, illustrated with full color plates, 78 in all, of original paintings, plus photographs and drawings. It's the story of artist Henry Lewis who created and displayed a panorama of the Mississippi River in the mid-1800s. He did the work in Cincinnati about the same time W. S. Porter and Charles Fontayne were being celebrated there for their 8-panel daguerreotype of that city (see March '68 issue, pages 6-13.)

Lewis' completed panorama was a jumbo of canvas some 1,200 yards long and maybe 20 feet high mounted on vertical rollers so that it unwound at one end and wound up at

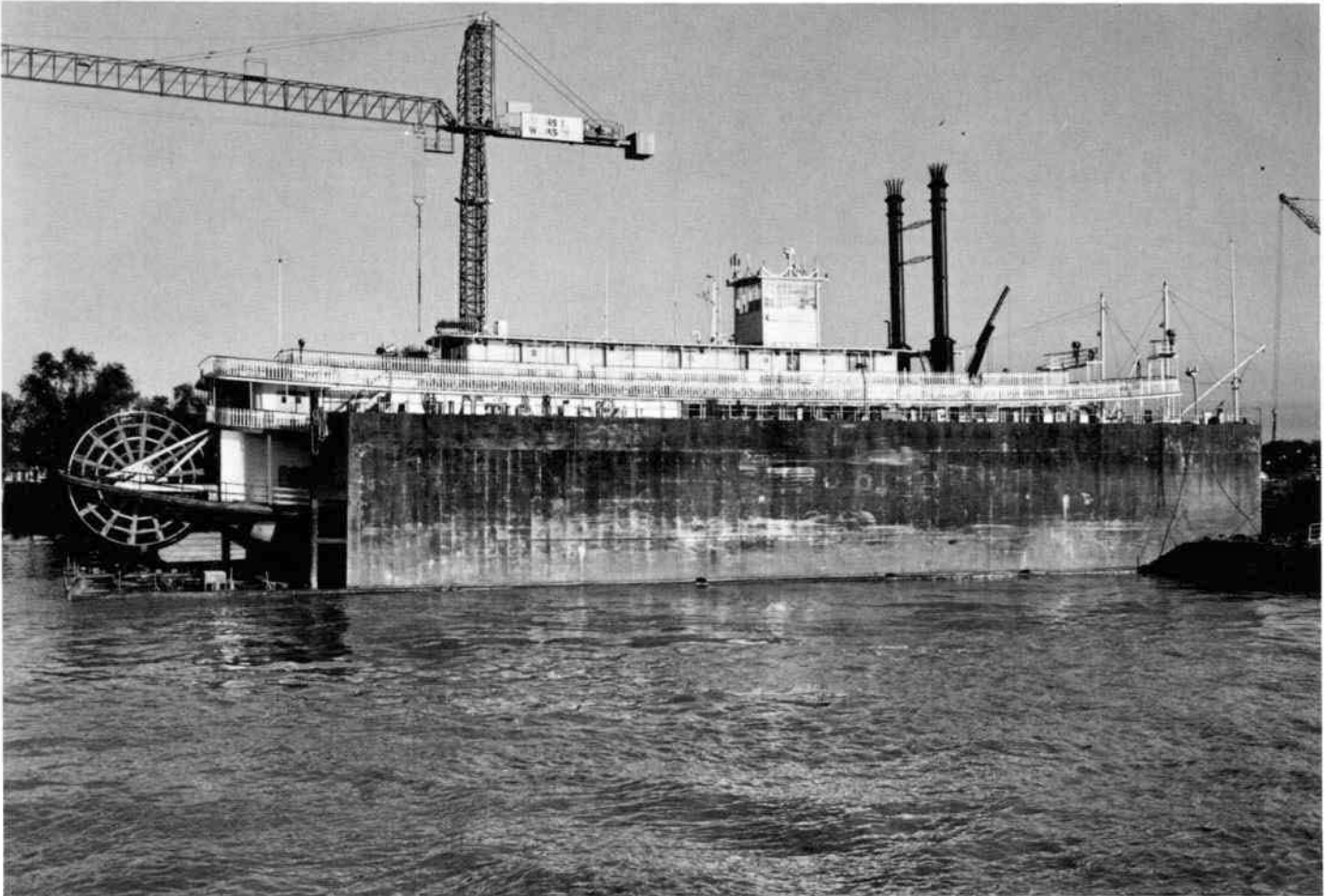
the other revealing only a portion to the audience. By means of this illusion the viewer sailed by boat from the Falls of St. Anthony to New Orleans as Lewis lectured. He showed it in the U.S. and Canada, took it to England in 1851, then went to Dusseldorf, Germany and somehow managed to lose it.

Before misplacing the thing, he wrote a book about it, illustrated with colored plates, published in Germany in 1858. The few existing copies of this book are swapped around these days starting at \$10,000 per. The text of course is in German.

Speaking of pictures, Steamboat Bill Petersen and his wife Bessie occupy the upper left corner of our S&D REFLECTOR cover in the issue of December last. Bill is a

prolific writer best known to the river clan for his "Steamboating On the Upper Mississippi" published in 1937 and reprinted with the addition of many more pictures in 1968. He also has released another book within recent months "Towboating On the Mississippi."

Sherwood Costen's flying bantam hen Lola B. (Sept. '79 issue et seq.) appears on page 671 of the 1980 edition of the Guinness Book of World Records. In a talk given before the Kiwanis Club, Point Pleasant, W. Va. last December, Sherwood revealed that he had taken Lola B. to Los Angeles for a TV appearance rigged up by the American Broadcasting Co. and other sponsors.





THESE THREE pictures are addenda to the color cover gracing this issue, all taken by Allen Hess while the NATCHEZ was hauled out at Algiers, Dec. 5-10, 1979. Commentary remarks appear in the box on page 2. Thanks to Allen we have opportunity to see first-hand the placement of the three rudders of the balance-type, identical in design. The forward blades are shaped to the contour of the stern rake, and the after blades are designed with arc-segments cut to agree with

the paddlewheel circumference. All of the ingredients for a "good handler" are here, the combination of an easy stern rake, ample rudder surface, and paddlewheel properly hung at the right distance aft. Embodied into this combination of factors is a century of empirical experience which the designer, in this case Alan Bates, must apply from a fund of tribal legend passed to him from his peers by demonstration and example, for there are no text books to instruct the art.

M.O.R. SPRING MEETING SCHEDULED

Jack Custer has issued a call for a spring meeting of the Middle Ohio River Chapter of S&D to convene on board the MIKE FINK at Covington, Ky. for a 6:30 p.m. dinner, Saturday, March 29th. The dinner tab will be \$13 including gratuities. Those planning to attend will please notify Sandra Rae Miller, 4223 Cutliff Drive, Louisville, Ky. 40218 in advance. The featured speakers are the Messrs. Bill and Jack Massey who have prepared an illustrated subject entitled "Steamboats On Parade." Those planning to remain overnight will please make their own arrangements. First class accommodations are available in Covington at the Quality Court or Holiday Inn.

At a recent business meeting in Louisville all officers of the M.O.R. Chapter were reelected for the current year.

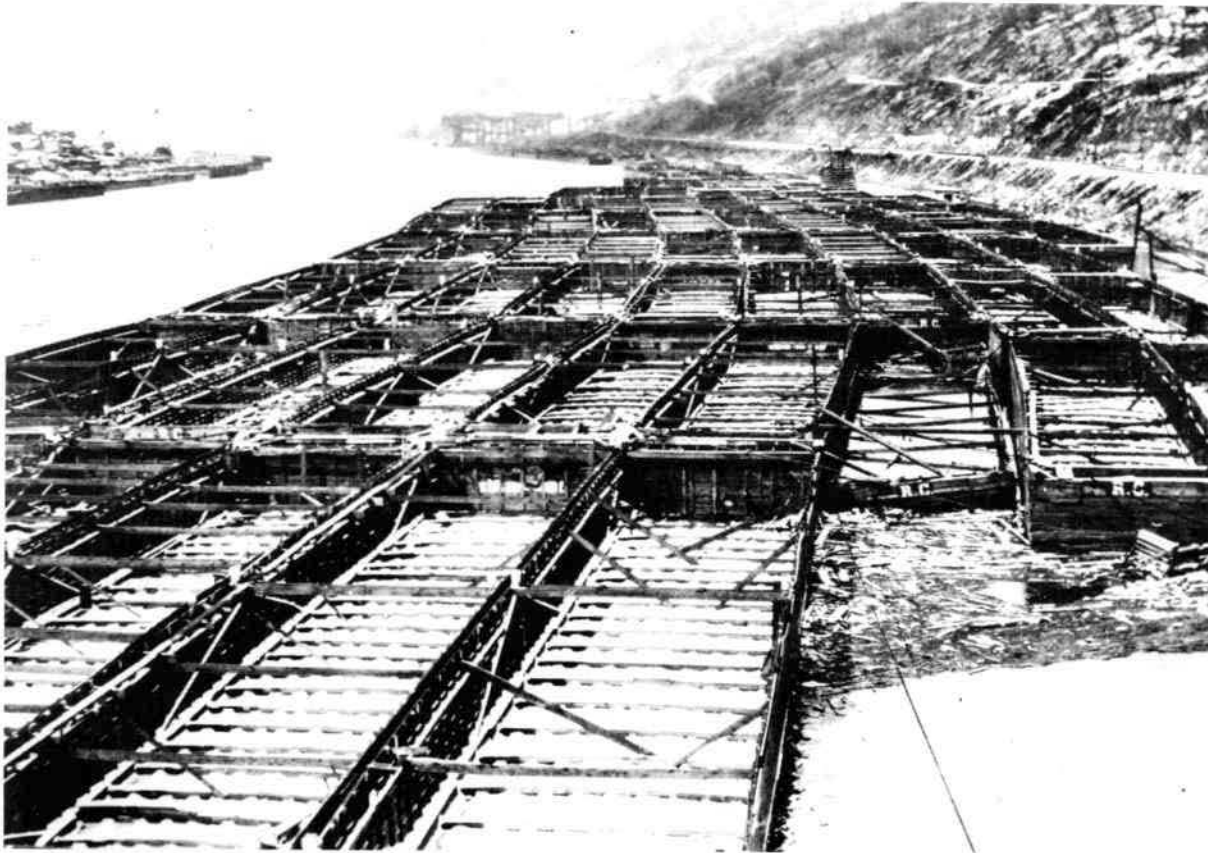
THIRTY FIVE YEARS AGO

J. Mack Gamble reported in The Waterways Journal, issue of June 30, 1945:-

Capt. and Mrs. C. W. Elder have presented the River Museum with a silver sugar bowl formerly used on the packet QUINCY (later the J.S.) and engraved with the Diamond Jo emblem. They also sent a bedspread in which is woven the emblem and the words, "Diamond Jo Line Steamers." Soon to be on display is a rare old watch which was presented to Capt. William Knox, of Marietta, on the return from Ireland of the barque JOHN FARNUM which was built for Waters Brothers in 1846-47. The watch is a gift to the Museum from Miss Sallie Knox, sister of the late Col. Harry D. Knox. William Knox Richardson, chairman of the Museum Committee, Sons and Daughters of Pioneer Rivermen, is a great grandson of Capt. William Knox.

Now hanging in the River Museum at Marietta is a painting which long had a place at the head of the stairs on the J. Henry Best wharfboat. The picture, believed to be the work of the artist, Sullivan, and signed "C.W.S." depicts a Marietta of an earlier day, probably 75 or 80 years ago. A "strange" wharfboat is shown and, queerest of all, a big side-wheeler is coming down on the West Virginia side of Marietta (or Kerrs) Island, so the time was evidently before the building of the dike at the head of this island--as for a long time all traffic has used the Ohio side channel. Splitwheel boats are evidently no new thing for this old painting shows a ferryboat with a split sternwheel.

Robert G. Thomas, who just completed a scale model of the famous towboat J. B. FINLEY, said that he will next begin construction of a model of the equally noted ALICE BROWN.



COALBOATS at Monongahela, Pa., Mile 32 on the Monongahela River, photographed in 1913. These were owned by the Monongahela River Consolidated Coal & Coke Co. (called the "Combine") and bear the designation R.C., for River Coal. The riverward fleet, six wide, maybe 50 in all, are ready for loading. Those next shore have been returned from the south and must get overhaul. When the

Combine was formed in 1899 it owned some 6,000 coalboats and barges, distributed from the Monongahela River to New Orleans and into the bayous of Louisiana. The firm also supplied "gas" coal to St. Louis. New coalboats were built at the rate of several hundred per annum due to the high casualty rates. A year or so after this picture was taken the construction of coalboats ceased.

FREQUENT INQUIRIES have come to us since we started running the yearly "logs" of the towboat BOAZ, these persons wanting to know about the term "coalboat," and how a coalboat differed from a barge. What was a "model barge?" some ask. What was a flat?

The coalboat was the largest container of coal, usually 175 by 26 feet, built of wood. There were five distinctive types, viz:-

Light coalboats: 10 ft. gunwales and drew 7½ feet when loaded with 24,000 bushels of bituminous coal.

Heavy coalboats: 12-foot sides or gunwales and when loaded to 9 feet carried about 30,000 bushels.

Check post coalboats: Either of the above having vertical posts staunchly braced and buried in the coal all but the tops which served as timberheads.

Timberhead coalboats: Either light or heavy coalboats having vertical timbers bolted to the inside of the gunwales from the tops of which manila lines and/or wires were secured.

St. Louis coalboats: Those with longer bow rakes, usually of the light coalboat class, built for

upstream towing of loads between Cairo and St. Louis.

The 26-foot width was considered maximum inasmuch as practically all river-shipped coal from the Pittsburgh area was loaded at the tipples in the Monongahela River, and passed two abreast through locks 56 feet wide, thus allowing 4 feet "slobbering room." This 26-foot width continues today as the width of a "standard" steel river barge.

This same mystic number 26 dictated the width of all of the original Ohio River locks, 110 feet, designed to accommodate tows four barges wide, occupying 104 feet width, with 6 feet slobber room. The modern steel jumbo barge, 35 feet wide, had its width dictated to get three abreast in a 110-foot width lock, with 5 feet slobber room. The influence of "26" extended to dictate the width of the towing steamers, primarily engaged in "pooling" coalboats and barges in the Monongahela, the over all width of such towboats usually being very close to 26 feet. This allowed them to make a "set over" locking with the coalboats.

In the early days of the industry Monongahela River coal was floated downstream from mine to market by sweep and oar, loaded in extremely fragile "box boats," so called because they had no rakes, usually 160 by 50, with 10-foot sides. Two of these, lashed side by side, required a crew of 15, 12 of whom handled the navigation under the supervision of two pilots, and also there was a cook. The living quarters consisted of a shanty, or well, built down in the amidship section, 30 feet square, with the floor about a foot off the bottom, and with the sides, or bulkheads, as high as the gunwales and entered from the roof through a hatch. This cabin, buried in coal, served as bunkroom, kitchen, diningroom and lounging quarters. Lanterns were used for light save on warm days when the overhead hatch remained open. The cook, in this cozy arrangement, served meals of salt pork, hardtack, potatoes and coffee, the usual diet, plus eggs and such other odds and ends as the crew might forage en-route.

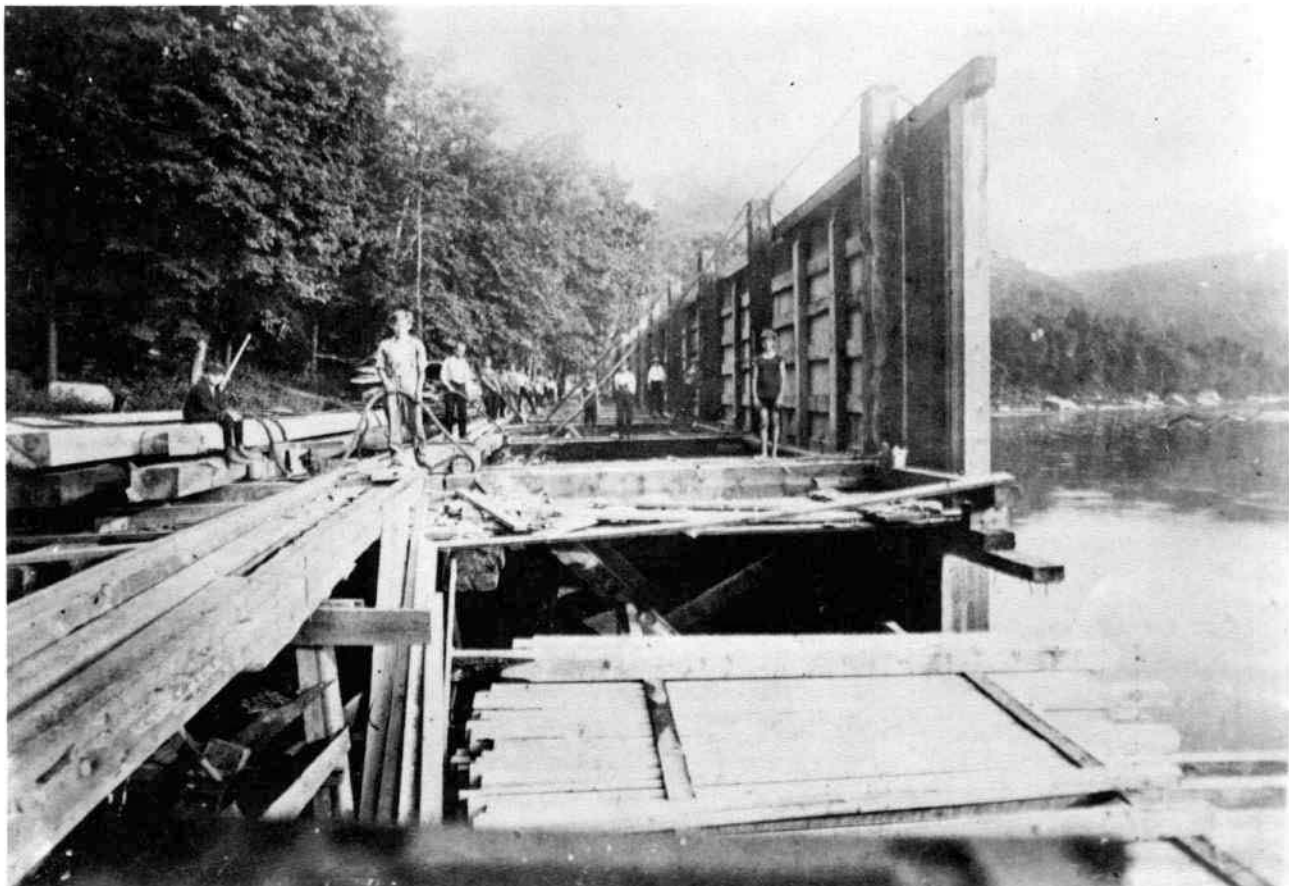
No attempt was made to return

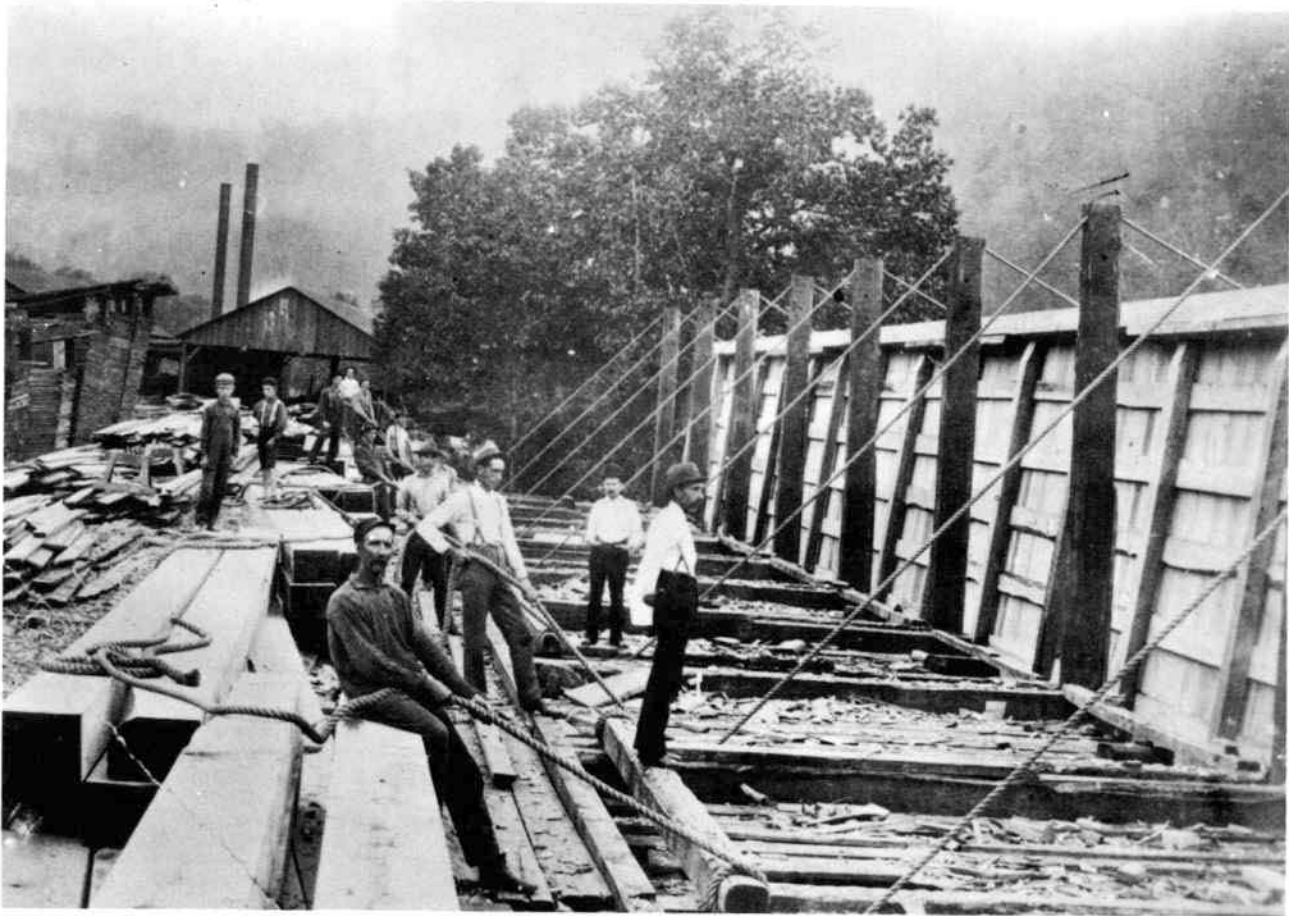


BARGE YARD and scaffold of the Warren Lumber Co. on the Allegheny River at Grunderville, Pa. about 1904-1905. This was located about three miles below Warren, Pa., below the foot of Meads Island, at Mile 188. Coal barges were built complete, and one is on the launchways at the left. The scaffold at the right was used for building the hulls (or "bottoms," the accepted term) of coalboats. These bottoms were built upside down on the platform at the top of the scaffold to facilitate the task, and particularly to ease the job of caulking. The yard could turn out two completed bottoms a week. When ready for launch, the bottom was tipped up and over, and dunked in the river right side up. Scaffolds were located at various points along the upper Allegheny, and also along tributaries such as the Clarion. During the coalboat heydays (1870-1900) the annual output ran 400 to 600. These completed bottoms were loaded with lath, shingles, lumber and kindred wood products and floated to Pittsburgh in fleets, the navigation supervised by a seasoned Allegheny pilot. When a rafting stage happened during the summer months, wives and families went along for the scenic ride, housed in a small cottage built on one of the bottoms.

BELOW

Boat scaffold at West Hickory, Pa. See caption next page for details.





SCAFFOLD at the Wheeler & Dusenbury yard, West Hickory, Pa. This was at Mile 161 on the Allegheny River, seven miles above Tionesta, Pa. This and the picture at the bottom of the last page were supplied 14 years ago by J. K. Vail, Tionesta, who loaned them to the late J. W. (Sandbar) Zenn for copying. The completed coalboat bottom is standing on edge (right) ready to be flopped into the river. The scaffold was a trestle paralleling the river shore at least 14 feet above the normal water line. The bottom was framed on 11 large oak timbers hinged, or pivoted, by a common heavy iron shaft. During the construction period these tim-

bers were horizontal but at time of launch they were raised vertically, a matter of snubbing them with lines, inasmuch as the bottom's centerline extended slightly out beyond the hinges. Snubbing the lines is in process in these pictures. As the men continue to let out line the bottom is gently lowered right side up into the drink. At some yards where there was no scaffold the bottoms were launched upside down, then taken out to a deep pool or eddy where one side was loaded with rocks until it flipped right side up. Such occupation called for warm weather inasmuch as the participants dove as they abandoned the coalboat bottom at the moment of flip.

these floated craft for reloading. They were purposely built flimsy, the packaging around the product, and at destination were knocked apart and the lumber used for other purposes. Hence the French Quarter at New Orleans contained many buildings framed and joisted with pine and hemlock grown in the forests of Pennsylvania, brought to the Crescent City as coal containers.

The use of steamboats to handle coal tows down the Ohio and the Mississippi commenced in the 1840s as experiments by a few bold innovators, viewed from the sidelines with much skepticism by the majority of shippers. Side-wheel packets which had outlived their usefulness as cargo carriers guided small flocks of coal laden box boats to Cincinnati and Louisville, resembling a mother hen with her chicks, the box boats

tied rather loosely at the sides and ahead, the steamboat merely a substitute for oar and sweep. The detractors predicted that the cost of the coal used to fire the boilers, particularly on the return of the towboat upstream to Pittsburgh, would chew up the profit.

The learning period took some 15 years, during which time a new type of "towboat" was perfected, a sternwheeler with much greater rudder power, straight sides, more powerful engines, and of heavier construction than the existing packets. Standardized 175 x 26 coalboats were grouped into a rigid mass, called the "tow" (and hence the term "towboat" which handled the tow) and the whole was an island afloat, the towboat at the rear--as far to the rear as possible--where by backing the paddlewheel against the rudders, the resultant leverage twisted the

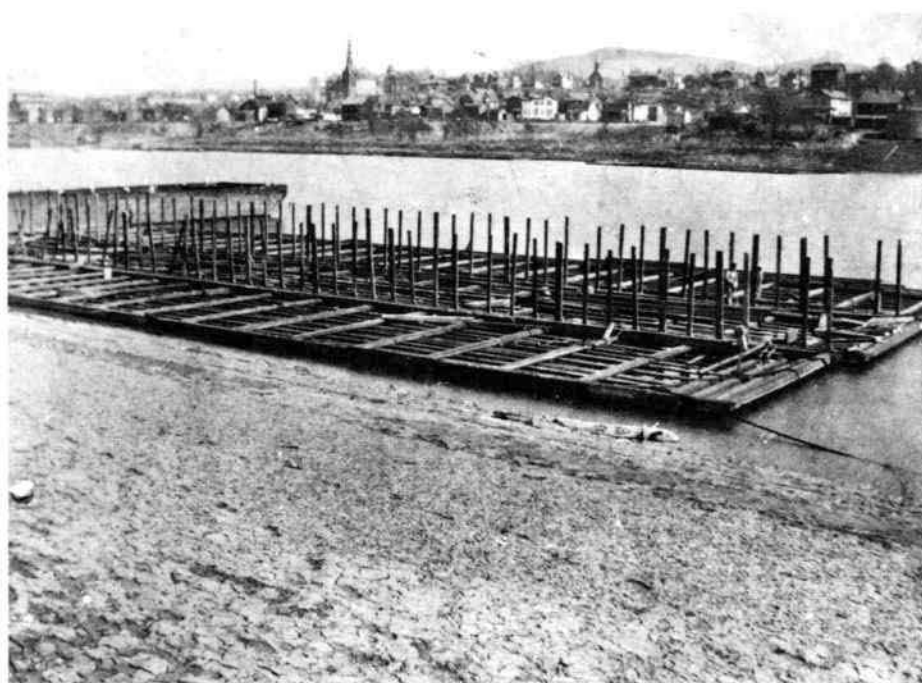
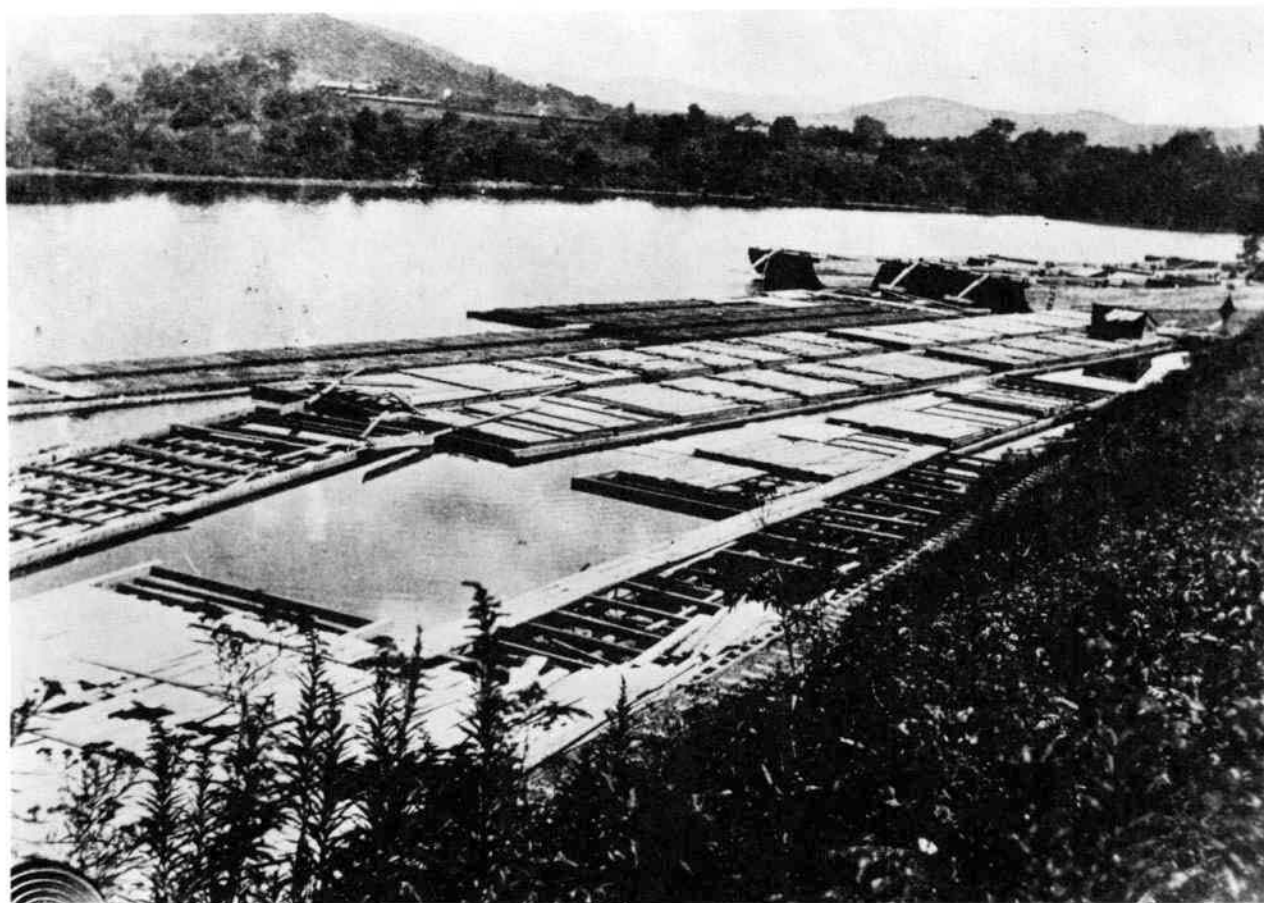
heavy mass with ease. These towboats not only could handle large tonnages of coal, but could bring back the empties for reloading. By the most fortuitous of circumstances this entire technique had been worked out and was operative when the Civil War broke out. The Federals could and did supply their gunboats and transports with quality coal at all points on the Mississippi System.

The standard coalboat was built on a 170-foot bottom. Judging from existing accounts the over all length varied, probably due to the rakes, making them 175 to 180 feet. The rakes were flat--no curvature as in barges. The bottom planking was laid thwartship, bracing was held to a minimum and wooden pump boxes were installed at the interior corners. The heaviest timbers in the craft were

those in the bottom side knuckles and the headlogs. The coal was loaded in a coalboat with the utmost care. Mine tipples were provided with large trays which were loaded and then lowered, one end tipped and the contents slid out

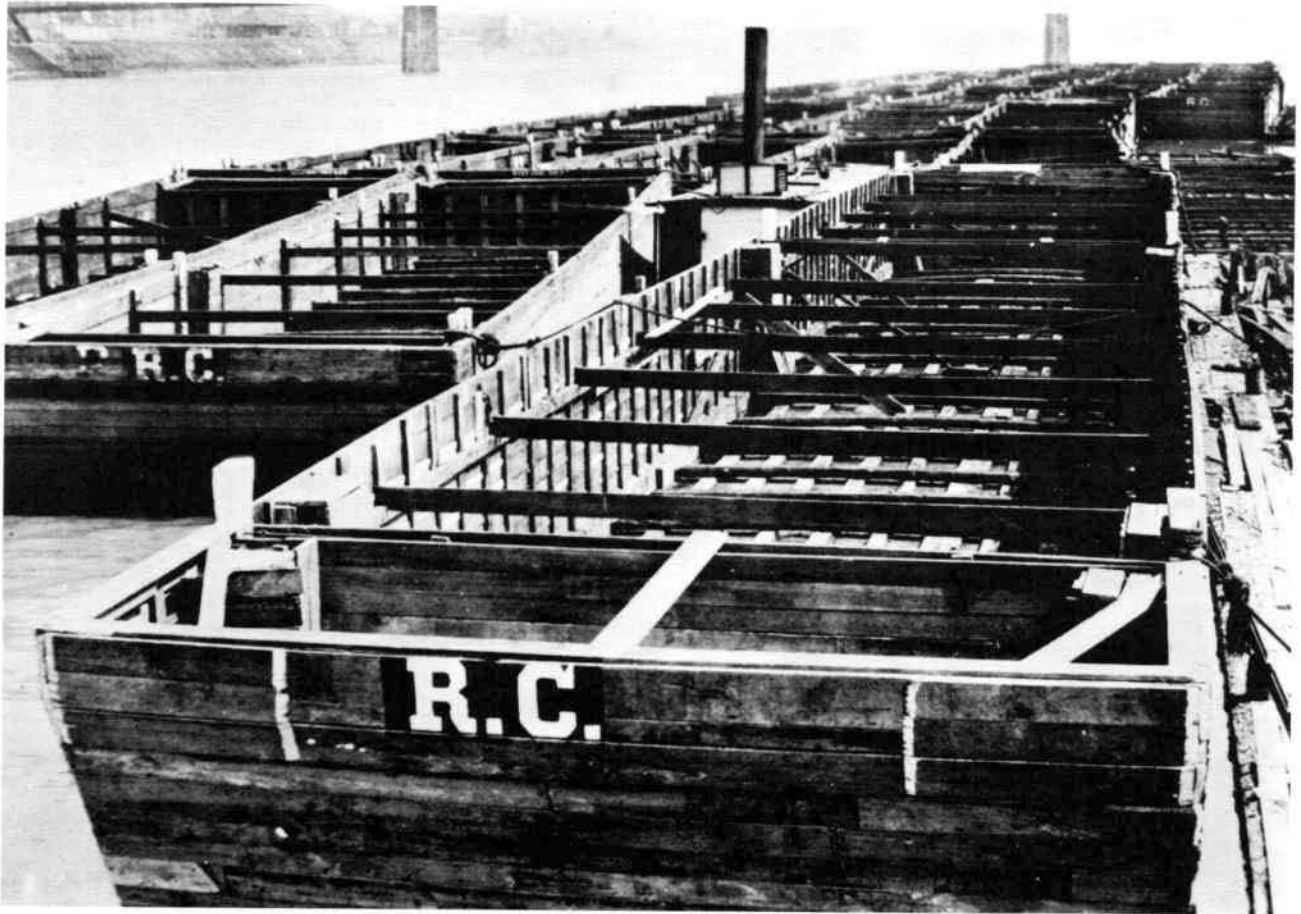
on the order of a dust pan. A crew of "spreaders" kept the lading evenly distributed for the full length and width to prevent warping and leaky seams. The surface of the load was perfectly flat end to end and the freeboard fully loaded was 18" to 22".

The adventures attending the transfer of these coalboats from mine to market is recounted in the current BOAZ Logs now appearing in the REFLECTOR. The barges and the other types of craft she towed will be the subject of future discussion in these pages.

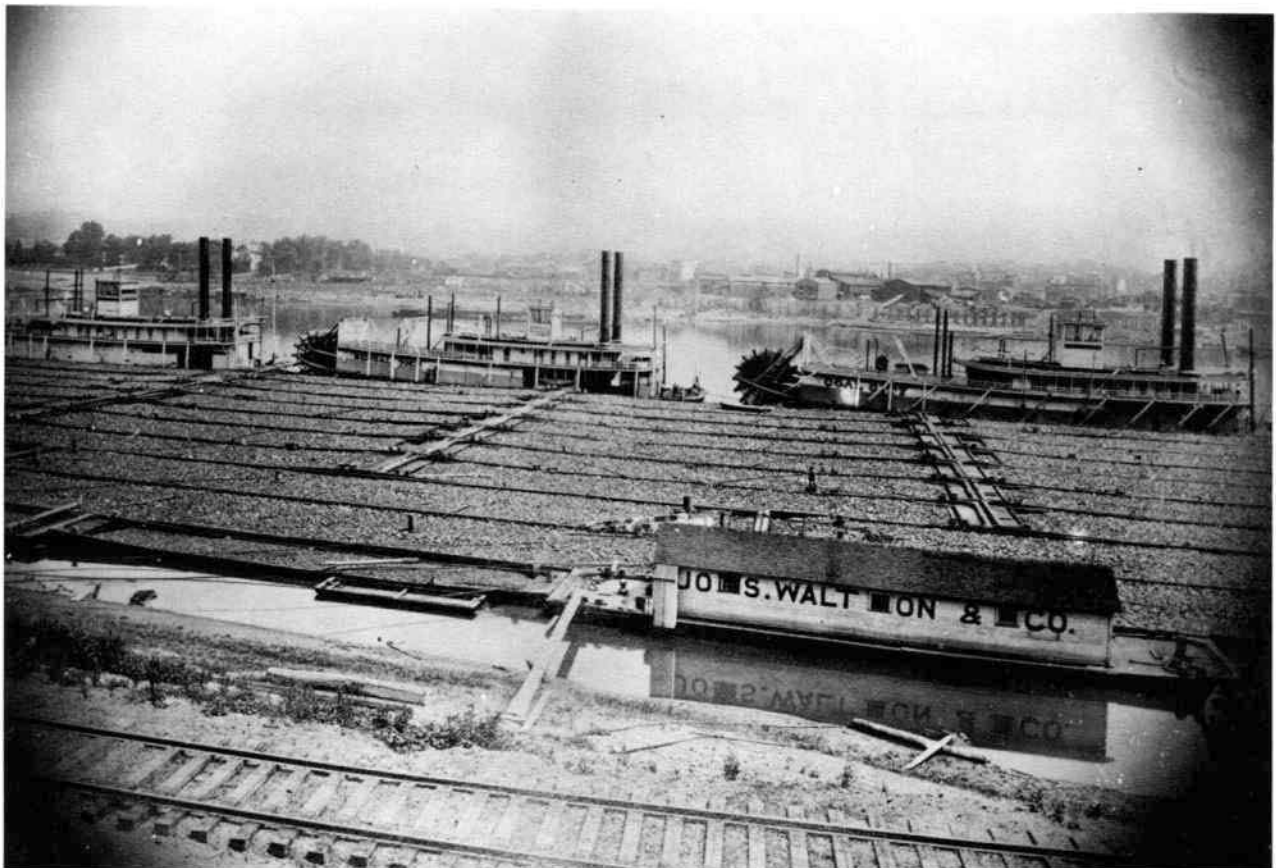


ABOVE: Completed coalboat bottoms and barges at Grunderville, Pa., Allegheny River Mile 188, ready to go to Pittsburgh on the first rise, c. 1900.

AT LEFT: Coalboat in process of being framed at West Elizabeth, Pa., 1914. Similar "siding yards" along the Monongahela River turned out completed coalboats using the bottoms floated down the Allegheny. In this instance the entire coalboat, bottom and all, was built at West Elizabeth, along with other bottoms which appear in the scene. This well may be one of the last such pictures taken. No more coalboats were built after 1915.



Captions on next page.



TWO PICTURES ON OPPOSITE PAGE

TOP Close-up of a new timberhead coalboat nested in a fleet of empties on the Monongahela River. No paint was applied inside or out. The designation R.C. stands for River Coal. Look sharply and you can see pumpboxes built in each end corner and at centers. Incredible as this may sound, the mate and deckhands walked these 1½" gunwales, often carrying ratchets and chains, an adventure better left to circus performers in times of frost and snow. The odd-looking craft with one stack is a pumpboat which was supplied with a large steam boiler, a supply of fuel, and perhaps a small bunk room.

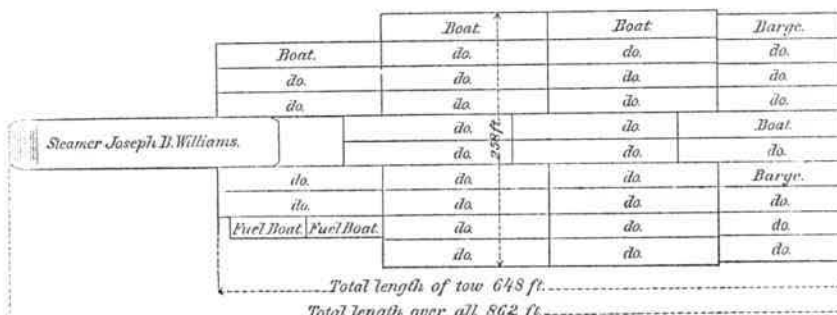
BELOW Fleet of loaded coalboats in the Ohio River at Pittsburgh awaiting shipment south on the first rise. This was taken almost precisely 100 years ago showing the Jos. Walton & Co. landing on South Side with the towboats (from left) JOS. WALTON, BENGAL TIGER and COAL CITY. Interesting to note is that during the fiscal year June 30, 1883 until June 30, 1884 a total of 107 loaded coalboats were delivered at Cincinnati, and 779 of them passed that city enroute south. During the same period 2,022 barges of coal were delivered at Cincinnati and 1,539 passed for southern delivery.

The Winter issue 1979 of STEAM-BOAT BILL, quarterly of the Steamship Historical Society of America, devotes considerable space to the famed voyage of the FAR WEST in connection with the Custer affair in 1876. The historian who writes the tale is our friend and S&D member Edward H. Mueller, executive director of the Jacksonville (Fla.) Transportation Authority. The hero of the story is Capt. Grant Marsh, skipper and pilot of the FAR WEST, on whose shoulders fell the responsibility of delivering the wounded back down the Big Horn, Yellowstone and the Missouri to Bismarck, 710 miles. Ed recounts this epic trip in vivid detail.

Captain Marsh was brought up as a young man in Rochester, Pa., an Ohio River town some 12 miles below Sewickley. The identity of his parents, far as we know, has never been proven, save that they came to Rochester from the vicinity of Warren, Pa. on the upper Allegheny. In the early days a liberal sprinkling of persons named Marsh were settled in the vicinity of Akeley, Pa. along Conewango Creek (which empties into the Allegheny at Warren.) Among these was a Grant Marsh who had come to Russell in 1822 from Granville, Washington County, N. Y. where he was born in 1796. The names of his numerous children were recorded and our Capt. Grant Marsh is not among them. However,

DIAGRAM OF LARGEST COAL TOW.

Towed by Steamer "Joseph B. Williams," from Louisville to New Orleans.
Left Louisville May 11, 1882.



DIMENSIONS OF TOW.

Total width 258 feet.

" length 648 "

Extreme length over steamer and tow 862 feet.

Average length of boat 170 feet. Average width 26 feet.

" " " barge 130 " " " 25 "

27 coal boats,

8 " barges.

2 fuel boats.

37 pieces in all.

Containing a total of
712,000 bushels of coal.

Average draught of boats 7 feet.

Jerry Sutphin has our thanks for the above, lifted from the Annual Report Upon the Improvement of the Ohio River in charge of Col. W. E. Merrill, fiscal year 1883-1884. The JOS. B. WILLIAMS is hitched to her tow of loaded coalboats and barges "duckpond" style, set back so that an area of river water (the duckpond) appears ahead of the towboat, the accepted method as long as stern-wheelers were used.

one John Marsh, brother to the early Grant Marsh, had settled in the Russell-Akeley region two years prior. The 1830 census of Pine Grove Township lists him, but does not identify by name his considerable household. By 1840 he and family had disappeared from the region. The late Harold C. Putnam researched these matters and concluded by deduction that John Marsh migrated to Rochester, Pa. with family, and that Grant was a son then aged less than six. Capt. Grant Marsh was not the only one of his tribe to make his home at Bismarck, N.D. (where he died in 1915.) Martin L. Marsh and his sister Phebe of the early Grant Marsh family also lived at Bismarck in the early 1900s.

In 1896 Capt. Grant Marsh's daughter Kathryn married the pilot on the packet C. W. BATCHELOR which at that time was plying the Missouri River, Capt. Robert L. Gaines. Gaines, who served as pilot with the Anchor Line, and later with the U.S. Engineers, died at Memphis in 1914 survived by his wife. Another daughter, Carrie, married the steward of the packet HUDSON, Charles Hall; both of these weddings in December 1896.

In relating the account of the FAR WEST's role in what has become termed "Custer's Massacre," Ed Mueller draws heavily on the details and conversations reported in the book "Conquest Of the Missouri" published in 1910 by the late Joseph Mills Hanson. Hanson had interviewed Capt. Grant Marsh while preparing his book and came away convinced that the real national hero of the Custer affair was not Custer, but was Marsh, a conclusion which has gathered luster since the book first was released.

S&D's 1980 meeting is scheduled for the week-end of Sept. 13th.

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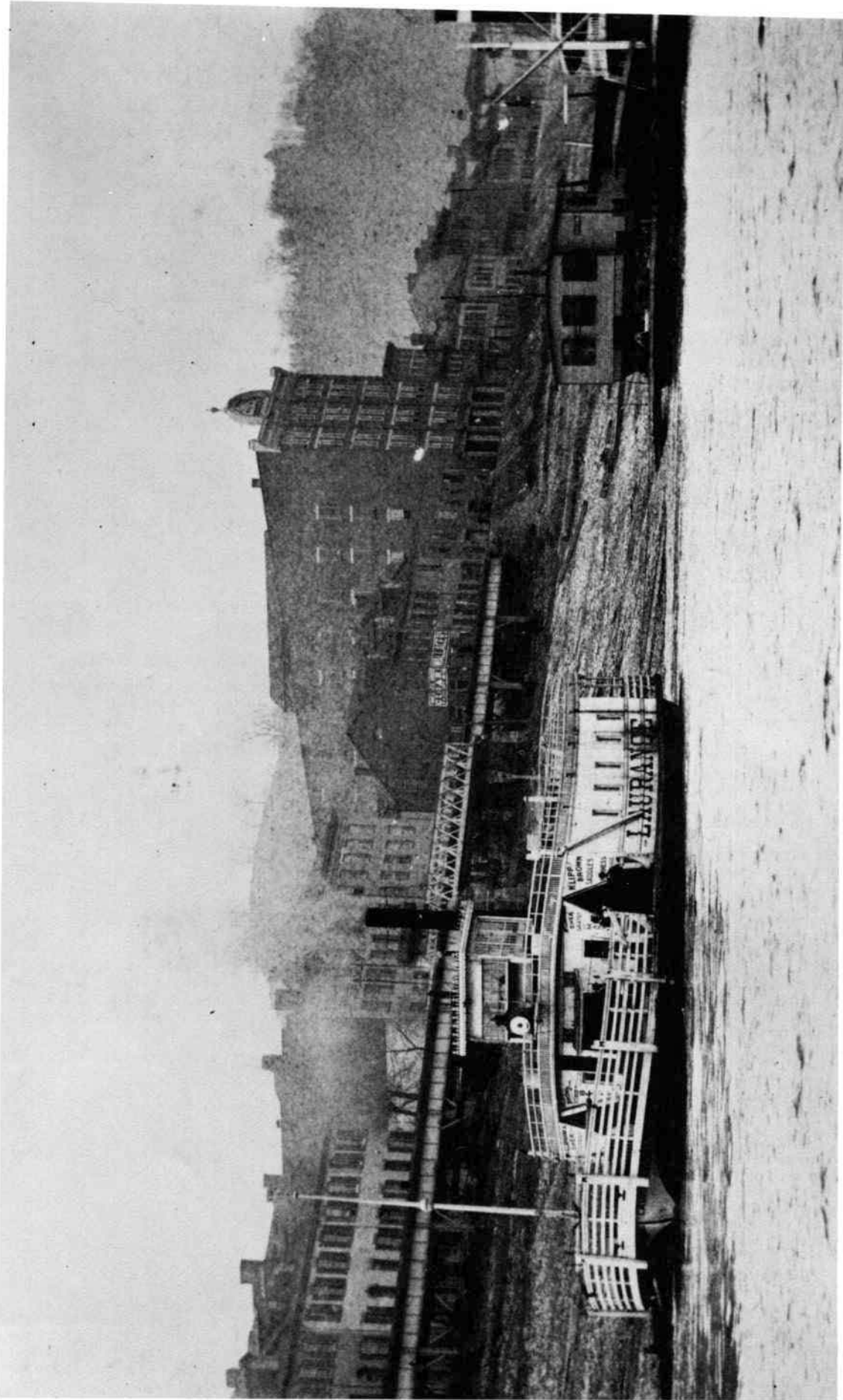
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THORNTON BARRETTE, noted Ohio River photographer, took the two scenes on these pages about 1896 at Maysville, Ky. on the Ohio River 62 miles above Cincinnati. The ferry in the foreground named LAURANCE was built about five years prior at Madison, Ind. and operated across to Aberdeen, O. The railroad trestles in the background carried the Chesapeake & Ohio's main line along the Maysville riverfront. At the depot in the lower end of town (not visible in these scenes) the crack trains "The George Washington" and "The F.F.V." made regular stops, handling passengers direct to exotic White Sulphur Springs and the Chamberlin Hotel at Old Point Comfort, or to Cincinnati (1 hour 15 minutes.)



DAILY PACKET SERVICE at Maysville in 1896 included the COURIER (left) to Cincinnati, the SILVER WAVE (center) to Vanceburg, Ky, and the M. P. WELLS to Augusta, Ky. They are moored at the large wharfboat operated by Con Phister which had been built in 1878 at Manchester, O. Our thanks to C. M. Dowling and to the Murphy Library folks at La Crosse, Wis. for making these prints available.



SEEMS LIKE only yesterday when we ran a profile drawing (March '78 issue, page 33) of the Lake George, N.Y. steam prop yacht TUSCARORA then about 50% completed. This past season she was up and about tooting her Hudson River tugboat whistle, identity unknown. Her owner and builder, Tom Rhodes, 290 Lake Ave., Saratoga Springs, N. Y. 12866, has reason to be proud. He is an S&D member and he reached into our Western Waters bailiwick for various parts and pieces. The engine and boiler came from Semple Engine Co., St. Louis, the same firm which furnished the long-stroke engines

for Lake George's MINNE-HA-HA. While making trips on the DELTA QUEEN Tom picked up gauges at Marietta and at New Orleans, both used on his new steamer. The flag he flies on the jackstaff (not shown in the picture) briefly flew from the staff of the DQ.

The TUSCARORA is 29 feet long, no speed demon (makes 6-7 mph.) fueled with wood and coal. Tom often takes her out solo, firing the boiler, piloting, handling the engine and playing deckhand. He built this yacht of handsome curve and line in his backyard, no less.

Chicago, Ottawa, LaSalle and Joliet owe much of their growth to the old Illinois-Michigan Canal which had 15 locks designed in the 1830s. Extending from the south branch of the Chicago River at Bridgeport to the Illinois River at LaSalle, the 96-mile canal placed Chicago on a continuous waterway stretching from New York to the Mississippi River. When the modern Illinois Waterway was opened in 1933 the I & M was closed to navigation.

Old Lock #14 still exists at LaSalle. The Illinois Dept. of Conservation has been granted \$113,555 by the U.S. Dept. of the Interior to restore the lock. Illinois state funds will match the federal grant.

About two years will be required to complete the restoration. The four wooden gates will be restored and much work is required to the stone masonry of the walls and the oak flooring. When fully restored and operable, #14 will become a vital part of the I & M Canal State Trail, a 62-mile link between Joliet and LaSalle.

Members of the Illinois Canal Society recently visited a lock on the Sanitary and Ship Canal at Lockport, Ill. The lock was built in 1907, 22 x 117 with a 40-foot lift, a bi-pass between the Ship Canal and the old Illinois & Michigan Canal. It is adjacent to Lockport Lock on the Illinois Waterway and saw service into the 1940s. Its wooden mitre gates were operated by electricity generated at a nearby power plant. Incidentally when the modern Lockport Lock was opened in 1932 it had the largest mitre lock gates in the world, a maximum lift of 39.5 feet.

On page 7 this issue is pointed reference to a "lock nut" named William E. Trout III. Since writing the piece we've had cause to raise our eyebrows. Turns out Bill Trout is a research scientist in the Biology Department at the City of Hope National Medical Center in Duarte, Calif., a position he has held since completing his post doctoral fellowship in the

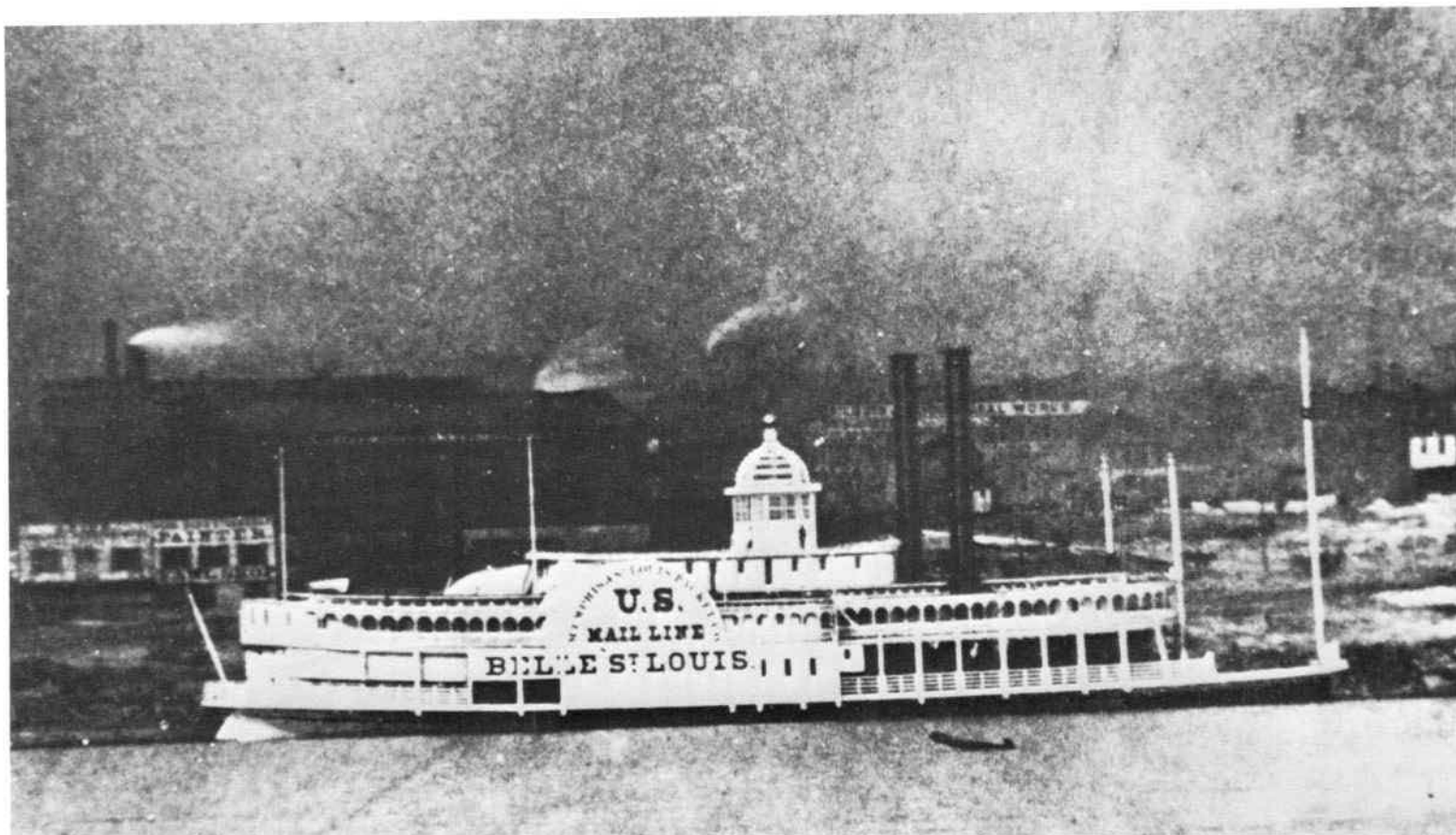
Biology Division of the Oak Ridge National Laboratory in Tennessee in 1966.

To go back a bit further, he obtained his B.S. in biology at the University of Richmond in 1959; his A.M. in zoology at Indiana U. in 1965. He was Beta Beta Beta in biology; Pi Mu Epsilon in mathematics; and subsequently has been listed in Who's Who in the USA as Dr. William E. Trout III.

What we said in the first place on page 7 still goes. He's a lock nut. As a Boy Scout he hiked the towpath of the James River and Kanawha Canal and he's been full of canal water since. Presently, among other accomplishments, he is vice president of the American Canal Society which issues the publication "American Canals" of which he is editor.

Sirs: I really enjoyed Capt. Tom Kenny's HOMER SMITH story in the Sept. '79 issue, page 33.

Roddy Hammett,
1428 Polymnia,
New Orleans, La. 70130



RECENTLY discovered in the files of the Missouri Historical Society, St. Louis, was this rather dramatic view of the BELLE ST. LOUIS moored at shore, likely at St. Louis. She was built at the Cutting Yard, Metropolis, Ill. and completed at St. Louis in 1864, the hull measuring 277 x 38.5 x 7.5, and according to Anchor Line records she had engines 26's- 8 ft. powered by four boilers each 46"

by 18 ft., probably tubulars. The wording on the circumference of the paddlebox reads "Memphis & St. Louis Packet Co." Lytle-Holdcamper disposes of her in 1881, noting that she had been dismantled and the hull used as a barge. We are indebted to the Murphy Library people, University of Wisconsin, for the print.

Sirs: In re. the MARK TWAIN, now in Bermuda, pictured in the last issue, page 25, this probably is the COPY CAT originally built for John Fabick, the Caterpillar dealer in this area. He used the boat around St. Louis a short time, and then moved it to Florida where he eventually sold it.

Incidentally I have been a reader of the S&D REFLECTOR for several years and really enjoy it. I have operated pleasure boats from here to St. Paul, Tennessee River, Chicago, and New Orleans; took our honeymoon on a towboat to New Orleans and owned the restaurant on the BECKY THATCHER when she broke away and drifted downstream in a windstorm ten years ago.

Harry H. Pope,
7201 Delmar Blvd.,
St. Louis, Mo. 63130

Sirs: The sternwheeler pictured on page 25 last issue was in use as a charter excursion boat on the New York harbor about 1973. It was from New York that she made her trip by barge to Bermuda. At that time her name was COPY CAT. I saw her in Bermuda in 1977 while cruising aboard the SS ROTTERDAM. also at that time a small two-deck

diesel excursion boat was working in Bermuda, formerly the PATRICIA of Lake George and other places.

Tom Rhodes,
290 Lake Ave.,
Saratoga Springs, N.Y. 12866

Sirs: The boat on page 25 last issue is the COPY CAT, designed by Dennis Trone, of course. She has been around; she was here on the Potomac for a while, leased by Joe Goldstein who then owned the Wilson Line. I understand she went from here to New York harbor, and thence to Bermuda. I have a photo of her tied up here at the 7th Street pier.

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

=The COPY CAT was built by Dubuque Boat & Boiler Co., 1969 with hydro bow thruster and hydraulic pitman drive, originally operated by John Fabick Tractor Co. -Ed.

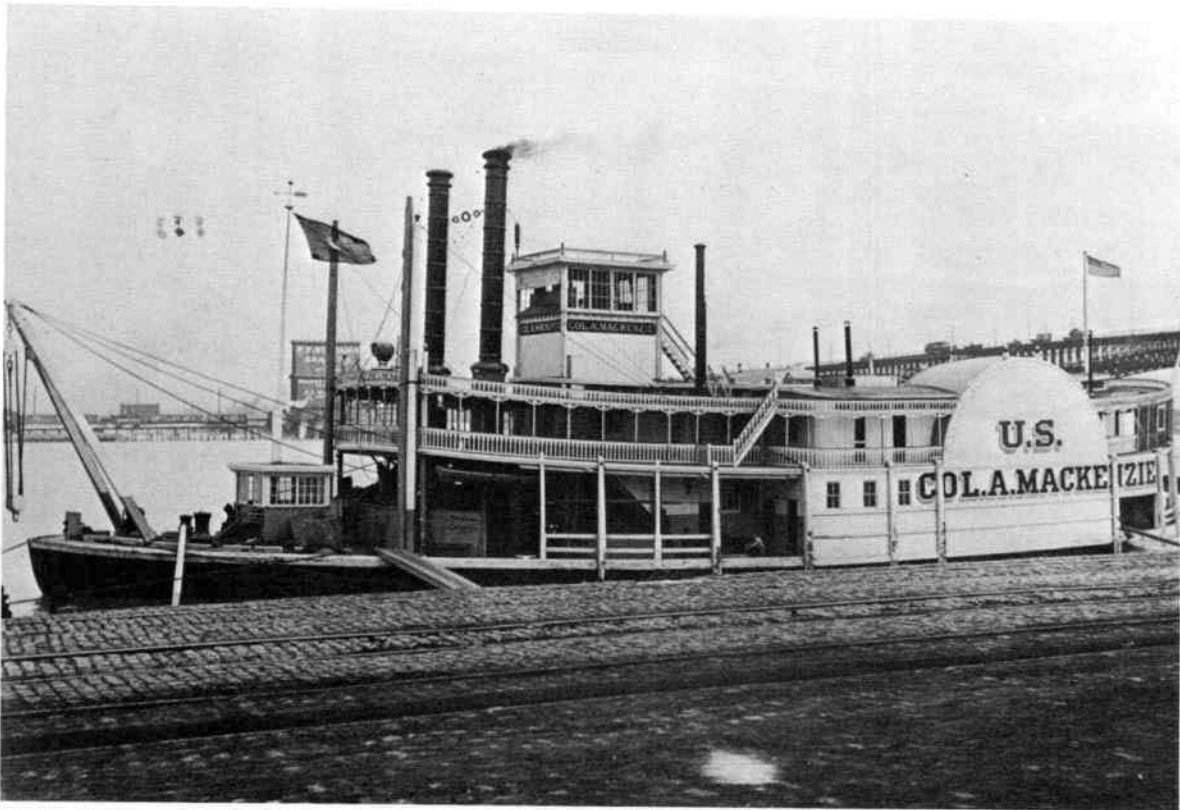
Sirs: The MARK TWAIN in Bermuda is, I'm 99.44% sure, the former COPY CAT built in 1969 for the John Fabick Tractor Co., Caterpillar dealers of St. Louis. Of

course the name Cat comes from Caterpillar. Originally the boat was white with the same yellow trim Cat uses on its engines.

I was aboard when she was new. She was done up in Victorian decor. Had a built-in bar and a galley of generous size where food was prepared for 70 people. Her sternwheel was driven by two Cat D333C diesels, 190 hp. each. Hull was 65 x 21, 106 ft. long overall. Paddlewheel 14½ ft. "square." A description in a brochure of World Yacht Enterprises says "paddlewheel turned by two hydraulic pumps with double ended Cat hydraulic cylinders operating two pitman arms through crossheads." All this technical stuff is sent along for benefit of Alan Bates and C.W.

The original idea was to lease COPY CAT to large corporations for business meetings, parties, etc. but the cost was apparently too exorbitant for such venture on inland waterways. World Yacht Enterprises in New York handled 150 day passengers, and handled 12 on overnights plus crew of two.

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



OCCASIONALLY a pilot dies on watch and so it was with Capt. David McBride Tipton, 76, coming up through Lake Pepin steering the U.S. snagboat COL. A. MACKENZIE. He had a heart attack and within moments was gone. The boat proceeded to Red Wing, Minn. where the crew wired back to Rock Island the startling news. He had come out master-pilot on the MACKENZIE when she was new from the Howard Yard in 1900, and prior to that had been on the side-wheel snagboat GENERAL BARNARD, and had started his government service on the side-wheel snagboat MISSOURI in 1873.

Capt. David Tipton was from the Muskingum River, born and raised near Zanesville, and ran as mate on early packets in that area. He went to the Upper Miss and became a St. Louis-St. Paul pilot with the Northern Line. He never married, and at the time of his death, Sept. 22, 1904, he was survived by two nieces whose whereabouts were not known. Col. A. Mackenzie was U.S. District Engineer at Rock Island 1879-1895, serving that post longer than any Engineer before or since, 16 years. At the time of David Tipton's death, 1904, he had been promoted to Brigadier General and was Chief of Engineers, Washington, D.C. Notified of Tipton's death he wired to Rock Island: GRIEVED BEYOND EXPRESSION AT CAPT. DAVY'S DEATH STOP PLEASE PROCURE FOR ME LIBERAL SUPPLY OF FLOWERS.

Judy Patsch, 921 21st Ave., Rock Island 61201 was attracted to the grave of Capt. David Tipton in the Chippiannock Cemetery, Rock Island, first by the anchor nearby, and also by the pilotwheel on the stone. Judy ascertained that the anchor was recovered from the bottom of the river at Keokuk by the crew of the MACKENZIE, who placed it in the cemetery.

The crowning tribute to the ancient mariner came from the Rock Island District, who renamed the COL. A. MACKENZIE. Thenceforth she was the DAVID TIPTON. The picture of the MACKENZIE shown above was presented by Ruth Ferris to John Hartford who, in turn, permitted it to be copied by G. W. (Jerry) Sutphin. It was taken at St. Louis with Eads Bridge in the background.



ON THE MUDDY, foggy day of Oct. 29th last, Fred D. Fleming, 2715 Eisenhower Road, San Antonio, Tex. 78209 pulled on his fireman's boots and took the three pictures on this page. "A tough old gal," says Fred, "and these could be the last pictures taken of the SPRAGUE before dismantling in the effort to refloat her."

These were taken in the Yazoo River, Vicksburg, when the river was low and prospects were bright. By early December a rapid rise had covered all but the tops of the hogchain braces.

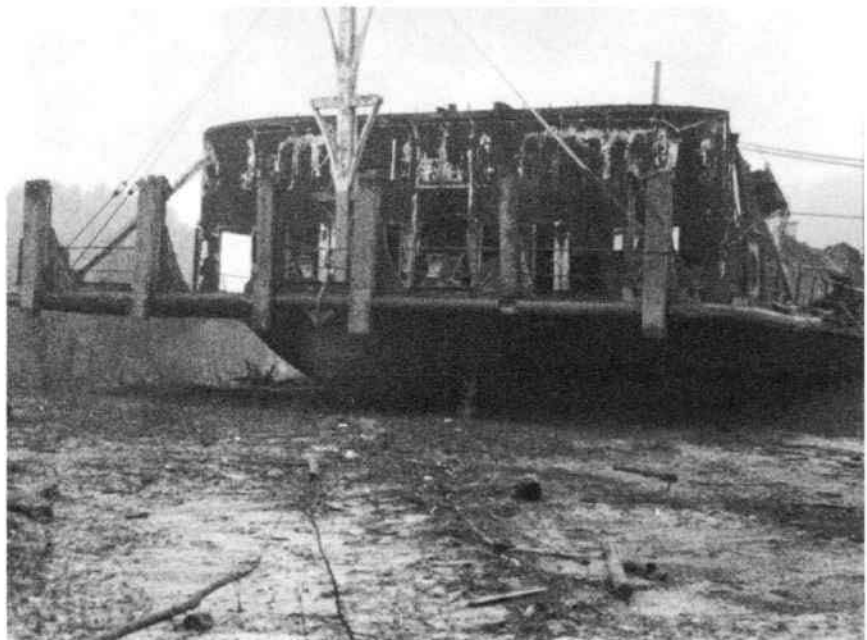


Sirs: Well, my old ship BLACK RIVER (June '79 issue, page 15) didn't make it. She was sold to the scrappers in October and made her way up through the Welland Canal on October 23 on her way to Port Colborne to be cut up. But the story has a different ending. She was sold to the Cayman Islands and re-registered in Panama. She left for that exotic place last week (Nov. 21 last.) Hope she makes it. I was not on board for her last trip in October, having been transferred to another company ship with the rather odd name of NEW YORK NEWS which along with others is owned by the Chicago Tribune and New York Daily News syndicate, carrying newsprint from their mills in Canada to the newspapers at Chicago and New York. We also carry other cargoes such as coal, grain, salt and iron ore. We should be done for the winter by mid-December with lay-up scheduled in Toronto, Ontario with a storage cargo of barley for one of the big breweries there. Tugs will take her to the elevator and discharge her cargo during the winter months as needed. Then I will be off for the winter and taking things easy, a better life than what the crew of the towboat BOAZ had to put up with, running during the winter of 1909.

Incidentally I have a question to ask, being a dumb landlubber I don't know some of these things. The BOAZ log frequently mentions coalboats, models, barges and flats. I can imagine what some of these containers might be. I think a fuel flat would be a barge tied alongside with coal for the steamer, but what is a model? And what is the difference between a coalboat and a barge? I presume a flat is some sort of a flat decked barge, what we would call a scow, but then I could be wrong again.

Capt. John Leonard,
195 Dalhousie,
St. Catherines,
Ontario, Canada L2N-4X8

=For a starter see pages 12-17 this issue. -Ed.





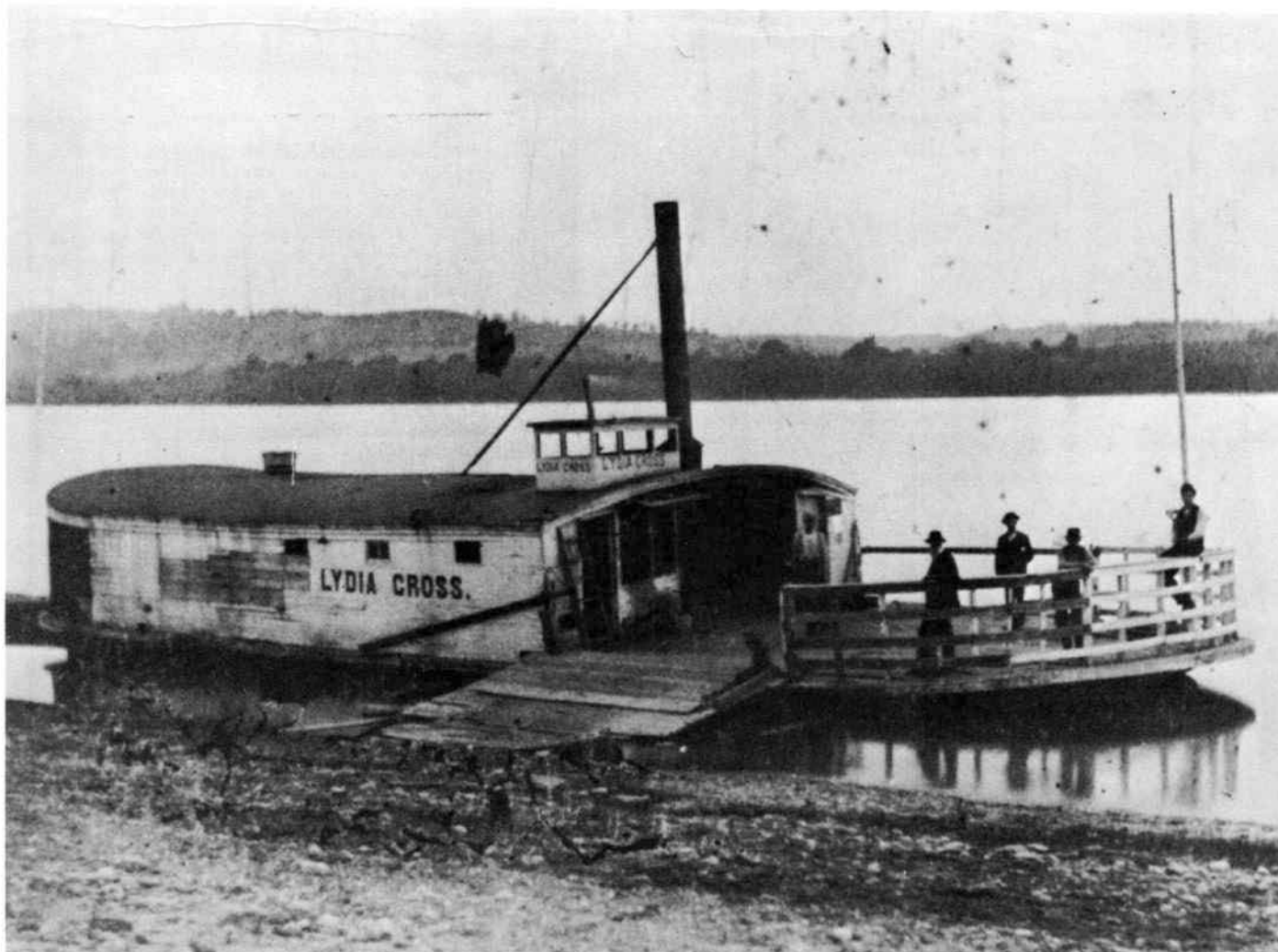


THE BACK COVER of our last issue is a striking portrait of the side-wheeler NEW MARY HOUSTON, broadside out in the river at Natchez. In writing the description, mention is made of a new electric light she is sporting in March 1878 "which will illuminate the river almost bright as day for a distance of 5 miles ahead." The picture shows the light, one of the arc type, hung at the extremity of a short boom over the forecastle.

Dr. Thomas H. Gandy and his wife Joan have sent us this photo enlargement made from the original glass plate taken by photographer Henry C. Norman. The arc light and the short boom which supports it are clearly visible at the right. Steamboats of that day and time were using reflector-type oil headlights quite similar to those frequently depicted on early steam locomotives. One of these is partly visible on the roof of the NEW MARY HOUSTON just forward of the roof bell. When working at landings by night the torch basket was in vogue, fired with pine knots, rosin and wood chips. The electric arc light was a vast improvement and became a panacea when some bright genius substituted it for the usual oil lantern and originated the searchlight.

Aside from the arc light, it's rather astonishing how many other details leap out in this enlargement; the fanciful scroll work, the passengers promenading on the roof (we'd give a pretty to know if the gentleman next the bell is Capt. Charles Miller), the boiler deck canvas curtains, and so on.

Also Dr. and Mrs. Gandy sent us a hand-colored 11x14 enlargement of the whole boat made from this original glass plate. It is interesting and rather ominous to notice that deterioration has set in. The pile of lumber in the lower right of the view shown in the Dec. '79 issue has vanished due to flaking of the century-old emulsion. Fortunately the rest of the picture is perfect.



HERE IS an old-timer, for certain. This ferry seems to have side-wheels placed hard aft, although it's hard to see for certain. The LYDIA CROSS was built at Racine, O. in 1871, rated 27.55 tons. She was the regular ferry between Racine and Graham Station, W. Va. The Cross family for years ran a large general store at Racine. This picture comes to us courtesy of G. W. (Jerry) Sutphin, who procured it from Mrs. Betty Burcham, grand

-daughter of the late Capt. Paul F. Thomas and daughter of Capt. David F. Thomas. After the LYDIA CROSS left Racine she ran Guyandotte-Proctorville, according to the information on the print, operated by the Bay brothers, and later by Capts. George and Ed Smith. Looks to us as though this picture was taken at Guyandotte. She well may have been the first steam ferry serving at Racine and also in the Proctorville-Guyandotte run.

Talk about free advertising--the 'Quad City Times' in their Sunday issue, Dec. 16th last, ran a full page feature story as to how John Vize, Jr., Moline, Ill. has been trying unsuccessfully to dispose of a 10-foot pilotwheel presently stowed in his garage.

It came from the former ferry W. J. QUINLAN which ran between Rock Island and Davenport. Vandals had about hacked the wheel into bits when John Vize first located it, but he had it restored. This cost him, he says, \$3,000. The original drum is still attached.

What he hopes to do is have it displayed on long term loan by some responsible local agency such as the U.S. Engineers or the Putnam Museum, or even a local bank. So far no takers.

Rather surprising is that the pilotwheel exists at all. Many years ago the QUINLAN burned at the Kahlke Yard, Rock Island, and

the fire took all. But the story is that Fred Kahlke removed the wheel after the vandalism from the pilothouse and chained what was left, including the hub, to a beam in a barn. Then Capt. Roy Boyd, a Kahlke employe, gave it to a youth who admired it. The youngster got it transferred to the basement of an old house in the west end of Rock Island. There it remained for several years, until John Vize happened upon it. He bought it from the lad for \$100, and hired cabinet makers to restore it.

The DELTA QUEEN is the first steamboat we know of which has included in her equipment a Volkswagen car and a Honda motorcycle. Capt. Jim Blum has sent S&D two keepsakes, the registration papers for the Honda, owned by Greene Line Steamers Inc. in 1971, license #D1201; also for the V.W.

dated 1974, license #8850AD, both issued in Ohio at Cincinnati.

Speaking of Jim Blum, a gorgeous full color portrait of seven of the key personnel of the DQ appears in a double-spread in the new 1980 folder, taken on the stairs leading to the Texas lounge, all in full regalia, headed by skipper Blum in the right foreground. Pick one up at your nearest travel agency.

This year the MISS-Q and DQ have their own separate folders, each the same page size as the S&D REFLECTOR, each 32 pages of superb river photography in color. Our thanks to Robert H. McCann for sending us one of each. We shudder to think what these folders must have cost, but surely more than all of the passenger receipts collected during a full year on the BETSY ANN. We have filed these away with the family silver.

Sirs: Vol. 2, No. 2 of the S&D REFLECTOR contains a story entitled "She Never Made a Trip." telling the story of the CALUMET owned by Capt. Phil Anshutz and others. The boat was cut down by ice at Cincinnati in January 1877, new from the shipyard.

About 25 or more years ago I was in Cline & Sons store, New Matamoras, O. and obtained an old freight bill dated Oct. 22, 1879 for the steamer CALUMET, made out for a shipment to Cochranville, O. Phil Anshutz is listed as master and E. J. Anshutz as clerk. The bill is receipted by "Lankard, clerk."

Doubtless the story in the REFLECTOR is true, but how come this freight bill was made out almost three years after the boat was lost?

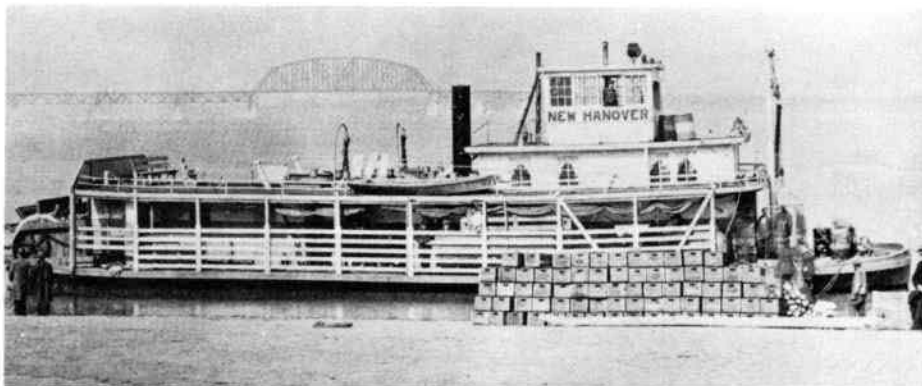
O. O. Brown,
130 S. Third Ave.,
Paden City, W. Va. 26159

=Shortly after the CALUMET story appeared in the REFLECTOR in 1965 the late J. Mack Gamble also produced such a freight bill, also dated Oct. 1879, made out at Sunfish, O. listing the same crew. Our surmise was that one or more of the Anshutz tribe were operating a low water boat in the Wheeling-New Matamoras trade in the fall of 1879 and utilized pads of freight bills salvaged from the CALUMET at Cincinnati in 1877. It is fairly certain that much equipment was removed before the ice carried her off. -Ed.

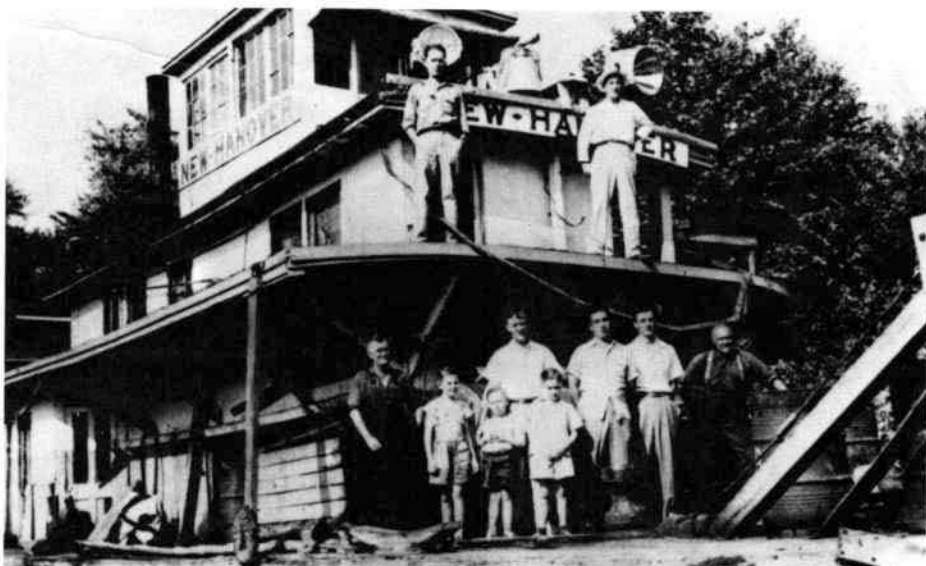
The Kiwanis Club, Marietta, has presented \$2,600 to help with the restoration project slated for the W. P. SNYDER, JR. Manager John B. Briley is seeking further matching funds to finance drydocking the boat this year for hull cleaning and painting.

Wedding bells for scuba-diving Dave Wilson and wife Nita, married aboard Dave's boat in the middle of the Tennessee River, Mile 117, June 17th last. Nine accompanying boats bore well-wishers, the girls in bathing suits and white gloves, the males in bathing suits and ties. Following the ceremonies both bride and groom were dunked overboard. Dave has put in several appearances at S&D with steamboat relics he recovered from old Tennessee packets. Congrats may be addressed to 47 Sherrell Drive, Jackson, Tenn. 38301.

The Jan. 3rd issue of "Voice Of the Mon" runs on page 10 a letter from Robert P. Stevenson. Says he:- "Those who read my article 'Where the Monongahela Flowed' in the December 6 issue must have been confused by the shifting of paragraphs. The fourth paragraph (as printed) at the bottom of the page should be read first, the fifth paragraph at the top of the page at right should be read second. Then return to the beginning and everything will be in proper



The NEW HANOVER, pictured here at Louisville, Ky., was built in 1924 at Madison, Ind., owned by Smith, Singer & Co., Bethlehem, Ind. First ran Bethlehem-Madison, then Madison-Louisville, and extended up Kentucky River to Monterey when REVONAH quit. She had a wood hull 85 x 16 x 3.6 and carried an F-M diesel, 60 hp. In Oct. 1935 she was sold to James R. Hines Co., see below.



This picture, courtesy of Mrs. Jane Morningstar, shows NEW HANOVER towing asphalt from Kyrock, Ky. in Oct. 1946, said to be the last towboat in Edmonson County, Ky. Crew and families are not identified. The towboat was beached and dismantled at Bowling Green, Ky. in the fall of 1949.

order.' The Mon can stand some clearing up, one of the objectives of "Voice Of the Mon."

Leroy Walker Stoops, 79, died at his home on Thorn Run Road near Coraopolis, Pa. on Wednesday, January 8, 1980. He was a retired employee of the Dravo Corporation, and the last member of a considerable clan engaged in river traffic since the early days. His great grandfather was William Stoops who built a unique 4-engine double-sternwheel packet in 1854 named J. S. PRINGLE at Brownsville, Pa. William Stoops in his latter days lived in an attractive stone house across the Ohio River from Sewickley, which he acquired by purchase, as well as the ferry rights and the small community became known as Stoops Ferry. He died in the stone house in 1879, aged 65. Another of the family was William

E. Stoops, a towboat mate, and it is said of him that he carried the first plank to be laid in the building of the JOS. B. WILLIAMS at the McCaskey Yard, Freedom, Pa. in 1876. The lately deceased Leroy Walker Stoops was son of Thomas Dixon Stoops, Jr. and Ursula Holsinger Stoops. His wife died some years ago and there were no children. Services were held in the Sewickley Methodist Church and burial was in the Sharon Cemetery, Carnot, Pa.

We enjoyed a phone conversation recently with Ray Samuel calling from New Orleans. Gretchen Ann Hecht, River Ridge, La., continues as private secretary in his office. Which recalls to us that Ray somewhere back presented Fred III and me with Plimsoll marked neckties which never fail to excite curiosity

STEAMBOAT PILOTHOUSE RECOVERED FROM ALASKAN WILDERNESS

Another old packet pilothouse is being restored. A couple of years ago John Beck, working in the region, stumbled upon the tattered remnants of what appeared to be an abandoned shack. Painted on one side was the name LAVELLE YOUNG. It didn't dawn on him what he was looking at up there in the Alaskan wilderness at the abandoned town of Old McGrath. When John Beck got back to civilization he made inquiries and learned that there had been a sternwheel steamboat named LAVELLE YOUNG built at Portland, Ore. in 1898 and that she had been dismantled at Old McGrath in 1920.

Well, this was something special inasmuch as Fairbanks, Alaska, got started in 1901 when the LAVELLE YOUNG brought up from Saint Michael a trader named E. T. Barnette and landed him alongside a high bank on the Tanana River, not where he wanted to go, but as far as the steamboat could get. Barnette, his wife, four passengers, a horse, a dog team and a cargo of supplies were deposited, and the steamboat waited until brush was cleared and tents erected. Such was the beginnings of Fairbanks which quickly sprung to prominence thanks to a nearby gold strike and became the distributing and banking center of central Alaska, the northern terminus of the government operated Alaska Railroad and the western terminus for steamboats plying down the Yukon from Whitehorse, Yukon Territory.

E. T. Barnette named his trading post Fairbanks after Charles W. Fairbanks, Indiana senator, who later was U.S. vice president with Theodore Roosevelt.

When William S. Hanable in Anchorage heard of the old pilothouse he suggested that Alaskaland, the tourist mecca at modern Fairbanks, might be interested. John Retterer, superintendent, waxed enthusiastic. But there remained the problem of how to transport the relic to Fairbanks. The Kuskokwim River had detoured away from Old McGrath (a fact which had caused the abandonment of the place) and there were no highways.

But, aha, there was a copter in the area, used for forest fire duties. A crew went in to Old McGrath, slashed brush and trees, and made a landing spot. They found that the old LAVELLE YOUNG's pilothouse had been stripped of all fittings. The doorlock and hinges were found, and in preparing the structure for its lift a key clattered down--and it fitted the doorlock. Alaskaland had acquired the pilotwheel some years back. The redwood floor was still sound.

In order to make the copter lift the pilothouse had to be cut into sections, transported across the Kuskokwim a hunk at a time, to McGrath. Six trips were made. All went well. From McGrath the sections were air-lifted to Fairbanks.

The LAVELLE YOUNG was typical of

Yukon sternwheelers, pilothouse forward, single stack behind, 506 tons. The Columbia River Pilot's Association built her at Portland in 1898 and she was brought to the Yukon under her own steam, 850 miles in the Pacific, and 1,400 miles along the Alaskan coast. After she was dismantled on the Kuskokwim in 1920 the hull served some years as a barge. For much of the above we are indebted to 'The Land,' issue Fall 1979, an attractive quarterly published by the Alaska State Office of Land Management.

Sirs: In the last issue, page 40, Richard Brown asks about prop driven packets. I believe the CHESTER was overlooked in your reply. According to Way's Directory 1944 issue she was built from the CHEROKEE, 216 feet long. How long was the CHESTER?

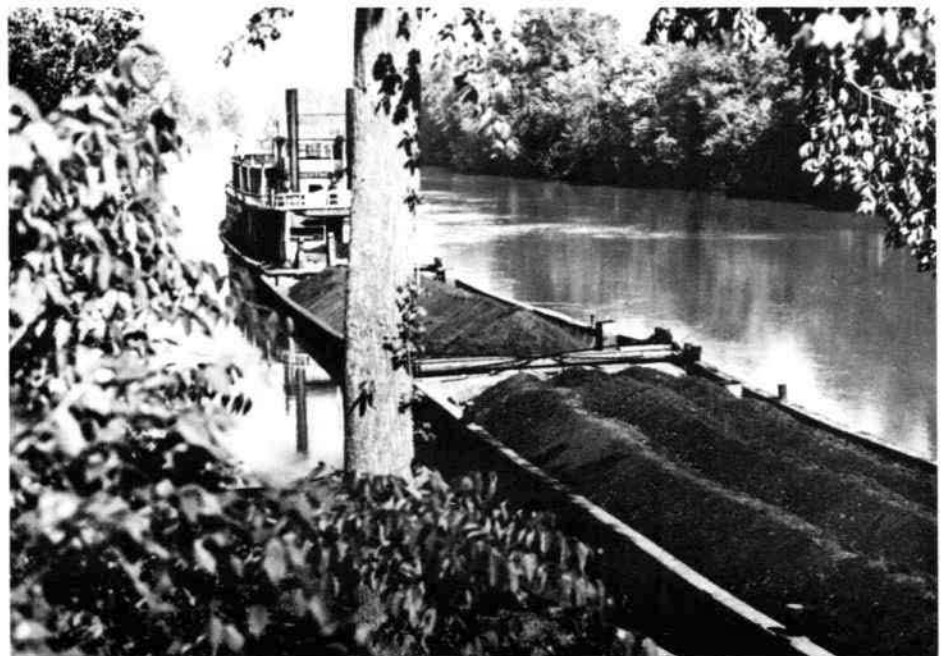
R. L. (Bob) Miller,
729 Hazelhurst Drive,
Keokuk, Iowa 53632

=CHEROKEE was renamed CHESTER, a sternwheel packet of some grace and charm. Then in the winter of 1910-1911 she was taken to New Orleans and converted, vastly altered, into a triple-prop job, reduced in length to 150 feet. After a trial on the Missouri River, with much to be desired in way of performance, she was returned to New Orleans in the fall of 1911 and given twin props. She was not a howling success, often laid up, and several times was caught out on shore. Finally at New Orleans she was dismantled, the hull used as a sugar barge, sent to Cuba. -Ed.

THOSE MARTELLO TOWERS

Jerry Sutphin has briefed us on the origin and significance of the pair of Martello towers, crenellated at their summits, the device of the Corps of Engineers. He refers us to a recently published booklet, "The Genesis of the United States Army Corps of Engineers" which contains brief biographical sketches of the 46 Chief Engineers who have served the Corps, and their portraits, starting with Colonel Richard Gridley in 1785 to and including the present incumbent General John W. Morris.

"The design represents a castle of highly conventionalized form, without decoration or embellishment," says the text. "Officially adopted as an insignia for the Corps of Engineers in 1835 by General Totten, Chief of Engineers, it was first prescribed for the belt plate. In that year, the cadets at West Point, all of whom were part of the Corps of Engineers until the Military Academy came under the control of the Army -at-large in 1866, also wore the castle in the cap plate. Additional regulations provided that the uniform for the Corps of Engineers would include a turreted castle of silver within the crescent of the epaulette. In 1857 the castle came into use as a hat ornament. Subsequently, the castle appeared on the shoulder knot, the saddle cloth, as a collar ornament, on the buttons, and later on the forage cap. The change from the silver castle to the gold was made in 1921, and from that date the gold castle has remained the distinctive symbol of the Corps of Engineers."



Just why the towboat DONALD T. WRIGHT elected to hide behind a tree eludes us, but this picture was taken when she was towing for Diamond Rock Asphalt Co., Bowling Green, Ky. c. 1937. She burned at Evansville on May 21, 1939 and nearly took Capt. Sewell Smith with her; he was in bed and had to jump for it.

NEW ORLEANS SCENES

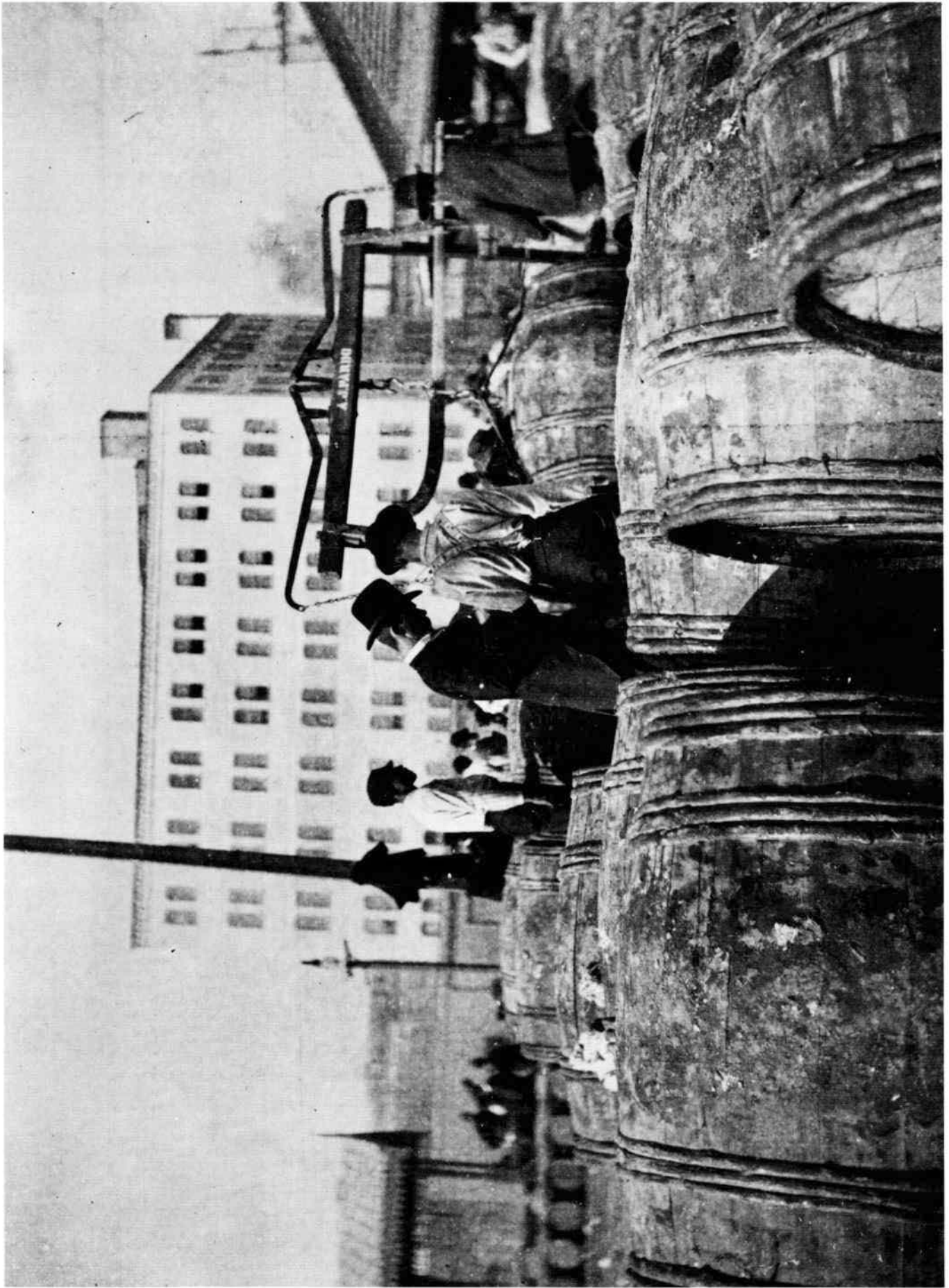


LIFE ON THE MISSISSIPPI WHARVES at New Orleans is sharply portrayed in this and the next three scenes, taken about 1890. They come from the collection of Ray Samuel of that city who shared them with the University of Wisconsin's Area Research Center, Murphy Library, La Crosse, Wis. Above, with his back turned, is a young steamboat clerk standing on the end of the stage ramp, perhaps signing bills of lading for the iron casting on the dray (right). The delivery wagon in the scene (left) is marked BERNARD KLOTZ & Co., CANDY- CRACKERS, MACARONI - VERMICELLI, ETC.

PAGE 30 Hogsheads are being weighed on a saw-horse scale, the results being tabulated by the dressy individual. Please note the wooden hoops.

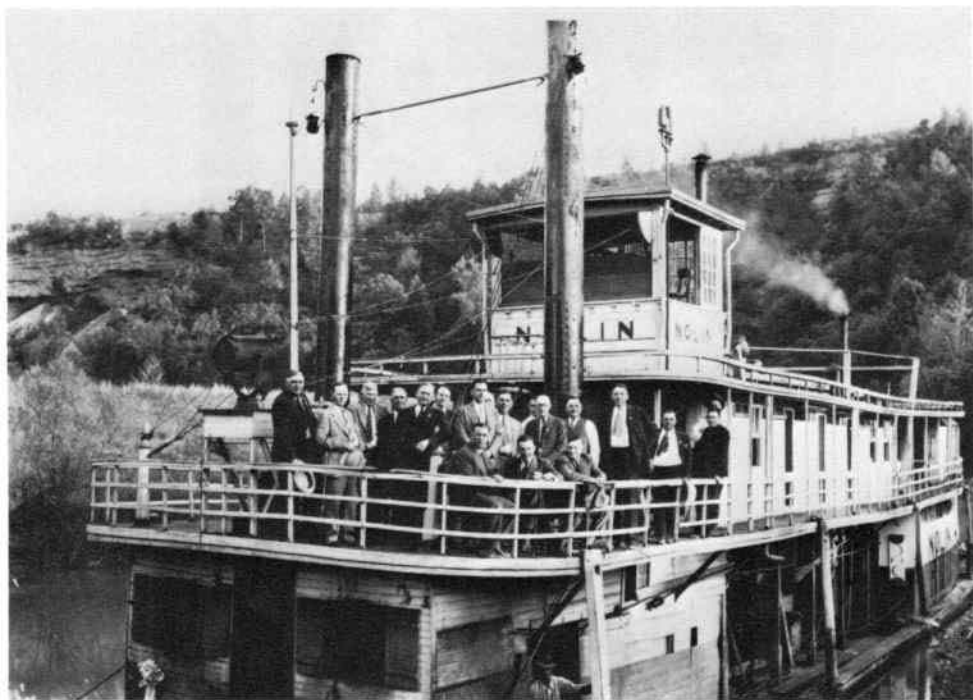
PAGE 31 Eight bales of cotton on a stout dray, the destination dubious until that mule in front makes up its mind. These are domestic bales; ones for export were compressed to about half this size and weighed about 500 pounds.

PAGE 32 Boats at the wharves are landed head downstream because of the reverse eddy which still must be reckoned with. The Anchor Line's CITY OF NEW ORLEANS is in the right foreground, flying the anchor pennant from her fore jackstaff, indicating departure is imminent. The large sternwheeler DACTAH (D between the stacks) also flies her departure flag, loading for Red River. The Red River sternwheeler HALLETTE also has her flag up. There are probably six or eight more steamers in the distance.









The NOLIN was owned by Capt. Tom Hines, originally the U.S. Engineer towboat OCOEE built at Muscle Shoals, Ala., 1914. Renamed in 1936 she briefly towed asphalt in Green River. Capt. J. Edgar Williams had her in Barren River in 1938, dismantled in 1940.

The Mirror, a recently revived newspaper serving Maysville, Ky. and environs, in a nostalgic mood ran two pictures taken at Ripley, O. in its Dec. 5, 1979 issue. One shows the old Greene Line steamer COURIER moored at the Ripley wharfboat, and the other is a good shot of the steam sternwheel ferry PROCTOR K. SMILEY moored at South Ripley, Ky. with a generous view of Ripley, O. in the background. These views were furnished by Evelyn Brubaker, daughter of the late Mr. and Mrs. Will Donald, Maysville. Will Donald ran the wharfboat at Maysville and was son of John H. Donald who built the towboat J. H. DONALD, JR. pictured in our Sept. '79 issue, page 45. Evelyn Donald worked for many years with the Maysville 'Public-Ledger' then owned and edited by William B. Mathews and his wife Mary Donald Mathews. We are indebted to Judge John A. Breslin, Jr., Maysville, for a copy.

1980 S&D MEETING DATE FIRMED

The week-end of Saturday, Sept. 13, 1980 has been reserved for S&D's 41st annual meeting headquartered at the Hotel Lafayette, Marietta, Ohio. The celebration also will feature the 25th anniversary of bringing the towboat W. P. SNYDER, JR., under S&D auspices and manned largely with an S&D crew of volunteers, from the Monongahela River to Marietta.

Jan Di Carlo's STERNWHEELER appeared in new dress last November, same page size as S&D REFLECTOR, double column text, and Jan has a new Adler-Royal. She pounded out stories and inserted pictures for a 48-page edition (also same as the REFLECTOR.) The accent is on biographical sketches, leading off with Capt. Ray Brookbank, now 90, including a picture of his first sternwheeler, the ADA, with which he conveyed passengers between his hometown of Higginsport, O. to and from Augusta, Ky. about 1910.

Next is Capt. Allen Fiedler of Fountain City, Wis. who spent a river career with the U.S. Engineers principally on the Upper Mississippi, and good friend of Fred G. Bell, Jr. who wrote the sketch.

Last but not least is Lloyd Ostendorf, the Dayton, O. artist and Abraham Lincoln buff who, with his wife Rita and daughter Roxy, were entertainers on the DELTA QUEEN for several seasons. Lloyd's portraits of crew members have appeared in the S&D REFLECTOR, and his sketch of Capt. Jesse P. Hughes made at the Sept. '71 S&D meeting was featured in our Dec. '71 issue, page 48. Since 1964 the Ostendorfs have cruised the rivers in their unique old-timey ABRAHAM LINCOLN.

Jan Di Carlo has a nose for news and many of her 48 pages are personal items concerning her growing flock of readers, most of them members of the American Sternwheel Association.

In the vocabulary of her old and now discarded typewriter, STERNWHEELER now is aappy and sprightly seet ell bound for success.

The Charleston (West Va.) Daily Mail, Oct. 26, 1979, features a rather gloomy picture of the residence of Robert and Louise Barr and son Bill located on Courthouse Hill, Winfield, W. Va. The accompanying story was gloomier still, nominating the century-old structure as a former ghost factory. The two-story frame with its rambling front porch was built in the 1870-1880 period by Dr. John Lovell Middleton, Bob Barr's great uncle. Writer Johanna Maurice was unable to scare up any aborigine in the area who actually had seen the ghost, an old lady who night-walked up and down the stairs. Bob Barr first lived there in the 1920s with his parents and admits it was spooky being there alone but ascribes strange noises to squeaky door hinges.

In our last issue, page 28, appears a picture of a 28-foot model of the IDLEWILD (later AVALON, BELLE OF LOUISVILLE) being built in England, also showing Ken Watson, the builder. Ken and his wife Joan came to the States to attend S&D last Sept. 15th but, thwarted by plane delays, did not get to Marietta until Sunday morning 16th. We now have a letter from them with further details of their visit in the U.S.

Sirs: We stayed Sunday night, Sept. 16th, with Claire and Gene Fitch on their boat CLAIRE-E (what a start to a holiday of steamboat chasing!) We drove on to Cincinnati to see Yeatman Anderson and Thelma Limley. Thence to Louisville for two nights with Alan and Rita Bates, including an evening trip on the BELLE. Alan handed us over to Sue and Dana Eastman in Alton, Ill. where we stayed two nights which included a visit with Ruth Ferris and a conducted tour of her River Museum. Next we were handed over to Sally and Bob Lumppp at Hannibal, Mo., had a ride on Bob's boat, and a tour of the Mark Twain places of interest.

We then returned to Louisville for a further visit with Alan and Rita Bates, took off from there to Chicago, thence to New York City where we enjoyed a phone conversation with Jim and Alice Wilson.

The objective was to obtain material about the Western Waters and its boats. This we did and our thanks to John Briley, Bill Reynolds, Bill Berkman, Capt. C. J. Larkin, Wally Brice, David Corcellus, Harold Eskew, and apologies in advance to anyone omitted. We did not expect to make so many friends, and also our thanks to Americans not connected with steamboats who helped make our visit so pleasant.

We are now back to earth in the usual routine and construction of the IDLEWILD progresses. Our U.S. visit seems like a dream.

Joan and Ken Watson,
69 Broad St.,
Brinklow, Nr Rugby,
Warwickshire CV23 OLS,
England.

The regular pilot on the BOAZ in the logbook reports we have been running in the S&D REFLECTOR was Capt. J. Ed King. It has bothered us not a little that we had no idea who he was, where he came from or where he ended up. Obviously from the log reports Ed King piloted between Pittsburgh and Louisville, and was highly regarded by Capt. Frank A. Gould, master-pilot of the BOAZ.

Now we have a letter from W. A. (Bill) Marx, 429 College Ave., Beaver, Pa. 15009.

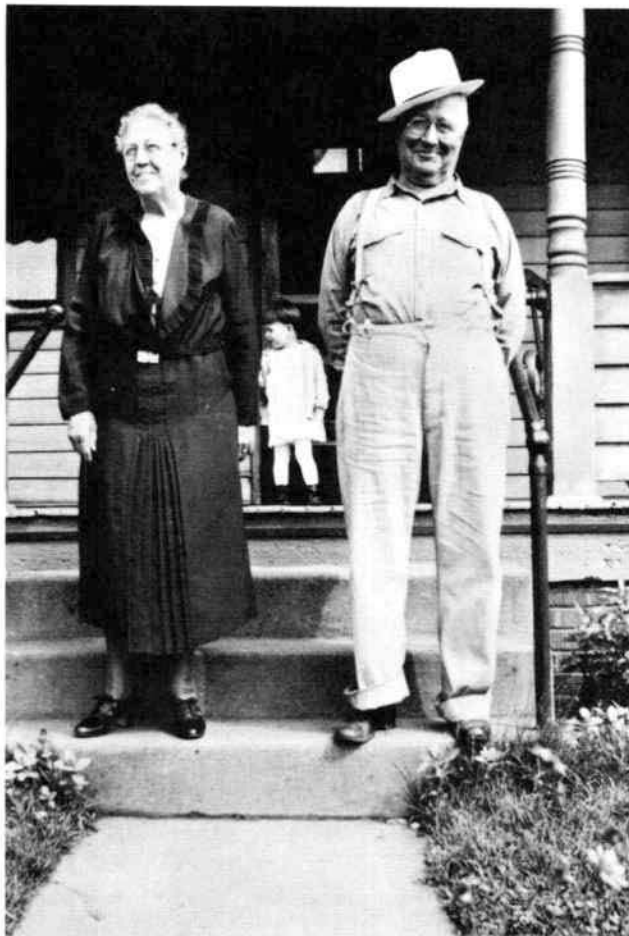
"Jay Ed King was from Industry, Pa. and his house is still there," writes Bill Marx. "After some hunting around I found his gravestone in Oak Grove Cemetery about 3 miles back of Industry, and from this source I learned that he was born in 1862 and died in 1941. His wife Anna was born in 1871 and died in 1951."

Industry is a small settlement along the right shore of the Ohio River below the Montgomery Locks and Dam. J. Ed King lived there all his life and was well known to Bill Marx's parents. About equidistant between Industry and Midland, Pa. is another small town named Cooks Ferry (opposite Shippingport, Pa., location of the first commercial U.S. atomic power plant.) When Bill Marx was a kid he lived with his parents there at Cooks Ferry, and Capt. J. Ed King was the president of the Industry school board. A dispute arose as to whether the kids should attend school in Midland or Industry, whereupon, to accurately settle the matter, Ed King and a helper measured the distance both ways with a 100-foot tape, house to school, and Bill Marx was sent to the Midland school, the shorter.

"I talked recently with a grandson of Captain King, who told me that his grandfather left the river shortly after the Combine discontinued southern towing in 1915. Captain King worked at the Mackintosh-Hemphill plant in Midland for about 16 years, and had to retire due to arthritis in his legs. He was still on the Industry school board in the 1930s and I saw him many times in Ohio View (across from the Montgomery Locks) when we lived there after 1928. He had a son Jay King (now deceased) and a daughter. The grandson I talked with is Edward King. Ed King told me that his grandfather had saved old boat pictures and records, and Ed recalled one photograph about two feet long showing Capt. Frank Gould and J. Ed King standing together by the BOAZ's pilothouse. These keepsakes did not survive."

Bill Marx, purveyor of these facts, worked at the Montgomery Locks 1940-1968, and had helped run a ferry starting in 1932 when the locks and dam were under construction. He now is 72.

Col. Thomas E. Tappan advises us that the 143-page picture book, "Helena, The Ridge, The River, The Romance" is now in its second edition at \$7.50 for paperback, and \$12 for hardbound. It is distrib-



CAPT. J. ED KING and wife on the porch steps of their home, Industry, Pa., the picture furnished by grandson Ed King to Bill Marx (see story in left column.) Bill Marx says: "This portrays Capt. King as I remember him when he was a school director for Industry Township and later the Borough, the period from before 1915 up through the end of the 1930s."

uted by Phillips County Historical Society, 623 Pecan St., Helena, Ark. 72342. The Society now has on exhibit a photographic display of steamboat pictures in the State capitol, Little Rock.

Roger and Edna Johnsen, 8301-349 Mission Gorge, Santee, Calif. 92071 were heading east on U.S. 20 bound for Vicksburg, a little short of Shreveport. Visible in the back of their car were their models of the MISSISSIPPI QUEEN, DELTA QUEEN, ROB'T E. LEE, etc. A white Lincoln Continental driven by an attractive lady was pacing them just behind. Roger Johnsen got on his CB. "Does the lady in the white Lincoln wish to talk with the California car ahead?" he asked. "Sure do," came a prompt reply. Turns out she was Marie Rutledge, Bossier City, La. "Follow me," she said cryptically.

Six miles later the Lincoln turned into a southern home called the Robert E. Lee Place, home of Mr. and Mrs. Rutledge, a showplace of the region. Mrs. Rutledge was captivated with the ROB'T E. LEE model. She showed them the home, then loaded Roger and Edna into

her Lincoln, and drove them for dinner to the Double R Barbeque which she and her husband have run for 17 years. After being plied with ribs, beef, chicken and 'moonshine corn on the cob' the Johnsens were interviewed at the local TV station, showing off the models.

Following this interlude they got to Vicksburg and proceeded to the Experimental Station where the models of the MISSISSIPPI QUEEN and DELTA QUEEN were launched into the miniature Mississippi River, an idea that had been hatched by the Delta Queen Steamboat Co. as a gimmick. At that time (last May) the MQ and DQ were running a publicized hoorah race from New Orleans to Cincinnati. The passengers from the two boats were landed at Vicksburg and toured through the Experimental Station to behold the Johnsen models afloat in the miniature Mississippi. Following this the Johnsens rode to Cincinnati via the MQ and DQ, then flew back to Vicksburg, picked up their car and the models, and proceeded to Memphis to learn more about the Mississippi River Museum presently being built there.

CAPT. ROSS ROGERS, JR. was hosting Capt. Roberto de Queiroz Guimaraes, president of the Brazilian Naval Commission, and Capt. Carlos Oliveira Froes, naval attache of same, both presently stationed in Washington, D.C. He brought them to 121 River and next morning had them scheduled for a conference with the U.S. Engineers, Pittsburgh. Then Ross took them on a brief foray down the river to and including Marietta (the Moundsville ferry proved of great interest and they observed first-hand the machinery and paddlewheel set-up of the W. P. SNYDER, JR.)

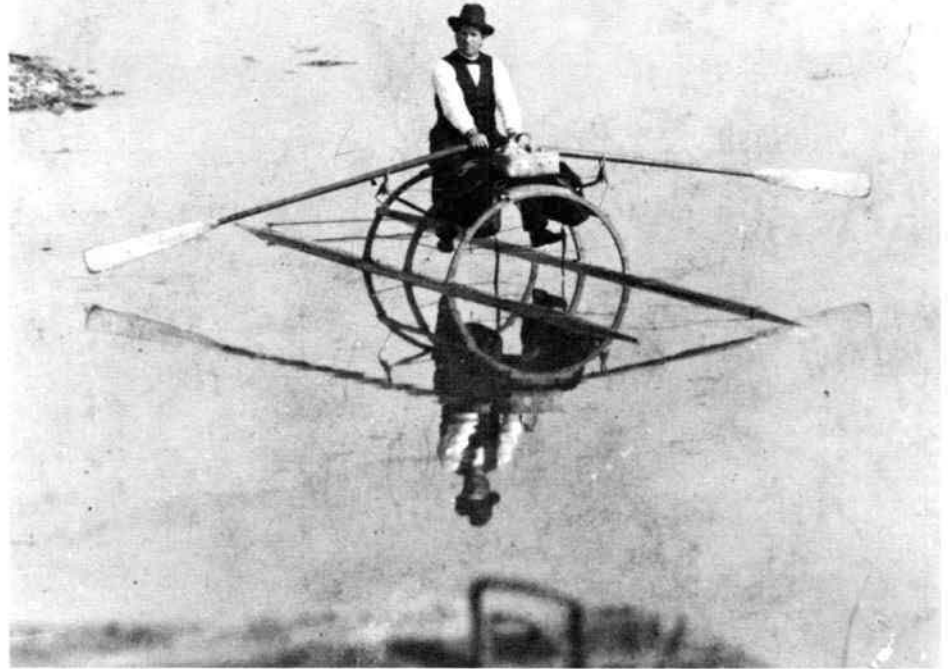
But back to the present purpose. While Ross had his distinguished guests with the U.S. Engineers he happened on a copy of the new book "The Headwaters District" authored by Dr. Leland R. Johnson, bought a hardbound copy (hardbound \$15, paperback \$10), and trotted it to us for a look-see.

This is the long-awaited book detailing the story of the U.S. Engineers, Pittsburgh District.

We've had our head glued in it practically ever since. It runs 380 pages in all, including index, the text set double-column, profusely illustrated with photographs, drawings and sketches (some in color), a chronological sweep from sunset June 16, 1775 until about last week.

We started recognizing portraits. On page 113 is Col. Thomas P. Roberts. He was up in years when we knew him in our youth, slightly stooped and looked a lot like Supreme Court justice Oliver Wendell Holmes. There was a towboat at Pittsburgh named for him, the T. P. ROBERTS. John W. Arras shows up on page 143, a familiar figure who lived across the river in Coraopolis--still has kin there even today. Col. Jarvis J. Bain decorates page 172, who ran the snagboat SWAN around like it was his private yacht, and who ordered the towboat KITTANNING up the Allegheny to Oil City in 1928. Louis A. Cook, a raft pilot from Tionesta, showed them where to go and at Oil City the river fell so fast the boat got caught out and came near becoming a summer decoration to the local landscape. You'd never guess how they pulled her off, so don't try---a railroad locomotive and some heavy rope. There was no more reason for the KITTANNING going to Oil City than fly to Guinea but that was Colonel Bain.

Lansing H. Beach starts showing up on page 139, and little did we suspect he had worked on the construction of Davis Island Dam. He was the Division Engineer, then Colonel Beach, at Cincinnati when we knew him. One evening he arrived at Sewickley and they lowered the stage and set him off at the foot of Chestnut Street (this about 1918) from the U.S. Light-house tender GOLDENROD, from whence he was whisked in a limousine to the residence of Mr. and Mrs. Frank R. Dravo for supper. We were witness to all of this ostentation and came pretty near de-



WELL, WE GIVE IT UP. After looking at this contraption right side up, upside down, sideways, and in reverse, it still doesn't make head nor tail. Somehow or other this genius with the oars has solved the stability problem (unless he's grounded on a gravel bar) and looks completely composed, dressed up with hat, shoes and necktie, and probably his Sunday-go-meetin' pants and vest. What's he trying to prove? Thornton Barrette took the picture, so in all probability the location is on the Ohio River in the Ironton-Russell area, circa 1895-1900. What's he got in the chip basket on the handle-bars? A picnic lunch?

ciding to apply for West Point and become a Division Engineer. Instead within a couple of years we were mud clerk on a steamboat renamed GENERAL BEACH, for he was Chief of Engineers, U. S. Army, by that time.

Amazing to us is how Dr. Johnson correlated the thousands of facts needed to write this book, and how he made them appear at the proper places in the text. We nominate him as a worthy U.S. diplomatic servant the way he has handled the Youngstown, O. barge canal, a topic so hot it got one U.S. Engineer shipped off to China. That was in 1947 and we haven't heard what happened to that gentleman since. Also Dr. Johnson has detailed the Indian land grab vital to the construction of that notorious Kinzua Dam presently stretched across the Allegheny River above Warren, Pa., a sword of Damocles hanging by a hair over a populated valley, an engineering triumph so tenuous that it must be defended following each storm in terms of "look how many dollars we've saved you in

flood damages" jargon. In reading Dr. Johnson's book one gets the uneasy feeling that impounded water presses relentlessly for release, sleepless in its vigil for an opportunity to sneak through the first crack; that water does not compromise; it waits.

The most vivid chapter of the book, for our taste, is "Return to Johnstown," #19. This all happened just a year or so ago, in July 1977. We reported the story in the Sept. '77 issue, page 7, and Dr. Johnson tells it again with considerable ability and armed with a wealth of factual detail, of how Johnstown, Pa. was clobbered with 12 inches of rain overnight, a freak downpour in a restricted area, with disastrous consequences.

Dr. Johnson is generous in crediting the S&D REFLECTOR as source of several inclusions, and our heart is warmed to see Dale Williams, Bill Shilts and Frank Stocker recognized for assistance they extended.

LOG BOOK STR. BOAZ 1910

THE PITTSBURGH HARBOR was jammed with coal due to the prolonged drought July-Dec. 1909. When the river rose in early January 1910 the hustle-bustle is reflected in the BOAZ logbook's entry of Jan. 4. The March flood (40.9 ft. at Marietta Mar. 4) put the VIRGINIA in the cornfield at Willow Grove, W. Va. and although the BOAZ crew saw the sight Mar. 11 there is no mention of it in the Log. Another "coal run" came in early June precipitating a chain-reaction loss of much coal when the TOM DODSWORTH's tow grounded in Merriman (just below old Lock 2) and the BOAZ's tow hit it. Then the HENRY LOUREY lost her whole tow there and her bowboat ROVER overturned. Such were the vicissitudes which led a contemporary scribe to wonder whether the coal "barons" were more often "barren." By the end of June the BOAZ was laid up at Harmar, O. for low water keeping company with the QUEEN CITY but managed to get part of her empty tow to Wheeling on a July dew and stayed there until September. She didn't have water to take another coal tow out of Pittsburgh until after Christmas. Recapping the year, the BOAZ took to Cincinnati and Louisville 33 loaded coalboats, 57 loaded barges and two loaded model barges, and lost 12 loaded barges in Merriman. In the 12 months she made but five round trips, and these by great and continual exertion, taking advantage of every inch of water (some of it provided by lowering bear traps) and not once in those 12 months was she hampered by mechanical, boiler or structural problems.

JAN. 3 Got orders to get steam at 8 a.m. Left Gray's Landing 8 p.m. and went to Wood's Landing to lay for ice out of Allegheny River.
 JAN. 4 Went over to Str. DUQUESNE at 8 a.m. to help her shove out of Lysle's Landing; 2 hours with her; then went to O'Neil's Landing and dropped 2 coalboats off of head fleet to give Str. PITTSBURGH a chance to get out of the Pittsburgh harbor. Helped the PITTSBURGH out of the harbor. Then started to coal the head and had

to get an empty R.C. flat off of Peoples Coal Co. fleet which broke loose and lodged there just as we came up to it. Shoved the flat up to Sligo Landing, then went under the coaler. Just got our head finished when we got a call from the office to hurry to the Point flat landing. The ALICE BROWN in going out of the Pacific Landing parted both check lines and hit pier of the Point Bridge sinking 1 coalboat, 1 fuel barge and 2 fuel flats, all went down inside the pier. We laid in Pacific Landing and run nigger lines down and pulled the fuels back up in to the Pacific Landing. After getting through there we went to the wharfboat. From there we went around to the Exposition wharf where we hitched in to 10 coalboats, 2 barges, 2 models, 2 fuels and 1 flat which the TORNADO and VOLUNTEER towed to us.

JAN. 5 Left the mouth of the Allegheny River 7 a.m. with the TORNADO across the head. 12 ft. at Pittsburgh. Changed 12 noon at at foot of Beaver Shoals. 12.3 at Davis Island Dam. 14 ft. on the Beaver Bridge. 16½ ft. at Merrill Dam. Landed 4:30 p.m. at New Cumberland.

JAN. 6 River fell 32" during the night. Turned out at 9 a.m. Big snowstorm from 3 a.m. until 9 a.m. 5" deep on the boat and tow. Noon at foot of Mingo Island. 13 ft. at Steubenville. Changed 6 p.m. at Pipe Creek point snowing like h---. Floated along until 10 p.m. and landed under Cline's Bar. Had 13'10" at Wheeling.

JAN. 7 River fell 19" and turned out at 6 a.m. Worked along slow. Changed 12 noon at Sistersville. Landed 6 p.m. at Posey's Landing above Carpenter Bar. Fog raising, and 8 above zero.

JAN. 8 Turned out 9 a.m. River full of heavy ice. Got down to 5 above zero last night. Changed 12 noon at head of Reppart's Bar. 13½ ft. at Marietta. Changed 6 p.m. below the foot of Belleville Island. Landed 6:30 at Long Bottom.

JAN. 9 Turned out at 10:30 a.m. Heavy fog from 2 a.m. Steamer VOLUNTEER laying right under us at Long Bottom. River on a stand. Changed 12 noon at foot of Buffington. Changed 6 p.m. above Carr's Run. Landed 10 p.m. at Campaign Point. River raising.

JAN. 10 Turned out 10:30 a.m. Changed 12 o'clock noon on point below Gallipolis. Changed 6 p.m. at Dogham Bar. Landed 9 p.m. at the Powder Mill landing opposite

Burlington, O. Foggy and smoky. Had quite a time getting stopped. Hailed the CATHARINE DAVIS at Huntington and wanted her to assist us but they never paid any attention.

JAN. 11 Turned out at 9 a.m. Changed 12 o'clock noon below Ironton. Changed 6 p.m. below Bonanza Bar. Changed 11 p.m. at Vanceburg.

JAN. 12 Changed 3 a.m. at Manchester. 6 a.m. at Maysville. Changed 12 o'clock noon at Chilo. Changed 6 p.m. at 4-Mile Dyke. Landed 6:30 p.m. at the Dutchman's opposite Stewart's Landing.

JAN. 13 Laid up all day for fog.
 JAN. 14 Turned out at 9 a.m. Changed 12 o'clock noon foot of McCullum's Ripple. Changed 6 p.m. at the Point East Bend or North's Landing. Landed 11 p.m. at Vevay for light and laid until 6 a.m.

JAN. 15 Changed 12 o'clock noon at King's Light. Arrived at foot of 6-Mile Island 6 p.m. and laid.

JAN. 16 Turned out at 11 a.m. Went over the Falls and landed at 2 p.m. at the mouth of the old canal, the first tow of coal that ever landed there. 53.9 ft. at the foot of the Locks. Back water from Wolf Creek Bend gorge extends from there to the Cement Works above Salt River---16 miles from Louisville. The little boats took our tow and delivered it to the PITTSBURGH and DUQUESNE. We came back over the Falls at 6 p.m. and went to the empty landing and laid up at 7:30 p.m., turning all of the deck crew into bed for the night. The poor devils were about worn out.

JAN. 17 Started to hitch up at 7 a.m. into 22 barges. Passed the Water Works at 1:30 p.m. on our

This 1910 Log is the continuation of the original BOAZ Log Book. Our June '79 issue contains the 1907 Log; the September '79 issue contains the 1908 Log, and the December '79 issue contains the 1909 Log. Again our thanks to Capt. Ross Rogers, Jr. for making the Log available to us. It was kept by the boat's master-pilot Capt. Frank A. Gould and his partner pilot Pittsburgh-Louisville was Capt. J. Ed King. The original Log came into the possession of Charles T. Campbell and after his passing it was presented to Ross Rogers by Mrs. Charles T. (Estelle) Campbell.

LOG BOOK STR. BOAZ 1910

way to Pittsburgh. Changed 6 p.m. foot of 18-Mile. Changed 11 p.m. at Big Clifty Creek.

JAN. 18 Changed 3 a.m. at Locust Creek. Changed 6 a.m. at Vevay. Changed 12 o'clock noon at Patriot and changed 6 p.m. right above Rising Sun. Changed 11 p.m. at Petersburg.

JAN. 19 Changed 3 a.m. at North Bend. Changed 6 a.m. at Andersons Ferry. Changed 12 o'clock noon at Coal Haven. Changed 6 p.m. at Pt. Pleasant, O. Changed 11 p.m. at Augusta Bar.

JAN. 20 Changed 3 a.m. at Levanna and changed 6 a.m. at point below Maysville (about 3 miles) and at 12 noon changed at Wrightsville. Changed 6 p.m. at Twin Creek Light and landed 11 p.m. on the point above Walkers Light for fog. We cleaned boilers.

JAN. 21 Left at 6 a.m. Changed 12 o'clock noon about 1 mile below Reed's Landing. Snowing hard all morning. Landed 6 p.m. 1 mile below Ironton. Snowing hard. Started repairing the wheel. 44 ft. at Portsmouth. 43½ ft. at Ironton.

JAN. 22 Turned out at 6:30 a.m. River raised 15" last night. Noon at Twelve Pole Creek Light #2. Changed 6 p.m. at Rural Home Light and changed 11 p.m. at the head of Straight Ripple.

JAN. 23 Changed 3 a.m. on point below Gallipolis. Changed 6 a.m. at Point Pleasant bridge. Changed 12 o'clock noon below Hartford City. Changed 6 p.m. at Apple Grove. Changed 11 p.m. at Brown's house above Ravenswood.

JAN. 24 Changed 3 a.m. at Dewitts Rock. Changed 6 a.m. at Belleville, W. Va. Changed 12 o'clock noon below Sparrow Hawk. Changed 6 p.m. at Argand Oil Works below Marietta. 31 ft. at Parkersburg. 27 ft. at Marietta. Changed 11 p.m. at the head of Brothers.

JAN. 25 Changed 3 a.m. ½ way between Petticoat and Sheets Ripple Light. Changed 6 a.m. ½ way between Witten's Towhead and Sistersville. Changed 12 noon at Bloody Run. Changed 6 p.m. at Pultney Bend. Changed 11 p.m. at Beech Bottom right below the dam. 14 ft. at Steubenville.

JAN. 26 Changed 3 a.m. at Browns Island. 6 a.m. at foot of Clusters. 12 noon at Murphy's Light below Raccoon Bar. 6 p.m. at head of White's Ripple. Arrived in the landing at 9:30 p.m., Sligo. Laid up in O'Neil's Landing at 3 a.m.

JAN. 27 Got orders at 9:30 a.m. to get steam and hitch up into 10 coalboats, 2 barges, 2 models (one drawing 10 ft. #102, and #90 draw-

ing 8 ft. 10 in. Laid in the landing all night.

JAN. 28 This morning took #102 out of tow and left O'Neil's Landing with 11 coalboats, 2 barges and 3 fuels at 1 p.m. 11½ ft. at Davis Island. Changed 6 p.m. at Merrill Dam, 16 ft. Landed at or below Workman's Landing at 6:20.

JAN. 29 Turned out at 4:45 a.m. River raised 5". Changed 11 a.m. at head of Phillis Island. 16 ft. at Steubenville. 12 o'clock noon at Mingo Island. Changed 6 p.m. Moundsville point. 17 ft. at Bel-laire. Landed under Cline's Bar at 9 p.m. for snowstorm. It quit snowing about 1 hour after we landed but black heavy clouds hung on.

JAN. 30 Clouds broke away at 3 a.m. and we got ready and turned out at 3:30 a.m. I will take no chances with fog or snow. River fell 1". Changed 6 a.m. at New Martinsville, W. Va. Changed 12 o'clock noon at Bull Creek. 6 p.m. at Lee Creek. Landed 7:30 p.m. at Long Bottom.

JAN. 31 Turned out 6 a.m. River fell 5". Changed 12 o'clock noon at Racine, O. 6 p.m. at Samples Landing. Landed 11 p.m. at the Powder Mill opposite Burlington, O. Had 17 ft. at Marietta.

FEB. 1 Turned out at 8:30 a.m. Changed 12 o'clock noon at Rocky Run. 6 p.m. on point above Vanceburg, Ky. Changed 11 p.m. at Maysville.

FEB. 2 Changed 3 a.m. at Tietzville. 6 a.m. at New Richmond, O. 12 o'clock noon at the Southern Bridge. 6 p.m. at Norths Landing. Changed 11 p.m. at Vevay Island.

FEB. 3 Changed 3 a.m. at Little Clifty Creek. 6 a.m. at Kings Light. Arrived at 6-Mile Island at 10 a.m. Went on down to the head of the Canal and changed there at 12 noon. Went over to the empty fleet at 3:30 and started to hitch into 12 coalboats, 10 barges. Changed there at 6 p.m. Passed the Water Works at 7 p.m. Changed 11 p.m. at Grassy Flats.

FEB. 4 Changed 3 a.m. at Bethlehem. 6 a.m. at head of Coopers Bar. 12 o'clock noon at head of Craigs Bar. 6 p.m. on the point below Patriot. Landed 7 p.m. below the foot of Big Bone to clean boilers.

FEB. 5 Left at 1:30 a.m. Changed 6 a.m. on the point above Rising Sun ½ way to Laughrey Island. 12 o'clock noon at North Bend elevator. 6 p.m. at the foot of Craw-

fish. 12 midnight above New Richmond.

FEB. 6 Changed 6 a.m. at Augusta. 12 noon at foot of Brooks Bar. 6 p.m. at Rome, O. Midnight at the 100 Mile House.

FEB. 7 6 a.m. at Boston, between Portsmouth and Sciotoville. 12 noon at Ferguson Bar. 6 p.m. at Burlington, O. Midnight at Millersport, O.

FEB. 8 Changed 6 a.m. below Raccoon Island. 6 p.m. at Wolfs Bar. Landed 9 p.m. alongside Lower Letart Island, filled up with ice.

FEB. 9 Turned out 7 a.m. 12 noon at Gosling Bar with half our tow. Arrived at Hall's Woodyard at 1 p.m. Went right back to Letart and arrived back at Halls 6 p.m. We started for Shade River Point but gave it up at 7 p.m. at Ravenswood and left half our tow there. Went after the other half at Halls and arrived back at Ravenswood 12 midnight, and laid up for the night.

FEB. 10 Fixed tow for a lay up and got ready to send the crew home.

FEB. 11 Sent the crew home on the 10:15 a.m. train; 5 to Wheeling and 5 to Kenova; 18 to Pittsburgh, all by mileage.

FEB. 12-13 Laid up at Ravenswood.

FEB. 14-15 Warm and thawing.

FEB. 16-17 Cold, rain and sleet.

FEB. 18 Cold. River full of ice.

FEB. 19 Cold and sleet.

FEB. 20 Cold and snow.

FEB. 21 Warm and rain. River is rising.

FEB. 22 Warm and river rising.

Got steam. Shipped up crew.

FEB. 23 Left Ravenswood 7:30 a.m.

Changed 12 o'clock noon at Dewitts Rock. 6 p.m. at Big Hocking. 12

midnight at Sparrow Hawk.

FEB. 24 Stopped at the head of Blanny and got a fuel and put it

in ahead of the boat and left at

2 a.m. 6 a.m. at head of Vienna

Island. 12 noon at Bull Creek.

19 ft. at Marietta. 6 p.m. at the

head of Bat & Grape Island. Run

along until 9:30 p.m. with the

wind blowing and when we came up

under the hill at Mill Creek the

wind changed on to shore and we

guttet barge #4961 on a rock, the

full length of the barge.

FEB. 25 Did not get away from

there until 12 noon. Changed 6 p.m.

at Buckhill Bottom. Midnight

at Powhatan Bend Light.

FEB. 26 6 a.m. below Dam 13. 12

noon at Pike Island. 14 ft. at

Wheeling. 6 p.m. at Mingo Island.

Gave the IRONSIDES 6 coalboats a-

bove there. Midnight at Toronto,

O.

LOG BOOK STR. BOAZ 1910

FEB. 27 Changed 6 a.m. at head of Line Island. 12 noon at Raccoon Light. 6 p.m. at Logstown. Run in fog all afternoon. Landed at Logstown.

FEB. 28 Left Logstown 12 noon. Stoops Ferry at 12 o'clock noon. Tied up on the foot of 7-Mile Island at 3 p.m. for Allegheny ice.

MAR. 1 Laid up for ice.

MAR. 2 Turned out at 9 a.m. 12 o'clock noon at head of Duffs. Arrived at Sligo Landing 5 p.m. The IRONSIDES came to us at Jacks Run and helped us to shove in.

MAR. 3 Coaled and laid up in the Clinton Landing at 5 a.m.

MAR. 6 Got orders to get steam at midnight. Left Clinton Landing at 2 a.m. Went to the wharfboat and got stores and went into Pacific Landing and started to hitch up. Got orders 5 a.m. to put the stuff back into the landing and go to Clinton and lay up. Arrived back at Clinton at 5 a.m. At 10 a.m. got orders to go to Pacific Landing and get 4 tow barges and drop into the Advance Landing. Done so and the VOLUNTEER and CRUISER dropped 12 barges there to me, making our tow 16 barges, 2 fuels. Laid up and paid off at 6 p.m. River rising.

MAR. 9 Got orders to get steam at 8 a.m. Backed out at 10:30 a.m. Changed 12 o'clock noon at Duffs Bar. Davis Island 14½ ft. Merrill Dam 22½ ft. Changed 6 p.m. at Kings Creek. Landed 6:30 p.m. at Cables Eddy.

MAR. 10 Turned out 7:30 a.m. The river fell 22". Changed 12 noon at Wheeling Water Works. Landed at 1:30 p.m. at Pultney Bend and laid there until 3:30 waiting on the CRUISER which gave us 12 barges and 2 fuels. Changed 6 p.m. below Powhatan. Changed 11 p.m. at foot of Grandview Island.

MAR. 11 Landed 2:30 a.m. opposite Waverly, W. Va. and laid until 7:30 a.m. Changed 12 noon at head of Mustapha Island. 6 p.m. at head of Letart Island. Landed at 11 p.m. under Campaign Point.

MAR. 12 Turned out at 9 a.m. Changed 12 o'clock noon below Chambersburg. Changed 6 p.m. at Ironton, O. 11 p.m. below Walkers Landing.

MAR. 13 Changed 3 a.m. at Concord and 6 a.m. at Maysville. 12 noon at 9-Mile and floated from there to the upper bridge where the wind changed to a side wind. 37 ft. at Cincinnati. At McCullum the wind blew straight up. We landed at 4 p.m. above Andersons Ferry and

laid until 8 p.m. Changed 11 p.m. at the head of Laughrey Island.

MAR. 14 Changed 3 a.m. at Warsaw. 6 a.m. at Locust Creek. 12 noon at the head of 6-Mile Island and landed at 12:30 above the head of the fleet. The FULTON took 10 barges, and the TRANSIT took 6 over the Falls, and the WASH GRAY put the balance in the landing. Went over to the empty fleet at 5 p.m. Wind blowing hard. Started to hitch up to 12 coalboats and 10 barges. The R. L. AUBREY blew up at 5:30 p.m. right above the loaded fleet killing pilot Varble and injuring several others. Left at 12 midnight.

MAR. 15 Passed the Water Works at 12:30 a.m. Changed 6 a.m. Grassy Flats. 12 noon at Spring Creek. 6 p.m. foot of Craigs Bar. Changed 12 midnight at Sugar Creek Point, the head of the bend.

MAR. 16 Changed 6 a.m. at foot of Laughrey Island. 12 noon at the new dam at Fernbank. 26 ft. at Cincinnati. 6 p.m. at Coal Haven. Changed 12 midnight at Foster, Ky.

MAR. 17 Changed 6 a.m. at Ripley. 12 o'clock noon above the head of Manchester Island. Landed 4:30 p.m. at Buena Vista and cleaned boilers after putting our fuel on the head and left at 9:30 p.m. Changed 12 midnight at the point below Walkers Light.

MAR. 18 Changed 6 a.m. about 1 mile above Pine Creek. 12 noon below the Ashland bridge. 6 p.m. at the head of Guyan. Changed 12 midnight at the foot of Straight Ripple. Lost ½ hour above Swan Creek.

MAR. 19 Changed 6 a.m. foot of Kanawha Bar. 10½ ft. at Pt. Pleasant. 6 p.m. at Goose Island. Midnight foot of Swan Bar. 9½ ft. at Dewitts.

MAR. 20 Changed 6 a.m. at foot of Mustapha Island. 9.3 ft. on the Parkersburg bridge. 12 o'clock noon at head of Cole's Island. 9 ft. at Marietta. Changed 6 p.m. at foot of Brothers Island. 12 midnight at Mill Creek.

MAR. 21 6 a.m. at New England Bar and 12 noon at Moundsville Point. 8.9 ft. at Bellaire bridge. 6 p.m. at foot of Sisters Island. 12 midnight at Steubenville, O.

MAR. 22 Landed at Cables Eddy at 1 a.m. and left at 4:30 a.m. 6 a.m. head of Browns Island. 12 noon at East Liverpool. Changed 6 p.m. at Merrill Dam. 12 midnight at head of Logstown.

MAR. 23 Landed at Shousetown at 1 a.m. Lost 1 hour tying up part of the tow. Landed 5 a.m. below Lock #2. Left at 8 a.m. and arrived at

Sligo Landing 11:30 a.m. Left at once for the rest of the tow. At 6 p.m. changed at head of Neville Island and arrived at Sligo Landing with the balance of the tow.

MAR. 24 Laid up in Advance Landing at 4 a.m. Davis Island 9½ ft.

JUNE 6 Got orders to get steam and went to the wharfboat 3 p.m. and got stores. Went to John A. Wood Landing and hitched into 12 barges and 2 fuels.

JUNE 7 Turned out at 8 a.m. Davis Island Dam 9'3". At 9:35 a.m. the TOM DODSWORTH stuck on Merri-man Bar. I was right above Lock #2 about 2000 feet. I could not land there on account of the SAMUEL CLARKE's wrecked barges above the guide wall and could not hold the tow. We went down outside of the lockwall pulling for the bar to try and stop the tow on it. We went into 2 barges of the DODSWORTH's tow and the extra jar started our tow to breaking up. We got 5 barges below the bar and drifted to Lashell's Landing with 3 in sinking condition. After that we took charge of the DODSWORTH's barges (2) and let her go up to save some others.

JUNE 8 Left the TOM DODSWORTH at 7 a.m. and started up with the coal digger to go to wrecking when we met the HENRY LOUREY coming at Lock #3 light, she having lost her whole tow in Merriman's with the exception of 1 fuel barge, and sinking the ROVER which turned bottom up. After working with some wrecks in the Trap we came on up and with the LOUREY turned the ROVER upright again and dragged her down on to White's Bar out of the channel. We then came up to the barges on the bar and got our rigging. Came home to Pittsburgh, laying up in Clinton Landing at 7 p.m.

JUNE 17 Got orders at 10 a.m. to get steam. Went over to the wharf-boat at 4 p.m., got stores, and went to Gray's Landing where we got 2 coalboats and 2 fuels. Went around to the Exposition. The FALLIE towed the rest of the tow to us.

JUNE 18 Come out of the Allegheny River at exactly 8:05 a.m. Changed 12 o'clock noon at Lock #5. Davis Island Dam 10'5". Beaver bridge 11 ft. Merrill Dam 12'10". Changed 6 p.m. below Hooker's Dam in Brown's Island. Landed 9:05 p.m. at Rush Run. Steubenville 11.3 ft.

JUNE 19 Turned out at 4 a.m., working along slow and floating.

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Changed 6 a.m. at Martins Ferry Water Works. River raised 5" last night. Bellaire bridge 12'6". Changed 12 o'clock noon above Clarington at the foot of Cline's Bar. Changed 6 p.m. at foot of Bat & Grape. Landed 11:30 p.m. on the foot of Vienna Island. 12 ft. at Bat & Grape. Marietta 10'10".

JUNE 20 Turned out 4 a.m. River raised 4". Changed 6 a.m. at the head of Blanny. 11'3" at Dewitts. 12 o'clock noon on the point at Sand Creek. Changed 6 p.m. at 8-Mile.

JUNE 21 Landed 1 a.m. at Paddy's Run and laid until 6:30 a.m. At 6 p.m. changed at Rome, O. At 11 p.m. above Straight Ripple.

JUNE 22 Changed 3 a.m. at California. Arrived at Coal Haven at 6 a.m. Delivered 8 coalboats, 2 barges and 3 fuels at Coal Haven. Gave 4 coalboats and 2 barges to steamer JOHN A. WOOD. Hitched into empties; 12 coalboats, 6 barges and 2 models and 4 fuels at Coal Haven and left at 7 p.m. Changed at 11 p.m. at Blair's Brick Yard.

JUNE 23 Changed 3 a.m. at Neville, O. Changed 6 a.m. at foot of Augusta Bar. Noon at the head of Charleston Bar. This morning we lost from 6 to 7:30 a.m. for fog. Head of Manchester Islands at 6 p.m. At Stouts Landing at 11 p.m.

JUNE 24 At Twin Creek 3 a.m. 6 a.m. at Quincy. 12 o'clock noon at Boston. 6 p.m. below Ferguson. 11 p.m. at Peach Orchard.

JUNE 25 3 a.m. at Central City. 6 a.m. above Paddys Run. 12 noon at head of Straight Ripple. 6 p.m. at foot of Kanawha Bar. Arrived at Middleport, O. 11 p.m. and laid up to clean boilers. 10.8 at Point Pleasant.

JUNE 26 Turned out at 5:45 a.m. Changed 6 a.m. at Davis Landing. 12 o'clock noon at foot of Letart. 6 p.m. on shore above Sand Creek dyke. 11 p.m. in head of Buffington Island. At 11:30 stuck on the head of the Island bar and swung out with help of steamer SAM BROWN.

JUNE 27 Got afloat at 7 a.m. Changed 12 noon at head of Belleville Island. 5'8" on Dewitts. Changed 6 p.m. at foot of Blanny. Had 4'10" in Mustapha. Arrived at the gravel bank above the Parkersburg bridge 9:40 p.m. and laid for the night. May have to quit. Had 6'7" at Parkersburg.

JUNE 28 Turned out at 5 a.m. The river raised 3". Changed 6 a.m. at head of Cole's Island. Arrived at Marietta 9 a.m. with 5'1". Waited until 10 a.m. then called

Pittsburgh Office and got orders to hold the crew and call at 4:30 p.m. Backed down to Harmar and laid up. At 4:30 I called Pittsburgh and got orders to continue holding the crew and to call at 9:30 tomorrow morning.

JUNE 29 Got orders to pay off and send the crew home.

JULY 9 Got orders to get steam. Fireman, pilot, 2nd engineer and striker pilot coming from Pittsburgh. Left Marietta at 4 p.m. with 9 ft. on the marks, backwater from Dam #18. Left Marietta at 4 p.m. Got 3 deckhands to fire up to Waverly by paying them \$2. The crew arrived there at 7:46 p.m. Changed 11 p.m. at head of Brothers.

JULY 10 Landed at St. Marys 12:20 a.m. and left 6 coalboats and 2 barges. Left there after fixing the tow up at 3:30 a.m. Changed at 6 a.m. in Sheets Ripple. 12 o'clock noon at Possum Bar. 6 p.m. at Glendale Coal Works. At 9 p.m. we backed down under the Wheeling bridges and laid up, not able to get over the head of Wheeling Island, and as I was afraid to back down around Wheeling Creek Bar we laid up above the Wheeling wharf. Have not got much extra water under us but it is better there than on a bar. 5'9" on Wheeling gage.

JULY 15 Got steam and took the boat across the river to Wheeling Island and laid with stern outside of pier on bridge after doubling the tow up.

SEPT. 9 Got steam and left at 5 p.m. for Pittsburgh. 5'8" on the Wheeling marks, rising. Got aground at the head of Wheeling Island. Steamer IRONSIDES came up alongside and pulled our head out from under the Island bar. At the Sisters we rubbed hard. Changed 11 p.m. at Cox's Ripple.

SEPT. 10 Landed at 12:30 a.m. below Steubenville bridge for fog and laid until 7:30 a.m. 5'9" at Steubenville. Landed 12 noon at New Cumberland. Rubbed hard in Browns Island. Got orders to come on as they had thrown the beartrap at Merrill Dam again making 7.5 on the marks. Rubbed hard through Clusters working on a gong. Got to the foot of Georgetown Island at 4 p.m. Could not get over the foot and backed down to Georgetown and laid up. Was going to pay off.

SEPT. 11 The river raised 10" last night. Called Pittsburgh and they got the beartraps lowered at Merrill Dam and at Dams #3, #4 and #5. We left Georgetown at 10:30 a.m. and arrived at Merrill Dam at 2:05 p.m. #5 at 5 p.m. #4 at 7:30 p.m. #3 at 10:20 p.m. #2 at midnight.

SEPT. 12 Laid up right above #2 for fog. Turned out at 6:30 a.m. Arrived at Davis Island Dam at 7:30 a.m. Arrived at Sligo Landing, Pittsburgh, 9:30 a.m.

NOV. 28 Got orders at 4:30 p.m. to have steam at daylight.

NOV. 29 Left O'Neil Landing 9 a.m., went to the wharfboat and got stores. Then went to Snyder's Landing and hitched into 16 barges and 2 fuels and 1 flat. When we got about hitched up got orders to drop 4 barges and take 12 barges, 4 fuels and 1 flat.

NOV. 30 Laid all day waiting for orders in Snyder's Landing. At 6:30 p.m. called Arthur Moren and got orders to call him at 6:30 a.m. Dec. 1st.

DEC. 1 Got orders giving up going out. River falling. Started to put the tow back in the landing at 9 a.m. At 3 p.m. we got orders to take 22 barges to Pork House Landing and lay up stern upstream. We got them all down there at 10:30 p.m. and quit until morning.

DEC. 2 Put in the day hitching up and then cooled down at 9:30 a.m. Paid the crew off at 5 p.m., keeping watchman, carpenter with mate.

DEC. 7 Got orders to get steam and left Pork House Landing 3:30 p.m. Landed above Lock #2 at 6 p.m. and laid with 8 barges and 4 fuels.

DEC. 8 Turned out 6 a.m. and arrived at Legionville Dam at 9 a.m. and laid until 2 p.m. waiting on water to lock. Went through the lock and stuck about fifteen minutes. 7½ ft. below #4. Arrived at Morris Landing 4:30 p.m. and put out lines, waiting for the VOLUNTEER with 14 barges. She arrived at 8:30 p.m. with 13 barges, having sunk #4648 above #3 lock.

DEC. 9 Worked all day getting the tow together and spared out. Paid the firemen off at 5 p.m. and they went home on the 5:30 train. Paid 6 deckhands off at 6:30 and they stayed on the boat all night.

DEC. 10 6 deckhands and striker pilot went home today. Still have 2 deckhands with mate, watchman

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and carpenter for night watchman.
 DEC. 23 Got steam as they lowered Dam #5 at 7 p.m.
 DEC. 24 Still have steam.
 DEC. 25 Still have steam.
 DEC. 26 Got orders 10:30 a.m. to get ready to leave. Left Morris Landing at 2:30 p.m. 8½ ft. on Beaver bridge. Changed 6 p.m. at Babbs Island. Landed 7 p.m. at Walkers on the point under the run bar. Started to snow and very smoky.
 DEC. 27 Turned out at 6:30 a.m. River fell 5". Cold and clear. Changed 12 o'clock noon at Wellsburg. Steubenville 9'4". Wheeling 9'9". Bellaire 10 ft. Note:- Dam 13 shows 2 ft. more than the Bellaire bridge. Changed 6 p.m. on Moundville point. 11 p.m. at Hannibal, O.
 DEC. 28 3 a.m. at Grandview. 6 a.m. at Newport. Worked along all

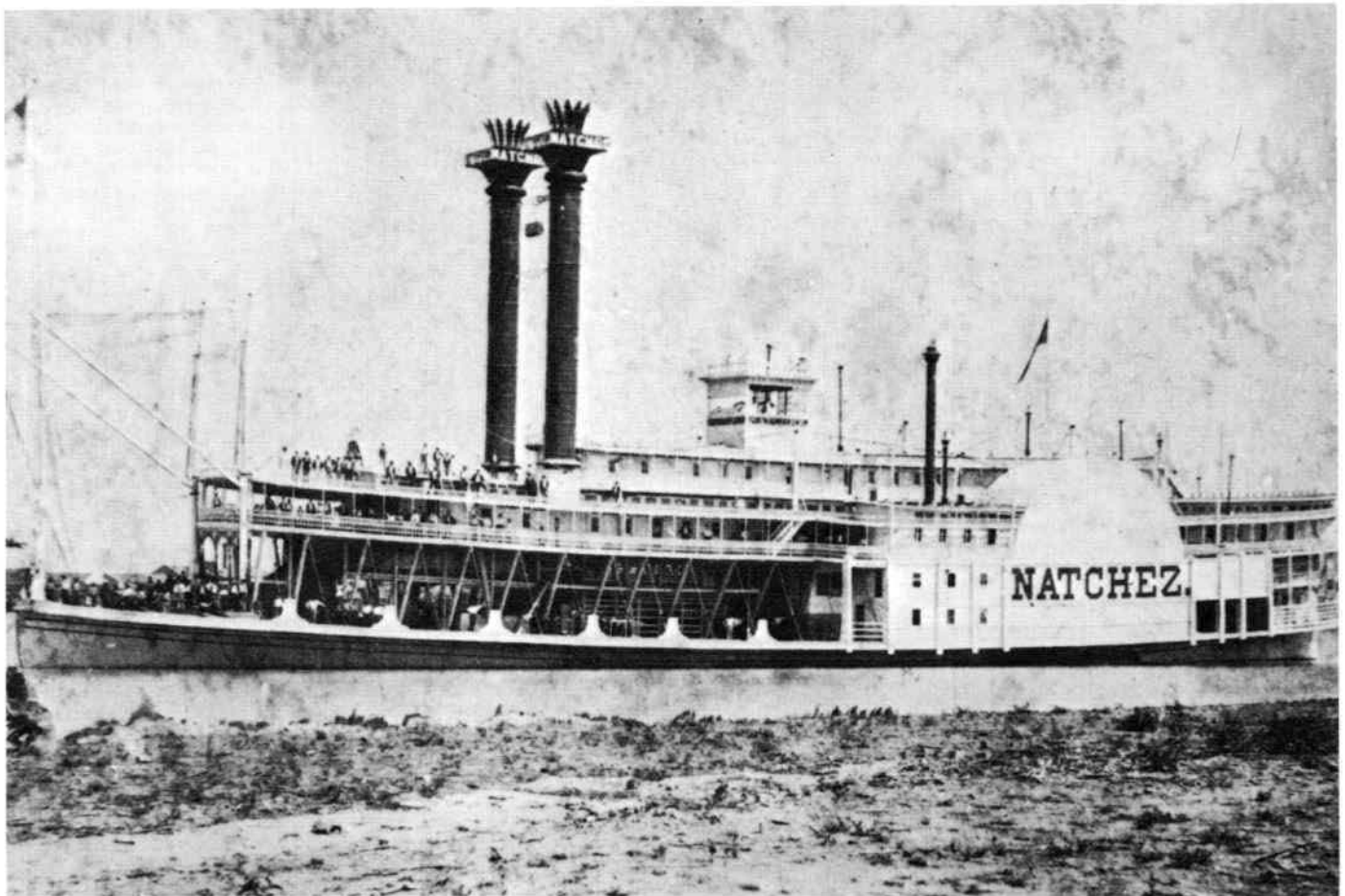
night slow on account of heavy ice. Very smoky and foggy. Worked along slow all morning. Ice not thinning out much. 10.3 ft. in Bat & Grape. 9 ft. on Marietta bridge and 9'8" on Parkersburg bridge. Changed 12 noon at Parkersburg. Changed 6 p. m. at Roberts Landing where we laid up for the night. Started to rain about midnight. Mustapha 8'5". Dewitts 9 ft.
 DEC. 29 Rain fog raised and we did not get out of Roberts Landing until noon. Sliding Hill Bend was gorged about 1/3 out from the point and same in the bend; had close work getting through. Met the steamers CRUISER, IRONSIDES, CHARLES BROWN, SAMUEL CLARKE, COAL CITY and DUQUESNE at Antiquity. The JIM WOOD was at Pomeroy laid up. Layed up below Middleport at 8 p.m. to call doctor. Capt. Gould very sick. The TORNADO

landed under us at 11 p.m.
 DEC. 30 Doctor came down to see the Captain. We started out at 7:30 a. m., King on watch. River rose 6". Landed below the bridge at Pt. Pleasant 9:30 a.m. 10'6". Got 11 barges and 3 flats from the TORNADO. Left at 12:30 p. m. Met the PITTSBURGH in Clarion Ripple and got Capt. McIntyre off of her. Left 2 fuel flats at Sample's Landing at 4 p.m. Landed at Cox's Landing 7:30 p.m.
 DEC. 31 Turned out at 6:30 a.m. River rose 22". Mailed diagram at Huntington 8:30 a.m. Changed watches 12 noon at Greenup Light. Has been very smoky. Portsmouth at 3:30 p. m. About 15 feet and raising. Scioto River is putting out ice. Changed watches at Twin Creek Light 6 p.m. Left fuel flat #2668 at Buena Vista. Changed watches 11 p.m. at Kirker's Ldg.



THE INTERIOR of the Buffalo Bill Museum, LeClaire, Iowa, is reminiscent of the older River Museum in Campus Martius, Marietta. (Sigh-h-h) The curator at LeClaire is Mrs. Esther Kennedy and she and her husband Harold are long-time S&D members. Buffalo Bill Cody was born in LeClaire and left Iowa at the age of 8. The museum was established in 1957 and had the good luck to procure the sternwheel towboat LONE STAR complete with her 16's-5 ft. stroke engines. The present museum building was built in 1972 along the

river. The Builder's Sand & Gravel Co. gave the LONE STAR to the Museum with the stipulation she was not to be used as a saloon or restaurant. The old boat was removed to dry land at an expense of some \$12,000 and the city put a fence around it. Mrs. Kennedy, who kindly provided the picture above to us, says "repairs are costly on old steamboats, as you well know." Last year the boat's roof was renewed and the paddlewheel was sandblasted and painted red.



ANY TIME anybody finds a new picture of the "racer" NATCHEZ we'll perk up our ears and pay attention. Never in our born days did we ever see this one before. Ralph DuPae was showing us a batch of recent additions to the University of Wisconsin's Murphy Library collection. This popped up. Ralph said it came from William L. (Bill) Talbot's collection at Keokuk. It is a posed shot, everybody on all three decks obviously conscious of the photographer on shore. In this respect it is almost identical with what may be called the 'standard' view of this famous steamboat, even to the pilot with the sash pulled back peering from his domain on high. The difference is

that this view is at a slightly different angle causing the smokestacks to appear wider apart. --Same time, same place, and maybe the same photographer took both. Odd circumstance of both is that she does not have her double stages swung in place. Naturally we wonder if this scene is race-related in 1870 when by all accounts she dropped off her stages at New Orleans to follow the LEE up the Mississippi to St. Louis? Let's start by asking Bill Talbot if this is made from a stereoscopic double-print view? And, if so, does it have a date on it? Probably a vain hope, but maybe worth the try. How about this, Bill?

Mrs. Edwin C. (Laura) Hartlieb died on Thursday, January 17, 1980 following a tragic accident in which she was struck by a motorcycle. Her husband, known as "Charlie" for years ran the Consolidated Boat Store, Cincinnati. She is survived by three children, one of whom is Dick Hartlieb who has contributed pictures to the S&D REFLECTOR and who in his youth rode from Cincinnati to Camp Meacham aboard the CHRIS GREENE, racing the BETSY ANN most of the way, the event which led to the famed BETSY-CHRIS race of 1928. Mrs. Hartlieb resided at 6307 Montgomery Road, Cincinnati. Services were conducted in the Church of the Good Shepherd in Norwood.

The November 1979 issue of "Surveyor," the quarterly slick-stock push house organ of the American

Bureau of Shipping, features the ups-and-downs of Edward Knight Collins, 1802-1878. Collins is better remembered for his downs; not so much for his ups. His trans-Atlantic side-wheeler PACIFIC disappeared at sea in 1856 taking with her all hands and passengers, total of 186. About two years prior his side-wheel ARCTIC had gone down following a collision with the French steamer VESTA, claiming 323 lives including Collins' wife, daughter and youngest son. Collins, who had given the Cunard Line a run for its money, was at the end of his rope at the age of 55. Creditors took all. He then settled at Yellow Creek, below Wellsville, O., along the Ohio River where, according to the recollections of William C. Howells, Collins ran coal and oil operations. The author of the "Surveyor" story says merely that Col-

lins "dabbled unsuccessfully in some land speculations in the mid-west."

The skyrocketing price of silver in recent months reminds us of the towboat model several feet long constructed almost entirely of silver for the John M. Roberts jewelry firm, Pittsburgh. It is of the CITY OF PITTSBURGH, companion of the MONONGAHELA, built from the actual drawings in great detail. In 1951 when the model was awarded to the Jones & Laughlin Steel Corporation following a dead heat between J&L's WM. LARIMER JONES and U.S. Steel's HOMESTEAD, the silver model was valued at \$25,000. The model was "awarded" several times in the Pittsburgh area, always with the string attached that it be returned.

Notice was run in The Waterways Journal, issue of January 12th, announcing the death of Capt. Ray McKay, 89, of Madison, Ind. in a Hanover, Ind. nursing home, December 30, 1979. He is recalled in the Journal as the last surviving crew member of the old Louisville & Cincinnati Packet Co. It's a slippery business being elected the "last" of anything, and if Ray needs a lasting eulogy without risk of contradiction it is that he was one of the select few L&C clerks and pursers in whose veins flowed the milk of human kindness. Of late years he operated a diesel towboat based at Madison, the DAVID W. MCKAY which he acquired in 1959, originally the GEORGE R. GETTYS II built at Knoxville in 1951. Ray never got the packet fever out of his system and seldom did the DELTA QUEEN or others land at Madison but what he came aboard to discover old friends and pass the time of day. Conversation flowed freely and when the bell

rang he walked back off the stage, everybody refreshed in spirit.

Apropos of nothing in particular we are reminded that the first pilothouse we were in, glassed in front, was that of the U.S. Engineer towboat KITTANNING. She had three sashes mounted on slides which could be shoved side to side at will. This was in 1916 at Pittsburgh. The "open front" style was all anybody knew about, protection of a sort provided by hinged breastboards and an overhead adjustable hood. Pilots were adverse to glassed fronts inasmuch as whistle signals from approaching steamboats, especially by night, could not be heard. Consequently the "open front" pilot-houses were rather breezy and in cold weather many pilots donned gloves and wore scarves, their rear sides toasted from the glow of a red-hot Burnside coal stove, and noses cherry red from exposure

to raw wind. The first glassed front pilothouse ever this scribe stood watches in was on the BETSY ANN, rigged like the KITTANNING, installed when D. Grover Bill ran her to specifications outlined by Capt. Charles H. Ellsworth. Even so, by night one sash was usually kept open, although pilots by custom had adopted the scheme of flashing the headlight one or two flashes to confirm whistle signals for passing. The last steamboat we piloted with "open front" was the Streckfus excursion side-wheeler SENATOR, ex--SAINT PAUL, which never was glass equipped inasmuch as she ran only in the warm months. The last year-around packet we piloted with "open front" was the LIBERTY, running in the Pittsburgh-Charleston trade in 1932. She never did have glass in front, and to her dying day was hand steered.



VERY LIKELY this is the first time the ferryboat LITTLE BEN has been noticed in a national publication. What got us thinking about her is the picture elsewhere in this issue of the LYDIA CROSS; both seem to have had side-wheels hard aft. This was taken by Thornton Barrette at Middleport, O. about the turn of the century. LITTLE BEN was built at Pomeroy, O. in 1895 on a wood hull 70.6 x 18 x 2.8. She was named for Ben Redmond, Middleport, and ferried back-and-forth to Clifton, W. Va. What she lacked in pomp and circumstance in no way deterred her owners from operating under the imposing title of Clifton,

New Castle & Ohio Ferry Co. The building of the highway bridge in 1928 about midway between Pomeroy and Middleport snatched away her living. She was taken to Racine, O., operated by H. C. (Clate) Pickens, running across to Graham Station, W. Va. She looked sort of be-draggled those last days, the smokestack not only shortened but lopped at the top like a dowdy dowager's bonnet. We would wish to provide for LITTLE BEN a respectable obituary but we know not what potter's field claimed the remains. Our thanks to C. M. Dowling and to the Murphy Library persons for the print.

Sirs: I ran across this poem the other day for the first time. It may be old stuff to you but to us, the younger generation, it's brand new.

Robert (Bob) Barr,
P. O. Box 356,
Winfield, West Va. 25213

JIM BLUDSO OF THE PRAIRIE BELLE

JOHN HAY

WALL, no! I can't tell whar he lives,
Because he don't live, you see;
Leastways, he's got out of the habit
Of livin' like you and me.
Whar have you been for the last three year
That you haven't heard folks tell
How Jimmy Bludso passed in his checks
The night of the Prairie Belle?

He weren't no saint,—them engineers
Is all pretty much alike,—
One wife in Natchez-under-the-Hill
And another one here, in Pike;
A keardless man in his talk was Jim,
And an awkward hand in a row,
But he never flunked, and he never lied,—
I reckon he never knowed how.

And this was all the religion he had,—
To treat his engine well;
Never be passed on the river;
To mind the pilot's bell;
And if ever the Prairie Belle took fire,—
A thousand times he swore
He'd hold her nozzle agin the bank
Till the last soul got ashore.

All boats has their day on the Mississipp,
And her day come at last,—
The Movastar was a better boat,
But the Belle she *wouldn't* be passed.
And so she come tearin' along that night—
The oldest craft on the line—
With a nigger squat on her safety valve,
And her furnace crammed, rosin and pine.

The fire bust out as she clared the bar,
And burnt a hole in the night,
And quick as a flash she turned, and made
For that willer bank on the right.
There was runnin' and cursin', but Jim yelled out
Over all the infernal roar,
"I'll hold her nozzle agin the bank
Till the last galoot's ashore."

Through the hot, black breath of the burnin' boat
Jim Bludso's voice was heard,
And they all had trust in his cussedness,
And knowed he would keep his word.
And, sure's you're born, they all got off
Afore the smokestacks fell,—
And Bludso's ghost went up alone
In the smoke of the Prairie Belle.

He weren't no saint,—but at judgment
I'd run my chance with Jim.
"Longside of some pious gentlemen
That wouldn't shook hands with him.
He seen his duty, a dead-sure thing,—
And went for it thar and then;
And Christ ain't goin' to be too hard
On a man that died for men.

=The above classic appeared in the June '65 S&D REFLECTOR, page 3 but for the benefit of the younger generation we have reproduced it again. John Hay (1838--1905) was born at Salem, Ind., studied law in Springfield, Ill., accompanied Abraham Lincoln to Washington and was Lincoln's assistant private secretary until the assassination. Later he was a journalist in New York and at that time (1871) published his "Pike County Ballads"

which included the Jim Bludso bit. The race on the Mississippi between the PRAIRIE BELLE and MOVASTAR resulting in the loss of the former and the fiery death of Jim Bludso is unsubstantiated by Lytle-Holdcamper. No river steamboat was named PRAIRIE BELLE prior to 1871. True, there was a MOVASTAR, 1849-1858. No matter. Such nit-picking does not detract one iota from the immortal tale. Several river engineers in steamboat days perished holding her nozzle agin the bank till the last galoot's ashore. -Ed.

The first steam ferry at Madison, Ind. was the PRAIRIE BIRD, a sternwheeler built at Jeffersonville, Ind., 1851. She was a small, square-bowed craft run by Matt King. She often made 56 crossings daily to Milton, Ky. and did a considerable business in towing flatboats loaded with corn, coopeage, etc. back and forth.

The side-wheel ferry LUCY MCCONNELL was built also at Jeff in 1852 for the Madison-Milton run, and ran in opposition to the PRAIRIE BIRD. John M. Abbott bought the ferry rights.

The side-wheel UNION was built at Madison in 1860, larger than her predecessors, making her first ferry crossing April 21, 1860, owned by John M. Abbott. She exploded her boiler Dec. 7, 1862 with loss of four lives, but was promptly rebuilt. During the unpleasantness of the war period she was appropriated as a gunboat, moored just below Madison, with the purpose of keeping Morgan's men from crossing. Captain Abbott's ferry charter permitted him to collect fares one-way only, and he carried people free the other. During the period when she was a gunboat (about four weeks) a flat manned by four oarsmen was used in

the ferry service. On Dec. 15, 1864 a band of guerrillas appeared at Milton, seized the UNION, and fired shots at the passing packet C. T. DUMONT. They then departed for Bedford, Ky.

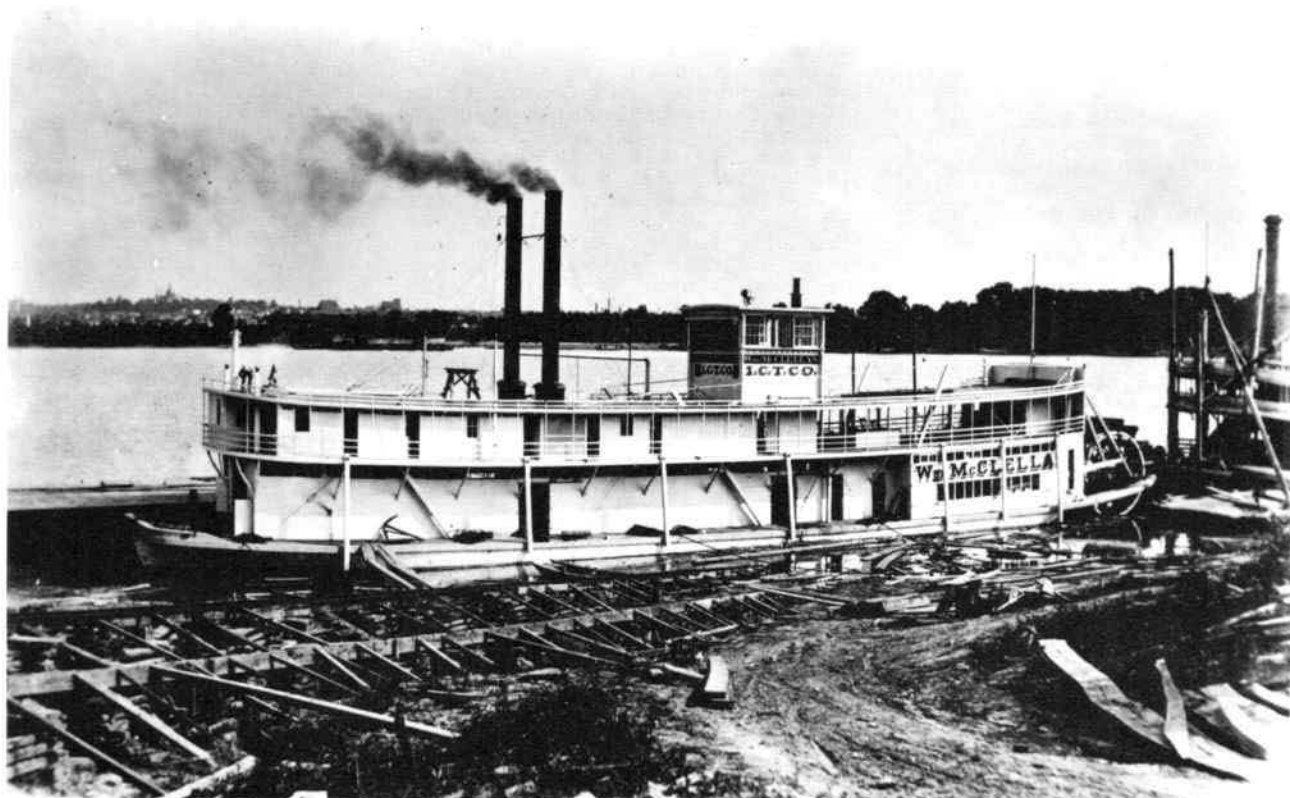
The side-wheel ferry BELLE OF MILTON was built at New Albany, Ind., new in 1866, and when she came on the track the UNION was sold to St. Louis. The BELLE OF MILTON was lost in ice at Madison on Dec. 24, 1872 at which time Captain Abbott's son Joseph C. Abbott built the side-wheel J. C. ABBOTT at Madison, completed in 1874. During the ice run-out of Jan. 24, 1881 the ABBOTT broke loose and floated free-astray almost to Bethlehem, Ind. (18 miles) and during her career was twice partially destroyed by fire, in 1884 and in 1893. She sank early in 1895 and in March the cabin floated off.

The side-wheel TRIMBLE was built in the spring of 1895. Joseph C. Abbott died and on June 8, 1895 the new ferry TRIMBLE was sold at auction to C. R. Melcher, Carrollton, Ky., and J. D. Taylor, Madison, for \$20,050. In the ensuing years there were changes in ownership. Clarence Hisle bought 1/2 interest in 1904. Later stockholders included Capt. John W. Hughes, D. T. Voiers, Harry Voiers and John Neihouse. Capt. George W. Monroe became sole owner on Dec. 11, 1921. The Madison-Milton highway bridge was built and ferry operations ceased Oct. 15, 1931.

Alene Stottlebower, 614 West Second, Madison, Inc. 47250 furnished the facts related above, gleaned from old newspapers. She also notes that ferry service Madison-Milton dates perhaps before the founding of Madison in 1808, by flat and by horse-operated craft. Messrs. King and Brindley operated such a horse-treadmill ferry before they built the first steam ferry PRAIRIE BIRD.



Dr. C. V. Starrett celebrated his 81st birthday last September 15th in Marietta at S&D. This striking portrait was taken on the occasion by J. W. Rutter. "C.V." for years was assistant director of the Buhl Planetarium, Pittsburgh, and has recently retired as president of the Historical Society of Western Pennsylvania. His interest in river matters dates back to his boyhood in Monaca, Pa. He and his wife Agnes reside at 415 Bigham Road, Chatham Village, Pittsburgh 15211.



COLLECTOR of river-related post cards Allen K. Wisby, 1608 Burke Road, Pasadena, Tex. 77502, sends us one showing the Merchants Bridge, St. Louis with a peculiar towboat passing under, named WM. McCLELLAN. He wonders what she did for a living? --Which jogs us to dig out the above picture taken at the Howard Ship Yard, Jeffersonville, Ind. in June 1901 by Cap'n Jim Howard. She's just made her trial trip, or is about to make it. On the sides and front of the pilothouse are the initials I. C. T. Co. which stands for we know not what (Illinois Central Transportation Co.?) but definitely she handled a rail-

road transfer service at St. Louis and was owned by Wiggins Ferry Co. Whether this service was discontinued or what--anyhow she was laid up about 1911 and was advertised for sale for \$10,000 and then \$7,500, but didn't get a new owner until the late fall of 1915 when she was taken to Baton Rouge. Allen Wisby says she was still documented through 1918, wood hull, 150 x 28 x 4.5, home port, New Orleans. Now you're wondering about that elongated boiler deck cabin---if somebody has an answer for this we'll be ever so obliged, also about her final fate.

Capt. Tom Meanley and his new MEMPHIS QUEEN III got themselves on the AP wire service somehow or other. We've been getting clippings. Two have come from Richard E. Brown, Pico Rivera, Calif., cut from the "Times-Advocate," Escondido, Calif. and from "The Register," Santa Ana, Calif. Both of these feature handsome portraits of Cap'n Tom on the bow of his 400-passenger liner which had its steel hull built in his back yard, and hauled overland to the Memphis waterfront for final completion. Cap'n Tom is a native Californian, come to think of it, brought up along the San Diego River where the family was flooded out twice. He's no novice to the newspaper game either, having worked on the staffs of Memphis papers before he did a Deep Six and went into the excursion business at Memphis in 1960.

Sirs: I hope you can help me regarding a specific boat and date that I believe operated on the

Ohio and Miss Rivers. I would like to know when a boat by the name of MAXWELL HOUSE was ever commissioned and how long she was in the water. Any help will be appreciated. Thank you very much.

Mrs. Betty De Priest,
Route 3, Box 94F,
Hammond, La. 70401

=Our favorite brand, perculator grind, good to the last drop. Is Betty De Priest putting us on? -Ed.

Donald T. McDaniel, 6420 Middle-shire St., Columbus, O. 43229 has our thanks for his "Newsletter Two" dated Jan. 1, 1980. Eight pages of text explore and tabulate in part his ever growing collection of showboat material. Special emphasis is given to the wanderings of the original French showboat THE NEW SENSATION 1878-1883 (to be continued in the next Newsletter) on an almost week to week basis, a log that we would have thought almost impossible to

reconstruct after the lapse of a century. Credit is given to an original diary kept aboard by one Thomas W. Craggs, violinist and orchestra leader, who was aboard 1882-1883. Craggs came aboard at Middleport, O., Aug. 5, 1882 in time for a Kanawha River tour opening at Crown Hill Aug. 17-18 and winding up at Point Pleasant Sept. 14-16. They proceeded to Louisville, and while at Foster, Ky. on Oct. 16 Craggs noted the side-wheel MORNING MAIL passing by with Buffalo Bill and Indians on board. The 1883 season was opened at Dravosburg, Pa. on the Monon and June 6-10 the troupe climbed aboard the small packet WILLIAM R. JONES, Capt. Packer, and played on the Youghiogheny River at Greenock and Alpsville and other places. After the season closed at Paducah in early December, Craggs boarded the CONS MILLAR presumably to Cincinnati and went thence to Minersville, O.

Donald McDaniel is doing a good job here, his pages larded with all sorts of fascinating details.

BOB KENNEDY WAS THE SPEAKER
Many "firsts" were recalled at
lively O-K meeting.

by Jim Wallen

An outline of the long period of river improvement that led to the construction of wicket dams, with some surprising revelations along the way, was given by Bob Kennedy, the upper Ohio correspondent for The Waterways Journal, speaking before the Dec. 2nd last meeting of the Ohio-Kanawha Branch of S&D in the fellowship room of the Highlawn United Methodist Church, Huntington, West Va.

Bob began his talk by describing the troubles from channel obstructions that beset Nicholas Roosevelt's steamboat NEW ORLEANS in 1811. He went on to Major Stephen Long's unique steamer WESTERN ENGINEER, built to explore the Missouri River in 1819. He told of Henry M. Shreve's flat-bottomed WASHINGTON propelled by horizontal cylinders that began development of the true steamboat. He reported that the hull timbers of this boat came from historic Fort Henry at Wheeling.

In 1812 John Bruce, Vanceburg, Ky., won the \$1,000 prize offered by the U.S. Engineers for the best workable design of a craft to remove snags and floating trees from the rivers. The basis of his design was a pair of parallel hulls upon which was mounted a long lever having its fulcrum only two feet from the lifting end. A pair of iron hooks suspended from an iron bar at the end of the lever would catch the trees or snags to be pulled up. Power was from a windlass turned by four men. This simple snagboat proved practical and was used until the Civil War, with steam power coming into use in 1828.

Another interesting part of the talk dealt with the early plans for a system of reservoirs for both flood control and navigation developed by Charles Ellet, the noted waterways engineer and bridge builder. "Reservoirs became a near obsession with him, even to the extent of naming his son Charles Rivers Ellet," Bob said.

"It was in 1875," Mr. Kennedy continued, "that Major W. E. Merrill and General Craighill recommended the construction of the Chanoine dam at Davis Island, below Pittsburgh on the Ohio, and in the same year General Craighill recommended the construction of 12 locks and dams on the Kanawha River from its headwaters down to near its mouth at Point Pleasant. Actually, only 10 were built, for the proposed Dam 1 at the upper end of the river and Dam 12 at the mouth were eliminated. Lock 6 at South Charleston was the first one completed, creating a slackwater pool 14 miles long which, for a time, was one of the largest coal harbors in the world. "The Kanawha River was the first one in the United States completely canalized by wicket dams, and was one of the few 19th century navigation projects to return benefits far in

excess of construction and operating costs," Mr. Kennedy related.

Bob pointed out that in time of low water, Catlettsburg was the head of low water navigation on the Ohio, a condition to be corrected by the construction of Dam 29 on the Ohio, completed in 1916. "It was one of the biggest engineering feats ever undertaken in this part of the country," said Bob, "and time after time its builders saw their cofferdams flooded by quick rises coming out of the Big Sandy, and if those weren't enough, the whole construction site was inundated by the 1913 Flood.

"Early in 1916 the dam became operable, and on Nov. 13th of that year an artificial wave was created by releasing water through the beartraps, raising the river from 4.2 feet to 8.7 feet below the dam, and freeing the upbound towboats EUGENE DANA SMITH, D. T. LANE and WABASH, which were waiting below."

A highly interesting part of his talk was Bob's description of how three members of the Lock 29 crew, lockmaster Cecil "Buck" Hale, assistant lockmaster Ernie Angel and lockman Lewis Burr Faulkner brought to shore a dangerously burning oil barge and made it fast at a point where the blaze could be fought by the Ashland fire department. These men took risks and worked through extreme difficulties in a successful effort that doubtless prevented a considerable loss of property and possibly lives. On Feb. 25, 1955, they were given the Department of

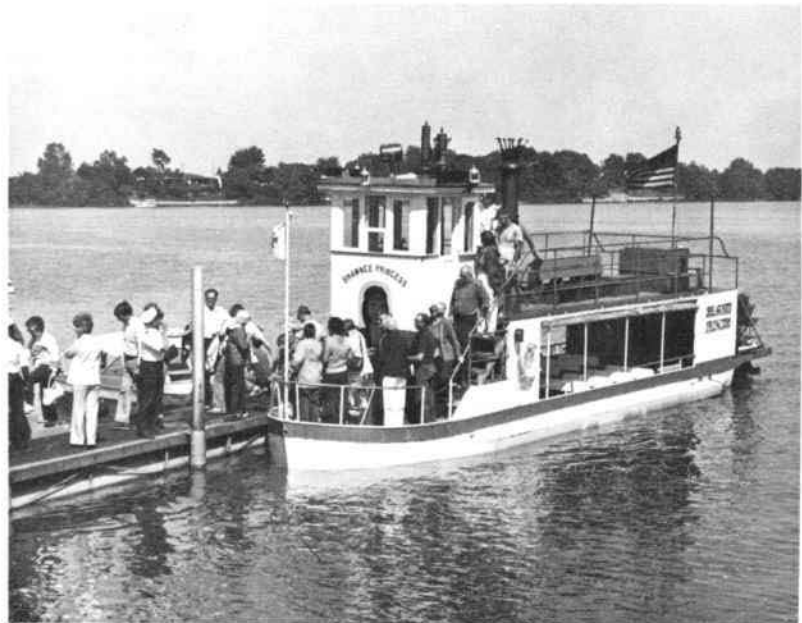
the Army Meritorious Civilian Service awards in ceremonies held in the auditorium of Marshall University at Huntington.

In another part of the evening's program, Bob Barr played a tape recording the recital by Russell Foglesong of South Charleston of the poem describing Jim Bludso, engineer of the PRAIRIE BELLE, stayed with the throttle and lost his life as the steamer was destroyed by fire. (The poem is reproduced on another page, this issue. -Ed.) Bob Barr also read the poem, the "Song of Old Riverboats" by Garnett Laidlaw Eskew.

There was lively discussion of a Charleston Daily Mail issue of Dec. 1904, reporting the explosion of 100 quarts of nitroglycerine on the river a mile below Catlettsburg. Heard for 20 miles, the explosion broke windows in Catlettsburg, Ashland, Ironton and Huntington, hurled a huge log to the top of a hill back of Catlettsburg, and left little trace of the three men who had been in the boat. The story was read by Jerome Collins, and Bob Kennedy was able to add some additional facts.

Announcement was made that the spring meeting of the O-K Branch will be held at the Putnam County Library near Winfield exit from I-64 on March 16, 1980. The June 8, 1980 meeting is scheduled for the Mason County Library at Point Pleasant, said Capt. Charles H. Stone.

Captain Stone had given the opening invocation for the meeting. Twenty members and three guests were present.



STEAM STERNWHEEL excursion boat SHAWNEE PRINCESS as she appeared last summer at Grand Rapids, O. on the Maumee River. Alterations last year included raising the pilothouse as shown, and also the installation of a new and more powerful steam boiler. Her monkey rudders also were enlarged. Our thanks to Woody Rutter for the picture.

ELIZABETH LOUISE LAUNCHED

On Sunday, January 27th last at 5 p.m. the new steam sternwheel passenger boat was slipped into her element, the Sacramento River, at Sacramento, Calif. It was a big day for Harold Wilmunder who had built the 125 x 20 x 6 steel hull along the American River (trib. of the Sacramento) at Rancho Cordova. He had been figuring for the past 2½ years about the 27-mile overland haul to put her afloat. Everything went smoothly, with police escort, and mounted on an enormous rig with some 70 wheels under it.

Promptly at 5 p.m. Harold's wife Betty broke California champagne and dubbed the boat ELIZABETH LOUISE. In telling of this to us early next morning on the telephone, Harold observed that Pennsylvania could claim a portion of credit inasmuch as Betty Wilmunder is a native of New Castle, Pa. and the engines were procured from the Crown Metal Products Co. at Wyano, Pa.

The overall on deck of the new ELIZABETH LOUISE is 141 x 28, and the total length including the paddlewheel will be 161 feet. The hull was stripped of boilers and machinery for the overland haul, and was drawing 19½" when she hit the drink. When completed, the total weight of the boat will run about 175 to 180 tons. She will be certified for 399 passengers.

Springtime along the Muskingum a century ago, 1880, included the following noteworthy events:

T. B. Townsend began the stone work on the Marietta ice harbor.

The U.S. dipper dredges OHIO and OSWEGO were under repair at Elston's landing, Harmar.

Capt. Lyman, of Harmar, was in Beverly planning the covered bridge to span the Muskingum from the foot of Perry Street.

Superintendent E. W. Sprague was building a new crib and spill dam at Beverly.

On March 21st the J. H. HUBBEL conveyed the funeral cortege of the aged & revered Miss Ann Clark from Beverly to Marietta.

Early in April the editorial and mechanical force of the Marietta "Register" sponsored an excursion on the H. F. DEVOL to Zanesville, Saturday evening to Monday morning. The full Turner band was aboard. \$1.75 the round trip.

T. B. Townsend and A. P. Stultz of Zanesville were awarded contracts to build the new bridges at Beverly (\$20,000) and Lowell (\$10,000.) T. B. Townsend's steamer COME & SEE ME brought up 90 perch of stone for the Beverly bridge, then took John Robinson's sideshow barge to McConnelsville.

That year bridges were being built across the Muskingum at Marietta, Lowell, Beverly, and the one at Dresden was being rebuilt. An inventory of Muskingum bridges that fall listed one each at Dresden, Taylorsville, McConnelsville and Beverly; four at Zanesville and two at Marietta. All were free save that at McConnelsville.



Steamer ELIZABETH LOUISE ready at the building yard for her 27-mile overland haul to the Sacramento River. The graceful proportions of her ½" steel hull are apparent here. She has 27 inches of longitudinal sheer. Read article at the left.

The Lowell bridge was not then completed.

Our thanks to Clyde K. Swift for the above.

I fuf you w a nun tut a kuk o
pup y o fuf tut hash e Rur e e sus
kuk a tut a lul o gug u e, gug e
tut o nun tut hash e bub a lul lul
a nun dud sus e nun dud \$4 tut o
Jerry Sutphin o rur F. Way, Jr.

PERMANENT HARDBACK BINDERS

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

When the ROB'T E. LEE burned at Yucatan Point on the Mississippi River (not the "racer"--the second of the name) in 1882 her boilers were salvaged and were installed in a sugar mill at Bush Grove Plantation on Bayou Lafourche about two miles west of Raceland, La. and 45 miles west of New Orleans. These nine boilers were used until about 1922 for generating steam necessary for drying the second sugar. They were allowed a nominal pressure of 80 p.s.i. until about 1918, when they were reduced to 60 p.s.i. and carried that pressure until the mill was shut down. In 1927 the ruins of the old sugar mill still stood. Three of the LEE's boilers were still hooked up. One had been dismantled and was lying outside of the boiler house. A fifth one

was being used as an oil tank and several others were used for liquid storage around the sugar house. Another had been removed to Oak Grove Plantation some distance from Raceland where it was in use as an oil tank. An inspection of these relics showed them to measure about 42" diameter, 30 feet long, each containing two 14" flues.

You have noticed without doubt that the NATCHEZ has her name in big block letters on the side of the boiler deck. Why there, instead of along the engineroom?

The sternwheel steamboat PORTLAND, operated in berthing service by the Port of Portland, and long a decorative touch to the waterfronts in and about that Oregon city, may be headed toward conversion into a tour boat to serve the Willamette and Columbia rivers. At present she is operated, when needed, by a Riedel (private tug firm) crew, and Port of Portland is angling to transfer the berthing service to private operators as an economy measure. This would release the sternwheeler from her present service. The tour-boat plan would entail change of ownership. The Cascade Lock authorities are said to be coveting the PORTLAND for tour service.

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.

F. M. Jeter, Route 2, Box 686, Deville, La. 71328 called by phone Dec. 2nd last. In the course of some dredging the paddlewheel shaft and other metal remnants of a sternwheeler had come up from the bottom of the Red River. In making inquiries amongst senior citizens of the area, one lady recollected that the boat's name was LULA D, a packet. We asked Mr. Jeter to hold the phone and rushed to the "L" listings of the manuscript for the forthcoming "Directory of Packets," the first testing. Yes, there was a LULA D, built at Evansville, Ind., 1867, hull 135 x 35.3 x 4.9. Sure as you're a foot high it went to Red River and started making trips to Shreveport in Feb. 1868, Capt. John M. Grace. But after that, total blank, for we had no information about what happened. Lytle-Holdcamper says she was removed from documentation in 1875, and we had a note in our file saying she wound up in the Brownsville, Texas area. But the elderly lady sticks to her guns, recalling that the LULA D sank there on Red River "during the war or shortly after." In the Packet manuscript we described the engines as 13's-4½ ft. and now that the shaft has been brought up from the bottom, measurement can be made from centerpoint to pin. If this turns out to be 2'3" we're going to do a flip. Meanwhile Mr. Jeter is pursuing the matter from several angles. More later.



Lester Woodyard, 6150 Section Road, Ottawa Lake, Mich. 49267 is one of the owners and operators of the Maumee River (Ohio) excursion steamer SHAWNEE PRINCESS pictured in this issue, page 45. This portrait was taken last Sept. 15th at S&D by Woody Rutter.



OLDEST LOCKHOUSE on the Ohio River, pictured above, is at the location of old Lock and Dam No. 6, also known as Merrill Dam, about midway between Beaver, Pa. and the Montgomery Locks and Dam, right shore. The lock was opened to traffic on August 5, 1904. The lockhouse housed a steam boiler plant and air compressors. A move is under way by The Preservation Consortium, Inc. to have the structure, plus two adjoining residences, placed on the National Register of Historic Places, which first requires a proposal to the National Park Service. The property involves about 6 acres. The proponents wish to create a River Museum. The above picture was taken about 1930 while the lockhouse was in use.

THE BACK PAGE

THESE PICTURES of olden-time floating photograph galleries get curiouser and curiouser as they turn up. Here we seem to have a sailing ship whose rig would be hard to classify. That she actually sails we have no doubt whatever; at the stern is a rudder and on the aft roof a tiller. The advertising sign between the windows says

Photographs
COPYING
Enlarging
Artistic
Painting.

Out forward is an oil painting labeled PORTRAITS, apparently done on tongue-and-groove depicting a riverside scene with a mansion off to the left and a seductive Lorelei (or can it be a Tarzan?) at the right.

The gentleman on the roof has his hands on a small pilotwheel and his deck crew on the bow are two ladies, one of whom holds in her arms a baby.

We have no idea where this was taken, or when, or by whom. Might be at Cairo, or below there on the Mississippi. The original came to the University of Wisconsin's La Crosse collection from James Logan who says he got it from Mrs. Ollie Preller. A toast to these, and to the fearless crew:

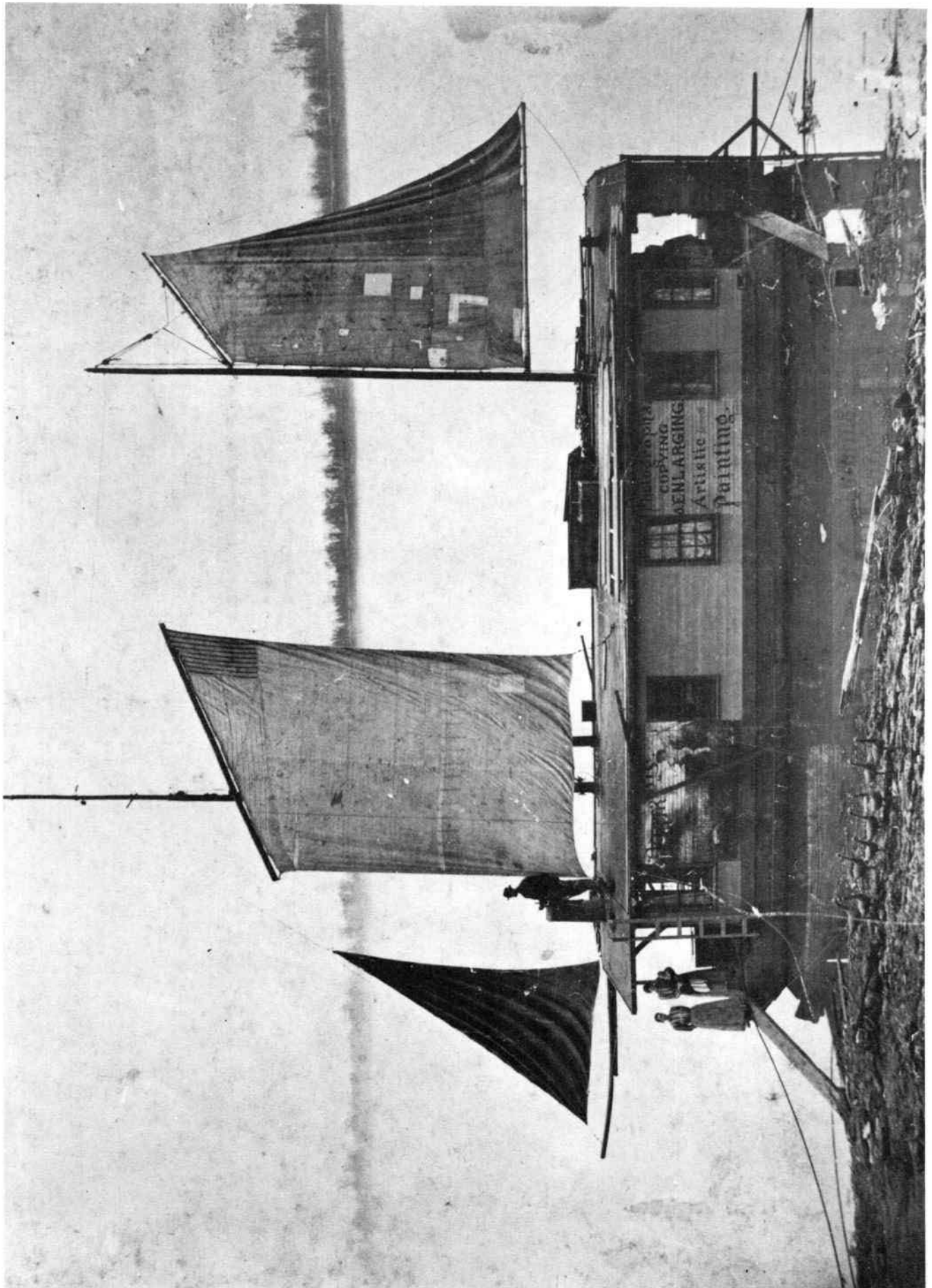
"The wind that blows,
The ship that goes
And the lass that loves a
sailor."

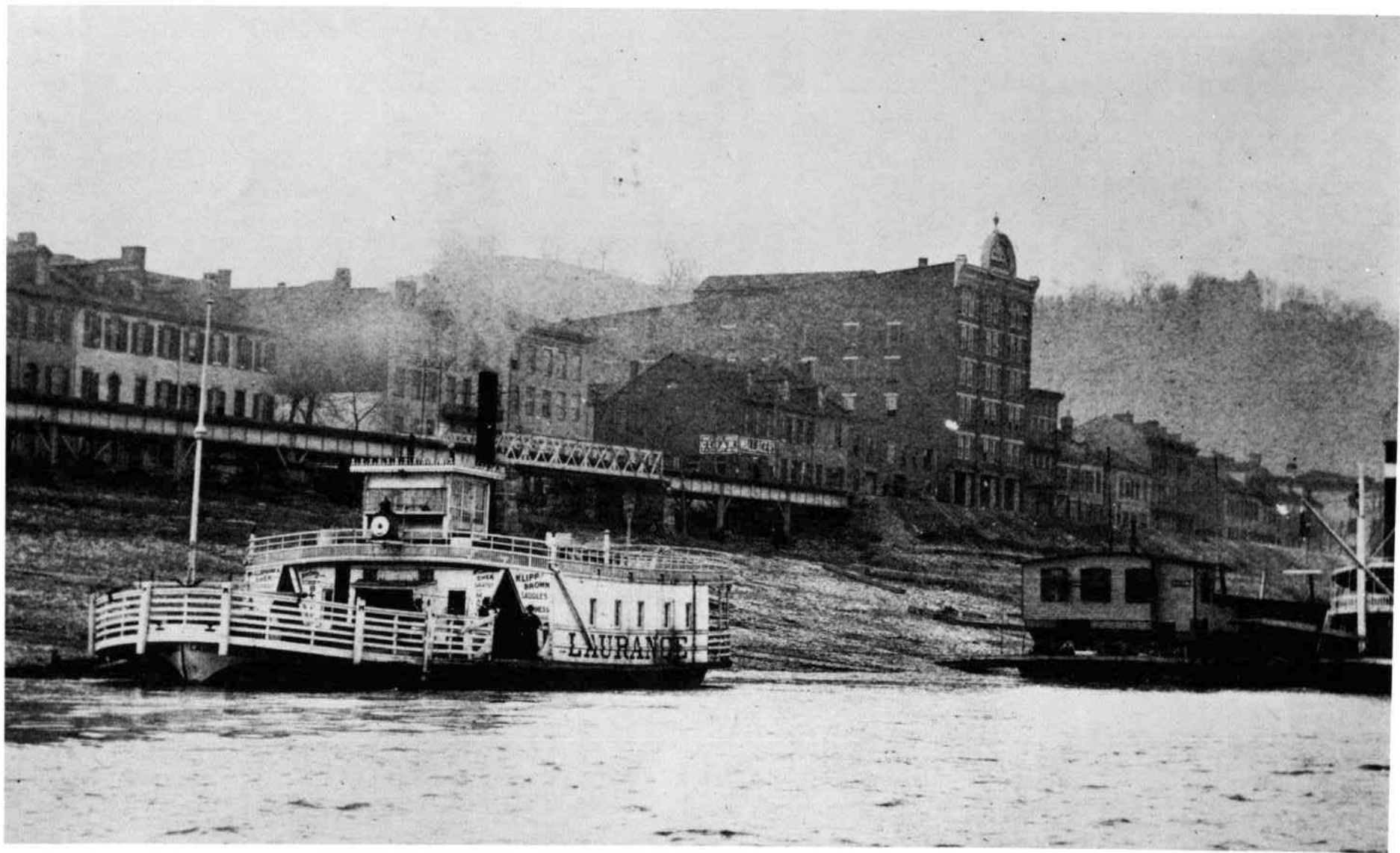
Sirs: In re. the spelling of the name of Capt. Ray Prichard (Dec. issue, page 19) I'm reasonably sure the above is right. I lettered that portion of Cap Wagner's Honor Roll myself, and while I couldn't swear to it, I believe Prichard is correctly spelled.

Robert C. (Bob) Reynolds,
1741 Glenwood Pl.,
Memphis, Tenn. 38104

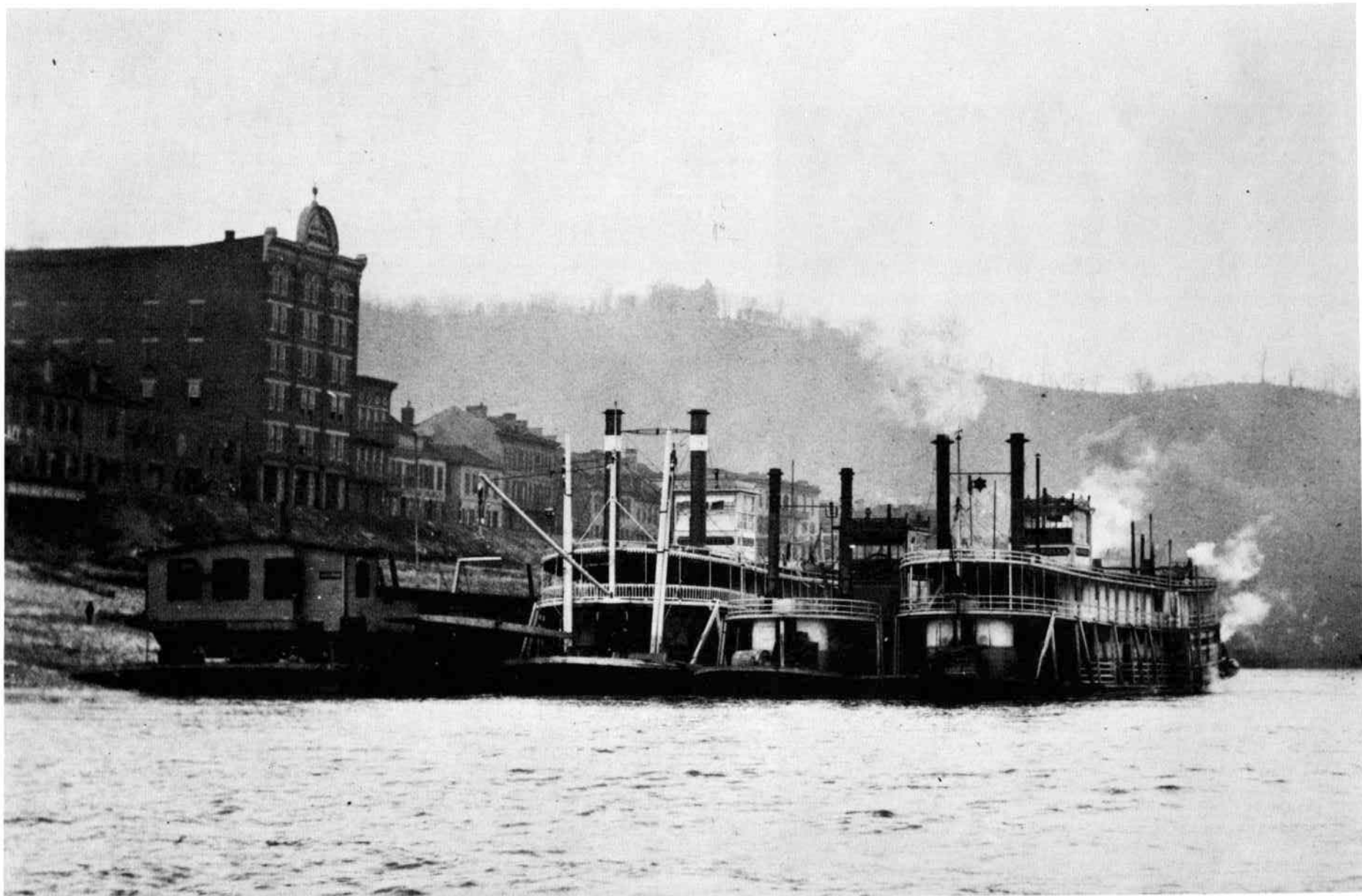
=Bob Reynolds goes head of the class; Prichard is correct, and our apologies are in order to all concerned. Bob got his mate's license in 1978 and now is extending his pilot's license up the Mississippi. He and Sharon Shrake of Savanna, Ill. were recently married, and currently Bob is first mate of the DELTA QUEEN. -Ed.

Since the towboat LONE STAR was adopted as an exhibit in connection with the Buffalo Bill Museum, LeClaire, Iowa, she's been getting avid attention from model builder activities. Randall McKinney, 2305 11th Ave., A, Moline, Ill. has lately completed a life-like balsa model from measurements taken from the old steamer. Almost completed is an ambitious 7-foot scale model (1" = 10 ft.) by one Michael Schenk.





THORNTON BARRETTE, noted Ohio River photographer, took the two scenes on these pages about 1896 at Maysville, Ky. on the Ohio River 62 miles above Cincinnati. The ferry in the foreground named LAURANCE was built about five years prior at Madison, Ind. and operated across to Aberdeen, O. The railroad trestles in the background carried the Chesapeake & Ohio's main line along the Maysville riverfront. At the depot in the lower end of town (not visible in these scenes) the crack trains "The George Washington" and "The F.F.V." made regular stops, handling passengers direct to exotic White Sulphur Springs and the Chamberlin Hotel at Old Point Comfort, or to Cincinnati (1 hour 15 minutes.)



DAILY PACKET SERVICE at Maysville in 1896 included the COURIER (left) to Cincinnati, the SILVER WAVE (center) to Vanceburg, Ky. and the M. P. WELLS to Augusta, Ky. They are moored at the large wharfboat operated by Con Phister which had been built in 1878 at Manchester, O. Our thanks to C. M. Dowling and to the Murphy Library folks at La Crosse, Wis. for making these prints available.



THE BACK COVER of our last issue is a striking portrait of the side-wheeler NEW MARY HOUSTON, broadside out in the river at Natchez. In writing the description, mention is made of a new electric light she is sporting in March 1878 "which will illuminate the river almost bright as day for a distance of 5 miles ahead." The picture shows the light, one of the arc type, hung at the extremity of a short boom over the fore-castle.

Dr. Thomas H. Gandy and his wife Joan have sent us this photo enlargement made from the original glass plate taken by photographer Henry C. Norman. The arc light and the short boom which supports it are clearly visible at the right. Steamboats of that day and time were using reflector-type oil headlights quite similar to those frequently depicted on early steam locomotives. One of these is partly visible on the roof of the NEW MARY HOUSTON just forward of the roof bell. When working at landings by night the torch basket was in vogue, fired with pine knots, rosin and wood chips. The electric arc light was a vast improvement and became a panacea when some bright genius substituted it for the usual oil lantern and originated the searchlight.

Aside from the arc light, it's rather astonishing how many other details leap out in this enlargement; the fanciful scroll work, the passengers promenading on the roof (we'd give a pretty to know if the gentleman next the bell is Capt. Charles Miller), the boiler deck canvas curtains, and so on.

Also Dr. and Mrs. Gandy sent us a hand-colored 11x14 enlargement of the whole boat made from this original glass plate. It is interesting and rather ominous to notice that deterioration has set in. The pile of lumber in the lower right of the view shown in the Dec. '79 issue has vanished due to flaking of the century-old emulsion. Fortunately the rest of the picture is perfect.

