

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen

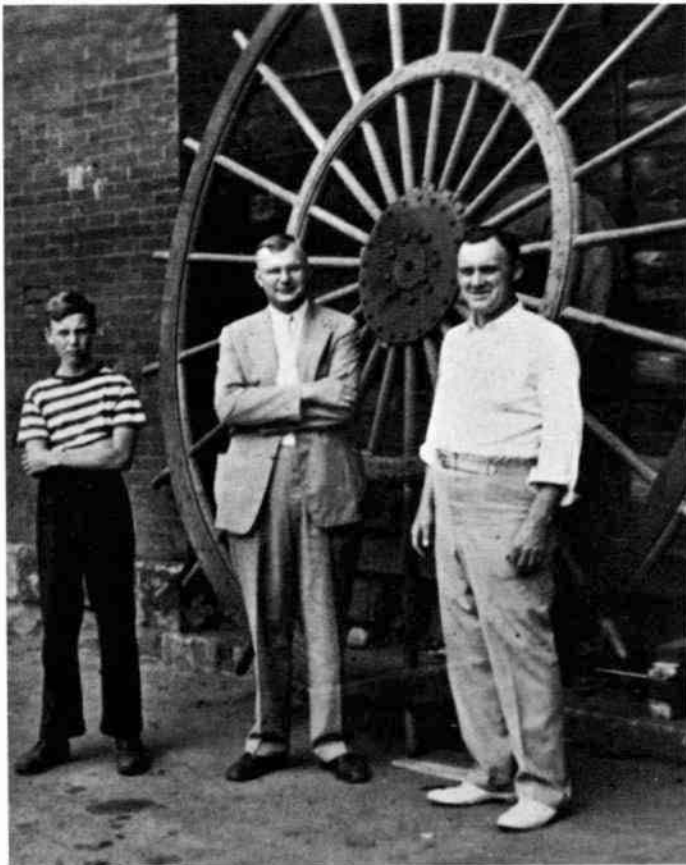


Vol. 17, No. 2

Marietta, Ohio

June, 1986





APROPOS to the BOAZ Log currently being featured, and the story by Woody Rutter in this issue, this picture was taken at Pittsburgh in September 1938. Woody had returned from his first trip to Cincinnati on the GORDON C. GREENE several weeks prior--and here he stands (left) with J. Mack Gamble in the center, and J. W. (Sandbar) Zenn at the right. The big pilotwheel in the background belonged on the BOAZ, and was brought from the marine ways at Elizabeth, Pa. by Sandbar for exhibition in a River Show located in old Music Hall, near the Point, Pittsburgh, which ran for three weeks that fall.

Capt. Frank Gould, former skipper of the BOAZ, then at an advanced age, and blind, was brought by relatives to place his hands on the spokes of the wheel once more. He was seated in a chair next to it, and shed a few tears. George Parshall, once mate of the BOAZ, also was present at the occasion. Captain Gould had been master-pilot on the BOAZ from 1902 until she went to the boneyard in 1916.

After the River Show was over, Sandbar returned the pilotwheel to Elizabeth, Pa.

Sirs: A word of appreciation for the fine article on the towboat CLERIMOND on page 8 last issue. Mrs. Spears (Clerimond Mendel) was very pleased, and she spent some time last night recounting her father's experiences with the boat.

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

A 75-ft. steam prop passenger yacht is currently under construction at Blount Marine, Warren, Rhode Island. The deck structure is being put up at Holderness, N. H. on steel framing built by Blount, at the Hart Nautical Museum at M.I.T. She'll be powered with a 3-cyl. Davis built 1906 at London, Ontario. The 6" bore high pressure cylinder alternately feeds two low pressures 9½" bore. Stroke is 8½" and it develops 80 hp. at 250 rpm. under 180 psi. It was formerly on the 55 ft. tug AJAX, one of New England's senior marine steamers.

The objective is to handle passengers during the summer season in and about Boston harbor working in conjunction with the Museum of Transportation dock off Congress Street. A private concern has been incorporated to build and operate the boat (yet unnamed) with the imposing title of The Great Congress St. & Atlantic Steamship Company, Ltd., presently headquartered at 300 Congress St., Boston,

Mass. 02210. Financing has been provided by the Old Stone Bank, Providence, R. I. and a group of private investors. President of the company is Peter Wensberg.

A preliminary drawing shows a single decker with modest center cabin with pilothouse on the fore end. A single tall stack emerges from the middle of the cabin.

Sirs: I enjoyed the Maysville, Ky. pictures on pages 18 and 19, last issue. The short aft flagpole showing on the LAURANCE was broken off while she was landing at Bank Street (my home) in a flood about 1928. I have it in my front yard.

I remember the C&O filling in the trestle and cementing the culvert about 1927.

At the time these pictures were taken the C&O passenger station was in the St. James Hotel, foot of Market Street, west of the Loyd building (the tall one). Later on C&O bought the Pearce home at the foot of Cow Street where some time later they built the present station.

My mother, born in 1890 at Mt. Carmel, Ky., rode to Cincinnati on business trips with her grandmother on the COURIER.

John A. Breslin, Jr.,
Court Square,
Maysville, Ky. 41056

=While on the subject of these two pictures, we identified the center boat, page 19, as SILVER WAVE.

Ralph DuPae tells us that an i.d. on the original print says it is the F. A. GOEBEL, which well may be the fact. -Ed.

Coca-Cola Bottling Co. of New York in a filing with the Securities and Exchange Commission in latter March signals its intention to divorce itself from the Delta Queen Steamboat Company. Shareholders will be offered one share of steamboat stock for 20 shares of Coke.

William Sullivan, executive v.p. at Coke of N.Y. estimates the book value of its stock in Delta Queen Steamboat Co. at \$8 million. The steamboat company owns both the DELTA QUEEN and MISSISSIPPI QUEEN, and in this new shift the present name, Delta Queen Steamboat Co., will be retained and no changes in management are contemplated.

Coke bought the boats in 1976 and, says Sullivan, hasn't made any money under Coke ownership.

At the present time some \$24 million is invested in the MISS-Q, far and away beyond original estimates when the hull was laid at Jeffersonville, Ind. Sullivan said much money was spent correcting mechanical problems which plagued the cruise steamer during its first year under Coke ownership.

"We think the company's problems are behind it, and it should be profitable this year," said Sullivan. "Bookings are stronger, and interest in the boats is up."



DUSTPAN DREDGE CAPTAIN MERIWETHER LEWIS was acquired by the Nebraska State Historical Society on June 30, 1976. It had been moored at Gasconade, Mo. since May 23, 1969. The Historical Society had it moved to Brownville, Neb. April 11-18, 1977 handled by the diesel towboat TWYLA MARGE. A temporary lock basin was dredged and she was set on concrete cradles, as shown above, June 14, 1979. The steel hull dredge was built at the Marietta Manufacturing Co., Pt. Pleasant, West Va., and was launched Dec. 12, 1931. The hull measures

269 x 50 x 8.5, and her side-wheels make the over all width 85 ft. She has tandem compound Marietta engines, 20's, 40's- 7 ft. stroke powered by two Foster Wheeler water tube boilers allowed 250 psi. and she burned Bunker C. She went to work on the Missouri River for the U.S. Engineers at Cambridge Bend near Glasgow, Mo. on May 21, 1932 and spent her days in the Missouri River. Last dredging job was north of Omaha in the spring of '69. Tourists and visitors will be welcomed aboard this summer.

Allen Hess is working on another "steamboat calendar" to decorate your wall during 1981. In size and content it will be much like the one he produced for 1979 but will contain 13 new photographs. He is offering a discount for orders he receives until Aug. 31, \$5 including mailing charges, and those who order early may pick up their copies at the S&D meeting on Sept. 13th. Address: Allen Hess, 19 University Pl., Apt. 2, Princeton, N.J. 08540.

S&D's ANNUAL MEETING ON SEPT. 13

The Gateway Clipper management has notified us that they will not have an excursion boat at Marietta on Sept. 13th for our use. Hence the program on that Saturday will be scheduled same as last year; Board meeting in the morning; buffet luncheon and activities from noon until 3:30, and banquet followed by a featured program at 6:30. Come Friday 12th (nearly everybody does) and stay through Sunday morning.

The sternwheel diesel BETSY ANN will continue to operate in the Chicago area under new ownership. She's operated by River Entertainment, Inc., headed by Bob and Fran Shufelt, 5069 Campbellsport Road, Ravenna, O. 44266. From what we gather, Bob Mellinger, East Liverpool, O. also participates in the management.

THE FRONT COVER

Capt. Isaah Sellers is fogged in legend but his tombstone in the Bellefontaine Cemetery, St. Louis, placed there during the Civil War, continues to attract river visitors. Bert Fenn took this shot of it in October 1974. Sellers was a top-notch St. Louis-New Orleans pilot and stood watches on the fast J. M. WHITE (1844 edition) when she broke all speed records. He was still active as a pilot when Mark Twain was cubbing prior to the war and wrote articles for the New Orleans "Picayune" dealing out general river information larded with historical hark-back quaintly egotistical in tone. Mark ridiculed him in print, about broke the old man's heart, and adopted the pen name "Mark Twain" in 1863 recalling that Sellers had used it prior. Legend has it that Sellers had this tombstone of his made to order in some river city, Memphis maybe, and had it brought to St. Louis on a packet he was piloting. Be that as it may in the background at the right in the picture is a monument marked WRIGHT, the resting place of Capt. Donald T. Wright, long the owner-editor of The Waterways Journal, who died in 1965.

Jack D. Custer visited the wreck of the SPRAGUE during February. His report: "She is deteriorating more and more...the paddlewheel is off and in the mud about 300 feet downstream...it's a dismal sight and the idea of restoration becomes more ludicrous with each passing day...it's looking more and more as though she'll be scrapped on the spot."

Sirs: I have been searching in vain for a copy of Way's Directory of Western Rivers Packets for almost a year. Could you kindly advise me as to whether or not it is still in print and available? Thank you for your assistance.

William H. Garvey III,
6 Salem Circle,
Evanston, Ill. 60203

=Now, after 3½ years of delving, we have completed biographies of 5,896 packets, excursion boats, private yachts, Civil War gunboats and tinclads, etc. which have plied the Mississippi and tribes 1848-1980. The manuscript required 1,128 pages of single-spaced typing. Plans for publication of the work in book form are being explored and will be announced shortly. The original Way's Directory to which Mr. Garvey alludes in his letter of inquiry has 1,345 steamboats listed therein, and long has been out of print. -Ed.

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MARIETTA, OHIO

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

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

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

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

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THANK YOU FOR COMING

DURING THOSE two months and two days while Lady Grace coped with the pokings and proddings of nurses and doctors she looked forward to the morning, afternoon and evening visits of Bee and me. No detail of the household at 121 River was too trivial for her attention; what the cats ate or didn't eat, whether the amaryllis would blaze forth, whether Wrecks was getting his daily romp in Walker Park. "I dream this beautiful dream," she said repeatedly, "of floating in through the kitchen door, through the diningroom all sparkling in the afternoon sun, and then to the livingroom with the coal fire glowing." As Bee or I departed from the private room Grace would look wanly and say, "thank you for coming."

She knew my Feb. 17th birthday was being celebrated with a gathering of the Way-Rutter clan on the evening of the 16th at the local Holiday Inn. Bee visited her that morning, one of her "up" days inasmuch as she had been having up and down days, and on the "up" days she enjoyed visiting. I popped in late that afternoon with news of the new desk Woody had brought over from Michigan to replace the veteran in my cellar work room. Grace was adamant in her decision that nobody, and I mean nobody, was to visit her at the hospital save Bee and me, a ban she placed in effect the first day she arrived there, and which continued to the end. Those who knew Grace will realize there was no arguing the point, even though she realized she was denying many who cared. Her answer was that she looked too much like Gravel Gertie.

People seldom, if ever, despite historical accounts, plan their last words. In parting that afternoon of February 16, Grace said "thank you for coming." So the birthday was celebrated and when we returned home to 121 River the telephone was ringing. Grace had collapsed, had stopped breathing and, after being revived, had been hustled to Intensive Care in a semi-coma from which she did not revive. The struggle ended about 6 o'clock on the morning of February 28th.

In retrospect, which is all that is left, Grace habitually accompanied departing friends to the door at 121 River, taking what she called "the last two steps of decency" and said "thank you for coming." At the end of every phone conversation she said "thank you for calling." In all the years I knew and loved her she was forever thanking somebody for something, and the agonizing part is that her last audible words were to thank her husband for calling to visit with her. Lady Grace, who grieved for cats and kids and pigeons and dogs, and who spent a lifetime helping people to the best of her ability and resources, ended up saying "thank you."

BELOW is the facsimile of 100,000 tickets being offered in and about St. Louis "to help save the ADMIRAL." Granted that one-half million could be raised thereby, the U.S. Coast Guard at New Orleans has ordered hull work variously estimated from three-quarters to a million-five. The Avondale Shipyard has suspended work on the excursion boat until funding is assured, according to late news releases. The Boatmen's National Bank in St. Louis, which helped finance the conversion of both ADMIRAL and PRESIDENT from steam to diesel, has balked on granting further advances. Advertisements in the Wall Street Journal failed to attract money.

I HELPED PUT THE S.S. ADMIRAL IN SHIP-SHAPE.

Contribution

\$5.00

See other side.



No. 32933

SEVEN DAYS FOR 38.50

by J. W. (Woody) Rutter

MY MOTHER looked dubious as we started down the cobblestone Monongahela wharf from Wood Street. Ahead was the sagging and unpainted hulk that served as the Pittsburgh wharfboat, almost completely blocking sight of the GORDON C. GREENE. Being unfamiliar with boats, my mother assumed that her undersized 15-year-old son was somehow going to be carried to Cincinnati and back on the floating wreck that had once been the palatial QUEEN CITY. Pop looked amused and blew out an explosive puff of pipe smoke at Em's concerned "oh, dear!"

It was August 3, 1938. At 2pm the GORDON C. GREENE would back out, headed for Cincinnati, and I would be aboard. It would be the culmination of saving a dollar at a time for just this moment. Selection of the date for the trip required careful consideration of many factors: long enough after the end of school to accumulate a few more dollars; not too close to Labor Day lest the trip be clouded by the ringing of school bells; a time when there was a full moon to duplicate those moonlight pictures in the Greene Line folder. Roy L. Barkhau, General Passenger Agent, had sent the 1938 folder to me on April 8th for my early planning and also thanked me (personally) for my interest.

Mom looked relieved after crossing the cluttered forecastle of the QUEEN CITY and seeing the white paint and freshly red-leaded deck of the GORDON C. GREENE beyond. Valise in hand, I led the way up the stairs to the boiler deck and purser's office in the cabin. Bob McCann was very patiently explaining the dining arrangements for the third time to two plump, female passengers. After additional assurances that the kitchen was indeed clean, the ladies followed the porter down through the cabin and Bob turned to us. The moment had come to hand over the immense sum of \$38.50. It seemed, even then, a fair exchange for the small, yellow RECEIPT FOR PASSAGE which purser McCann handed back in return.

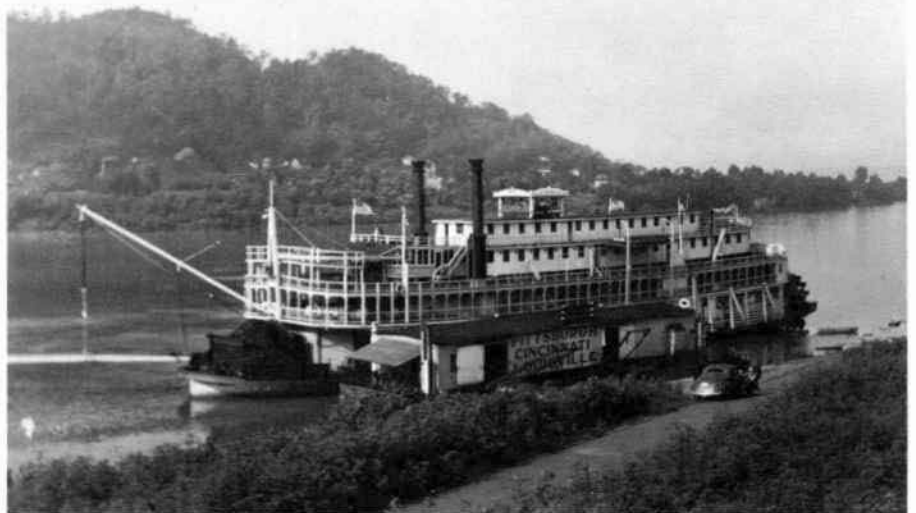
Mom and Pop rode down as far as Rochester to see me on my way. We explored the boat and I attempted to display my knowledge of steamboat architecture as a traveller. It was a bright summer afternoon and every rocking chair out on the boiler deck forward of the cabin was occupied. It seemed unbelievable to me that this long-planned

adventure was actually under way. Beyond Rochester were 450 miles of river and all the sights would be new. A trip entirely on my own and into strange territory was a real landmark of maturity. But, as Rochester came into view, there was a feeling that it would be just as pleasant a trip if Mom and Pop were coming along, too.

The GORDON C. GREENE was still carrying some freight in 1938 and there was a load of oil drums from the Freedom Refinery to be loaded at Rochester. A few passengers boarded and a number of the day trippers from Pittsburgh left us. As we backed away from the landing the call to dinner was announced over the P.A. system. Feeling just a little lost, I stood on the boiler deck and wondered how long this awaited trip would really go. Bob McCann came around and took me into the cabin for an introduction

to a mother and her son from Cleveland whose table I would share. The novelty of the first meal in a packet cabin and visiting with a boy about my own age chased away the slight apprehension I had felt.

The next morning, about breakfast time, we were passing a neat looking village of white painted frame stores and houses on the right bank of the river. There was no sign of the smokestacks and industrial buildings so familiar along the river in the Pittsburgh area. A tall, thin fellow dressed in a spotless white shirt set off with black trousers and tie and wearing a cap lettered MATE was up on the roof yelling through a megaphone to someone on the shore. Doc Carr turned around after finishing his long distance conversation and saw me taking in the scene. "You know what town that



IN AUGUST 1938 when 15-year-old Woody Rutter made his first river trip to Cincinnati, the GORDON C. GREENE was still a coal burner. Woody took this picture at Portsmouth, O. and the coal loaded at Pomeroy is heaped on the forecastle. The boat originally was named CAPE GIRARDEAU when built in 1923 at the Howard Yard, Jeffersonville, Ind. for Eagle Packet Co., St. Louis. After purchase by the Greene family, Cincinnati, she was twice altered prior to 1938: a second texas was added at Cincinnati and the pilothouse raised 28" in the spring of 1936; then the texas was again altered and the pilothouse upped 2 feet in late 1937. She was the goose that laid the golden egg for Greene Line, and made the money that prompted their purchase of the DELTA QUEEN in December, 1946.



ONE OF THE well operated Ohio River wharfboats was at Marietta, built of wood at Clarington, O. in 1905, hull 164 by 34. This is how it looked in 1938 when Woody first saw it from the decks of the GORDON C. GREENE. The lettering reads: BEST & THORNILEY, The MARIETTA WHARF BOAT, and to extreme left is the word ICE. It was long owned and operated by J. Henry Best and Adam Thorniley. When Best died his widow Lottie continued running it. Woody was not impressed with the whistle from the KATIE STOCKDALE which in September 1947, through the good offices of J. Mack Gamble, was installed at the PPG plant, Natrium, W. Va., below and opposite Clarington, O., where it remains in use to this day.



CABIN of the GORDON C. GREENE showing the dining tables and chairs where Woody shared bread with a Cleveland mother and her son. He placed the camera looking aft and used a slow exposure, just right for the details, but a trifle too slow to show the revolving blades of the overhead fans. The floor in the foreground of polished maple was used for evening dancing, and away aft is the carpeted ladies' cabin.

is, boy?" "No, Sir." "That's Matamoras----pretty little town, ain't it?---sits so high up on the bank that the water never gets to it." I had never heard of New Matamoras but was duly impressed with Mate Carr's positive statement as to its virtues. "You better go downstairs and get your breakfast before they throw it overboard." Later during the week I would conclude that Doc's principal duties called for hugging all the attractive females and calling, the unattractive ones "honey."

There were other members of the GORDON C. GREENE family I met that morning. Bob McCann made sure I was properly introduced as being from his home town of Sewickley. Jesse Hughes was on watch in the pilothouse and Bob conducted me up the stairs from the texas into that sanctum sanctorum. We walked into the middle of a discussion about who lived in a little white house against the hill on the West Virginia side. Jesse was addressing his comments to a big fellow sitting on the pilothouse bench. "Jim Hall lived there when I was on the BARNSDALL. We used to lay overnight at Raven Rock. Went up the hill there many a time for milk and eggs. Hall had red chickens, first I ever saw in this part of the country. That was a long time ago and I don't remember who lived there after Hall."

The big fellow on the bench was introduced as Capt. Bill Dugan, who was riding the boat for a little posting up. Capt. Dugan acknowledged the introduction and then continued the discussion of the Hall family and of their later relocation to a tobacco farm near Greenup. After an extension of the discussion of the farm near Greenup to the history of the private owners for two generations, Capt. Dugan turned to me. "Well young man, if you're from Sewickley and a friend of Bob's you must have met a number of the important river personages from the upper river?" Bill Dugan spoke no faster than second gear and rolled off his phrases in a well rounded rumble. The term "personages" stopped me but he continued, "You must have met Fred Way, Bill Pollock and Doggy Cross, haven't you?" Before I could answer Capt. Dugan exclaimed, "That Doggy! Cap, did you hear about the time Doggy was on the QUEEN CITY and tried to hide from his wife who was waiting for him at East Liverpool?" The story continued as Bob and I retreated back down the stairs.

AUNT TELIA HUGHES was in the refreshment stand on the boiler deck opposite the office. In his introduction, Bob emphasized that I was travelling alone and for the first time. Aunt Telia promptly issued motherly advice not to put too many nickels in the slot machine. I had never seen a slot machine and there was an instant attraction when clunk--clunk--clunk was followed by a cascade of nickels all over the floor. Later in the week

I would learn that Aunt Telia's advice should have been heeded as half of my spending money was claimed by the slot machine.

Shortly after lunch Bob McCann delivered a short history lesson over the P.A. system on the subject of the first settlement in the Northwest Territory and Marietta. Almost as soon as I began reading about the river and absorbing river lore, Marietta became in my mind a place with an almost mystical quality. Pittsburgh and Cincinnati were the big river towns. Wheeling was the scene of Betty Zane's adventures outwitting the Indians surrounding Fort Henry. But Marietta as I then visualized it was a remote paradise loaded with pioneer and river history, unspoiled by progress. Marietta was Mecca and the boat would stop there for two hours for passenger exploration.

The Marietta-Williamstown bridge could be seen above the dense green border of willows that wall-ed the river in the gradual bend along Marietta Island. I was out on the roof watching for the first sight of the Best & Thornily Wharf Boat which had been a Marietta fixture for untold years, a link to the past when the packet trades were thriving. The end of the island came into view and there, just as my imagination said it should be, was the wharfboat and the row of ancient brick buildings fronting Ohio Street. Bob McCann found me and lectured, "Now, the first thing you have to see in Marietta is the whistle from the KATIE STOCKDALE. It's on the wharfboat in a box over against



HUNDREDS of river tourists have walked ashore for a visit to historic Blennerhassett Island, on the Ohio River not far below Parkersburg, West Va. Woody caught this view of the GORDON C. GREENE landed there in 1938. He visited the old water well and observed a few foundation stones. Harman Blennerhassett and his beautiful wife's idyllic mansion designed and built by ship-builder Jos. Barker 1798-1800 became the seat of national intrigue and scandal in such short order that by 1806, deserted by its owners, it was a shambles, the furniture, library and fittings sold at auction.

the wall. You be sure and take a long look at that whistle. It's been right there where it is today for as long as anybody remembers."

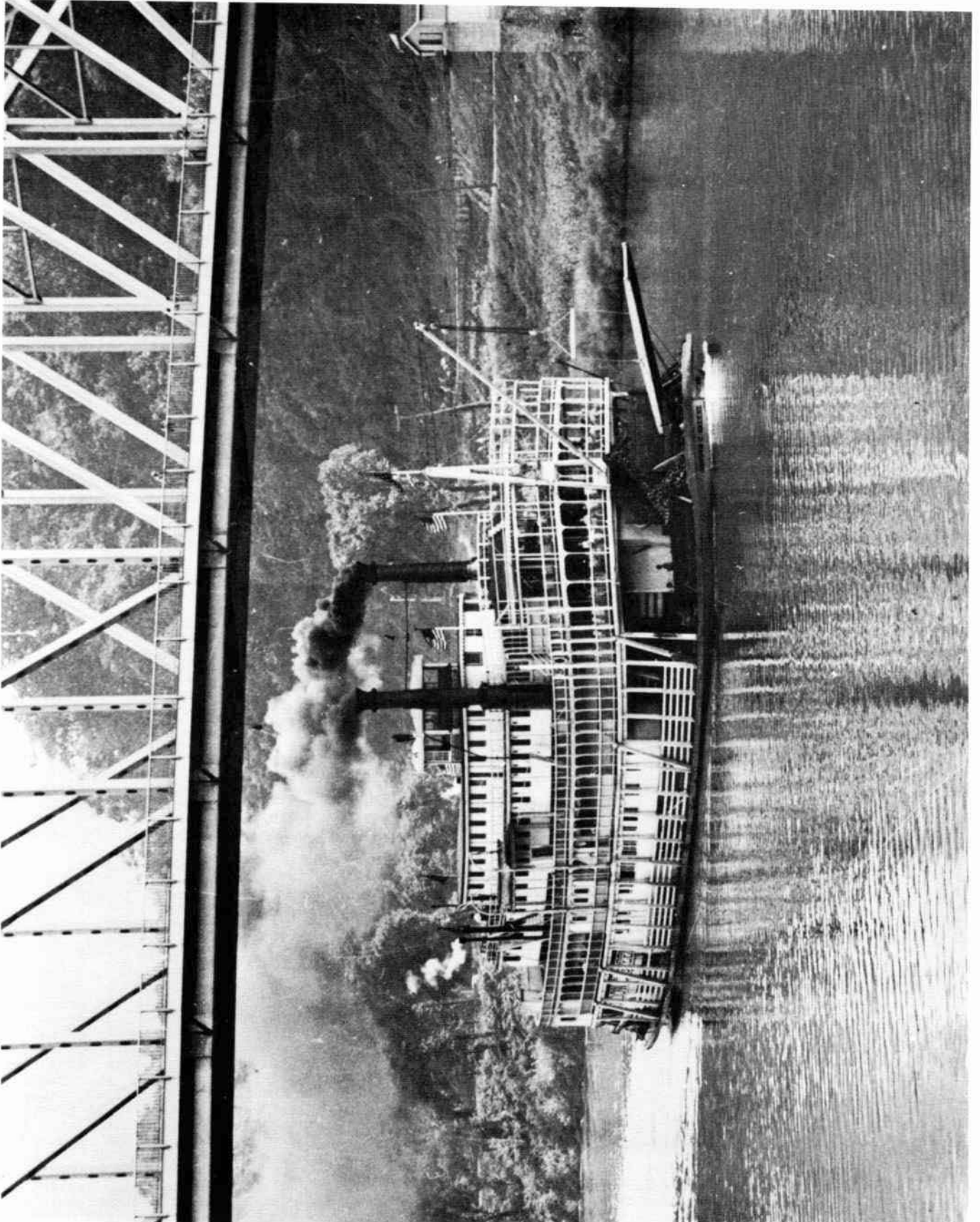
I was too uninformed to recognize the importance of the KATIE STOCKDALE but took a look at just

another whistle covered with dust in a dark corner. H. P. Fischer, Photographer, was located on the second floor of a building on Front Street less than a block from the landing. Fischer's Studio was a strong magnet for a beginning collector of steamboat pictures. On a rack just inside the studio door was a large collection of photographic post cards and a large percentage of the cards were boat pictures. Nearly all of the boat pictures had been copied, all were printed with high contrast and each was identified in Mr. Fischer's neat, white lettering. At ten cents apiece, my boat picture collection was quickly increased by twenty.

The Campus Martius Museum had not yet added the River Museum room in 1938, but it did contain some boat pictures and the model of the Marietta-built brig JOHN FARNUM. Having wandered so far away from the landing in a strange town I didn't see much of the museum before becoming concerned about the boat going off and leaving me. There was still plenty of time remaining after I had walked back down Front Street, noting en route that there were a lot of empty buildings with the remains of the January 1937 Flood. Capt. Bill Dugan greeted me in front of the Hotel Lafayette with the inquiry, "Well, what did you think of the Rathbone Elm?" I knew nothing about the subject. "Why, that's the most famous sight in Marietta---largest elm tree in the world according to Ripley." With that pronouncement Bill hailed a cab and we went to see the Rathbone Elm. It turned out to be a big tree, all right, but I don't



EVEN IN 1938 Cincinnati was still very much a river town and Woody Rutter's first visit was in ample time to see the "Big Liz" plying to and from the Coney Island amusement park. He took this picture looking downstream with the suspension bridge in the distance, and the ISLAND QUEEN moored at the Coney wharfboat, foot of Broadway. She's loaded and ready to go on her first morning trip.



PICTURE ON THE OPPOSITE PAGE

The GORDON C. GREENE downbound on the Kanawha River at Charleston, West Va., Mile 58.5, on return from a visit to Montgomery, West Va., Mile 85.5. The GORDON ran regularly scheduled Kanawha River tourist trips which had to be discontinued above Buffalo, W. Va. when the DELTA QUEEN replaced her. The locks, 56 feet wide, admitted the GORDON with no trouble, but the DQ's girth is obese by several feet. This dramatic view comes from the C. W. Stoll collection courtesy of our friends at the Murphy Library, University of Wisconsin, La Crosse, Wis.

remember being impressed since it had no obvious connection with boats or even an Indian massacre. Bill's second most famous sight in Marietta was Schramm's Bakery where the best pineapple sherbet in Ohio was made. We sampled two 20¢ plates of sherbet and I'm sure Bill's judgment was right.

At supper time we were approaching Dam 22. The JOHN W. HUBBARD had a double lockage ahead of us, so the GORDON tied up to the upper guide wall. We were still waiting to lock through after the evening meal was finished and I stood on the boiler deck taking in the green hills and the bend in the river beyond the lock, hazy in the hot evening air. Just then there was a sound of running feet behind me and with a high leap a human body cleared the boiler deck railing seemingly bound for the river. This gymnast's left arm hooked around a stanchion and he described a tight U-turn back onto the boiler deck. Bob McCann observed this performance and shook his head in disapproval. "Bob, you shouldn't do that--someday you might miss, and besides, you are scaring the passengers." Bob then turned to me and remarked, "Woody, this is our unconventional watchman." Bob McClung was Jesse Hughes' nephew and was working on the boat during summer vacation from art school. Obviously, his antics were attractive to a fifteen year old.

EACH EVENING there was some activity in the cabin for the passengers, followed by Hal Spencer and his three-piece band playing for dancing. One evening, I was somehow entered into a question game. Those who failed to answer correctly dropped out of the line of contestants. Because of the quality of the questions drawn I got along famously until only two of us were standing. The next question put to me was "What is the shortest verse in the Bible?" I hadn't a clue to the answer and sat down in defeat. For the next three days I was accosted by each motherly passenger with, "Why, I'm surprised that you didn't know that 'Jesus wept' is the shortest verse--you should pay attention in Sunday School." The

trip on the GORDON C. GREENE had, therefore, some religious educational value that has remained with me as long as my mental picture of Bob McClung leaping over the railing.

A thunderstorm broke over the river just as the boat was landing at the coal tipple at the upper end of Pomeroy. A number of passengers were out on the boiler deck to watch the replenishment of the coal pile on the head of the boat while the rain conveniently held down the usual cloud of coal dust. Even at night the various spots along the river that I had only read about were worth looking for. Letart Falls had been covered by the backwater of the new Gallipolis Dam but I was sure the boat labored just a little bit as we passed over the spot that once had been the Falls. The Pomeroy Bend was another fabled spot.

The packet LIBERTY had been running her last trips in the Pittsburgh and Charleston trade when we lived on the river bank on Maple Lane in Sewickley in 1935 and 36. Now, the LIBERTY, or what remained of her, was tied up opposite Point Pleasant. Just a week or so prior to my trip, the LIBERTY had been sold for \$195 to Ben Raike and I wanted one last look at my favorite packet before she was dismantled. It was after midnight when we passed Point Pleasant and all that could be seen of the LIBERTY was the glow of a kerosene lantern on the fantail.

Cincinnati was a hotbed of river fights. We were ahead of schedule Friday evening and met the ISLAND QUEEN upbound for Coney Island before the GORDON C. GREENE landed

at the mammoth Greene Line wharf-boat. The freighter CARY-BIRD was tied up at the lower end of the wharfboat and beyond was the impressive span of the suspension bridge. After all the old-time photographs I had studied of the Cincinnati wharf, it was easy to imagine the scene when packets were still part of the landscape in years prior. What a wonderful time when you have a fifteen-year-old's ability to imagine and day-dream. I almost expected the QUEEN CITY to appear, closely followed by the KENTUCKY and the BETSY ANN in a recreation of illustrations from the "Log of the Betsy Ann."

THE GORDON C. GREENE was in port all day Saturday to allow the passengers time to see the sights of Cincinnati. I had heard about the Cincinnati Zoo and so asked Bob McCann how to go about getting there. Bob's instructions were clear enough but somehow insufficiently reassuring for a young stranger in a big city. "Walk up Broadway to Fifth Street and get on the Zoo-Eden car." It wasn't as complicated as I supposed after the motorman assured me that the streetcar would stop right at the zoo entrance. The fare of ten cents was more of a bargain than I supposed when the car rolled onto a platform at the base of the Mt. Adams incline. This feature of streetcar travel in Cincinnati was a surprise and the trip of some 900 feet up the side of the hill provided a great view of the city and encircling river. There were some fellow passengers from the boat who were also spending the day at the zoo



PROMPTLY at 5 p.m. the CHRIS GREENE departed Cincinnati for Louisville and Woody took this picture from the deck of the GORDON C. GREENE. Two years prior her passenger staterooms had been removed to make space for handling more freight and automobiles. She and the TOM GREENE continued in the L&C trade until 1947 when, despite modernized conveniences to shippers, including store-door delivery and pallet loading, heavy financial losses and union troubles put them out of business.

so I didn't get lost. The prices were, in my view, exorbitant and I reported in a letter home that two hotdogs, ice cream and an orange crush had set me back fifty-two cents.

The CHRIS GREENE backed out from the wharfboat a little after 5pm enroute to Louisville. In 1938 the CHRIS no longer had her passenger cabin but looked very much a packet, complete with swinging stage. The ISLAND QUEEN came in from Coney Island and tied up at the Coney Island wharfboat to await the crowd for the 7pm trip. To me, Cincinnati was as exciting a place to be as I could imagine and I took time to pencil a letter to my mother to report my adventures. The young fellow and his mother who shared my table were reluctant to walk back up town to see a movie, fearing that the boat would sail off up the river without us. The boat wasn't scheduled to leave until eleven and Doc Carr assured me there was time enough to walk up to Fountain Square and back, cautioning, "Boy, stay away from those bars along Sycamore Street." The name of the movie made no impression but the lobby of the theater looked like something out of the Arabian Nights and confirmed my view that Cincinnati was indeed the big time.

The boat was tied up at Maysville at breakfast time Sunday morning. The good Catholics among our passengers departed uptown for mass but it seemed there was felt to be no urgency in keeping the boat at the landing for eleven o'clock Protestant services. The following three days up the river to Pittsburgh were a continuation of my enjoyment in seeing notable river points and boats that up until then I had only heard about. I rode in the pilothouse as much as the pilots would tolerate and listened intently to the string of stories prompted by the passing scenes on shore. There was a feeling of being a part of the GORDON C. GREENE family circle with any member of the crew appearing to be interested in my questions and activities.

I was somewhat amazed on Tuesday evening when Ma Greene came into the cabin and called me from the dinner table. "Woody, we're just passing Sewickley and all your friends are out here on the bank waving and hollering--Come out here and wave your handkerchief. ---You don't have a handkerchief? ---Here wave this apron." Even in 1938 I knew that seven days for \$38.50 was a bargain.

Ann Amantea Blum, wife of the DQ's Capt. Jim Blum, shares with us some fond memories of the late Capt. Ernest Wagner who died Oct. 11, 1979 (see Dec. '79 issue, page 45). Annie was amazed the first time she witnessed the "Big E" play the bones following a Captain's Dinner on the DQ, a dinner which, by the way, the Big E did not share, and sent Jim Blum, then the mate, to the head of the table

in his place, having arranged for Annie and her girl friend (this was before Ann and Jim were even engaged) to be seated alongside.

"I wouldn't have traded that experience for anything," writes Ann. "I see him lightly, even gracefully, moving his body, arms, hands; a coordinated picture of style, rhythm and syncopation. Spectacular! He did an encore and then disappeared as quickly as he had arrived."

Pierre Dormey died, 88, at Dayton, Ohio on Monday, March 10, 1980. He is survived by two daughters, Mrs. Roscoe (Dorothy) Frye, Cincinnati, and Mrs. Melvin (Rita) Norris; six grandchildren and nine great grandchildren.

Pierre was a master engraver, die cutter, artist, and maker of fine jewelry, talents he had developed from his father who was born, raised and married in Alsace-Lorraine, and who also followed these professions.

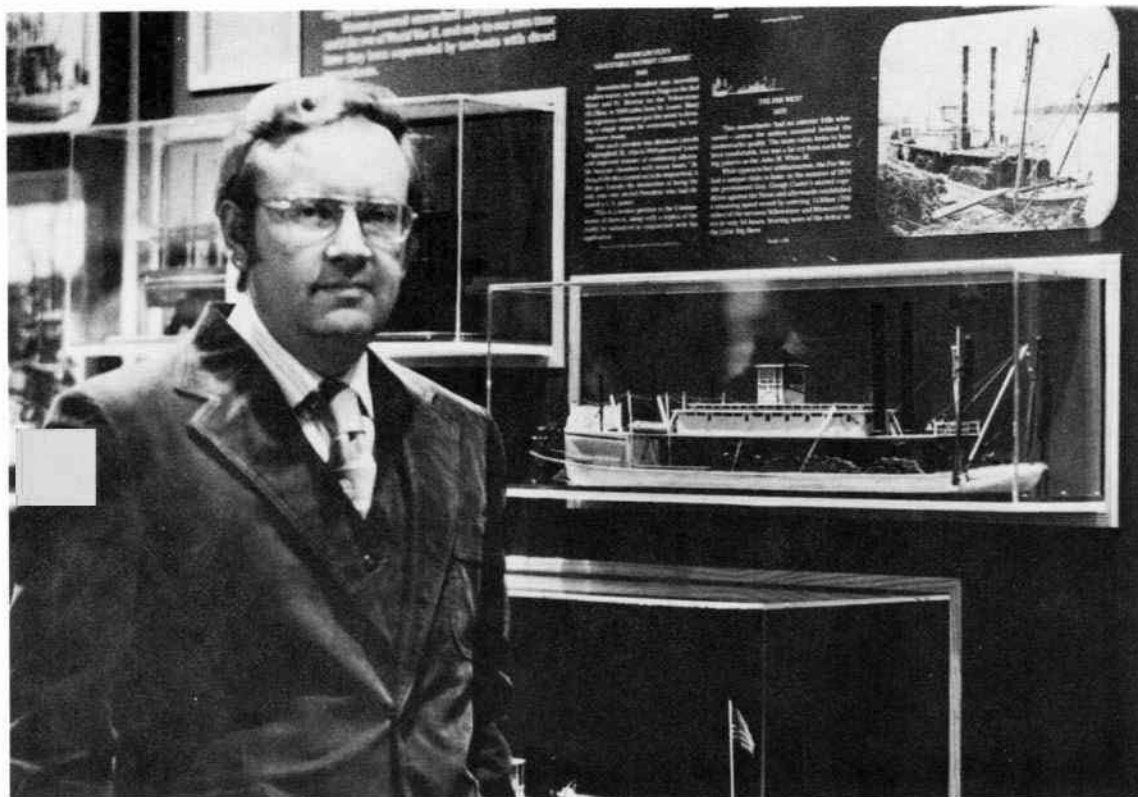
Burial was in the Dayton National Cemetery under the auspices of the American Legion complete with a great American flag on the casket and the playing of taps.

Sirs: In the Dec. '79 issue, page 43, mention is made of the HELEN WHITE having been built at Fly, O. She ended up in the Sinclair fleet in Mexico towing crude oil for one of Harry Sinclair's (he was born in Wheeling) refineries. During the 17 years I worked for Sinclair I came to know the marine manager Capt. Wendell N. Damonte, pretty well. He was primarily a seagoing person but was also well acquainted with inland river affairs. We talked about the HELEN WHITE one time. I urged him to write the history of the Sinclair fleet but nothing came of this. It was he who negotiated the purchase of the Simpson fleet for Sinclair. The MATTIE P. SIMPSON became the SINCLAIR ST. LOUIS and the SINCLAIR MEMPHIS was a brain child of his. She was designed to run from the East Chicago refinery, off the Sag Canal, to the Houston refinery. I last saw her at Port Birmingham, and at that time she was moving lube oils from the Houston refinery to the lube distributing terminal at Birmingham, Ala. Today she is the SATARTIA.

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



RAILROAD cross ties loaded in barges moored at the foot of Owens Island on the Ohio River abreast of Paducah, Ky. This is made from a post card we picked up at Paducah in 1914. At the left across the river is the Paducah wharfboat. The late Capt. William Luther Berry of Paducah at this period owned and managed the Blue Spot Towing Co. with four towboats and 26 barges engaged in towing cross ties out of the Tennessee River. There were the BLUE SPOT, RED SPOT and two named WHITE SPOT. In 1918 he sold out to Capt. Walter Hougland and the Indiana Tie Co. and then joined forces with the Ayer & Lord Tie Co. Capt. W. L. Berry was father-in-law of the late Alex W. Dann, president of the Dravo Corporation. Cross ties were Big Business on the Tennessee. One of the largest towboats of the tie fleet was the RUSSELL LORD built at Elizabeth, Pa. in 1898 and named for the 3-year-old son of J. B. Lord, a founder of the Ayer & Lord firm. Russell later became president and died at Lake Forest, Ill. quite young, but 35. The RUSSELL LORD handled ties down the Mississippi, a sternwheeler 160 x 30 x 5.



The featured speaker at the Steamship Historical Society's meeting, last January 26th was John L. Fryant pictured here with his model of the FAR WEST. The program was held in the theatre of the National Museum of History and Technology, Smithsonian Institution, Washington, D.C. John's model is located in the Hall of American Maritime Enterprise there. Over 100 SHSA members heard and saw the illustrated lecture. -Picture kindness of Michelle Kingsley.

Sirs: When I first knew anything about the CARRIE B. SCHWING she belonged to the Schwing Lumber Co. in Plaquemine, La. and she towed logs from the back country to the sawmill. My Daddy and the Schwing family cleared a lot of land and the timber not fit for logs was cut for firewood and we had a wood yard at our place on upper Grand River before the lock was built and supplied steamboats. I was just a kid at the time, not old enough to go to school. I remember when the SCHWING was the first boat to pass through the Plaquemine Lock, in 1909. Papa, Mamma and I were on her.

I am a retired master and pilot, and held license from New Orleans to Cairo, and up the Ohio to Point Pleasant, W. Va. and up the Kanawha to the head of navigation, and on the Cumberland to Nashville.

P.S. I have a daughter I named Betsy Ann.

Aldridge L. McMurray,
Route 2, Box 95,
Jackson, Louisiana 70748

The Boston Pops Esplanade Orchestra directed by Henry Mancini featured Mancini's "Ohio Riverboat" at a performance in Huntington, West Va. this past February 15th. He dedicated the piece to the excursion steamer WASHINGTON, and recalled boarding with his family at Aliquippa, Pa. for an excursion to Rock Springs Park near and opposite East Liverpool, O., the trip sponsored by the St. Joseph's parish of Aliquippa.

The pilots on the WASHINGTON at

the time, probably 1937, were William S. Pollock and Ye Ed. Inasmuch as no landing is available at Aliquippa the excursionists were loaded from Crow Island, channel side, and J&L barges were strung across the back channel to form a pontoon bridge. These arrangements were worked out beforehand by Capt. C. W. Elder and the two pilots of the WASHINGTON who conferred at Aliquippa with the parish priest.

Charles and Roland Montague in 1959 launched a small sternwheel steamboat at Ashland, Ky. which they named LUCY COLES. In 1963 they removed the steam plant and converted it to diesel.

The engine they removed was a British V4 uniflow, built c. 1938, reversed by a sliding cam. The boiler was a Lamont-type monotube, built c. 1940 by Vapor-Clarkson, allowed 600 psi.

A recent issue of "North American Steamboat Register" gives a run-down of this steam equipment. Engine and boiler were first used in a 32 ft. Jersey Sea Skiff cabin cruiser named HERO owned by Edward P. York. The Montagues bought the engine and boiler, rebuilt both, and put them in LUCY COLES.

Last year Cmdr. Llewellyn E. Jalbert, Sr., 513 Holbrook Road, Virginia Beach, Va. 23452 bought engine and boiler described above and installed both in his trawler-type cruiser named ALICIA. No spring chicken, ALICIA was built 1936 and throughout eight previous ownerships has been a gas boat 39 x 10 x 3. She has auxiliary sails, and her wood hull is now

fiberglassed. ALICIA also sports a steam-driven light plant powered by an auxiliary engine and boiler from former PERRYVILLE built in 1945. Also she has a bow thruster operated by a gear-type pump driven off the main engine.

An entire page of "The Tribune," New Albany, Ind., was devoted in the Feb. 18th issue to river buff Paul Seabrook of that city. The largest of the seven photographs reproduced was that of the TELL CITY pilothouse which appeared as the color cover on the S&D REFLECTOR, issue of Dec. '77. Paul recounted to reporter Bev Tully that his first river employment was as cub pilot on the TELL CITY while that boat plied the Louisville-Evansville trade.

The American Canal Society has released a 92-page paperback, same page size as S&D REFLECTOR, color cover, titled "The Best from American Canals." Contained herein are major articles which have appeared in their magazine "American Canals" now in its 9th year. Many illustrations. One of these shows the U.S. Engineer one-stack steam towboat MARION which in 1907 was first to ply the 75 miles of the Hennepin Canal joining the Illinois and Mississippi rivers. For good measure the canals of Europe also are treated, as well as the Suez Canal. Non-members of the Society may procure this bargain at \$6, postage prepaid, by writing American Canal Society, 809 Rath-ton Road, York, Pa. 17403.

DDSG

Sirs: The March issue of the REFLECTOR arrived several days ago and I take pen in hand (literally --Ed.) to comment on your question regarding the Austrian stamp with the legend "150 JAHRE ERSTE DONAUDAMPFSCHIFFFAHRTS-GESELLSCHAFT."

Translating the above we get: "150 Year(s) First Danube Steamship Company." REPUBLIK OSTERREICH means simply "Republic of Austria" or "Austrian Republic."

The stamp was issued to celebrate the 150th anniversary of "Erste Dampfschiffahrts---Gesellschaft," a steamboat company headquartered in Vienna.

Despite the Germanic love of compound words, the company is usually known as the "DDSG" and so it shall be in this letter.

Steamboat service on the Danube started in 1817 with a small vessel called the CAROLINA. This was one year after steamboats began to ply the Rhein (Rhine) and the CAROLINA was based in Vienna.

DDSG was founded in 1829 and by 1830 the steamer FRANZ I began service to Budapest. Her trial run downriver took 14 hours 15 minutes. The return trip upstream took 48 hours 20 minutes. She was built in Vienna, of wood, to plans of James Brown of London, with 240 hp. engines by James Watt.

DDSG prospered and from that simple start entered the towing business as well, expanding until by 1890 they counted 192 steam towboats and 858 freight barges in their fleet.

By 1940 the fleet included: 16 passenger steamers (most or all side-wheelers); 2 diesel side-wheel passenger ships; 34 side-wheel towboats; 1 screw towboat; 2 cargo steamers; and 13 diesel screw towboats.

Average hp. of the side-wheelers was 500-1000.

By 1967 war and progress had taken toll so that the fleet consisted of: 12 passenger ships (both steam and diesel); 1 steam side-wheel towboat; 7 diesel side-wheel towboats; 21 diesel screw towboats; 7 diesel freight ships; 191 freight barges and 48 tank barges.

A bit of a comedown but still a respectable operation by any standard.

Losses during WW2 amounted to the startling figure of 53 million dollars, or about 85% of the company's capital.

The fleet figures above represent not only the rise and fall of a company, but reflect the changing political climates and fluctuating borders of 150 years of European history. The 1890 total of 1050 vessels is claimed to be the all-time world record. It is possible that some Western Rivers operators may have equalled this, but it should be borne in mind that the Austrian barges were of iron. They were used year after year, as opposed to the barges described in this same March issue

of the REFLECTOR which usually only made a one-way trip before being broken up.

Side-wheelers on the Rhein and Danube had a strange look to American eyes. The passenger steamers had guards built out to the paddle boxes similar to us, but were invariably much lower in silhouette. Stacks, if more than one, were fore and aft, and from the 1850s or so had sharp rake to them.

The tugs were another story altogether. Guards were non-existent except for a short piece fore and aft of the wheelbox, and the combined width of the paddlewheels often equalled, or in some cases exceeded, the hull width. Feathering paddlewheels were universally used and were extremely small of diameter. Wheels appear to be almost square, i.e., width equal to diameter, and they turned at high speed 35-40 rpm. Engines and boilers were in the hull (hull of iron, later steel) and the deckhouses were non-existent. The boilers were usually in pairs, one forward of the engine and one aft, and their tops came up through the main deck.

Operators had problems of bridge clearance, especially during flood periods, and so the stacks were hinged near the base and were fitted with counterweights. To lower a stack a deckhand cranked away on a small windlass and by means of a cable attached to the stack tipped it back. When clear of the bridge a hand brake on the windlass allowed the stacks to swing back into place slowly under the effect of the counterweights.

In 1962 I was enjoying a trip on the SCHONBRAUN and watching this procedure when the brakeband broke just as the stack was starting to swing back up. It reached its upright position in record time and with a resounding "bang" which knocked loose a couple of pounds of rust and soot. I've wondered what the fireman thought at that point.

I might add while on boilers that I saw a passenger steamer in 1969 that still carried a weight and lever safety valve on each boiler and yet used superheated steam.

Engines were invariably inclined compound type, and towboats were fitted with these up to 2000 hp. by the 1920s. They were quite efficient and boiler pressures from 150-200 psi. were common with superheated steam coming into the picture by WW1. Up to this point Stephenson link motion was common but by the turn of the century Joy, Walschaert's and other high efficiency valve gears, often combined with poppet valves, made their appearance.

Towboats on the Danube did just that, towed. Another reason for the low deckhouse was that the towing cable was tied off about 2/3 of the way back along the hull instead of at the stern which gave greater maneuverability.

Barges had bows and sterns, often with rudders, to cut down resistance to the current. A very

noticeable feature of Rhein and Danube steamers was a spar mounted forward like a stubby bowsprit, having slung from it a huge anchor. The need for this is apparent if you make a trip on the Danube for much of the river is narrow with rocky shorelines and a current of 3½ to 5½ mhp. In fact the Danube was the first navigable river I've ridden on where channel buoys have a bone in their teeth.

I should also have mentioned that the DDSG stack markers consist of the initials placed so:

D
S G
D

DDSG is still in the towing business but their passenger operations had dwindled to three ships on the Passov-Vienna run. One made the downriver trip while two were required for the upbound service which took two days as against one day down.

Landings are a sight to see as the downbound boat does not turn head upstream into the current but just goes full astern and seems to drop in against the landing float nice as pie. Because of the range of water levels they use the equivalent of a wharfboat, but without any structure on it.

I'm not sure at this point if DDSG is still in the passenger business or not and will have to check this out.

The 1950s saw the end of steam sidewheel towboating, although one or two may linger on. Russia had a fleet of modern oil-fired side-wheelers which, I believe, were post WW2, and some of these may still be in service. Up-to-date information from Russia is somewhat hard to obtain.

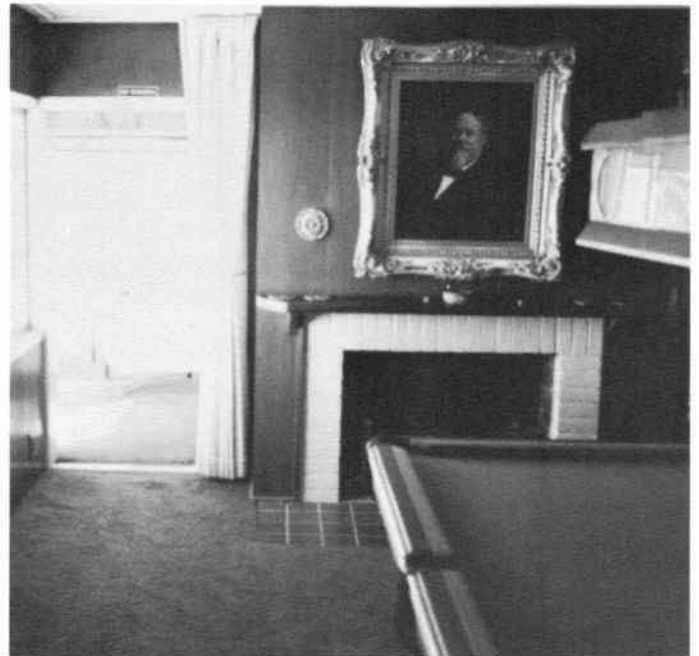
A typical Danube tug of 800-1000 hp. would have been 150-200 ft. long. Hull width 20-30 ft. and draft 4½-6 ft. Some turn-of-the-century towboats had drafts as little as 42 inches.

Typical barges ranged from 100 x 20 of some 150-200 ton capacity to 1000 tonners 225 x 35. Barges were invariably fitted with covered hatches and quarters for the crew were aft. The earlier ones had small pilothouses aft which contained a manual steering gear for the oversize rudders with which they were fitted.

Conrad H. Milster, Jr.,
Pratt Institute,
Light, Heat and Power,
Brooklyn, N.Y. 11205

The proposed super side-wheeler GRAND ROGATON mentioned in our December '79 issue, page 43, has undergone revision on the drawing boards. Originally envisioned as 385 x 58 x 9, her size on paper now occupies less acreage, down to 330 x 50 x 8.5. The paddlewheels described in the original brochure as "five stories high" now are 32 ft. dia. working 16 ft. buckets. Passenger capacity and overall fixed height also are more realistic. Several shipyards have been approached and, so we hear, are interested.

		MINERS & SHIPPERS OF YOUNGHOHENY COAL, MANUFACTURERS & SHIPPERS OF CONNELLSVILLE COKE,
STEAMERS. HARRY BROWN ALICE BROWN CHARLES BROWN SAM BROWN ALEX SWIFT JOHN PENNY PERCY KELSEY DELTA.		STEAMERS. JIM BROWN ALARM VOYAGER CORSAIR VANGUARD M DOUGHERTY CHARLIE CLARKE NELLIE BROWN.
113 WATER STREET, PITTSBURGH, PA.		
SAM'S BROWN. HARRY BROWN.		



ONE OF the more delightful traditions in the Sewickley Valley is the Tuesday evening dinner hosted by Thomas H. Walker in his 1810-built home. His Dad originated the custom and Tom has kept it up all these years (Tom now is a sprightly 92) so what he does is have prepared a 7-rib prime roast and at 7:15 p.m. sharp nineteen guests arrive to partake. The linen tablecloth is 21 feet long and gorgeous flowers of the season form the centerpiece. The maitre d'hotel is Patricia Spahic who, every Monday evening about six o'clock, phones Mr. Walker's friends around town from a prepared list until she rounds up nineteen acceptances. Nobody on that list of sound mind and body ever compromises Tuesday dinner plans until after Pat's Monday evening alert. In such a way the guests are rotated, for some are out of town (five of them currently are touring the canals of Holland) and some are sick and others are tied up--but always there are nineteen, and never the same nineteen.

And so it was a couple of Tuesdays ago when we shared bread at Tom Walker's with, among the others, Mr. and Mrs. Leroy Thompson from out on the Heights where they recently have occupied a new home. Mrs. Thompson let it be known to us that her grandfather was the late Capt. W. Harry Brown and her mother was Mary Alice Brown (the family called her Alicia) and that she has a brother in California who is greatly interested in family backgrounds.

Whereupon we made to Mrs. Thompson C. W. Stoll genuflections, or what we trust were reasonable facsimiles, and did not rest content until we had mailed to this brother a copy of the Dec. '72 S&D REFLECTOR in which, you may recall, we did an in-depth picture and story feature of the Brown coal and river operations.

Our reward, almost immediately, was a phone call from the brother, who turns out to be C. A. Painter, 1665 Viking Road, Laguna Beach, Calif. 92651. Mr. Painter was enthralled and volunteered to send along to us a couple of snapshots taken in his home, which he did

do, and which are reproduced on this page. "The portrait in between my mother and father is of grandfather Harry Brown, and the one over the mantle is great uncle Samuel Smith Brown," he writes.

During the phone conversation Mr. Painter said he was something of a photographer and promised to try his skill with a 4x5 camera he has to get close-up shots of these two paintings for future release in the S&D REFLECTOR. He also can make available a picture of the ocean-going yacht VISITOR II owned by his grandfather W. Harry Brown, first private yacht to transit the Panama Canal.

As lagniappe Mr. Painter also sent along the billhead reproduced above, a stat copy of the original which W. P. Snyder III recently dug up and mailed to him. Tom Walker's Tuesday dinners commence at a late hour by our standards (Pat blinks the livingroom lights about 8:15 following cocktails and shrimp) but there again is tradition: "the family that dines the latest is in our street esteemed the greatest," filched from Henry Fielding.



L OADING HOGS aboard the SOUTHLAND along the Ohio River below Leavenworth, Ind. on the Kentucky point opposite Indian Hollow Light, August 1932. The water was too shallow for the boat to get ashore, so the stage was lowered, and a gangway built of planks on sawhorses spanned the remaining distance. Cattle racks prevented the hogs from taking a summer

swim. The gentleman in the white shirt on the stage with back turned is Capt. Howard M. (Doc) Carr. Incidentally we've heard that swimming hogs are apt to cut their own throats with their sharp forefeet, but not having seen a hog swim we'd be a poor expert on the subject. -Photo by C. W. Stoll.

Sirs: The lock house at old Merrill Dam (No. 6), Ohio River; pictured on page 47 of the last issue, is still standing. Structurally it is still in fair shape, but all of the windows have been knocked out of it. The lockmaster's and chief engineer's houses are still in use and appear to be in good shape. They both lost their front and back porch roofs in the 1936 flood. The front porch roofs have been restored but those on the back porches were not replaced. The new highway runs very close to the backs of all three buildings.

W. A. Marx,
429 College Ave.,
Beaver, Pa. 15009

Sirs: In response to the item on page 3 of the last issue the wording on the Austrian postage stamp says: 150th Anniversary First Danube Steamship Company. The towboat LINZ appears on the 2.50s stamp, one of three stamps issued

March 13, 1979 celebrating the anniversary.

Jack C. Standen,
P. O. Box 1285,
State College, Pa. 16801

Sirs: If that paragraph on page 46 in the last issue, just above the pitch for the hard cover binders, is an example of the working of the new S&D Adler typewriter, take the machine back and get a refund. Translation?

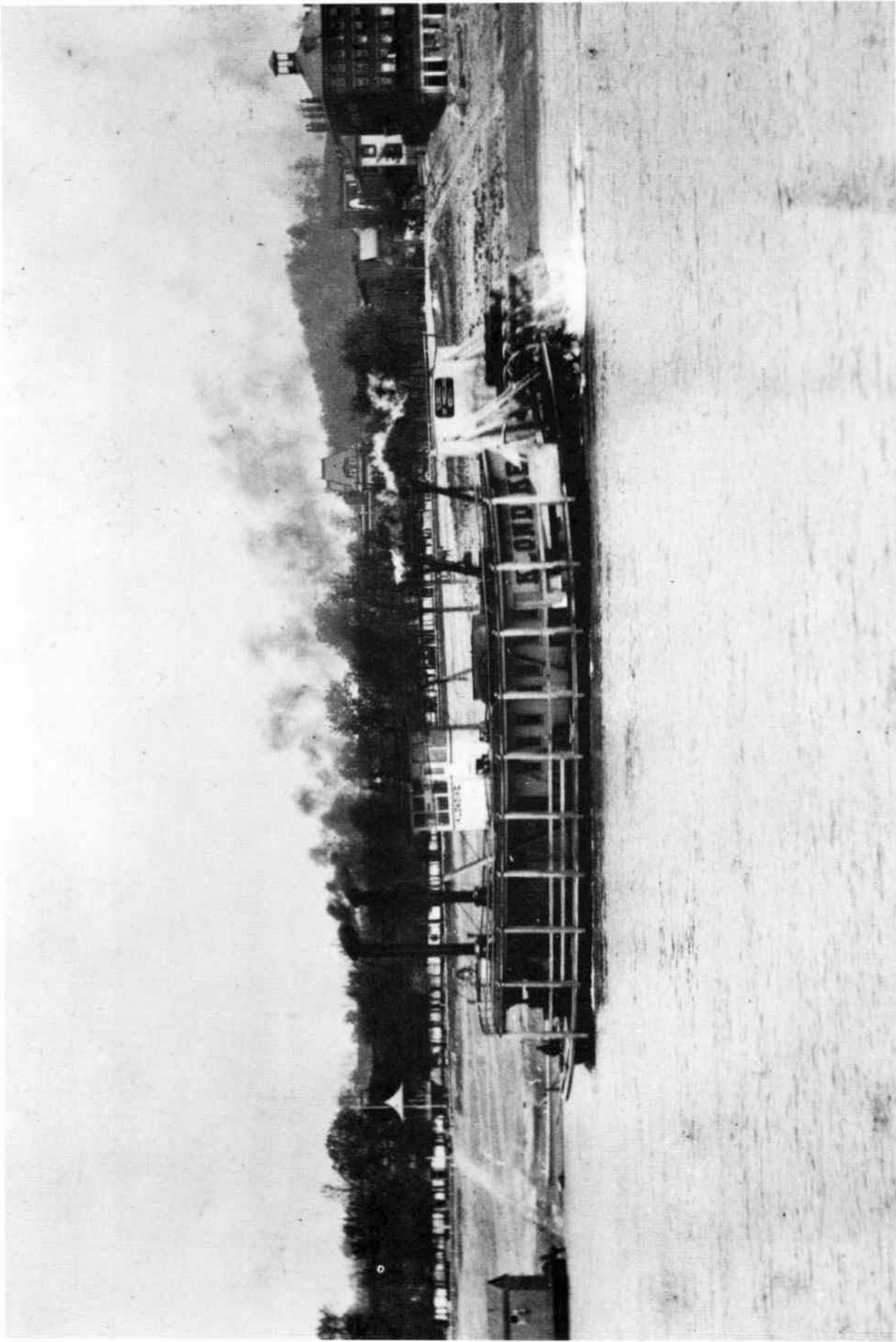
Larry E. Walker,
10552 Breedshill Drive,
Cincinnati, O. 45231

=The item Larry refers to is written in Pig Latin, each letter spelled out, bub for b, cuc for c, etc., the vowels simply A, E, I, O and U plus O, W, X and Y. Exceptions are hash for h and jug for j. Translated: If you want a copy of the Rees catalogue, get on the ball and send \$4 to Jerry Sutphin or F. Way, Jr. -Ed.

PICTURE CREDITS PAGES 15-24

Of the ten photographs presented on the following pages, seven came to us from our friends at the Murphy Library, University of Wisconsin collection, La Crosse, Wis. Of these the ones on pages 15, 19, 20, 21, 22, 23 and 24 were taken by Thornton Barrette, and were made available to Ralph DuPae by C. M. Dowling and Capt. William S. Pollock. Jerry Sutphin made available to us the one on page 16. Bert Fenn sent the one on page 17 and Jack Custer provided the SPRAGUE picture on page 18.

On page 2 of this issue are the details of a 75-ft. steamboat being built in the Boston area, "yet unnamed." Well, now she has a name---CALLIOPE. In that land of Cabots and Lowells the word will be pronounced with a Harvard accent.



THE daylight packet KLONDIKE, built in 1897, was named for the gold stampede in northwestern Canada then in full swing. She is preparing to round to and land at Gallipolis, O., fresh down from Pomeroy Bend. The large building at the right is the

old U.S. Marine Hospital. Stretching along the top of the levee is Gallipolis Park which, over 3/4 of a century later, still is maintained even to the bandstand at the left. Today Gallipolis shares with Marietta the absence of a riverfront Floodwall.



TAKEN in the mouth of the Big Sandy River from the Catlettsburg, Ky. side, May 17, 1910. The SEA LION, Capt. Ellis C. Mace, is shuffling log rafts destined to Cincinnati, Madison

and Jeffersonville. The GERALDINE, left, is assisting. The wooded point opposite is the tip end of West Virginia. The GERALDINE burned less than three months later.

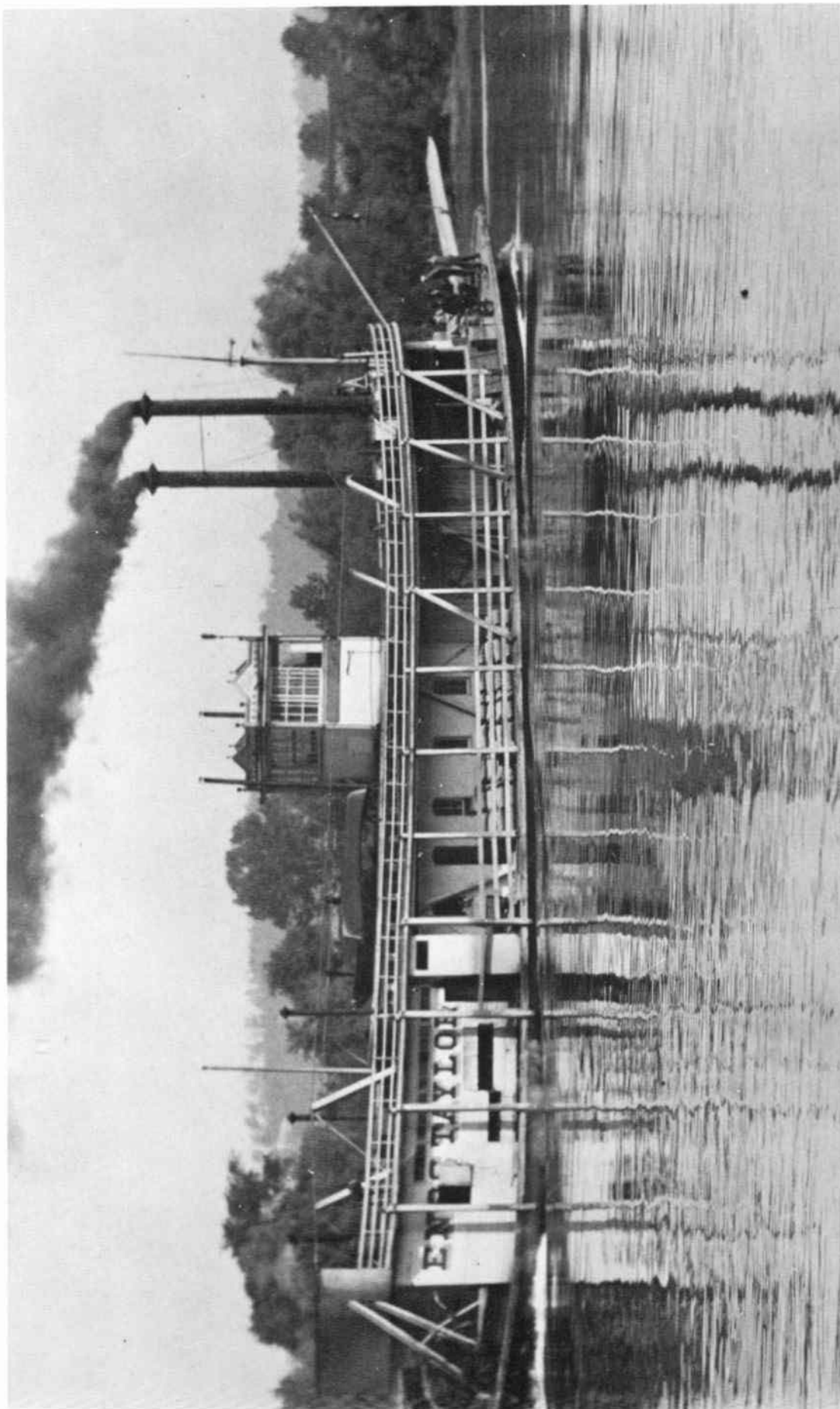


LOOKING upriver at Cincinnati, summer of 1898, the buildings in the foreground in what was known as the "Fulton section." The expansive bathing beach at Dayton, Ky. shows plainly on the point opposite. Downbound is the stately HUDSON operating to and from Coney Island teamed up with the ISLAND QUEEN. At the left in the notch of the bend is the new QUEEN CITY laid up for low water at the Cincinnati Marine Railway Co. where she was built the year prior. Hauled at the top of the marine ways is the U.S. snagboat

E. A. WOODRUFF getting new hull plates. Riverward of her is the sternwheel packet ST. JAMES under construction, Texas and pilot-house not yet in place. Eastern Avenue bends around at the extreme left. In the foreground is a vast lumber yard and sawmill supplied by river-delivered logs (perhaps too faint to see but the HUDSON is abreast of a large fleet of log rafts moored abreast of the mill). Out in the river off Dayton point are several "sand suckers" dredging commercial sand and gravel used locally.

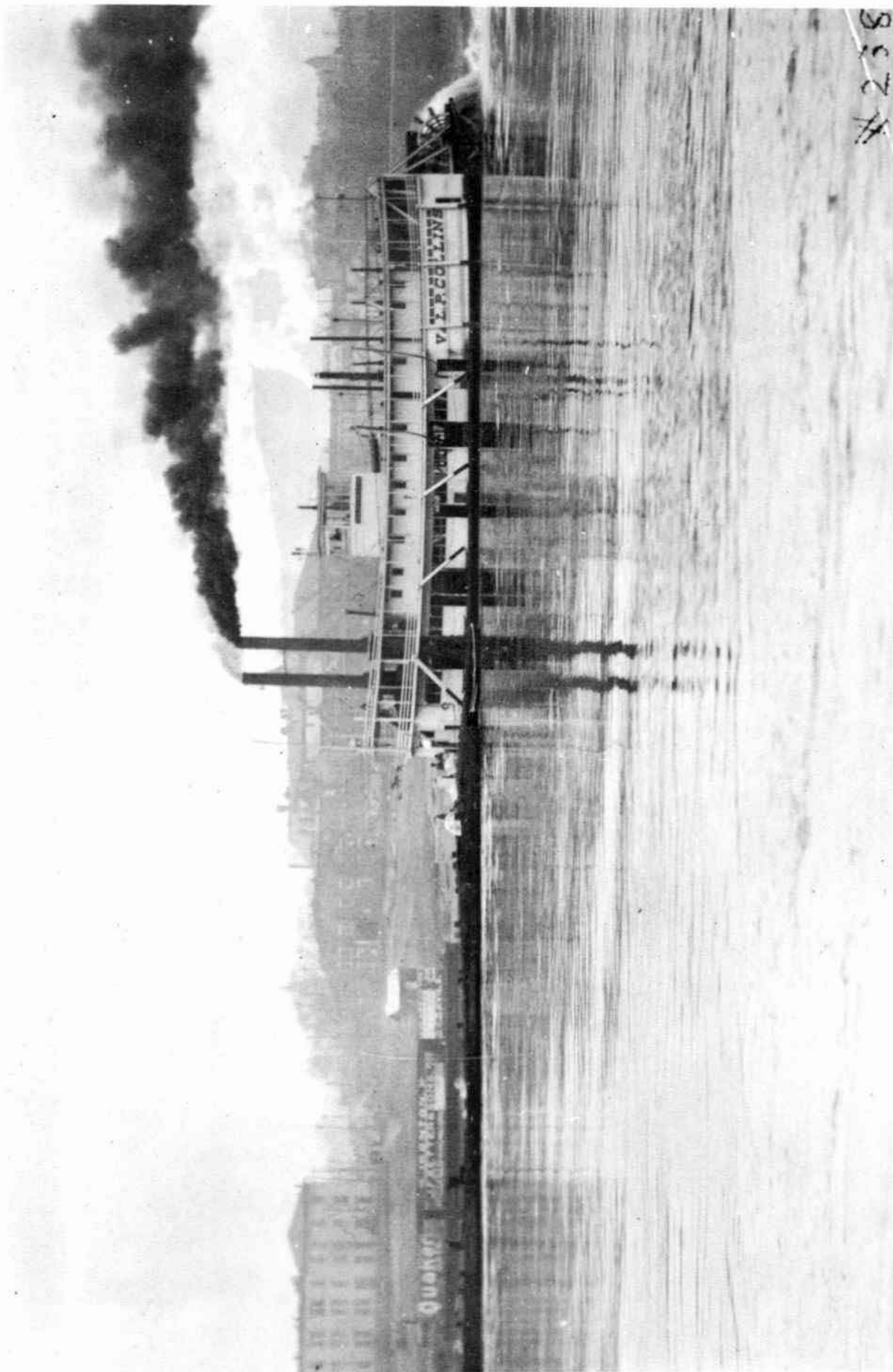


At Vicksburg, Miss., photographed on March 27, 1959.



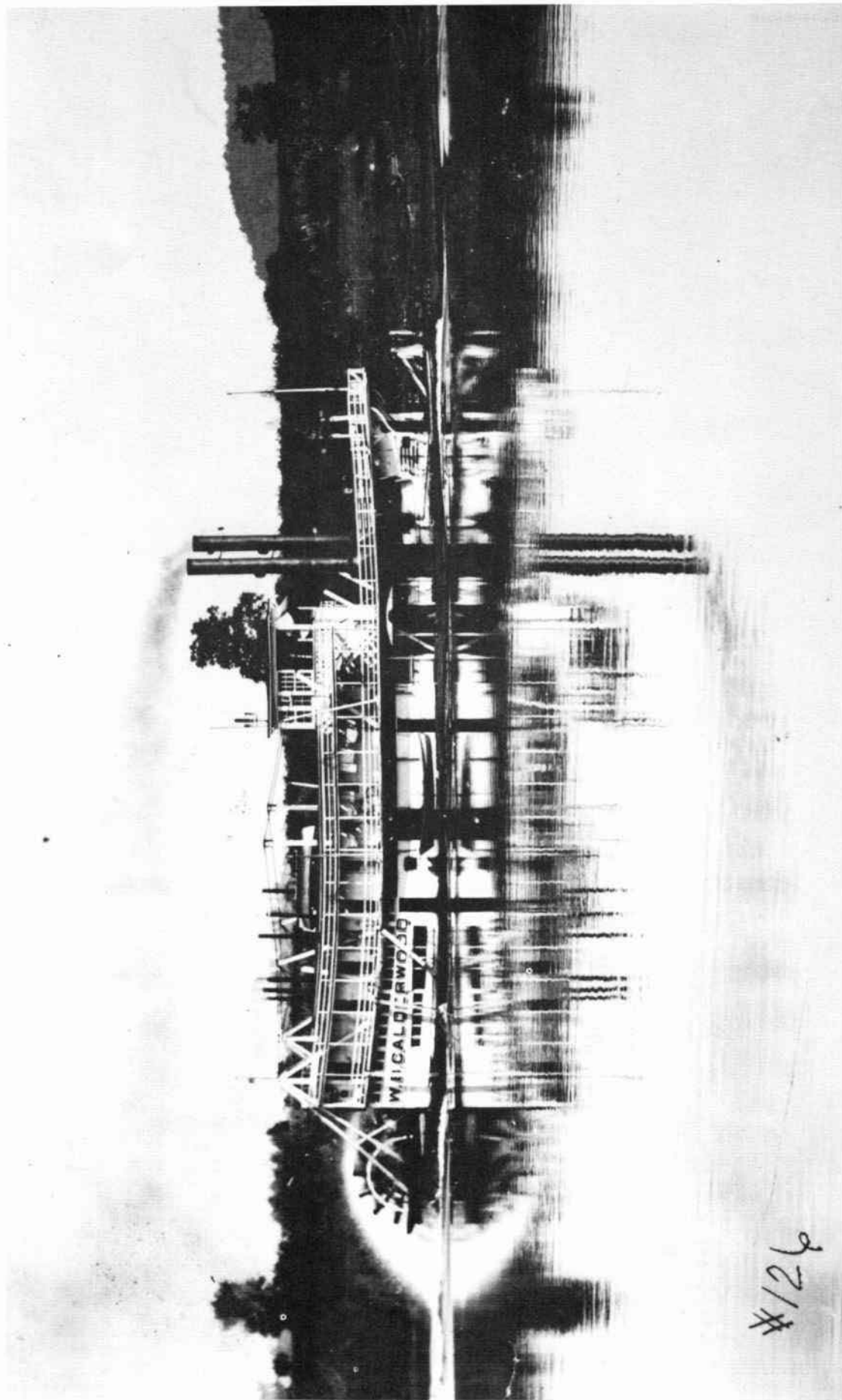
ON OTHER PAGES in this issue we go on about the towboat HERMANN PAEPCKE being built at Higginsport, O. by Robert Taylor. This daylight packet also was tailored by Taylor there at Higginsport in 1893. The ENOS TAYLOR, named for Bob Taylor's son, was designed for the Madison, Ind. - Kentucky River trade, high as Monterey, and after running there several years was moved to the Gallipolis-Huntington trade where she ran "regular as the sun rises and sets" along with the CARRIE BROWN. This picture was taken at that period. Capt. E. E. Eisenbarth, the showboat entrepreneur of Marietta, O. bought her in February 1902 to handle his first showboat, which he built from a 151.5 ft. glassware barge

built at Marietta in 1896 called the E. B. POTTS NO. 2. Eisenbarth lost this showboat at Grand Tower, Ill. when the SPRAGUE crushed it, and then had built at Parkersburg in 1903 a replacement called the EISENBARTH-HENDERSON FLOATING THEATRE---THE NEW GREAT MODERN TEMPLE OF AMUSEMENT which, for all its splendid title was no larger than the old E. B. POTTS NO. 2 job; well, maybe a bit wider. The ENOS TAYLOR towed this new creation through the 1904 season following which Eisenbarth sold her to the Binns & Bowerson Lumber Co. at Shawneetown. She burned March 15, 1912 at DeKoven, Ky.



HAZY WEATHER supplies tone to this portrait of the VAL P. COLLINS downbound on the Ohio River at Ironton, O. with Kanawha River coal. She was new at the time, built at Charleston, W. Va. in 1901 for Val P. Collins and Fred Hartweg and always seemed to look larger than she really was. She was a three-boiler job working engines 16' s- 5½ ft., same as the D. T. LANE. She and the LANE both had their names on the engineroom bulkheads in slanted lettering. The wharfboat visible over the tow is lettered IRONTON

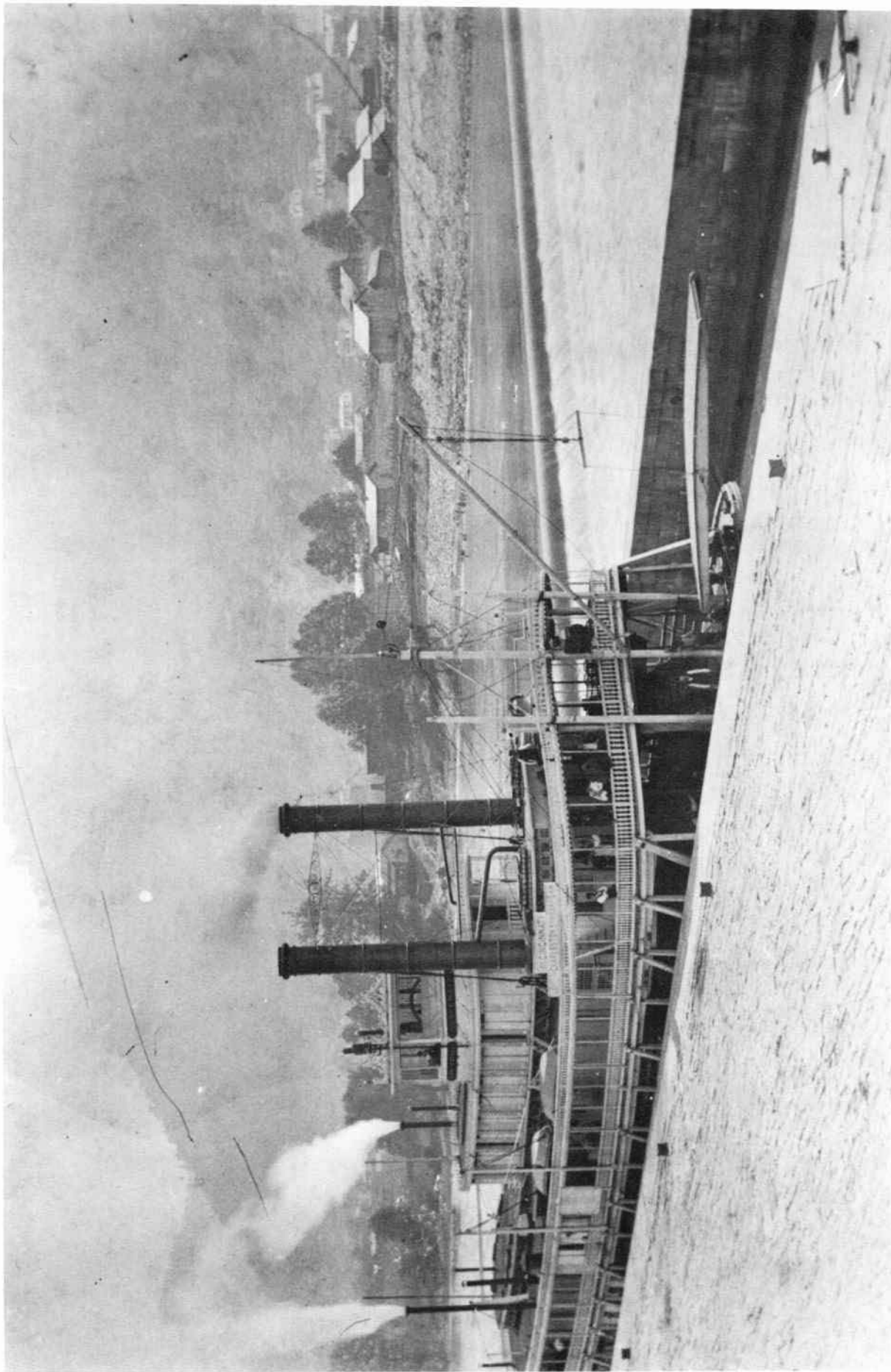
--J. F. KETTER & SONS and an ad for QUAKER OATS is plainly visible. In later years the COLLINS was adopted into the fleet of the Island Creek Coal Co., Huntington, and they lost her in the Big Ice, winter 1917-1918, at Sekitan, O., a place you've probably never heard of, a name whose meaning escapes us, located along the Ohio River between Fernbank (location of old Lock 37) and North Bend.



WHEN WE were running Steamboat Photo Co. nobody ordered a picture of the W. B. CALDERWOOD, perhaps just as well for the negative in our file was nothing to write home about. This one, discovered lately, glamorizes the towboat what with the reflection and all, and she's sure throwing a wicked wheel. The CALDERWOOD (...didn't know what else to call her so they called her wood) was named for the superintendent of mines of the Campbell's Creek Coal Co. at Dana, West Va. (now Port Amherst) on the Kanawha River above Charleston. She started out in 1893 originally named ALEX MONTGOMERY NO. 2 built at Cincinnati but by 1895 had been renamed. Campbell's Creek Coal had mines back in the hills at Dana and operated a full-fledged railroad called the Campbell's Creek Railroad Company which ran 14 miles to Putney,

W. Va. and which not only hauled coal but had passenger cars, all standard gauge. It was still a going concern in 1960 with Herbert E. Jones, president, and Charles T. Jones, v.p.-operations. Now it has been abandoned. The CALDERWOOD did the Kanawha River work, bringing coal from the mines to the Pt. Pleasant harbor landing, and it was up to the ROB'T P. GILLHAM and D. T. LANE to make deliveries to Cincinnati, Madison and Louisville. Capt. Albert Martin's job was to keep the CALDERWOOD coming and going, and she was regarded as a hot number with her two boilers and 12'-6 ft. engines. For some reason or other Martin carried a pistol and accidentally shot himself with it but survived to stand watches on the LIBERTY in 1932 and had that packet up to Boomer, W. Va. several times, to hell and gone above Montgomery.

#126



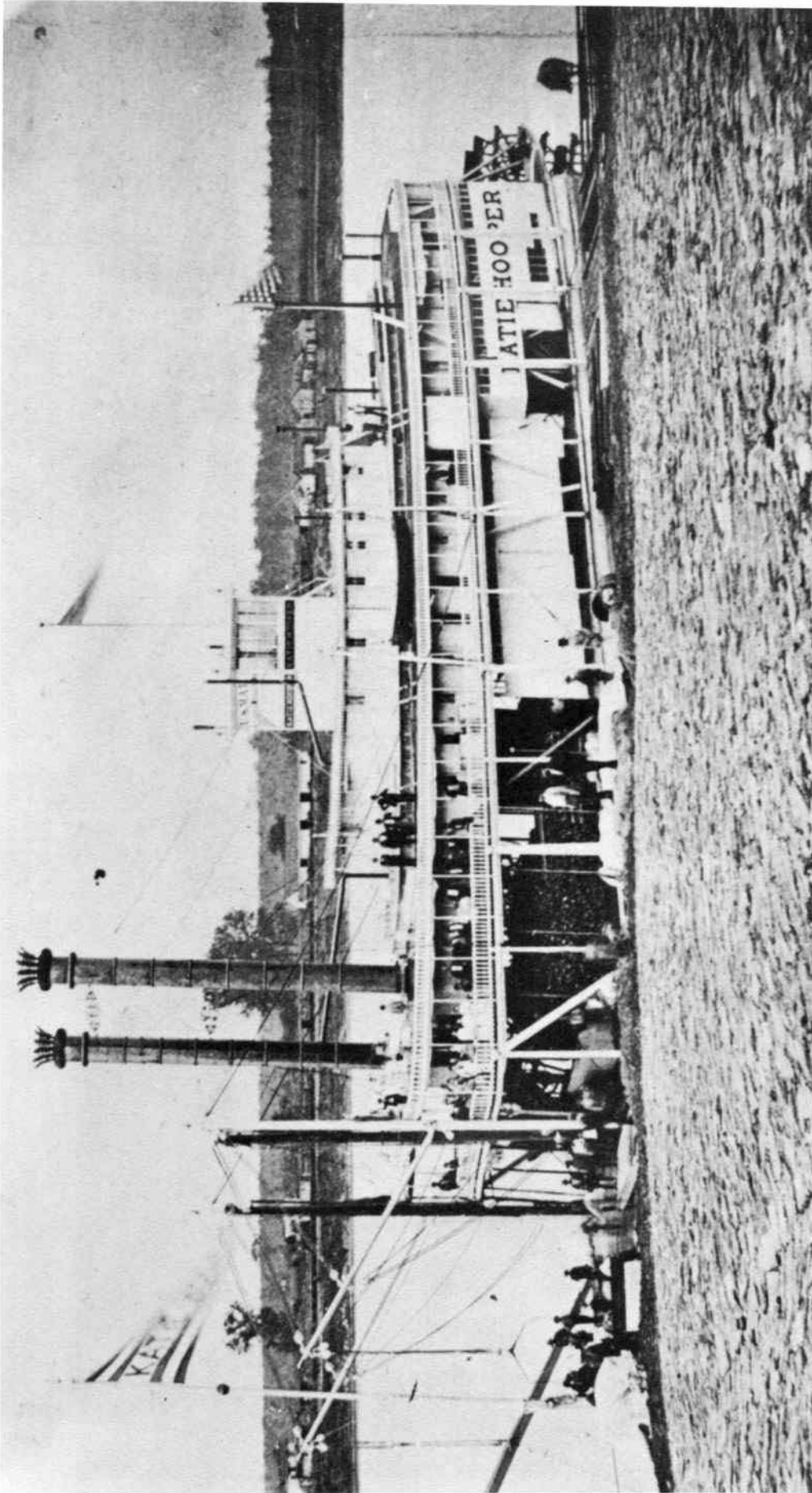
HERE IS the 180-foot packet HENRY M. STANLEY locking downbound through Lock 2, Kanawha River, near Montgomery, West Va. She was built in 1890 for the Bay brothers, William and George, who named her for the gentleman who found David Livingstone in deepest Africa. The STANLEY ran Cincinnati-Charleston but on this one occasion, at least, explored the upper 27 miles of slackwater made available in 1887 via Locks 2, 3, 4 and 5 (No. 1

was never built.) In March 1903 Capt. William E. Roe took the 180-foot KANAWHA, also Bay-built, 5½ miles above Montgomery to Loup Creek, W. Va. above the present Virginian Railroad bridge, within 4 miles of Kanawha Falls. Several steamboats in pre-lock days actually reached the Falls, first being the VIRGINIA HOME in 1858. African explorer Stanley once visited in Cincinnati but refused to visit the steamboat named in his honor.



ONE OF the most ornate cabins along the upper Ohio in 1890 was that of the HENRY M. STANLEY with its crystal bedecked chandeliers. This priceless photo was taken looking aft just before the dinner bell, and the viewer may marvel for the next quarter-hour at the arrangement of chairs, nappery and the chinaware---not to remark upon the centerpiece watermelon slices

resembling water lilies in bud, each bearing fruit in its center. The steward, whose name we know not, stands dressed in black surveying his handiwork and knowing it is good. By the way, have you noticed how the knives, forks and spoons are arranged on the forward table---quite like stacked arms you see in old Civil War pictures.



THOMAS M. REES's office when first we visited there about 1916 was in a sub-cellar at the James Rees & Sons Co. boat-building plant, Pittsburgh. Hanging on the wall, framed under glass, was an original pencil drawing of the packet KATIE HOOPER, marked "Presented to Capt. Thomas M. Rees by H. J. Lewis, Pine Bluff, Ark." Judging from the dust and grime on the glass our archaeological surmise was that it had been hanging there since the Rees firm built the boat in 1877. The Rees family had financial interest in the Little Rock & Memphis Packet Co. along with Capt. E. W. B. Nowland, John N. Harbin and others, and the prime essential in navigating the Arkansas was a steamboat which would primarily float on top of the water, and not in it. The KATIE HOOPER, steam up and ready to leave the Rees Shop in August 1877 was drawing 24" built on a wood hull 180 x 36 x 6.5. The Ohio River was bone dry but, and anyhow, pilots Andy Marselliott and Jim Stewart said they'd give her a try. Capt. John N. Harbin in-

vited a delegation of towboat pilots to ride down along so's they could see what the bottom of the river looked like, and among the guests were Capt. Wash Gray of the FRED WILSON, Capt. Bill Cunningham of the SAMSON No. 2, and Capt's. W. M. Blackmore and Sam Dean, Jr. of Gray's Iron Line. Commented a Pittsburgh editor: "If she gets through it will demonstrate that there are 13 to 14 inches more water in the channel than the marks indicate." The real test came at the foot of Marietta Island inasmuch as a cross dike had been placed in the back channel the year prior which had formed a sand bar from the foot of the island to the mouth of the Muskingum, and to correct this the U.S. Engineers had in the summer of 1877 just completed a long dike from the foot of the island swinging downstream. The KATIE HOOPER squeaked through, and about a week later made her triumphal arrival at Little Rock with flags flying, the subject of this portrait.



THE distinguished gentleman standing on the wharf at Marietta is the late H. Bennett Abdy, whose photographs taken in 1915 were featured in our Sept. '79 issue, and who wrote the river book "On the Ohio", published in 1919. Abdy in the 1940s paid a visit to J. Mack Gamble, Clarrington, O., during the course of which Mack took this snapshot. The O. F. SHEARER was upbound, owned at the time by O. F. Shearer & Sons Co., originally the VICTORY built by Dravo in 1919 and operated by their Keystone Sand Division. Our thanks to Woody Rutter for the print.

A survey of the mussel population bedded in the Ohio River between Pittsburgh and Greenup, Ky., 136 miles, was made last summer by Dr. Ralph Taylor, associate professor of biological sciences at Marshall University, Huntington, W. Va., with the assistance of two graduate students. Of the 25 live mussel species the most plentiful was the maple leaf mussel which thrives in the lengthy pools created by the modern dams. Other species common in the area before the dams were built, and when the water flowed freely, have disappeared.

An article in the Huntington 'Herald-Dispatch' April 1st further says: "Of the 25 live species found, none was on the federal Rare and Endangered Species list, but five were on Ohio's list, which means they are rare in Ohio but may be common in other states. None of the live species was found in the area affected by the proposed upgrading of the Gallipolis Locks and Dam."

River mussels have been much in the news along the upper Ohio. The construction of a new highway bridge at Portsmouth, O., 19 miles below Greenup, was threatened with delay because of possible interference with the habitat of a type of mussel called the Heelsplitter.

And this ain't no April Fool's joke, brethern.

Sirs: Jerry Sutphin has sent me a copy of the S&D REFLECTOR. I am 20 years old and am building a model of a river boat with hopes of making the engines operative. Am stalled for lack of knowledge of how these river boat engines were built. Unfortunately I cannot come to America to find out, but am hoping (so far just hope) that I may make it to your meeting at Marietta next September 13th. Meanwhile, help!

Have sent in my dues to join S&D.

Willem van Berkel,
Tuindersstraat 118,
1971 ZS IJmuiden,
Holland

=Other than Jerry Sutphin, assistance has been requested of Conrad Milster, Jack Custer and Andy Anderson. -Ed.

The PRINCESS is an honest-to-gosh side-wheeler. Kenneth C. Vaughn and family have bought her for the excursion business in the Cincinnati area. She measures 84 x 24 over all and currently is licensed for 140 passengers. Base of operations is the Coney Island landing. The park area there is being revitalized by Taft Broadcasting Co.

The PRINCESS was built at Sagua-

tuck, Mich. on the Kalamazoo River in 1976, and in 1977 was taken by her owner, Capt. Dick Hoffman, to Kentucky Lake on the Tennessee. Ken Vaughn and family bought her early this spring from Captain Hoffman. Diesel-hydraulic drive operates her side-wheels; she has no props. The boat is a likely-looking craft with ample freeboard (which likely will get her passenger quota raised), tall twin stacks, single deck, ornate paddleboxes, pilothouse on the roof, and--yes--tall 'scape pipes.

Ken Vaughn and family reside at 2654 Love Drive, Columbus, Ohio 43221. He is no novice to river affairs, having been associated with Capt. Dennis Trone and the JULIA BELLE SWAIN for the past several seasons.

Gene Grate has retired. He was associated with the Citizens National Bank, Middleport, O., where he went to work in 1941, and was advanced to assistant vice president in 1957. Prior to his retirement on December 31st last the bank had become a branch of the Central Trust Company, Cincinnati. Gene is a river buff of long standing and some years back built his home "Grateview" overlooking the Ohio River at 32 Coal Street, Middleport on the site of the former Purity Ice Cream building. His financial experience prompted S&D to carry its checking account in Gene's bank, although due to the recent ownership change S&D's banking now is handled through the Northgate Office, Central Trust Company, Cincinnati.

When asked what he intended to do in retirement Gene told one reporter that his first plan is to "collapse for a while." He also recently retired as village clerk in Middleport, having served 30 years.

For a guy who built his own home largely by the sweat of his own brow, a project which went on for some five years and resulted in one of the most attractive of riverfront homes along the Ohio River, he isn't going to stay collapsed for long is our prediction.

Sirs: In re. the bottom picture of the NEW HANOVER in the March issue, page 27: The man behind the three children is Thomas Hines, nephew of Duncan Hines and prominent citizen and official of Butler County, Ky. To the right of him are Warren Hines and James R. Hines of Hines, Inc., Bowling Green, Ky., sons of James G. Hines. Tom and James G. are nephews of Tom, Edgar and Jeff Williams of Evansville who ran the EVANSVILLE. The others in the picture are not known to me, but Jimmy Hines probably knows who is who, and maybe also Jane Morningstar, daughter of J. Porter Hines, their cousin.

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

LANDING APPROACH #4,778

Since commissioned less than five years ago the sternwheeler NATCHEZ had signaled her intent, one long, two shorts, one long and two shorts on the whistle as she had returned to her Toulouse Street landing, New Orleans. She had racked up 4,777 dockings without particular incident.

Then, downbound on the afternoon of Saturday, March 29th last, she was about to make #4,778. She was just above the Greater New Orleans bridge. Approaching, upbound, was the 66,000 ton tanker EXXON BALTIMORE laden with 344,000 barrels of Alaskan crude. Capt. William Heuer, piloting the NATCHEZ, expected a normal two-whistle passing as he lay close to the left bridge pier preparing for his head-on landing not far below there. Captain Heuer, wise to the ways of ships, is a former N.O.-Pilottown skipper with the Crescent Port Pilots Association, and before that time he became wise in the ways of sternwheelers, serving on such boats as the CHARLES F. RICHARDSON, WALTER A. WINDSOR and DESTREHAN. The management of the NATCHEZ thought so well of him, he was selected to stand watches when U.S. President Jerry Ford and party were brought down aboard the boat several years ago. This time Heuer was asked to come aboard in the absence of Capt. Gilbert Manson, currently recovering from a mishap.

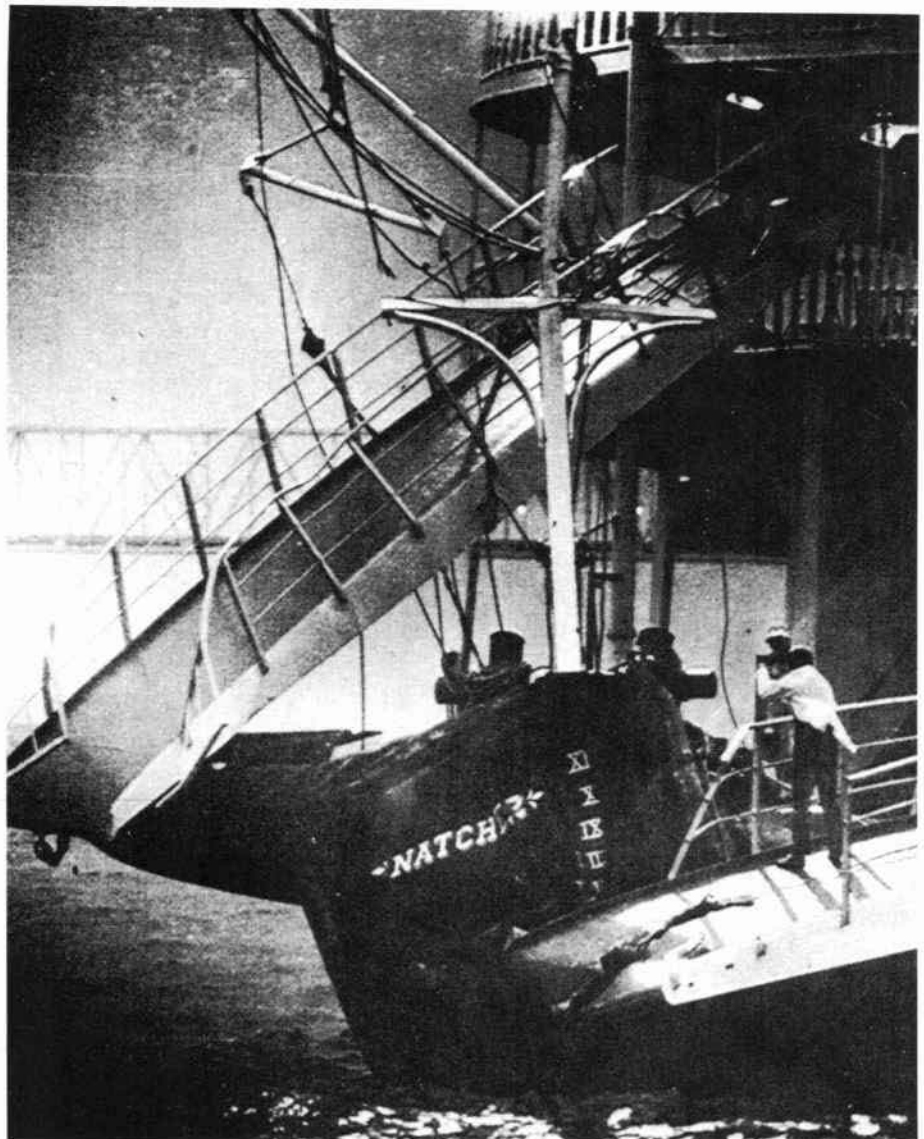
The weather at New Orleans that afternoon was what a pilot calls "lowering" (pronounced lourin), overcast, dark, and threatening rain squalls.

In the pilothouse with Captain Heuer were Capt. Clarke Hawley, master of the NATCHEZ, Steve Nicolulin, helmsman, and Bobby Heyn, lookout. All three are veterans of the BELLE OF LOUISVILLE and the two latter with "Doc" Hawley for 5 and 6 years.

Such a squall, on this "lourin" afternoon, descended from the slate-gray overcast shortly before the NATCHEZ got to the bridge. It was of short duration, but blocked vision during the worst of it (a matter of an estimated $\frac{1}{2}$ minute) and when visibility cleared those in the NATCHEZ's pilothouse saw the EXXON BALTIMORE taking a sheer toward the New Orleans side, and directly into the course of the NATCHEZ.

Chief engineer Bob Gates of the NATCHEZ heard the danger whistles, ran out for a look, saw the tanker crossways ahead, then sprang back to the throttle. What he got was "back full under gong" and with no hesitation he grabbed the reverse lever and swung it from $\frac{1}{2}$ ahead to reverse without ever shutting down the throttle. The unusual valve gear made this quick action possible.

The EXXON BALTIMORE was an estimated 600-700 feet away when this emergency was first sighted by those in the NATCHEZ's pilothouse. The tanker was just below the bridge and the NATCHEZ just above. Although the NATCHEZ was backing under "double gong" she still had considerable headway at the moment



The damaged NATCHEZ in a photo run in the Springfield, O. SUN, on March 31, courtesy of Bill and Marj Smith.

of impact as also did the tanker. The two met almost bows on at an approximate 30° angle. The collision happened just below the bridge. Time: 4:30 p.m.

The bow of the NATCHEZ was stove in back to the collision bulkhead which runs thwartship in the hull under the forecastle. The bulkhead itself was bent but did not rupture. The EXXON BALTIMORE suffered a gouge but no oil was spilled. The shock of the impact sent passengers reeling and four or five of them suffered broken bones.

Having ascertained that the NATCHEZ was taking no water, she proceeded to her Toulouse Street landing and discharged her passengers. The injured were removed to Hotel Dieu and Charity Hospital, about 30 in all, many of them suffering only from minor cuts and bruises. The tanker proceeded to Baton Rouge.

The NATCHEZ was taken to the Todd Shipyard at Algiers and received an entire new bow section shaped and fabricated to conform faithfully to the original architect drawings. A formal investi-

gation was held by the Eighth District, U.S. Coast Guard, Lt. Wayne D. Gusman presiding.

As we go to press we have not learned why the EXXON BALTIMORE veered. In that section of the Mississippi River where the accident happened the U.S.C.G.'s Inland Rules prevail. When a downbound vessel passes under the Huey P. Long bridge she loses privileges of "right of way" granted under Rules of Western Waters, a change brought about about the time of World War II. Vessels proceeding both directions in the New Orleans area are subject to Vessel Traffic Service, a sore point oft debated, and which will doubtlessly enter into this case. Also on his own admission, the captain on the NATCHEZ did not ring the general alarm bells when he was confronted with imminent collision. This highly debatable point (debatable because many seasoned rivermen who deal with passengers, and hence have learned a great deal about human reactions to emergencies, regard a general alarm as "pushing the panic button") will also have a hearing.

CAPT. BEN GILBERT WAS THE SPEAKER

O-K Branch S&D Members Hear of
Wooden Barges and Iron Men.

by Jim Wallen

In the days of steam, youngsters often went to work in river-related jobs at what would be considered today a shockingly early age. Many of those who did so had long and successful river careers.

One was Capt. Ben Gilbert who, during summer vacation from school went to work as a water boy at the West Kentucky Coal Co.'s barge yard at Paducah. Soon he became cabin boy on the EGAN, these events in 1919 when he was 15.

By the time he had retired from the Mid-West Towing Co. in 1970, Cap'n Ben had logged a river career spanning more than a half-century and extending far into the diesel age. Licensed as captain and pilot, he stood watches St. Paul to New Orleans, and on the Illinois, Ohio, Cumberland and Tennessee; on the Old, Black and Ouachita rivers; on the Intracoastal Canal to Texas City; on the Ohio, Kanawha, and even on the Elk River in West Virginia.

Cap'n Ben was the featured speaker Sunday, March 16th last at the spring meeting of the Ohio-Kanawha Branch of S&D, held in the Putnam County Library near Hurricane, West Va. He had a lot to tell and proved an entertaining speaker.

In 1919 Cap'n Ben transferred from the EGAN to become cabin boy on the ELLEN RICHARDSON. Later he was hired to scrape mud out of the hull of the towboat GLEANER while she was undergoing repairs at Paducah. He signed on as cook's helper on the GLENAER when she departed Paducah with a 25-barge tow for New Orleans.

"Nobody was bothered by the fact that I didn't know anything about cooking," Ben related. "Bill Crow from Coraopolis, Pa. was captain, and if it was all right with him, it was all right with the others."

Ben recalled that the tow consisted of 20 barges of coal for Vicksburg and five of grain for New Orleans. They laid up every night, an operation which required the deckhands to run a check line ashore from a yawl, made fast to a convenient tree.

"Those were big yawls with three sets of oars, and they took with them an axe in case they had to cut the line. It wasn't easy to stop a tow of loads on the Mississippi," he related.

"In those days the shifting bars were unmarked, and often the deckhands went ahead of the tow in the yawl, took soundings, and set temporary buoys.

"Our deckhands and firemen were blacks, and I still can hear that strange melody when a leadman heaved the sounding line and called the marks back to the pilot.

"After we had tied up at night these blacks often sang, and that was something special to listen to --but they had to keep it low because Capt. Henry Nye didn't like having his sleep disturbed.

"The firemen had calloused hands and I've seen 'em reach down, pick up a live coal and light their pipes with it," Cap'n Ben recalled.

On the return trip the GLEANER didn't lay up at night. "Captain Crow one year spent 50 weeks out of the 52 piloting her. His work was his hobby and he didn't care much for vacations."

When the big towboat CHARLES F. RICHARDSON came in to Paducah to undergo cleaning and repairs, Ben worked on her and then signed on as watchman when she resumed towing coal. "During her lay-up times the cook and the watchman were retained, and we often put in our time painting the stacks," he recalled.

Ben made one trip on the RICHARDSON as lamp trimmer, and he recalled that she was the first boat at Paducah with an ice plant. "She had a large walk-in refrigerator," he remembered.

As watchman Ben felt that his river career was getting under way and so it was. He went deckhand on his first diesel towboat, the NORTH STAR, towing gasoline from Wood River, Ill. to Nashville. He then transferred to the ARTHUR HIDER as watchman in the same trade.

Cap'n Ben described graphically the skills used in the building and repairing of wooden barges.

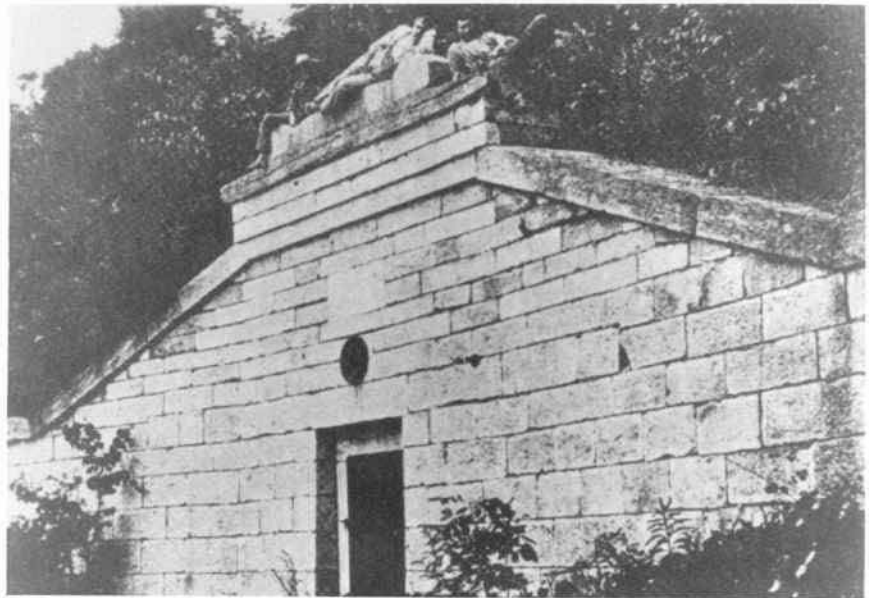
Both he and his father had worked in the West Kentucky's barge yard at Paducah. He displayed a complete set of caulking tools and described how barges were built of Oregon fir and white oak.

During his long and interesting career, Cap'n Ben Gilbert learned that it is impossible to satisfy everybody. When the new high-lift locks and dams were completed on the Tennessee River, one pilot snorted, "I ain't gonna be a dang-ed pond pilot" and left the river.

The O-K meeting was opened with an invocation by James P. (Jim) Bupp, after which followed a moment of silence in memory of Lady Grace Way, Capt. Ernest Wagner and Capt. Eugene Staats. A contribution was sent to the D. T. Watson Rehabilitation Hospital for Children, Camp Meeting Road, Sewickley, Pa. 15143 in which Mrs. Way had served as a volunteer.

Capt. Charles H. Stone reported that because of financial restrictions there is no present prospect of establishing a river museum in connection with the Mason County Library, Point Pleasant, West Va. The summer meeting will be held there on Sunday, June 1st, he announced.

The O-K meeting was attended by 21 members and eight guests, including persons from Carrollton, Ky., Springfield, O. and Pittsburgh.



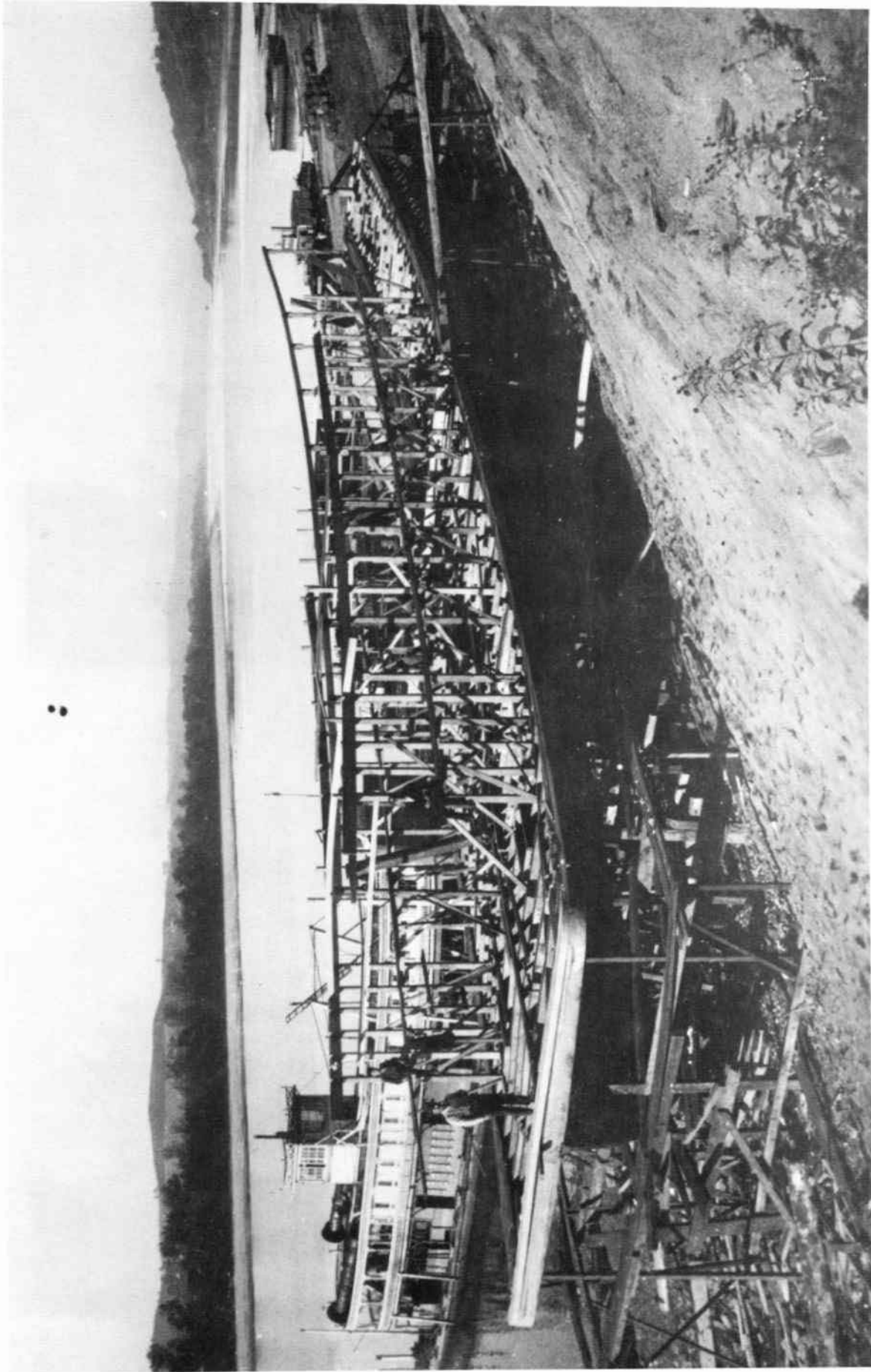
CAPT. FRANK MCHARRY's tomb was the subject of an article in our Dec. '78 issue, page 39, authored by C. W. Stoll. It is an object of attention high on an Indiana hill along the Ohio River about Mile 619.5, below Beeler's Landing. Now we have happened on a photograph of it taken many years ago. Let us remark that the figures decorating the cornice are not sculptured as at first glance we thought they were; they are Homo sapiens probably out of breath---if they just climbed that hill they are. For the picture we are indebted to the late A. V. Howell of Pomeroy, Ohio. For the benefit of those late-comers who didn't read C. W. Stoll's story referred to above Capt. Frank McHarry indeed was buried in this rather bizarre resting place but later his remains were transferred to Cave Hill Cemetery, Louisville, Ky.



RECENTLY while Ralph DuPae was making his rounds gathering up old steamboat pictures he came upon this view. No information was attached to it. Hawkeye DuPae figured the boat in the foreground to be an old Upper Miss rafter. Sure enough it proved to compare favorably with a picture of the old THISTLE. So Ralph plowed into Way's Towboat Directory to learn that the THISTLE had been taken to Higginsport, O. in 1900, there dismantled, and the machinery was transferred to a new towboat being built there, the HERMANN PAEPCKE---and that's exactly what's going on in this picture. And this is the first picture we have seen showing the Higginsport boat

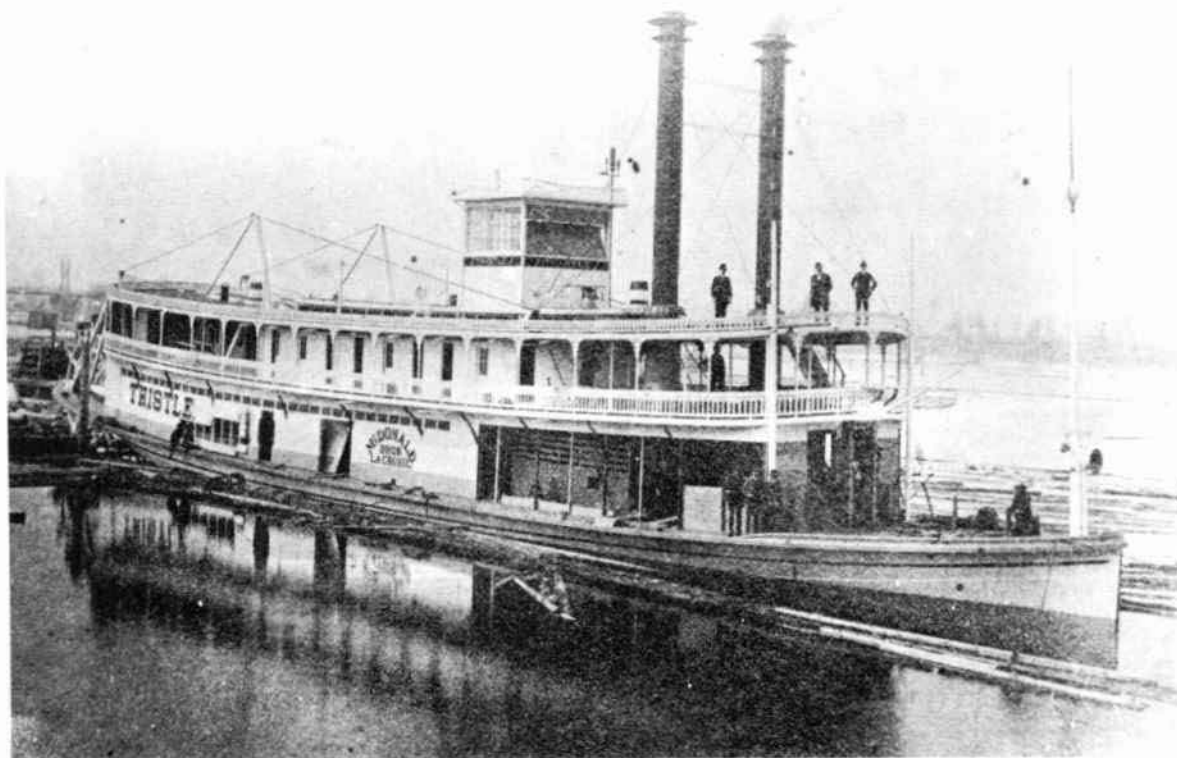
yard. Well, where's Higginsport? Good question; it's on the Ohio River in Brown County, Ohio, a couple of miles above Augusta, Ky., and its most celebrated citizen is Capt. Ray Brookbank, now 90---so Cap'n Ray was 10 when this picture was taken and without much doubt he remembers the boat yard and possibly the building of the HERMANN PAEPCKE. The boat yard was operated by Robert Taylor (a towboat built there in 1901 was named ROBERT TAYLOR, later the W. I. SMOOT) and one of the FRENCH'S NEW SENSATION showboats also was launched from the Taylor yard in 1901.





IT NEVER RAINS but it pours, and Ralph DuPae now sends us his latest discovery. You've guessed it. Another shot of the building of the HERMANN PAEPCKE at Higginsport. The THISTLE is moored with her head out in the river and the stern shoved ashore so's to remove her high pressure 18's-5 ft. engines. On the next page we're displaying two views of the completed boat, and she had these old THISTLE engines in her. The HERMANN PAEPCKE was built 1900 for the Paepcke-Leicht lumber firm in Chicago which became the Chicago Mill & Lumber Co. which based its logging and lumber operations at

Cairo, Ill. The two pix on the next page probably were taken at Mound City, Ill. where she was pulled out in the fall of 1907. The PAEPCKE for some time served at Memphis handling a railroad transfer barge for the Cairo, Memphis & Southern Railroad Transportation Co. She was laid up in 1909 and seems to have choked a stump for two or three years, advertised for sale. Then she was bought by the Texas Co. (oil) who needed her on the Tampico River in Mexico. Within 15 miles of destination she encountered a squall and was swamped, this in October 1913.



THIS IS the THISTLE whose engines went into the HERMANN PAEPCKE. This picture obviously was taken when she was a new boat in 1889 built at La Crosse, Wis. for the lumber firm of McDonald Bros. headquartered there. The rafter with its pleasing lines and sheer actually served as a packet at least once, when the Gateway City Packet Co. in the summer of 1894 ran her along the with LIZZIE GARDNER in the St. Paul-La Crosse trade. The Kratka Towing Co., Lansing, Iowa, operated her briefly, and then she graduated to Cairo, Ill. where Capt. Bud Smedley towed logs with her, and from there she was taken in 1900 to Higginsport, O. for dismantling. The hull size of THISTLE was 150.1 x 28.4 x 4.7 and that of the HERMANN PAEPCKE 154.7 x 30.7 x 4.5.

Our S&D member Miss Frances Robbins, Meadville, Pa., advises us of the death of her sister, Mrs. Pricilla Hotchkiss, 79, on April 12, 1980 at the Brown Memorial Hospital, Conneaut, Pa., following a six-month illness.

Their father was the late Capt. Joseph Robbins of Elizabeth, Pa. well known boatman on the Monongahels who long was associated with the Vesta Coal Company (river subsidiary of Jones & Laughlin Steel) and who was a crew member on the HENRY A. LAUGHLIN (first of the name) when she capsized on April 6, 1911 shortly before midnight at the Vesta #1 Mine, caught broadside in a sudden gale. Later he went with the Carnegie Steel towboats and was on the CLAIRTON and others. Captain Robbins died 52 years ago.

Other than her sister Frances, Mrs. Hotchkiss is survived by a daughter, Grace Emig, with whom she resided, three nephews and several distant relatives. Interment was in St. Agatha's Cemetery, Meadville.

Gentry-Pacific, Ltd., a major Honolulu developing firm, obtained permission April 3rd to moor the 402.6 ft. old-time steam prop ferry FRESNO at Pier 3, near the Ferry Building, San Francisco. She was built in 1918 and operated as a ferry on San Francisco Bay for the Southern Pacific R.R. until just before WW2 when she was removed to Seattle where she served until 1968. Lately she's been tied up at Martinez. The new owners plan to convert her into a combination of offices, two restaurants, a bar and a maritime museum.

Two other old-time steamboats are already moored near the Ferry Building in San Francisco and are in use as offices. They are the KLAMATH, a 234 ft. former S-P ferry and the SANTA ROSA.

The DELTA KING (brother to the DQ) presently is moored at Richmond and also is slated to be moored adjacent to the other three vessels. The owner, M. K. Sun, is reported to have sold his restaurant in Berkeley and has pro-

cured a lease from the Port of San Francisco to operate the DK as a restaurant.

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.

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.

LOG BOOK STR. BOAZ 1911

JAN. 1, 1911 found the BOAZ down-bound with loads. Changed watches 3 a.m. at Augusta Bar. 6 a.m. at Pt. Pleasant, O. Weather mild and hazy. Delivered flats #2211 and #2263 to the RESCUE at Newport Water Works at 9:30 a.m. Passed Cincinnati at 11 a.m., Capt. Frank A. Gould at the wheel. River 21½ ft. 12 noon at McCullums. Gunpowder at 6 p.m. Kentucky River at 11 p.m.

JAN. 2 Got a telegram for the Captain at Madison at 1 a.m. His son Joe is very bad. Corn Creek at 3 a.m. 6 a.m. at the foot of 12 Mile. Landed at the Pumpkin Patch 7:30 a.m. The WASH GRAY and FULTON took all but 8 barges which we took to the head of the Canal and went through to the foot of Sand Island. Tied up to clean boilers. We will have 43 barges, 2 coalboats, 1 model of pipe and 1 fuel barge for New Orleans. Capt. Gould left for home. Capt. McIntyre will take charge until Capt. Gould gets back. Capt. Ed King transferred to the PITTSBURGH. I will go south on her. At 7 p.m. we have all our stuff here, 43 barges, 2 coalboats, 1 model and 5 fuels. Pilots are aboard and we are getting steam. Cold and windy and got into tow at 9:30 p.m.

JAN. 3 Got ready about 2 a.m. It was snowing too bad to turn out. Old South barge #4329 broke out and came near sinking. Turned out at 7:15 a.m. with Boles on watch. 26 ft. Changed 6 p.m. at Indian Hollow. Very bad night. Thermometer at 19°. Peters Landing at 11 p.m.

JAN. 4 Oil Creek at 12:15 a.m. Weather cleared up with fog. At Holt's bar 3 a.m. Laid up below Holt's Bar at 4 a.m. for fog. Turned out at 8:45 a.m. having lost 4 3/4 hours. Changed noon at Hancock Bend. 6 p.m. at head of Upper Yellow Bank. Changed 11 p.m. at Three Mile Island No. 2.

JAN. 5 Laid up for swells at 12:10 a.m. opposite the foot of Three Mile Island. Turned out at 6:45 a.m. Went ashore at Evansville and got a message to mail the tow diagram to Pittsburgh office; I had done so. Ther. 20° and clear. Changed at Cypress Bend at noon. Uniontown at 6 p.m. Strong south wind. Layed up at Wabash Island at 7:15 p.m. Ther. 40°.

JAN. 6 Turned out at 5:15 a.m. Weather clear, ther. 25°. Mouth of the Wabash at 6 a.m. The river was putting out full of new ice, so had to float almost all forenoon. 22 ft. and rising on the R.C. tipple at Caseyville 10:20 a.

m. Noon at Cave In Rock; bright, clear and warm. Foot of Stewarts Island 6 p.m. Paducah 27.7 ft. at 10:20 p.m. Changed above Brooklyn at 11 p.m.

JAN. 7 Metropolis at 12:10 a.m. Above Ogden at 3 a.m. Above Terrill Light 6 a.m., fair and frost. Floated all night to make the bridge at daylight, assisted by tug THESEUS. River very wild and very smoky. Left flat #2613 at Cairo with 2,000 bushels of fuel. 28½ ft. at Cairo. Changed at the mill above Columbus at noon. 26½ ft. Cloudy and mild. Changed at the middle of Island No. 8 at 6 p.m. Laid up below Island No. 10 at 10:20 p.m. Fog.

JAN. 8 Turned out at 6 a.m. Clear

and bright. River rose 3". Noon at Cherokee Light. Booths Point at 6 p.m. The board at Cottonwood Point showed 20 3/4 ft. Landed at Branfords Bend 10:15 p.m. This has been a beautiful day.

JAN. 9 Turned out at 5:30 a.m. Buckners Light at 6 a.m. Clear and frosty. River rose 4½". Snag in left chute at Island No. 26 1/3 from the point. We passed down on the shore side. The forward starboard barge passed over it. We changed Craighead Point at noon. Fulton 19 ft. R. Massey Light at 6 p.m. Laid up opposite Fogelmans Light at 7:45 p.m.

JAN. 10 Cleaned boilers and got steam at 3 a.m. Tug N. M. JONES took model barge out of tow and

FOR A WOODEN TOWBOAT built in 1882, the BOAZ turned in a rather remarkable performance in 1911, at the age of 29. She delivered Monongahela River coal to Louisville, Memphis and New Orleans. During March she was teamed up with the JOHN A. WOOD and PACIFIC NO. 2 in shoving loads of coal from Cairo to St. Louis. During July and part of August she was extensively repaired at the Elizabeth, Pa. marine ways, but in October her skipper Capt. Frank A. Gould decided to have annual inspection in the south. The New Orleans Inspectors came "mad as hornets," put a hydrostatic on the boilers and the steam drum let go. The Boiler Inspector ordered a rebuilding of the boilers, and the Hull Inspector found so many soggy planks in the hull that he sent her back to Pittsburgh on a temporary permit, meaning that she was required to go back to the Elizabeth Ways where she spent the latter part of November.

The Pittsburgh Inspectors then gave her a clean bill of health whereupon Captain Gould hitched to a tow on Dec. 14th and broke the tiller line under way before he was out of sight of the Smoky City. Next day, after repairing, he turned out, got caught in a pea soup fog, and before the day was done his first mate had been killed when a check line fouled and snapped and a deckhand ended up with both legs broken. Before the BOAZ got to Wheeling she almost lost a model barge loaded with steel products.

The original Log was often kept by others than Captain Gould, as evidenced by the varying styles of handwriting. We found special joy in following the entries during February when some scribe, probably the cub pilot, took pains to remark the passing of other steamboats, a practice he pursued into April. This modest historian never once mentioned his own name.

The "freight barges" AMBRIDGE and DONORA mentioned in the Sept. 4th entry were built by American Bridge Co., Ambridge, Pa. for American Steel & Wire Co., each 200 x 36, square ends and covered hatches. Another of these is mentioned in the Dec. 17th entry, the EDGAR THOMSON. These were among the first of the modern steel cargo barges, handling 1,200 tons, usually sent south loaded with nails, wire, and the like.

On Oct. 18 the BOAZ lost her barge of fuel "from causes unknown" while coming up the Mississippi between Natchez and Vicksburg. She was forced to tie off her empties 'mongst the cottonwoods and prowl to Vicksburg for more furnace coal. On April 5th, short on fuel, she dropped in at the Glendale Coal Works and lost about 2 hours while her deckhands shoveled 2,000 bushels of run-of-mine from a flat and restocked the bunkers.

Another odd lot circumstance is reflected in the Sept. 25th entry when she "run into the Str. SPRAGUE," an event doubtlessly clear to all concerned, but rather garbled in the Log account.

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will come back for 3 barges of coal and our fuel #3981, half loaded. Tug got back at 8 a.m. Had to break the tow up to get the stuff out; had to have both tow barges. Made up, cleaned drift and got away at noon. Windy and rough. U.S. Gunboat in the way opposite Hopefield Point. Passed Memphis at 3:30 p.m., 21 3/4 ft. Hit the right hand pier of the bridge with the after corner of the foundation fleet. Pulled off a rake plank; saved it. The outside tow barge caught on corner aft and tore the rake plank off the bulkhead too bad; we could not save it; it sunk and went to pieces, #4493. The tug did not show up until after the barge sank; they would not take it. We lost 3 hours taking off our tow line; so we put it in where the one sank from. Boles was on watch and Faulkner was in the pilothouse at the time. The wind was off shore and a bad set out. Changed at Josie Harry Towhead 6 p.m. and windy. Landed on the corner of towhead at Bucks Island 10:45 p.m. JAN. 11 Windy. Turned out 8 a.m. Changed at Whitehall Field at noon and still windy. Landed at Helena and left barge #4498. Left line. Got away at 7:50 p.m. Changed at second light in Oldtown 11 p.m. Island 63 at midnight. JAN. 12 False point above Avenue Light at 3 a.m. Pushmahata Light at 6 a.m., foggy. Cambyville, White River gage 29 1/4 ft. R. At Malones Field noon. They rounded the damaged barge to put a tarpaulin under, and put bulkhead in. Head of Cypress Bend 6 p.m. Gaines Landing 11 p.m. JAN. 13 Landed at foot of Island 82 2:30 a.m., foggy off and on all night. Turned out 7 a.m. Sent yawl ahead to Greenville. 22 1/4 ft. and rising. The tug THOMAS HEIDEL and a small towboat took 2 barges of coal and one fuel barge off us. We then took the tug in tow for Bayou Sara. Capt. Gould got aboard there and Capt. McIntyre got off and went to Cairo at 11 a.m. Changed watches at Warfield Point at noon. Louisiana Bend at 6 p.m. 21 1/2 ft. R. at Lake Providence. Ajax at 11 p.m. JAN. 14 Arcadia at 3 a.m. Laid up for fog at Bellevue Landing at 5 a.m., having been very foggy for an hour. Cleared off at 11:15 a.m. Mascot Light at noon. The Captain, Engineer and Steersman took the tug and went ahead to Vicksburg. The tug WILL W. WOOD came up and took 3 barges. We passed Vicksburg at 5 p.m. 23 3/4

ft. R. Racetrack Light 6 p.m. About 7 p.m. discovered a boiler was leaking. Landed at Hodges Landing at 10 p.m. Pretty foggy. JAN. 15 Very foggy until 10 a.m. The engineer cleaned boilers and fixed the boiler for to try to deliver tow. Got away at 1:30 p.m. Changed at Yucatan Light 6 p.m., foggy. Had to go to the bank at St. Josephs, 11 p.m. JAN. 16 Turned out at 6 a.m. Nice breeze blowing. 20 1/2 ft. on St. Joe gage. At 1/2 mile below Bullitt Bayou Light at noon. Tug met us above Natchez and took 3 barges and our fuel. We went ahead of the boat to Natchez and got ice. Changed at Green's Light 6 p.m. Fog began to raise at 8 o'clock. Laid up at Deadman's Bend opposite Blackhill Light at 8:45 p.m. Has been hazy all day. JAN. 17 Got the Baton Rouge barge out of the middle foundation fleet and then the fog let up. Got out at 10:50 a.m. Grahams Light at noon. Red River gage 25 ft. at 4 p.m. Burnetts Point Light at 6 p.m. Commenced to fog at 8:30 p.m. We tied up above Bayou Sara 9:30 p.m., fog bad. Tug came about midnight and took our delivery 2 barges and tug. JAN. 18 Got away at 4:10 a.m. Changed above Bayridge Light 6 a.m. Delivered 3 barges at landing above Baton Rouge at 10 a.m. Lost one hour. Baton Rouge gage 11:30 a.m., 17 ft. R. Ther. 72° at 3 p.m. Plaquemine gage 14 ft. 2:30 p.m. Changed above New River 6 p.m. Very smoky. White Hall Point 11 p.m. 9 3/4 on gage at College Point. JAN. 19 Layed up for fog under Romans Point 2 a.m. Turned out at 6:30 a.m. Still pretty thick. Changed at Little Red Church noon. Landed at Coalport at 3:30 p.m. 6 ft. on Carleton gage. Stripped the tow and dropped ashore below the empty fleet. Cooled down to repair boiler. Boiler makers came about 9 p.m. JAN. 20 Tug WILMOT came up about 5 o'clock and brought empty tow to us. Boiler makers got through about 8 o'clock. JAN. 21 Got started 1 a.m. Laid up about 2 a.m. with boilers leaking. Engineers caulked it. Fog settled thick. Engineer ready at 7 a.m. We got away at 8:45 a.m. with 5 barges and 7 coalboats. Red Church Point at noon. Strong down and off wind. Hister Light 6 p.m. Blustery and dark. College Point gage 9 3/4 ft. F. Donaldsonville at 11 p.m. Philadelphia Point at midnight.

JAN. 22 White Castle 3 a.m. Laid up for fog 5:30 a.m. at St. Gabriel Point. Turned out 6:35 a.m. Very foggy. Plaquemine 14 1/4 S. at 8:45 a.m. Arlington Light at noon. Baton Rouge 17 1/2 ft. F Above point at Port Hickey 6 p.m. Strong downstream wind. Met OAKLAND at 9 p.m. at Bayou Sara, 18 1/2 ft. F. Arrow Bend Light 11 p.m. Cold wind. JAN. 23 Brunett Point Light 3 a.m. Windy and cold. Above Catfish Point 6 a.m. Cold and rain. Red River gage 25 ft. F, 7:20 a.m. Artonish Light noon. Met J. B. FINLEY at Alloway Landing, 3 p.m. Rivers Landing 6 p.m. Carthage Point, 11 p.m. Pretty dark. JAN. 24 Natchez 12:20 a.m. Went ashore for mail. 23 3/4 ft. We got 2 barges and our fuel flat. Changed Felts Point above Maringo Bend 3 a.m. Below Cowpen Point Light at 6 a.m. Biellers Light at noon. Light showers. Met the SPRAGUE at Rodney, 1 p.m. 18 1/2 ft. F. on St. Joseph gage. Changed at Whitehall Field at 6 p.m. Above Buckridge at 11 p.m. Very thick weather. JAN. 25 Layed up for fog head of Newtown Bend 2:30 a.m. Turned out at 6:30 a.m. Landed for fog at 9:20 a.m. at Hodges Landing. Left at 10:30 a.m. Changed below Oak Bend No. 1 at noon. Vicksburg at 3 p.m. Got 3 barges and tug SADIE PARKER. Changed below Sparta Light 6 p.m. Tied up for fog at 9 a.m. below Cabintul Light. Turned out at 11:20 p.m. JAN. 26 Tied up for fog 12:40 a.m. Turned out 6:15 a.m. Changed noon above Devolls Light. Changed 6 p.m. at Lookout Point. Landed at Lake Providence for fog 9 p.m. 16 1/2 ft. F. Cleaned boilers. JAN. 27 Lake Providence at 9 a.m. 16 3/4 ft. R. Very foggy. Turned out at 9:10 a.m. Millers Light at noon. Changed below Grand Lake at 6 p.m. Cloudy and mild. Walnut Point at 11 p.m. Getting foggy. JAN. 28 Tied up for fog 12:30 a.m. above Refuge Light. Turned out at 7:45 a.m. Fog shut down again. We laid to at Sunnyside until 11:15. Changed under the corner of Island 84 at noon. Landed below Greenville and got our fuel barge. Very thick weather. Passed Greenville 4:45 p.m. Tied up on the bar above and opposite town at 6 p.m. Fog shut down completely. River 17.8 R. JAN. 29 Fog cleared enough to get out at 8:10 a.m. Cleared off and the wind raised. Changed at Luna Light noon, pretty windy. Above Gaines Light 6 p.m. Arkansas City

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at 11 p.m. 23 3/4 R on gage.
 JAN. 30 Changed below Lucky Light 3 a.m. Tied up for fog 4:30 a.m. Changed at the head of middle bar at Island 76 at noon. Changed above Malones Field 6 p.m. 26 1/4 ft. R. on White River gage. Foot of Island 70 11 p.m.
 JAN. 31 Australia Light 3 a.m. Pushmataha Light 6 a.m. Cloudy and cool. 21 1/2 ft. Island 65 at noon. Capt. Gould took the packet H. W. BUTTORFF above McCloud Light at 5 p.m. for Helena. Changed below Horseshoe Light 6 p.m. Passed the JOHN A. WOOD layed up above Friars Point at 8 p.m. Arrived at Helena 11 p.m. 21 3/4 S on gage. Picked up a landing boat for Cairo which has square ends and draws 15 inches. Trotters Light midnight. Very smoky.
 FEB. 1 Changed above Prairie Point 3 a.m. Very smoky. Below the light in St. Francis Bend at 6 a.m. Still smoky. Our speed is cut down to two miles an hour since we took this landing boat in tow. Walnut Bend Light at noon. Clear and very warm. 18 3/4 ft. S. on Mhoon gage 3 p.m. Head of timber below Commerce Light 6 p.m. Rock Point Light at 11 p.m.
 FEB. 2 Above Silver Rest Light at 3 a.m. Ensley Light 6 a.m. Memphis at 10 a.m. River 18 1/2 ft. R. Passed up to the landing, got our fuel and cooled down and cleaned boilers. Boles and Faulkner got off and went to Louisville to bring out another boat. We now have Billie Frelingdorf and Clarence McMakin to take us up. The HARRY BROWN came down and landed above us about 4 o'clock. We started up the river at 6:40 p.m. Clear and cool. Head of Island 40 11 p.m. Randolph Point 12 midnight. ALICE BROWN was laid up at Brandywine.
 FEB. 3 Corona Light at 3 a.m. Foot of Island 35 at 6 a.m. Above Morgans Point at noon. Fulton gage 16 3/4 R. Warm and smoky. Above Plum Point Light 6 p.m. Tied up for fog just above Luxora power house 9 p.m. Turned out 11:30.
 FEB. 4 Gold Dust Light 12:30 a.m. Tied up for fog 2:30 a.m. under Daniels Point. Turned out 6 a.m. Branfords Light noon. We had a good frost this morning. Nebraska Point noon. Mitchells Light 6 p.m. 25 ft. R. at Cottonwood Point. Above Bell Point 11 o'clock p.m. Caruthersville at midnight.
 FEB. 5 Below Sandy Hook 3 a.m. Reelfoot at 6 a.m. Blustery and cold. Ther. 44°. Burriss Landing at noon. Below New Madrid 6 p.m. Engineer went ashore to get finger

dressed 7 o'clock at New Madrid. Windbound at towhead, got away at 9 p.m. Gage 24 3/4 R. Layed up for storm above Laforge Light 11 p.m., wind, rain and hail.
 FEB. 6 Turned out 1:30 a.m. Below Tolers Landing 3 a.m. Below Lister Light 6 a.m. Fog. HARRY BROWN about 1 mile behind us; she passed us in the chute of Island No. 8 at 9 a.m. She had 14 square and 2 models. Hickman Crossing at noon. Blowed ashore in the bend. Columbus gage 29 1/2 R, 4:30 p.m. Belmont Field 6 p.m. Pritchards Point at 11 p.m. Island No. 1 at midnight.
 FEB. 7 Arrived at the point, at Cairo, 2 a.m. Delivered shantyboat. Got fuel and 5 empties. Got started at 6:30 a.m. Cairo gage 32 1/2 R, 7:20 a.m. Above mouth of Humphrey Creek at noon. One mile below Joppa 6 p.m. Very hazy and opposite Brookport 11 p.m.
 FEB. 8 Landed opposite Paducah 1 a.m. Very smoky. Cleaned boilers and 31 1/2 ft. on gage 8:30 a.m. Got away at 9:15 a.m. Old Smithland Light at noon. Sisters Islands 6 p.m. River over the bank. Below Caseyville 11 p.m.
 FEB. 9 Foot of McKinley Towhead at 3 a.m. Weston, Ky. at 6 a.m. Heavy frost and cold. Caseyville at 8 a.m. 34 ft. R. We left 4 barges and 1 fuel. Got away 8:35. Shawneetown, Ill. at noon. Above Mississippi Bend Light at 6 p.m. Longs Landing 11 p.m.
 FEB. 10 Passed the PITTSBURGH laid up on the point in Cypress Bend at 1 a.m. She had 18 200-ft. coalboats and 10 ordinary coalboats. Henderson Bend at 3 a.m. Dutch Bend 6 a.m. Clear and cold. 26°. Evansville 8 a.m. The Captain went ashore to catch us at Newburgh. Opposite Scuffletown Light No. 3, noon. Met PACIFIC NO. 2 opposite Yorktown 1:10 p.m. She had 26 barges and an iron dry dock. Puppy Creek at 6 p.m. Were above Troy, Ind., 11 p.m.
 FEB. 11 Foot of Cloverport Bend 3 a.m. Holts Bar, 6 a.m. Clear and cool. Alton at noon. Captain went to the telephone. Amsterdam at 6 p.m. Otter Creek, 11 p.m.
 FEB. 12 Albany at 6 a.m. Landed at the foot of the Canal 6:35 a.m. HARRY BROWN laying outside of tow at the foot of Sand Island; had 22 coalboats and 3 models. Cloudy and mild. Pilots both got off. Captain locked boat and tow. Robert Oaks got aboard to stand watch up. We landed at Jeffersonville for stores at noon. 31 ft. below the lock. Went over to the Island and got our tow. Started up the

river 2:10 p.m., Captain on watch. 14 Mile Creek 6 p.m. Met the EXPORTER below Kings Landing, and changed watches 11 p.m. at Kings Landing.
 FEB. 13 Changed at Beaucamp Light 3 a.m. Head of Craigs Bar, 6 a.m. Ugly break along the shore below Warsaw. Above Big Bone at noon. Aurora at 4:40 p.m. Got orders at Aurora to leave W.C.Co. 5 barges at Coal Haven and get 4 empty barges at Browns. There is fuel at Coal Haven, Stouts and Pattersons. Changed below Lawrenceburg at 6 p.m. Sedamsville, 11 p.m.
 FEB. 14 Left W.C.Co. barges at Coal Haven at 3 a.m. Got 3 R.C. barges at Browns, left at 4 a.m. Changed at Nine Mile 6 a.m. Noon at Augusta Bar. Tied up at Augusta at 12:45 and cleaned boilers. Got away at 6:50 p.m. Maysville 11 p.m.
 FEB. 15 Above Wrightsville 3 a.m. Vanceburg at 6 a.m. Landed for fuel at Buena Vista, 6:40 a.m. Got fuel #2625 (slack) and started up at 8 a.m. Changed a mile below Scioto Bar Light at noon. Greenup Bar 6 p.m. Burlington 11 p.m.
 FEB. 16 Haskellville at 3 a.m. Quit for fog at 4 a.m. at Jenkins House. Turned out 9:30 a.m. At Samples Landing at noon. Dam 26, 15.8 ft. Point Pleasant 4:20 p.m. 10 1/2 ft. Chesire 6 p.m. Got paper and mail at Middleport. Antiquity Bend 11 p.m.
 FEB. 17 Left fuel barge (empty) #2641 at Letart 12:35 a.m. Washington Woods at 3 a.m. Ravenswood Bend 6 a.m. Dewitts Rock 13 ft. scant, 9 a.m. Below Hocking Light at noon. Landed head of Blanny at 3:15 p.m., got fuel #2563. Started up at 4:20. Parkersburg 14 ft. at 5 p.m. Below Dam #18 6 p.m. Met the JIM WOOD at Barkers Landing 10:55 p.m. Changed at 11 p.m. Met IRONSIDES at Brothers.
 FEB. 18 Changed at Petticoat Bar at 3 a.m. Met the JAMES MOREN at Collins Ripple 4 a.m. Changed at foot of Wittens 6 a.m. Met the HELEN WHITE at Hubs Landing noon. Met the CHARLES BROWN foot of Pipe Creek Bend 2:20 p.m. Met the SAM BROWN at 2:30 p.m. Met HENRY LOUREY at Weege 4:15 p.m. assisted by the VALIANT. The VALIANT passed up at Pultney 4:45. Gage at Dam 13, 16.8 ft. at 5 p.m. The VALIANT was laying at Heatheringtons. Head of Boggs Island 6 p.m. VALIANT passed up light, Dam 11, 11 p.m.
 FEB. 19 Steubenville 13 1/2 ft. 2 a.m. Foot of Browns Island 3 a.m. Foot of Blacks Island 6 a.m. 12 noon at ----- Met VOLUNTEER at

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Phillis Island; SAMUEL CLARKE at Industry, RAYMOND HORNER head of Montgomery, COAL CITY at Merrill Dam, the DUQUESNE just following the TOM DODSWORTH at Vanport, the TORNADO following. FALLIE at Lock No. 5, the RIVAL and J. C. RISHER following.

FEB. 20 Arrived at Walton Landing in Pittsburgh 2:45 a.m. Delivered and coaled. Landed at the wharf-boat 5:30, got stores and supplies and payed off. Snowing hard; and about 3 inches on the ground. We left Pittsburgh harbor 11:15 a. m. We have 8 D-boats, 4 coalboats, 2 barges, 3 fuels and 1 sand barge. At Ohio Connecting bridge at noon. 14½ ft. Snowing and blowing. At Beaver bridge at 4:15 p.m., 15 ft. Merrill Dam at 4:45, 17½ ft. Ther. 18°. Landed at Industry 5:40 p.m. Bad snow storm. VALIANT landed under us.

FEB. 21 We turned out 6:45 a.m. Ther. 20°. Met EXPORTER at Mahans Landing. Steubenville noon, 16.4 ft. Wheeling, 3:40 p.m. Bellaire at 4:15. The VOLUNTEER came alongside at Pultney to give us 5 coalboats and 1 fuel. She left us at Kates Rock, 5:30 p.m. Moundsville at 6 p. m. Passed the VALIANT at Kates Rock making additions. Sardis at 11 p.m.

FEB. 22 Bat and Grape Island at 3 a.m. Very stormy and cold; with heavy swells. The EXPORTER passed down at Sistersville. Above Bull Creek 6 a.m. Passed DUQUESNE tied up above Carpenter Bar, with the EXPORTER and TORNADO with her, 7:10 a.m. Marietta 8 a.m. 19 ft. at Dam No. 18, 10:05 a.m. Parkersburg at 10:40 a.m., 17 ft. We left 2 fuels #2238 and #2502 at the flat landing. Dewitts Rock at 3:05 p.m., 18 ft. Landed at Halls Woodyard 5:30 p.m. Snowing hard. We cleaned boilers. VALIANT landed under us.

FEB. 23 Turned out at 8 a.m. The EXPORTER and TORNADO passed down about 7 a. m. with the DUQUESNE's tow. Sliding Hill Bend at noon. Middleport at 1:15 p.m. 22 ft. Pt. Pleasant, W. Va., 3:20 p.m. In head of Straight Ripple 6 p.m. Met the TORNADO at Dam No. 27 and she almost swamped our tow. Passed the EXPORTER tied up at Coxes Landing. Met the CHARLES BROWN at Green Bottom. Layed up at Paddys Run at 10 p.m.

FEB. 24 EXPORTER passed down at 5:30 a.m. We turned out at 6:20 a.m. Clear and frosty; ther. 22°. Catlettsburg at 8:30 a.m. Ironton at 10 a. m. Met the IRONSIDES above Greenup, 11:05. Reeds Landing at noon. Met JIM WOOD at Bo-

nanza Bar 2:05 p.m. Passed Portsmouth 2:25 p. m. Left fuel #2587 with 5,000 bushels M. R. We used 3,000 bushels, and left 300 ft. of line with it. Passed Vanceburg 6 p.m. Met COAL CITY with the TOM DODSWORTH in tow at Rome, O. at 6:40 p. m. At the light above Charleston Bar at 11 p.m. Met the SAM BROWN here.

FEB. 25 Passed the EXPORTER above Chilo, O. 2:25 a.m. Foot of Snag Bar at 3 a.m. Met HENRY LOUREY at Browns, 8:40 a.m. Passed Cincinnati 10:10 a.m. Passed Ludlow at 11:10 a.m. EXPORTER passed down 11:15 a.m. Left Ludlow at 4:15 p. m. with 8 more coalboats. River 29 ft. On the point above Rapid Run 6 p. m. Met SAMUEL CLARKE at foot of Laughrey Island 9:55 p. m. Met RAYMOND HORNER below Rising Sun 10:30 p.m. East Bend at 11.

FEB. 26 Warsaw Bar at 3 a.m. At Vevay 4:30 a.m. Carrollton 6 a.m. Met JAMES MOREN at Houghland Lt. at 7:15 a.m. Passed Madison at 8 a.m. At foot of 18 Mile at noon. Landed at the Pumpkin Patch 3:15 p.m. Delivered tow to TRANSIT and WASH GRAY. Kept our fuel #2750. Went through the Canal and landed at the foot of Sand Island 11:30 p.m.

FEB. 27 Pilot Ed King went home. We hitched in to 39 barges, 1 landing float, 1 hoist boat and 10 fuels. Turned out at 11 a.m. Dan Varble on watch. West Louisville at noon. Layed up at Mauckport at 6 p.m.

FEB. 28 We turned out at 6 a.m. Cold and snowstorm all day. Peck-enpough at noon. Below Stephensport 6 p.m.

MARCH 1 Layed up opposite Troy at 1:15 a.m. Snowstorm. Turned out at 5:45 a. m. Owensboro at 10:30 a.m. French Island No. 3 at noon. Delivered 3 barges to tug at foot of Grandview Island 4 p.m. Evansville 5 p.m., 24.1 ft. F. Tied up at the school house in Dutch Bend at 6:30 p.m.

MAR. 2 We turned out at 5:45 a.m. Assisted through the Henderson bridge by tug ISABELLA. West wind was blowing. Henderson 7:15 a.m. Fayette Bar at noon. Windy. Mt. Vernon 12:15 p.m. Wabash River at 4:38 p. m. Shawneetown 6 p.m. Sellers Light 8:30 p.m. Tied up and got 6 barges and 1 fuel.

MAR. 3 Turned out 3 a.m. Caseyville at 3:45 a.m. River 20½ ft. Hurricane Island 6 a.m. Old Maids Crossing at noon. We delivered 3 barges to steamer HARTH at Paducah at 3:45 p.m., 22½ ft. Above Joppa Light 6 p.m. Met ALICE BROWN at

Terrells Light 9:15 p. m. Landed at American Point 9:45 p.m.

MAR. 4 Turned out 6 a.m. Tug THESEUS came to us above Mound City and assisted us through the bridge and rounded to and landed at Cairo bridge 8 a.m. N.W. wind. Cairo at 8:15 a.m. 30½ F. Landed at Cairo Point 9:05 a.m. and delivered our tow. Left Cairo for St. Louis at 2:35 p.m. with pilots Owrey and Davis. Have 6 barges of coal, 1 fuel and 1 landing float. Changed at Beech Ridge Lt. 6 p.m. Philadelphia Point midnight.

MAR. 5 Commerce at 3 a. m. Rock Island 6 a.m. Grays Point 6:30 a. m., gage 18½ F. Raining. Poes Landing at noon. Grand Tower 6 p. m., 15½ ft. Layed up at Sawmill Hollow 9 p.m. and cleaned boilers. MAR. 6 Turned out 5:30 a.m. Cumberland Rocks 6 a. m. Cloudy and blustery. Kirks Landing at noon. Chester, 2 p.m., 12 ft. Layed at Stantons Towhead 6:10 p. m. Dark and drizzling. PACIFIC NO. 2 passed down at 9 p.m.

MAR. 7 Heavy wind, rain and hail storm broke two sash in the pilot-house. The FERD HEROLD passed up about 6 a.m. River fell 5 inches. We turned out 6:45 a.m. Sycamore Light at noon. Layed up at Bushburg 6:30 p.m.

MAR. 8 Very foggy. We turned out at 8:25 a.m. River rose 2". Pull-tight at noon. Arrived at the Gas Works landing, St. Louis, 4 p. m. 11½ ft. Left with 2 empty barges and our fuel 5:40 p.m. Met the JOHN A. WOOD at Chester 11:40 p.m. 12 ft.

MAR. 9 Bishop at 12:20 a.m. Grand Tower 1:50 a.m., 13 3/4 ft. F. Cape Girardeau 4:10 a.m., 14½ ft. F. Grays Point 4:35 a.m., 15½ F. Passed PACIFIC NO. 2 layed up opposite Thebes 4:40 a.m. Corner of Buffalo Island 6 a.m. Arrived at Cairo Point 8:10 a.m. Time on the down trip was 14½ hours. Left Cairo 11:45 a. m. with 6 barges of coal and 1 fuel. We changed our firemen to niggers. Thompsons Landing 6 p. m. Layed up at the light above at 6:50. Cleaned boilers. This is Trip No. 2, Cairo to St. Louis.

MAR. 10 Turned out 4:20 a.m. The river raised slightly. Clear and pleasant. Buffalo Island at 6 a. m. Passed Commerce 10 a. m. At Thebes bridge 11:15 a.m. Head of Rock Island at noon. Grays Point 16 ft. R. Cape Girardeau 15 3/4 R at 2:05 p.m. Met JOHN A. WOOD at 4:45 p.m. at Swiftsure Light. Hamburg Towhead 6 p.m. Grand Tower, 15½ R at 11 p.m.

MAR. 11 Sawmill Hollow 1 a.m. At

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Lower Wilkinsons Lt. 3 a. m. Met the REES LEE. Tied up below Red Rock 4 a. m. Turned out 5:30 a. m. Above Red Rock at 6 a. m. Chester, 12½ R, 11 a. m. Cherokee Light at noon. Crooks Upper Light, 6 p. m. Layed up at Establishment Island, 6:40 p. m.

MAR. 12 Turned out 4:45 a. m. The PACIFIC NO. 2 passed down about 2 a. m. Kennetts Castle 10:10 a. m. Herculaneum at noon. Very stormy since 10 a. m. Jefferson Barracks at 6 p. m. Arrived at Gas House Landing, St. Louis, 8:30 p. m. Left at 10:15 p. m., 14½ F. Changed watches at Jefferson Barracks at 11 p. m.

MAR. 13 Ste. Genevieve Island Lt. 3 a. m. Met JOHN A. WOOD at Cherokee Lt., 3:50 a. m. Chester, 13½R, 4:05 a. m. Red Rock, 5:15 a. m. Fountain Bluff Lt., 6 a. m. Grand Tower, 16 3/4 R at 6:20 a. m. Met PACIFIC NO. 2 at Cape Girardeau at 8:25 a. m., 17½S. Grays Point at 8:55 a. m., 17 3/4 F. Thebes bridge 9 a. m. Eliza Point at noon and arrived at Cairo Point at 12:30 p. m. Time down, 14 hours 15 minutes. Cairo 30½ R. Left for St. Louis on Trip No. 3 at 3:35 p. m. Had bother getting deckhands and shipped 8 coal passers (Negro) and lost about 2½ hours. Lily Pond at 6 p. m. Got a gasoline boat and yacht at Price's Towhead for St. Louis and lost about 40 minutes at 11 p. m. Philadelphia Point at midnight.

MAR. 14 Head of Commerce Towhead at 3 a. m. Thebes bridge at 4 a. m. Grays Point 17 3/4 F at 5:10 a. m. Future City Field 6 a. m. Cape Girardeau, 16 3/4 F, 7:05 a. m. At Subblents Hollow noon. Neelys Ldg. 1 p. m. Left empty fuel below Sitiky Banks 3:05 p. m. Met JOHN A. WOOD in the crossing below Grand Tower 3:30 p. m. Grand Tower, 15½F at 3:50 p. m. Cumberland Light at 6 p. m. Head of Liberty Island 11 p. m.

MAR. 15 Below head of Crane's Island at 12:15 a. m. Chester, 12 ft. F., 1:15 a. m. Fort Gage 3 a. m. Mud Landing 6 a. m. Met the PACIFIC NO. 2 at Rubicon Light, 6:45 a. m. Very windy. Cold and making ice. Tied up for wind at foot of Establishment Towhead at 8:30 a. m. Cleaned boilers. Turned out at 6:10 p. m. and went to head of Establishment Island. We layed up 7:30 p. m.

MAR. 16 We turned out 5:35 a. m. Clear and cold, ther. 26°. Upper Light 6 a. m. Steward got off at Brinkley's Mill at 6:45 a. m. Kennetts Castle 9:45 a. m. Above Bushburg at noon. Kimmswick 1:10 p. m. Barracks, 4:20 p. m. Arrived

at Gas Works Landing, St. Louis, 6:40 p. m. River 11½ ft. F. Running time up, 55 hours 5 minutes. Left St. Louis with 5 empty barges at 9:45 p. m. Changed at Quarantine, 11 p. m. Rattlesnake Hollow at midnight.

MAR. 17 Met the JOHN A. WOOD at head of Establishment Island, 2:05 a. m. Ste. Genevieve Island 3 a. m. Chester, 11 ft. F., 4:15 a. m. Red Rock, 5:30 a. m. Cumberland Rock at 6 a. m. Grand Tower 14½F, 6:45 a. m. Met PACIFIC NO. 2 at Mascot Point, 7:30 a. m. Cape Girardeau, 15 ft. F, 9:15 a. m. Grays Point, 15 3/4 ft., 9:50 a. m. Thebes bridge, 9:55 a. m. Foot of Dogtooth Bar at noon. Arrived Cairo 1:35 p. m. Left Cairo on Trip No. 4 to St. Louis, 4:25 p. m. River 33 ft. Head of Eliza Towhead 6 p. m. Landed 8:30 p. m. at Brewers Point. Turned out at 11:45 p. m.

MAR. 18 Head of Buffalo Island at 3 a. m. Rained. Burnham Island 6 a. m. Thebes bridge 7:20 a. m. At Grays Point, 15 3/4 Ft. F. 8:20 a. m. Met JOHN A. WOOD at sawmill below Cape Girardeau 9:50 a. m. Pilot Elmer Owrey went over on her and she rounded to and went back to Cape Girardeau to telephone. River 14½ F at Cape Girardeau, 10:15 a. m. Lost 1 hour waiting for pilot to decide whether they would come over, and finally pilot McGary came over. Mouth of Indian Creek 12 noon. Foot of Crawfords Towhead 6 p. m. Grand Tower, 13½ ft. at 7:50 p. m. Wilkinson Lower Light 11 p. m.

MAR. 19 Red Rock at 1:25 a. m. Babbage Light 3 a. m. Light below Chester 9½ ft., 6:20 a. m. Pilot McGary got off at Little Rock at 11:25 a. m. Above Little Rock at noon. Strong downstream wind. Met PACIFIC NO. 2 at Kempers Lt. at 5:15 p. m. Pilot Silbernagel came over off the PACIFIC NO. 2. James Ldg. 6 p. m. Kennetts Castle 6:45 p. m. Layed up at Cornish Island 7:20 p. m.

MAR. 20 Turned out 4:55 a. m. At Herculaneum 6 a. m. Jefferson Barracks 11:10 a. m. Foot of 7600 at noon. Arrived at Gas Works 1:25 p. m. Delivered 2 barges and took 4 to landing above the bridge, 3 p. m., 9½ ft. Left upper landing at 5 p. m. with 1 empty barge. Stopped at the wharfboat and got stores, 8 3/4 ft. on gage. Left the Gas Works Landing for Cairo at 6 p. m. with 3 empty barges. Fort Chartres 11 p. m.

MAR. 21 Foot of Ste. Genevieve Bend, 12:20 a. m. Passed JOHN A. WOOD laid up above Fort Gage, 12:25 a. m. Chester, 9 ft. F., 1 a. m. Red Rock, 2:25 a. m. Preachers Lt.

3 a. m. Flora Creek 6 a. m. Cape Girardeau 13 ft. F., 6:15 a. m. Grays Point, 13 3/4 F, 6:40 a. m. Commerce, 7:10 a. m. Arrived at Cairo, 10:25 a. m. Running time down, 16 hours 25 minutes. Delivered the empties and went up to the wharf. Capt. Faudree came aboard. Left Cairo 11:20 a. m. to meet the HARRY BROWN coming from the south. Pritchards Point noon. Met OAKLAND at Millers Landing at 12:20 p. m. Faudree got over on the OAKLAND. Columbus, 24½F at 1 p. m. Passed PITTSBURGH at Chalk Banks at 1:10 p. m. New Madrid at 4:50 p. m. Got fuel barge #2646. Pt. Pleasant at 6 p. m. Met HARRY BROWN at Bixby Towhead, 6:25 p. m. Gave her fuel barge #2646. Hitched alongside and helped her up. Hit the middle bar below New Madrid opposite Boaz Light and sunk 3 empty barges about 10:45. Rounded and landed 11:30 p. m.

MAR. 22 At 12:10 a. m. took one barge in tow and run slow to keep it syphoned and built a bulkhead. Turned back from Laforge Light at 2 a. m. and gave it to HARRY BROWN, and took the other two in tow. Shoved them up on the foot of Morrison's Towhead at 6 a. m. The PITTSBURGH left her coalboats and barges and fuel at Slough Crossing and we went to her assistance. Met her at the head of Morrisons Towhead. The Captain came over and went back with us. She landed on Morrisons Towhead. We got fuel barge #4618 off. Coalboat and fuel boat both sunk. We tried to pump the fuel boat but could not. The end was entirely gone and the bulkhead would not hold. The fuel laid level and about 8" to 1 ft. out. The coalboat was up in the middle chute out of water 6 or 8", one corner out of water 3 ft. and the other corner of the same end about 4 ft. under. The other end was under water for about 1/3 its length, looked almost level. We met the HARRY BROWN as we returned to the PITTSBURGH about Tolers Lt. She sent over some men to repair the barges 10 a. m. We delivered the barge of fuel to the PITTSBURGH at 11:05. We started up with the 2 wrecks at 1:30 p. m. Gage at New Madrid, 20 3/4 ft. We run them out on the bar at Island No. 10. Very windy. Worked all day and night.

MAR. 23 Got started at 3:25 a. m. running half head. Passed the sunk stuff about 4:30. Very dark but stuff looked to be in about the same condition. Foot of Island No. 8 at 6 a. m. Clear and pleasant. Columbus, 21 3/4 F at 11:45 a. m. Light above Columbus

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at noon. Arrived at Cairo 3:10 p. m. The DUQUESNE had just left. Cairo 21 3/4F. We made up tow and got away at 9:45 p. m. with 29 empties. Layed out in the river at the wharf getting men. Transfer incline at 11 p. m. Pilots Godfrey and Nadell.

MAR. 24 Layed up at the American Point 1:30 a. m. Cleaned boilers. The DUQUESNE was layed up above us. We turned out at 7:25 a. m. Ogden at noon. Paducah transfer at 6 p. m. Paducah 14 1/2 ft. F at 6:15 p. m. We went up in the Tennessee River and got barge #4459. Got away at 7:15 p. m. Foot of Cumberland Island 11 o'clock.

MAR. 25 Below foot of Stewarts Island 1 a. m. Golconda Island at 6 a. m. At Cave In Rock at noon. Caseyville at 2:30 p. m. 15 1/2 ft. Delivered 3 fuel barges. Lost a half hour. Bowlesville Mines Lt. 6 p. m. Shawneetown 6:30 p. m. At Uniontown 11 p. m.

MAR. 26 Below foot of Slim Island 1:20 a. m. Above Mt. Vernon 3 a. m. Below head of Diamond Island 6 a. m. Henderson bridge 15 ft. 10:20 a. m. Lockhart Point, Dutch Bend, noon. Passed Evansville wharf at 1:40 p. m. Very strong wind hard on shore. Tied up above the Water Works. Sent yawl back for stores. Started out at 3:50 p. m., having lost 2 hours. Mouth of Green River 6 p. m. Griffin Landing 11 p. m.

MAR. 27 Larkins Ferry 12:30 a. m. Below Puppy Creek 3 a. m. Very strong wind all after part of the night. Above Grandview 6 a. m., river very rough. Below Martin Franks Light noon. We blowed ashore at the light and lost 1/2 hour. Cloverport 1:30 p. m. Blowed ashore above Capt. Billy Smiths house at 2:50 p. m. Upper Chenault Light 6 p. m. Wolf Creek 11 p. m. Passed the DUQUESNE at Alton, 10:30 p. m.

MAR. 28 Blue River Island 3 a. m. Richardsons Landing 6 a. m. Brandenburg, 7:35 a. m. Captain got off here to go up by rail. Met the OAKLAND here with a tow of coal. Salt River at noon. Passed the SPRAGUE at West Louisville making up tow of 2 models and 53 barges at 4:50 p. m. New Albany at 5:45 p. m. Foot of the Canal at 6:45. 17 3/4 ft.

MAR. 29 Locked all our tow thru and boat in the lock at 2:30 a. m. Made up at Towhead Island and got started up the river at 10:15 a. m. It rained all night. We have 17 barges, 5 coalboats, 2 empty fuels and one full fuel (#2047, slack.) We left barges #4919-4459-4710. Head of Six Mile at noon. Corn

Creek 6 p. m. Hougland Light 11 p. m. Cleared off bright.

MAR. 30 Foot of Vevay Bar 3 a. m. Foot of Warsaw Bar 6 a. m. Raining and cold. Above Gunpowder Light at noon. Passed the EXPORTER in Laughrey Island, 3:05 p. m. Petersburg at 6 p. m. Lawrenceburg at 6:40 p. m. Below Andersons Ferry 11 p. m. Snow and stormy all day.

MAR. 31 Cincinnati at 1:30 a. m. 18 1/2 ft. Snowed and blowed all night. Head of Crawfish 3 a. m. Got fuel flat #2672 half loaded with slack. Five Mile Light 6 a. m. Tied up at Eight Mile to clean boilers at 7:35 a. m. Repaired the wheel and painted the chimneys. EXPORTER passed up at 2 p. m. We turned out at 2:30 p. m. One mile below Moscow at 6 p. m. Passed the EXPORTER above Moscow 6:30 p. m. Above Augusta 11 p. m.

APRIL 1 Below Logans Gap Light 1 a. m. Met the A. R. BUDD below Ripley 1 a. m. Met VIRGINIA. Manchester Bend 6 a. m. Vanceburg Rocks at noon. Buena Vista flat landing 1:15 p. m. Landed, got out of tow, got 2 flats of fuel, #2222 and #2582. Left 2 o'clock. Above Walkers Landing Lt. at 6 p. m. Met HENRY LOUREY below Turkey Creek at 6:35 p. m. Pine Creek Lt. 11 p. m.

APR. 2 Greenup at 3 a. m. Iron-ton, O. 6 a. m., clear and frosty. Met SAM BROWN at Ashland Iron Mill 7:45 a. m. Met VALIANT above Ashland whariboat 8:05. Passed Catlettsburg 10 a. m. Below Crawfords Landing noon. Above Millersport, 6 p. m. Lower end of Chambersburg, 11 p. m. Raining.

APR. 3 Mile below Gallipolis 3 a. m., 20 ft. Point Pleasant, 5 a. m. and 2 miles above at 6 a. m. Raining. HELEN WHITE laying at the Coal Works below Middleport, 9 a. m. Middleport 9:55 a. m. River 17 ft. Met CHARLES BROWN at lower end of Pomeroy 10:25 a. m. Foot of Sliding Hill Bend at noon. Antiquity Rock, 16 ft., at 2:30 p. m. Ripley Ldg. 6 p. m. Raining. The VIRGINIA passed up. Above Ravenswood 11 p. m.

APR. 4 Dewitts Rock 3 a. m. Thunder, lightning and heavy rain. Upper end of Belleville 6 a. m. Mustapha Rock 12 ft., 8:15 a. m. Met the CRUISER head of Mustapha, 8:35 a. m. At Ames Ripple, noon. Marietta 12 1/2 ft., 5:20 p. m. Duck Creek, 6 p. m. St. Marys 11 p. m. Hard wind with rain all night.

APR. 5 Matamoras 3 a. m. Padens Island 6 a. m. Heavy rain and wind storm. Hubbs Ldg. at noon. Landed at Powhatan and Captain went to the phone, 1:30 p. m. Backed down

to Hog Run where we left 8 barges, 1 coalboat and 1 fuel. Started up the river at 4:10 p. m. Lost 2 3/4 hours. Head of Pipe Creek Bend at 6 p. m. Landed at Glendale Coal Works 7:15 p. m. and got 2,000 bu. run-of-mine coal, shoveled by hand from their flat. Got away at 9:10 p. m. Foot of Wheeling Island 11 p. m. Had 14 ft. at Lock 13, and 12 ft. on Bellaire bridge. Passed Wheeling 11:20 p. m.

APR. 6 Dam No. 11, 3 a. m. Steubenville 6 a. m., 14 ft. The Captain got off at Empire 9:45 a. m. and went to Pittsburgh. Wells-ville at noon. Met TOM DODSWORTH just above Lock No. 8 at 12:45. Met JOS. B. WILLIAMS at 1 o'clock at Walkers; VOLUNTEER just behind. Met JAMES MOREN at East Liverpool, 1:30 p. m. The RAYMOND HORNER just below the upper bridge at East Liverpool 1:45 p. m. Had to wait for the TORNADO to come through at 1:50 p. m. Met COAL CITY at foot of Babbs Island. Met ALICE BROWN at head of Babbs. Met SAMUEL CLARKE at Georgetown 3:20, the BERTHA following 3:25. The FALLIE was laying at Industry 5:35. JIM BROWN and J. C. RISHER were landing there at 6 p. m. Met the LITTLE FRED 6:15 at Montgomery. Gage at Merrill Dam 21 1/2 ft. Had to hold back for the JIM WOOD 7:10 p. m. Captain got on at Rochester at 9 p. m. Lock No. 4 at midnight.

APR. 7 Stoops Ferry at 3 a. m. At Lock No. 3, 3:45 a. m. Lock No. 2 4:35. Lowrey Bar Lt. 6:05 a. m. Davis Island Dam, 15 ft., 6:40 a. m. Point Bridge, Pittsburgh, 8:35 a. m. River 15 ft. F. Delivered empties at Waltons Landing. Dropped down to the hoist to coal at 10:40 a. m. Went to the wharfboat, got stores and supplies on, and went into the Pittsburgh harbor 4 p. m. to hitch up into tow.

APR. 8 Had a busy night; put new liners in the furnace and put in new tiller lines. Left Harbor Landing at 9 a. m. with 14 coalboats, 2 barges, 3 fuels and 1 flat. Davis Island 13'8". Lock No. 4 at noon. Gage at Merrill Dam 20 ft. 5 in. Toronto, O. at 6 p. m. Landed at 7 p. m. at Cables Eddy.

APR. 9 Turned out at 6 a. m. Landed 11:30 at Pultney Bend and laid there until 1:30 when the RIVAL came with 6 coalboats and 1 fuel for us. Pilot Sloan on the RIVAL drove down, and we had BOAZ going full ahead to prevent collision, but the head of larboard coalboat sprung out 2 ft. catching the end of our 2nd fleet at the stern, sinking the RIVAL's coalboat and

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tearing a hole in the end of our coalboat. Changed 6 p.m. at the upper end of Clarrington. Coch-ransville 11 p.m.

APR. 10 Newport, O., 3 a.m. Fog 5 a.m. and landed at Bull Creek until 7:30 a.m. Marietta 20 ft. 12 noon at foot of Newberry Island and 6 p.m. at foot of Upper Letart Island. Landed 11 p.m. under the point at Campaign Bend.

APR. 11 Turned out at 5:30 a.m. Changed right above Pt. Pleasant bridge 6 a.m. 12 noon at Huntington, W. Va. At Portsmouth 6 p.m. Brush Creek at 11 p.m.

APR. 12 Below Moscow 6 a.m. 12 noon at Sedamsville. Gunpowder at 6 p.m. Carrollton, Ky. 11 p.m.

APR. 13 Gage at Cincinnati was 40 ft. Grassy Flats at 6 a.m. Landed at foot of 6 Mile 8:30 a.m. Broke the tow up and went over the Falls with 6 coalboats and 1 barge to Connors House where we made up tow for Memphis. The wind raised and stopped boating over the Falls and river raising.

APR. 14 Left Connors House at 2 p.m. with 16 coalboats, 9 barges, 2 models and 1 fuel barge. Changed 6 p.m. at Mosquito Creek. 11 p.m. at Leavenworth.

APR. 15 3 a.m. at Rono. 6 a.m. below Stephenson. Noon at Grandview. Landed 2 p.m. on Little Hurricane Island for wind and laid until 11:30 p.m.

APR. 16 6 a.m. at Dutch Bend waiting for tug to come. Turned out 7:30 a.m. 12 noon at Fayette Bar. 6 p.m. at Saline Island, and backed up from there to Caseyville taking 5 barges and 1 fuel from the tug. Changed 11 p.m. at Rosiclar.

APR. 17 3 a.m. at Bay City. 6 a.m. at Crows Landing. Paducah at 7 a.m. 43 ft. Noon at Humphrey Creek. Cairo at 2 p.m., 44 ft. R. Muscovalley at 6 p.m. Winchester Point 11 p.m.

APR. 18 Nolans Lt., 3 a.m. At head of Joe Eckler Towhead 6 a.m. Cottonwood Point at 11 a.m. 33½ R. Hoffmans Bar at noon. Craighead Point at 6 p.m., foggy and river full of drift. Landed, or started to, opposite Fort Pillow at 6:30, and she was a hot baby.

APR. 19 Turned out at 5 a.m. At head of Island 34 6 a.m. Noon at head of Island 40. Landed at the fleet at 2 p.m.

APR. 20 Left the fleet at Memphis at 2:30 p.m. headed back up the river with 20 empty barges, 2 empty coalboats, 2 models and a barge of fuel. We lost 9 hours at the fleet repairing the wheel. Corner of Island 40 at 6 p.m. Brandywine

Towhead 11 p.m.

APR. 21 3 a.m. at corner of the willows above Corona. Landed 4:30 a.m. on the bar at Deans Island for fog. Left there at 6 a.m. 12 noon at Hatchey Field. Fulton at 3 p.m. Went up to Fort Pillow and stopped; fought it on both sides of the river, in fact all over the river, and could not go. So dropped back opposite Fulton and left 6 barges. Started up again at 8:30 p.m. Changed 11 p.m. on the point opposite Fort Pillow.

APR. 22 Changed 3 a.m. in the same place pounding away. At 3:30 she started up and at 4:15 we landed on the towhead above Fort Pillow for fog and laid until 5. Changed 6 a.m. at the foot of Yankee Bar. 12 noon middle of Island 26. Tied the tow up at 2:30 p.m. at Litrells Landing and started back to get the balance of the tow. Arrived at Fulton at 5 p.m. and picked up balance of the tow. Changed 6 p.m. opposite the light at Craighead Point. Arrived at Litrells Landing 10:30 p.m. and put the 6 barges on the head of the tow and left at 11:30 p.m. with whole tow.

APR. 23 Changed 3 a.m. at Buckner Light. 12 noon at head of Island 17. Corner of Island 15, 6 p.m. At 11 p.m. foot of Joe Eckles Towhead.

APR. 24 3 a.m. at Riddles Point. 6 a.m. at Toneys Towhead. Noon at foot of Island 10. 6 p.m. head of Island 8. 11 p.m. at Medleys Lt.

APR. 25 3 a.m. at Columbus, gage 40 3/4 F. 6 a.m. head of Islands 2, 3 and 4. Arrived at Cairo at 10 a.m. Picked up 5 barges and 3 fuel barges. Left #4606 there with 4,000 bu. fuel in it, and we took #3976 in place of it, 3/4 loaded. Passed up by Cairo wharf at 1 p.m. 6 p.m. at Caledonia. 11 p.m. at Joppa.

APR. 26 3 a.m. at Belgrade Light. 6 a.m. head of Tennessee Island. Noon at Bay Creek. Landed 5 p.m. at Carrsville, Ky. and cleaned boilers. Departed 12 midnight.

APR. 27 3 a.m. head of Hurricane Island. 6 a.m. at Weston. 12 noon at Bells Towhead. 6 p.m. at foot of Slim Island. 11 p.m. at West Franklin.

APR. 28 6 a.m. at eddy below Evansville. 12 noon at Scuffletown, 24 ft. 6 p.m. at light above Owensboro. 11 p.m. at Lewisport.

APR. 29 3 a.m. at Cannellton. 6 a.m. at Cloverport Bend. 12 noon at Yellow Bank Creek. 6 p.m. at Wolf Creek. 11 p.m. at head of Blue River Island.

APR. 30 3 a.m. at Haunted Hollow. 6 a.m. at Tobacco Landing. 12 noon at 12 Mile Point. Arrived at foot of the Canal at 5 p.m. and started to lock. Got the last locking in at 10 p.m. Head of the Canal with the boat at 10:30 p.m. and then on over to Jeffersonville to get stores. The entire deck crew quit and would not put the stores on.

MAY 1 Laid at Jeff until 2 a.m. and then over to the Towhead. It was a fearful night with rain in torrents and I quit until daylight as had few men and 2 firemen. At 8 a.m. I told the 2nd engineer to cool down and clean boilers, hoping by that time we would likely have a crew. Cleaned out and left the Towhead at 2:30 p.m. with 18 barges, 2 coalboats and 2 models, all empty. Changed 6 p.m. at head of 12 Mile Island. 11 p.m. at Bethlehem.

MAY 2 3 a.m. at head of Coopers Bar. 6 a.m. below Locust Bar. 12 noon at Warsaw Bar. 6 p.m. at Ranty Bar. 11 p.m. at Lawrenceburg.

MAY 3 3 a.m. below Anderson Ferry. 6 a.m. at upper Cincinnati bridge, 25 ft. 12 noon at California Light. 6 p.m. at foot of Straight Creek Bar. 11 p.m. at Cabin Creek.

MAY 4 3 a.m. at Brush Creek Island. 6 a.m. at point above Vanceburg. Lost ½ hour at Buena Vista putting fuel on the head. 12 noon at Indian Run. 6 p.m. on the point ½ mile below Greenup, Ky. 11 p.m. at Peach Orchard abutment.

MAY 5 3 a.m. at Island Creek Coal tipple. 6 a.m. at point below Haskellville. 12 noon at head of Lock 26. 6 p.m. at Five Mile Light. 11 p.m. at head of Seigrist Ripple. 12'3" at Pt. Pleasant.

MAY 6 3 a.m. at Schoolhouse Run. Landed at 4 a.m. for fog at the head of Goose Island at Washington timber. Turned out at 7:30 a.m. Changed 12 noon in middle of Buf-fington Island. 6 p.m. at Big Hocking. 11 p.m. at foot of Coles Island. 9'10" at Marietta.

MAY 7 3 a.m. above Duck Creek Lt. 6 a.m. head of Brothers. 12 noon upper end of Sistersville. 6 p.m. at Hubbs Ldg. 11 p.m. at Dam 13.

MAY 8 Gage at Wheeling 7'7". 3 a.m. foot of Pike Island. 6 a.m. head of Cox Ripple. 12 noon at creek bar above New Cumberland dam. 6 p.m. in Phillis Island. Arrived at Lock No. 6 at 7:30 p.m. and we phoned Pittsburgh office.

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Went over to the government light at Raccoon Creek and laid up for low water. All of the dams above here are being raised. Our tow consists of 16 barges, 2 coalboats and 2 models, 2 fuels and 1 flat.
MAY 13 Left Merrill Dam at 8:30 a. m. Arrived in Pittsburgh 6:30 p. m. Laid up in O'Neil Landing at 8 p. m.

JULY 2 Left O'Neil Landing 8 a. m. for Elizabeth, Pa. and arrived there at 1:30 p. m. for general repairs.

JUL. 3 Had laborers take all the rigging off. Getting ready to be hauled out on the ways as soon as the ALICE BROWN is off.

JUL. 6 The ALICE BROWN is off. The BOAZ is on the ways and started up the hill.

JUL. 7 To the top of the hill and started to block up.

JUL. 8 All blocked up. Cradles run out from under.

AUG. 18 Put cradles under boat partly.

AUG. 19 Finished putting cradles under and let her into the river to the 4 ft. mark.

AUG. 21 Put boat afloat altogether.

AUG. 24 The VOLUNTEER took us in tow at 4:30 p. m. for Pittsburgh. Arrived 10:30 p. m.

AUG. 25 Coaled and went to the Pacific Landing.

AUG. 29 Got orders to get steam. Went to the wharfboat at 6 p. m., got stores, and left there 8 p. m. Went to Advance Landing and hitched in to 10 coalboats, 2 barges, 2 fuel barges, 1 flat and 2 models.

AUG. 30 Turned out at 10 a. m. 12 noon at foot of Deadman Island. Landed at 3:30 p. m. at Industry. Backed out at 4 p. m. The VOLUNTEER helped us through the pass at Dam No. 7. Tried to land at 6 p. m. on Babbs Island, parted tow lines, and had to back out in the river. The FALLIE met us at the lower end of Wellsville. I hailed her to help us land. Backed in at Mahans fruit house but had to back out. Went on down to the foot of Clusters and landed on the Virginia shore.

AUG. 31 Turned out at 7 a. m. 12 noon foot of Pike Island. 18½ ft. at Steubenville. Landed 4 p. m. under Moundsville point. Had 18 ft. at Wheeling. The JIM BROWN gave us 5 200-ft. coalboats and a fuel barge.

SEPT. 1 Turned out at 6:30 a. m. 12 noon at Sistersville. 6 p. m. at Argand Oil Works. Marietta 18 ft. Landed 7:15 p. m. at the foot of Vienna Island.

SEPT. 2 Turned out 8 a. m. 18 ft. at Parkersburg. 12 noon on point above Long Bottom. 6 p. m. at Racine, O. Landed 9:30 p. m. at Campaign Point Landing.

SEPT. 3 Turned out at 6 a. m. 12 noon at Dogham Bar. 6 p. m. at Pine Creek. 11 p. m. at Vanceburg point.

SEPT. 4 3 a. m. at Cabin Creek. 6 a. m. at Ripley. 12 noon at 8 Mile. Landed 3:30 p. m. below Ludlow. Got freight barges AMBRIDGE and DONORA from the ALICE BROWN's tow and left at 6:30 p. m. 11 p. m. on the point above Aurora.

SEPT. 5 3 a. m. at foot of Big Bone. 6 a. m. at Warsaw Bar. 12 noon above Spring Creek. 6 p. m. above the head of Six Mile Island. Landed at Springs Landing above Lower Louisville landing 6:40 p. m.

SEPT. 5 Started 8 a. m. after fog cleared to deliver our tow in the landing. Got done at 12:30 noon. Went down to Jeffersonville wharfboat and put stores on for Cairo. Then went up to the upper landing and started to dig out 27 barges. Got everything but 2 barges and laid up for the night and went to pumping.

SEPT. 6 Got 2 more barges at 8 a. m., making our tow 28 barges, and laid up to wait for orders.

SEPT. 7 Got orders at 3 p. m. to come to the Towhead. Landed there at 4:30 p. m.

SEPT. 8 Got orders to shove down into the head of the Canal at 12 noon. Capt. Frank Gould put her down, his first tow of coal to pilot into the head of the Canal. It was 7:30 p. m. before permit was issued to start the boat down into the Canal.

SEPT. 9 Laid above the Locks until 1:30 a. m. Went through with 2 fuel barges. Rounded to below the Locks and came back waiting for the first locking. Started to back away from the Locks at 4 a. m. with 6 barges and 2 fuels. Landed at West Louisville. At 6 a. m. the TRANSIT and TORNADO were bringing the balance of the tow to us from the Canal locks. Backed out in the river at 3 p. m. with 34 barges and 2 models, 9 fuel barges. 6 p. m. at Rosewood. 11 p. m. at Brandenburg.

SEPT. 10 Leavenworth at 3 a. m. 6 a. m. at Edwards Hollow. 12 noon at Chenaults Reach Upper. 6 p. m. at Hog Point Lt. 11 p. m. foot of Lewisport Bend.

SEPT. 11 3 a. m. head of Yellow Bank Island Lt. 6 a. m. at Enterprise. 12 noon above Evansville. 6 p. m. at hill above West Franklin. 11 p. m. foot of Slim Island.

SEPT. 12 3 a. m. between Wabash River and foot of the island. 6 a. m. at Bolesville Lt. 12 noon at foot of Hurricane Island. Landed 3:30 p. m. above the head of Pryors Island on Illinois shore but had to go out of that and went over alongside of Pryors Island at 4:30 p. m. and laid up on account of wrecks in Sisters Island.

SEPT. 13 The JOHN A. WOOD came to us at 3:30 a. m. and took 12 barges and 2 models and 3 fuels. Turned out at 8:30 a. m. with 22 barges and 6 fuels. Changed 12 noon in Cumberland Island. 6 p. m. at Joppa. Landed at 8 p. m. at Turners Point.

SEPT. 14 Turned out at 4 a. m. At 6 a. m. below Mound City. Arrived at Cairo 7:30 a. m. Delivered tow and went over to East Cairo and started to hitch into 20 coalboats and 6 barges for New Orleans. Ten deckhands quit here because of going south.

SEPT. 15 Left Cairo at 4 a. m. 6 a. m. head of Island No. 1. Parkers Light at 12 noon. Landed 4:30 p. m. on the foot of #8 for wind. SEPT. 16 Turned out at 3 a. m. 6 a. m. head of Island #10. 12 noon at head of Darnells Towhead. 6 p. m. landed at Reelfoot.

SEPT. 17 Turned out at 8 a. m. River fell 2½ ft. Changed 12 noon at Bells Point. Landed 6 p. m. on Nebraska Point for the night but we made a forced landing on Hales Point ½ mile below the government light. River fell 1".

SEPT. 18 Turned out at 5 a. m. Changed 6 a. m. at Buckners Point. 12 noon at Round Lake. Landed at 5:30 p. m. below Fulton.

SEPT. 19 Turned out 5 a. m. Changed 6 a. m. head of Island #34. 12 noon at Pecan Point; close quarters, set like hell. 6 p. m. at Rodmans Point. Got tied up under the coal fleet at 9 p. m. when I left the roof.

SEPT. 20 Laid up for low water. SEPT. 21 Still laying in the landing.

SEPT. 22 Still in landing. Everybody busy painting.

SEPT. 23 Still in landing.

SEPT. 24 Still in landing.

SEPT. 25 Turned out at 8:40 a. m. River rising. Changed 12 noon at foot of Presidents Island. 12 3/4 R at Memphis. Run into the Str. SPRAGUE at Hampton sinking 1 barge for the SPRAGUE and 1 barge for the BOAZ. Hurt coalboat #12239 so bad that it sunk in the chute of Josie Harry and sunk coalboat right behind it breaking 3 barges loose from us. Landed 6:30 p. m. on Buck Island.

SEPT. 26 Turned out at 5:30 a. m.

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12 noon at Hardin Point. 6 p. m. at Montezuma. Landed 6:30 p. m. under Delta Point.

SEPT. 27 Turned out at 4:30 a. m. Changed 6 a. m. head of Oldtown or Millers Point. 12 noon head of Island 66. Landed 6 p. m. foot of Island 69.

SEPT. 28 Turned out 4:30 a. m. 12 noon at Monterey Point. Landed 7 p. m. head of Georgetown Point.

SEPT. 29 Turned out 5 a. m. 12 noon at Point Chicot. 6 p. m. at Stella Longwood Light.

SEPT. 30 Turned out at 4 a. m. 6 a. m. at Worthington Towhead. 12 noon at Holly Ridge. 6 p. m. at Salem. Landed 9 p. m. at Bellevue.

OCT. 1 Turned out 5 a. m. 6 a. m. at Brunswick Point. 12 noon at Racetrack Towhead. 6 p. m. at Buck Ridge. Vicksburg 17 ft. R.

OCT. 2 Landed at St. Joe at 2 a. m. and cooled down to clean boilers. Turned out at 9:30 a. m. 12 noon at Bieler Point. 6 p. m. at Waverly Point. Landed below Natchez.

OCT. 3 Turned out 5 a. m. Changed 6 a. m. at Carthage Point. 12 noon Black Hills. 6 p. m. Carrs Field, Red River.

OCT. 4 Landed at Bayou Sara 2 a. m. Turned out 2 p. m. Changed 6 p. m. at foot of Prophets Island.

OCT. 5 Changed 6 a. m. at Eliza Plantation. 6 p. m. landed a mile under 18 Mile Point.

OCT. 6 Changed 6 a. m. right below 18 Mile Point. We backed in for 1 hour a/c of fog. Arrived at Coalport Landing 9 a. m. Delivered tow and went to Algiers after 2 model barges and stores. Came back to Coalport Landing 3 p. m. but was held up there by the fleetmen who were talking strike. A boiler was discovered bagging and we cooled down and sent for boiler makers.

OCT. 7 Ready to leave at 1 p. m. but got orders to lay.

OCT. 8 Ordered to fleet at 7 a. m. and took charge to keep it afloat.

OCT. 9 Still at fleet pumping.

OCT. 10 Left fleet at 1 o'clock, the strike now settled. Ready to leave at 2 p. m. when Mr. Moren and I decided to have U.S. inspection before leaving for home. The Inspectors came at 6:30 p. m. mad as hornets. Steam drum bursted at 240# hydrostatic when it should have stood 291. The Boiler Inspector crossed out 6 boiler sheets, ordered a patch on the mud drum and of course the steam drum has to be patched.

OCT. 11 Got boiler makers to the boat at 3 a. m. and they went to work. At 4 p. m. Mr. Moren decided

to take the boat to Algiers Boiler Shop.

OCT. 12 Tearing sheets out of the boilers.

OCT. 13 Started to put sheets in.

OCT. 14 Finished up at 8 a. m. Inspectors came at 9:30 and went over us to a finish. The Hull Inspector marked out a lot of plank, and we are going home on a temporary certificate. Left Algiers at 6:30 p. m. and arrived at Coalport Landing 8 p. m. Left there 9 p. m. with 3 models, 2 barges and 8 coalboats.

OCT. 15 Changed 6 a. m. at Bells Point. 12 noon at Orange Grove. 6 p. m. at Bayou Goula.

OCT. 16 6 a. m. at Free Nigger Pt. 12 noon at St. Cloud. 6 p. m. at New Texas. Bayou Sara 13½ R.

OCT. 17 Changed 6 a. m. at Black Hawk. 12 noon at Black Hills. 6 p. m. at Fords Point. Left model barge IDAHO at Morville 7 p. m. Landed at coal fleet above Natchez 12 midnight for fog.

OCT. 18 Turned out 6 a. m. 12 noon at Gibsons. 6 p. m. at Rodney Bend and at 8:30 p. m. we sunk fuel barge #3589 about 1½ miles above St. Joe from causes unknown.

OCT. 19 Landed 5 a. m. for fog at Brooks Landing at the head of Yucatan Bend and laid until 6:20 a. m. Turned out and went up to Buck Ridge Landing. Left tow and went light to Vicksburg hunting fuel. Changed 12 noon just below Palmyra Island Lt. Arrived Vicksburg 3:30 p. m. Had luck in finding the JOS. B. WILLIAMS fuel #3959 which was left there last May. Got ice and changed 6 p. m. at Vicksburg coal landing. Arrived back at tow at 10:15 p. m., got in tow, hitched up and then cooled down to clean the boilers.

OCT. 20 Left Buck Ridge at 6 a. m. Changed 12 noon at Diamond Island, foot of Oak Bend. 6 p. m. at Delta. Vicksburg 22½ ft. F.

OCT. 21 Changed 6 a. m. at Devols Lt. 12 noon at Hays Ldg. 6 p. m. at head of Stack Island. 20½ ft. at Lake Providence.

OCT. 22 6 a. m. at Fanny Bulletts Towhead. Met the JOHN A. WOOD at Glenora. 12 noon at Valcluse. 6 p. m. at Upper Lealand. Greenville gage 19½ F.

OCT. 23 Landed 2:30 a. m. at Ashbrook Point for fog and laid until 5 a. m. Changed 6 a. m. Offils. 12 noon at Florida Bunch. 6 p. m. at Benoit. White River 15½ F.

OCT. 24 6 a. m. head of Laconia Bend. 12 noon at Malones Ldg. 6 p. m. at corner of Island 64.

OCT. 25 6 a. m. Island 60, having lost 1 hour for fog. 12 noon at

O.K. Landing. 6 p. m. at Mississippi Point. Hit fog 11:30 p. m.

OCT. 26 Ran in fog until 1:30 a. m., then landed at Bass Ldg. and cleaned boilers. Turned out at 9:30 a. m. 12 noon at Waverly. 6 p. m. at Memphis bridge. Went into the landing, got out of tow, put the fuel in ahead, and left at 10 p. m.

OCT. 27 6 a. m. at Happy Valley. 12 noon at Golden Lake. Landed at 5 p. m. on the corner of Island 34, at Lookout Field, on account of a leaking plug in flue. Got turned out again at 12 midnight.

OCT. 28 6 a. m. at New Haven. 12 noon below head of Island 25. 6 p. m. at the govt. light on Island 20.

OCT. 28 6 a. m. at Bassfield Lt. 12 noon at Darnells. 6 p. m. at Laforge. Gage at New Madrid 22½ F.

OCT. 30 6 a. m. at Samuels. 12 noon at Belmont Field. Cairo gage 25½ F.

OCT. 31 6 a. m. at Paducah. 12 noon below foot of Stewarts Island and landed at 5:30 at Empire Ldg. to clean boilers.

NOV. 1 6 a. m. Tradewater Id. 12 noon at Rolla. 6 p. m. 1 mile below Mt. Vernon. 15 ft. at Shawneetown.

NOV. 2 6 a. m. at mouth of Green River. 12 noon below Bon Harbor. 6 p. m. a little below Emmicks Ldg.

NOV. 3 Landed 5 a. m. for fog and laid until 6:15 a. m. at the point opposite Concordia. 12 noon foot of Blue River Island. 6 p. m. at Cedar Farm.

NOV. 4 Arrived at the foot of the Canal at 1:30 a. m. Got to the head of the Canal at 10 a. m. Went up to the Towhead, got tow, and went over to Jeffersonville 11:30 a. m. Cleaned boilers, put in some new liners, drove some rivets in a cylinder timber and left at 10 p. m. for Pittsburgh with 8 coalboats 5 barges, 8 fuel barges, 1 deck barge and 2 loaded models.

NOV. 5 6 a. m. at Spring Creek. 12 noon at Craigs Bar. 6 p. m. at the foot of Patriot Bend.

NOV. 6 6 a. m. below Dam 37. Arrived above the L&N bridge, Cincinnati, at 10 a. m. Landed on a/c of cylinder timbers; drove rivets and put new plate on. Left there at 10:30 p. m.

NOV. 7 6 a. m. at Pt. Pleasant, O. 12 noon at Straight Creek. 6 p. m. ½ way between Kirkers Ldg. and Manchester Bend Lt.

NOV. 8 6 a. m. at Walkers Ldg. Lt. 12 noon at Rock Run. 6 p. m. right above the Ironton wharf. Gage at Portsmouth 14 ft. R.

NOV. 9 6 a. m. right below Crown

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City. 12 noon at upper light at head of Raccoon Island. NOTE: 17½ ft. on Dam 26 marks makes 12½ ft. at Pt. Pleasant---5 ft. difference in marks. 6 p. m. at Camden Coal Works or Leading Creek.

NOV. 10 6 a. m. head of Oldtown Bar. 12 noon head of Swan Bar. 6 p. m. head of Mustapha Island. Gage 11'3" at Dewitts Rock.

NOV. 11 6 a.m. head of Carpenters Bar. 12 noon at Petticoat dam. 6 p.m. at Dam 15. Landed 7 p.m. for dense fog at Hannibal, O. where the FALLIE took 6 coalboats and 2 barges from us. Left there at 10:30 p.m.

NOV. 12 6 a. m. at Pultney Bend. 12 noon at Coxs Ripple. 6 p.m. at head of Blacks Island. Gage 8½ ft. at Steubenville.

NOV. 13 6 a.m. at Logstown. Arrived at Lock No. 2 at 11 a.m. Had to break up tow and shove up through the lock. Got away from there at 4:30 p.m. Changed 6 p.m. at Horsetail. Arrived Sligo Ldg. at 7:45 p. m. Delivered tow and laid up under the RESOLUTE at 11:30 p.m.

DEC. 4 Coaled and VOLUNTEER took us to Pittsburgh harbor at 3:30 p.m.

DEC. 13 Got orders to get steam after midnight.

DEC. 14 Got orders 6 a.m. to come to the wharfboat for stores. Then went to Pittsburgh Harbor and hitched into 10 coalboats, 2 models, 2 barges and 3 fuel barges. Backed out into the river 12 noon. When opposite Advance Landing the tiller line broke disabling the boat. BERTHA and TIDE came and landed us at the foot of Brunots Island at 1:30 p. m. Did not get ready until 6:30 p. m. and we laid there.

DEC. 15 Rained all night. When we turned out at 7 a.m. there was no sign of fog, but at Davis Island Dam we could hardly see anything below there; it shut out entirely. When I did see where we were, we were at Lowrey Bar and I was away out too far. Drove over and missed the bar right below there. Met the CHARLES BROWN with 10 barges, hailed her, and she got alongside and helped us shove in at the head of Duffs Bar. Had 11 ft. 3 in. at Davis Island. Got 2 lines out and got stopped. Was going to let the CHARLES BROWN go when both trees pulled out of the gravel and sand. Told the mate to pull in both lines so's I could drop down to the posts alongside Neville Island at Phillips landing and got there at 9:30 a.m. Run 2

lines out but both steamboats could not stop the tow. The mate called up to me that both lines were going overboard, and I started to back out in the river. The mate did not throw off his line, and it jammed on a timberhead, tearing the timberhead off the coalboat, killing the mate and breaking both legs of deckhand George Geary, and deckhand Detwiler's arm. The CHARLES BROWN got away from me and the BOAZ went on down through Merriman and the Trap at Sewickley. The CHARLES BROWN caught us with a doctor and helped to land us at Shousetown. The TIDE came down from Pittsburgh and took the injured men and mate Price's body to Pittsburgh. We backed out at 2:20 p.m. and landed at Industry at 6 p.m.

DEC. 16 Turned out at 7 a.m. 12 noon foot of Browns Island. Heavy fog from Wellsville to the head of Browns Island. Wind raised above Wellsburg and had to float from there to the foot of Beech Bottom, backing up all the time. Drove from there to Short Creek. Swells started to get bad again and our model barge NEW YORK got 4 ft. of water in it. I was getting ready to land above Tiltonville to drop the NEW YORK in shore where it would be out of the way when it sank. Our syphons started to gain on it, so we dropped on down to Burlington where we landed at 5:30 p.m. Had 4 syphons running in the NEW YORK; wind was blowing hard with big swells; knew I could not make the Bellaire bridge, so we lay for the night. Got the NEW YORK pumped out.

DEC. 17 Backed out 7 a. m. River had raised 9". Passed Bellaire at 8 a. m., 21'9" on Wheeling marks. The RIVAL gave us 4 coalboats, the freight barge EDGAR THOMSON, 1 fuel barge, at 9 a.m. 12 noon at the foot of Clines Bar. 6 p.m. at Newport, O. Landed 9:30 p. m. at Marietta.

DEC. 18 Turned out at 6 a. m. and floated about 1 hour for thick weather. 26' at Parkersburg. At Dewitts Rock 12 noon. 6 p. m. at Carrs Run. Landed 7:30 p. m. at Leading Creek, fog raising on the water.

DEC. 19 Turned out at 6 a. m. and had to float a while. Changed 12 noon at Middleport, O. 6 p.m. at Reeds Landing. 11 p.m. at Rockport. 29 ft. at Pt. Pleasant.

DEC. 20 6 a.m. at Straight Creek. 12 noon at Coney Island. 6 p. m. foot of Aurora Bend. 11 p. m. at Sugar Creek.

DEC. 21 3 a. m. at Carrollton. 6

a.m. at Kings Creek. Floated from the foot of 18 Mile Island to the head of 12 Mile for fog. Landed 11 a. m. below the fleet. Little boats took 2 barges, freight barge and 2 coalboats and 2 fuels from us. We took the balance over the Falls to the SPRAGUE at Sand Island. Got back up over the Falls at 6 p. m. Landed at the Jeffersonville ferry float for stores, and then went to Duffys Landing after a fuel barge. Got over to the empty fleet at 7 p. m. and started to hitch into 25 empty barges, 2 coalboats and 1 fuel barge. Quit at 11 p. m. and let the engineer clean boilers.

DEC. 22 Finished hitching up and passed Louisville Water Works at 7:15 a. m. 12 noon at foot of Grassy Flats. 6 p.m. were about 2 miles above Kings Creek Lt. 11 p. m. at Houglan Bar Lt.

DEC. 23 3 a. m. at foot of Craigs Bar. 6 a. m. opposite Markland wharfboat. 12 noon at Gunpowder Lt. 6 p. m. at head of Aurora Bend.

DEC. 24 3 a. m. at Willow Run below C&O bridge. 6 a. m. at mouth of Little Miami River. 12 noon 1 mile below Moscow. 6 p. m. at Straight Creek. 11 p. m. at Karkers Landing and lay for fog at 11:15 on the opposite point.

DEC. 25 Turned out 5:30 a.m. when fog lifted. 6 a. m. at light in Manchester Bend. 12 noon on point opposite Vanceburg. Lost 1 hour at Buena Vista putting fuels 2538 and 2582 on head. 6 p. m. 1 mile above Walkers Landing. 11 p.m. at Pine Creek.

DEC. 26 3 a.m. at Greenup. 6 a. m. at Ironton wharfboat. 12 noon at lower end of Central City. 6 p. m. on Green Bottom Point below the govt. light. Landed there for rain fog until 8:45 p.m. when we turned out and run until 10:30 p. m. when fog shut us out. We landed below Double Creek Lt. and laid until 12 midnight. Very foggy nearly all afternoon.

DEC. 27 Changed 6 a.m. at Carrion Ripple. 12 noon at Leading Creek. Passed Middleport 1 p. m. 6 p.m. at Peytons Landing. 11 p. m. at Tanners Run.

DEC. 28 3 a. m. at Sand Creek Lt. 6 a. m. at Portland. 12 noon at Belleville Dam. 6 p. m. head of Blanny. 11 p.m. head of Muskingum Island.

DEC. 29 3 a.m. opposite Wm. Stewarts house below Barkers Landing. 6 a.m. foot of St. Marys. 12 noon at head of Wells Island. 6 p. m. below New England Bar. 11 p.m. at Captina.

BOAZ 1911 LOG CONCLUDED

DEC. 30 3 a.m. at Pultney Bend. 6 a.m. at Wheeling Creek. 12 noon 1 mile above Wellsburg. Stopped to leave 10 barges at the paper mill at Steubenville. Gage 13 feet. Got there at 2:20 p.m. and left at 3 p.m. Changed 6 p.m. at upper end of Toronto, O. 11 p.m. at East Liverpool, O.
 DEC. 31 Changed 3 a.m. at Merrill Dam. Landed at 6 a.m. alongside of Dam No. 5 wall and laid until 7:30 a.m. for fog. Turned out and worked up to the foot of Wallory and laid until 9 a.m. 12 noon at Deadman Island. Arrived at Sligo Landing, Pittsburgh, 5 p.m. with 15 barges, 3 coalboats and 3 fuel. Coaled and laid up in Lysle Ldg. at 9:30 p.m.

In preparing an account of the sternwheel packet OSCEOLA for the forthcoming Packet Directory we, in part, recount the following:

"Bought in spring of 1877 by Gen. Mark D. Flower for a trip up the Yellowstone River. Enroute, at Glendive, Mont., a beautiful white stallion was spotted, and the boat was landed. In pursuit went a number of cowboys who had taken passage, and observing from the boat's deck was a preacher and family. During the two hours spent in pursuit of the nag a tornado came along and demolished the steamboat. Those who told the story were quick to point out that the preacher's wife was red-headed, confirmation that a white horse, a preacher and a red-headed woman on a steamboat bodes no good."

Now there has come to hand a letter from Don Perins, Box 133, Miles City, Mont. 59301, enclosing a photostat of the following handwritten communication:

Near Tongue River
 June 30th, 1877

Commodore

W. F. Davidson

Saint Louis

Dr Sir:

On the 22nd Inst. the Str. Osceola encountered a Tornado at the mouth of Powder River and was wrecked. All of our stores were lost. I enclose copy of Protests. Please notify me of the amt. of Insurance on stores as said amount of course will go to our credit in our settlement with you.

The freights saved have been turned over to the Insurance. The freights earned amounts to about \$2,000 (our share). Yours and ours of course will be more than double this.

Nothing was saved from said stores. Everything blown overboard and lost. Our entire upper works are all gone. It was a fearful, fearful storm. We were caught in an open Prairie Country, miles from timber, and the storm came upon us like an avenging fiend.

I am consulting P. S. Davidson in regard to the propriety of re-

fitting the machinery, rebuilding the boiler deck, and going on as best we can with what is left of the concern.

Your early attention is requested to the Insurance as we are left totally destitute.

Very truly your unfortunate
 friend

Mark D. Flower

From what we gather, the rebuilding was not attempted, and we would wonder what the "Insurance" thought about the stallion chase, the red-headed preacher's wife, et al. -Ed.

George Strickling, 5330 Harroun Road, Sylvania, O. 43560 says we don't know a dray when we see one. In those New Orleans scenes shown in the March issue, we referred to two vehicles as 'drays.' The one on page 29, says George, looks to him like a hand truck, and the one on page 31 is "definitely a four-wheel wagon."

"My Clarrington, O. Uncle Joe was a drayman," writes George. "He owned a dray which was a 2-wheeler with a long slanted bed that ended in two prongs sticking out like the tail of a tern. Uncle Joe backed this dray into the river and with a long-handled scoop

filled barrels with river water and delivered them to folks who didn't have rain barrels under their downspouts, or who lacked cisterns."

All of which got George Strickling into a reminiscent mood. "We had a rain barrel and when it was about half empty a boy could holler down in it and get novel acoustic results. In fact there was a popular song, 'You can't holler down our rain barrel.' That barrel was alive with wrigglers and there was a legend that a hair from a horse's tail soaked in rain barrel water would turn into a live snake." George's did not.

"What an eye-stopper that picture is on the front cover of the March issue!" exclaims George. "--And that one on the back, did you notice the eight geese, or ducks, waddling on the shore?"

George and his wife celebrated their 50th wedding anniversary on March 21, 1980.

JAMES REES CATALOGUES SOLD OUT

Messrs. Sutphin and Way no longer have copies of the popular Rees catalogue of engines and steamboats in stock. No plans for a reprint are being considered at this time.



THIS PILE OF LUMBER about 30 minutes after this picture was snapped was the birthplace of the INLAND RIVER RECORD. Fred C. Cole (right), advertising manager of the Dravo Corporation, and F. Way, Jr. (seated next to him) got their heads together and firmed an agreement in which Fred Cole would provide basic advertising from Dravo and Union Barge Line and F. Way would take on publication and distribution. The initial volume was released in 1945. This picture dates Oct. 15, 1944, taken at Sandy Lake, Pa. on the premises of a summer cottage owned by John W. (Sandbar) Zenn (second from the left.) The occasion was a meeting of the Allegheny River Improvement Association which had brought Capt. Donald T. Wright (left), owner-editor of The Waterways Journal, over from St. Louis and Harold C. Putnam (center) down from Warren, Pa. The picture was snapped by J. Mack Gamble, Clarrington, O., who already had prepared a tentative listing of existing river boats which he sold to F. Way including publication rights. The INLAND RIVER RECORD turned out to be such a "must" that it has thrived ever since that day on the Sandy Lake lumber pile, and a few years back gave birth to a companion volume, INLAND RIVER GUIDE, both now handled by The Waterways Journal.

Chief engineer Robert C. Brewer died, 77, at St. Louis, Mo. on Thursday, February 14, 1980. He had retired as chief on the excursion steamer NATCHEZ AT New Orleans in 1978.

Bob came to the NATCHEZ in February 1975, the boat's first coat of paint still tacky. Wilbur E. Dow, Jr. said, "Bob will certainly never be forgotten. His dominant characteristic was doing just as he pleased, no matter what anyone else asked or ordered him to do." Consequently the engineroom of the NATCHEZ, nor the boiler room either, ever delayed an excursion.

Bob Brewer was a latecomer on the rivers. He seems to have showed up on the ADMIRAL at St. Louis, and in 1972 went to Wisconsin Dells to fit up the APOLLO, like exchanging the sublime for the ridiculous, and afterwards said he really enjoyed engineering the little APOLLO as much or better than any boat he ever was on. By 1973 he was at the throttle of the BELLE OF LOUISVILLE, and from there to the NATCHEZ.

Wilbur Dow took a special liking to Bob Brewer and recalls that he was a Canadian by birth, orphaned at an early age, and became coal passer on the BAILEY GATZERT on Puget Sound at the age of 14. Also he fired on the INDIANAPOLIS in the Seattle-Tacoma trade.

A year later he went with the Dollar Line, shipped out for China as an oiler, stayed with them to get his First Assistant's license in enginerooms, and then went with United Fruit, and then to the Grace Line. He was chief on the SANTA ROSA in the South American run for some years.

Says Wilbur Dow: "During this period Bob was married for about six months to a rich lady who owned a chocolate factory. It is not known which ran out first, the money, the chocolate, of the lady."

In 1938 Bob came ashore to become installation engineer and trouble shooter for Babcock & Wilcox. During the Vietnam War he was persuaded by M.S.T.S. to go back to sea, and was chief on ships of their fleet. When he hung up his license on the ADMIRAL at St. Louis it was signed by Coast Guard officers at San Francisco.

When U.S. President Jerry Ford and wife Betty rode the NATCHEZ on Sept. 25, 1976 Bob Brewer was on watch in the engineroom. Handling the throttle was a young girl, Mary Kay Terhaar. Bob had taken a liking for her and had signed her on as striker. President Ford could not conceal a look of disbelief and surprise. "Women's lib, Mr. President," said Chief Brewer.

Bob is survived by his wife Velma. They were married back in his Babcock & Wilcox days. Also mourning his death are two daughters by adoption. Wilbur Dow sums up: "Chief Brewer was one of the outstanding characters in our industry; we may not see his like again."



Robert C. Brewer
In engineroom of the NATCHEZ,
April 12, 1975. ---Bert Fenn
took the picture.

The Middle Ohio River Chapter of S&D held a dinner meeting aboard the MIKE FINK at Covington, Ky. on March 29th last. Some 60 were present to enjoy "Steamboats On Parade," a narrated slide show presented by Bill and Jack Massev. Among those greeted were Mrs. Tom R. (Letha) Greene and Betty Blake. All officers were reelected for the ensuing year; Jack E. Custer, president; Fred Donsback, first v. p.; Michelle Kingsley, second v. p.; Sandra Miller, secretary; Gordon Reed, treasurer. Elected to the Board were Delly Robertson and Lloyd Ostendorf.

It's official. Covington's excursion boat has been christened BETTY BLAKE, honoring S&D's featured speaker at the 1979 Annual Meeting. Operations are based at the Covington, Ky. levee, not far above the Cincinnati suspension bridge. Although the boat is licensed for 400, lesser groups will be taken on special luncheon and dinner cruises to permit ample space for seating and for dancing. When in the Cincinnati area pick up a phone and dial 261-8500 for scheduling and prices.

As we go to press, arrangements are under way to also procure the GOOD SHIP LOLLIPOP from the Gateway Clipper fleet, Pittsburgh, for service at Covington under the same management running the BETTY BLAKE. This Erie, Pa.-built 65-footer is yacht-designed.

William G. Sailor died, 69, in the Fort Madison (Iowa) Community Hospital on Wednesday, March 26, 1980. He left behind a comprehensive collection of steamboat pictures. He was one of the first customers of Steamboat Photo Co. in 1939. Bill Sailor was a member of the Midwest Riverboat Buffs as well as S&D. He lived in Montrose, Iowa.

Sirs: In re. the poem "Jim Bludso" on page 43 last issue:

John Hay wrote in 1905 that Jim Bludso was inspired by a river engineer named Oliver Fairchild.

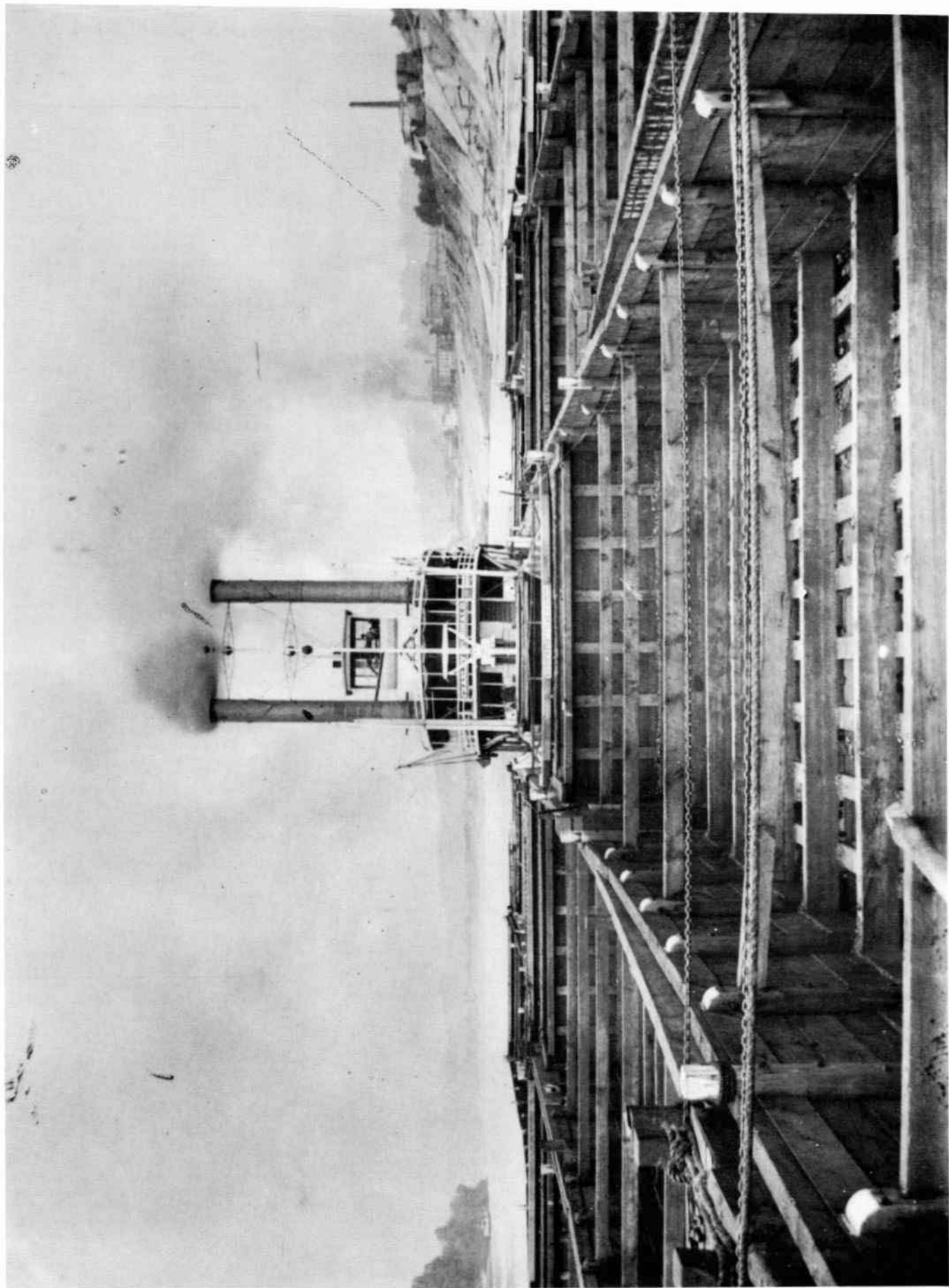
Jack D. Custer,
205 Mockingbird Road,
Nashville, Tenn. 37205

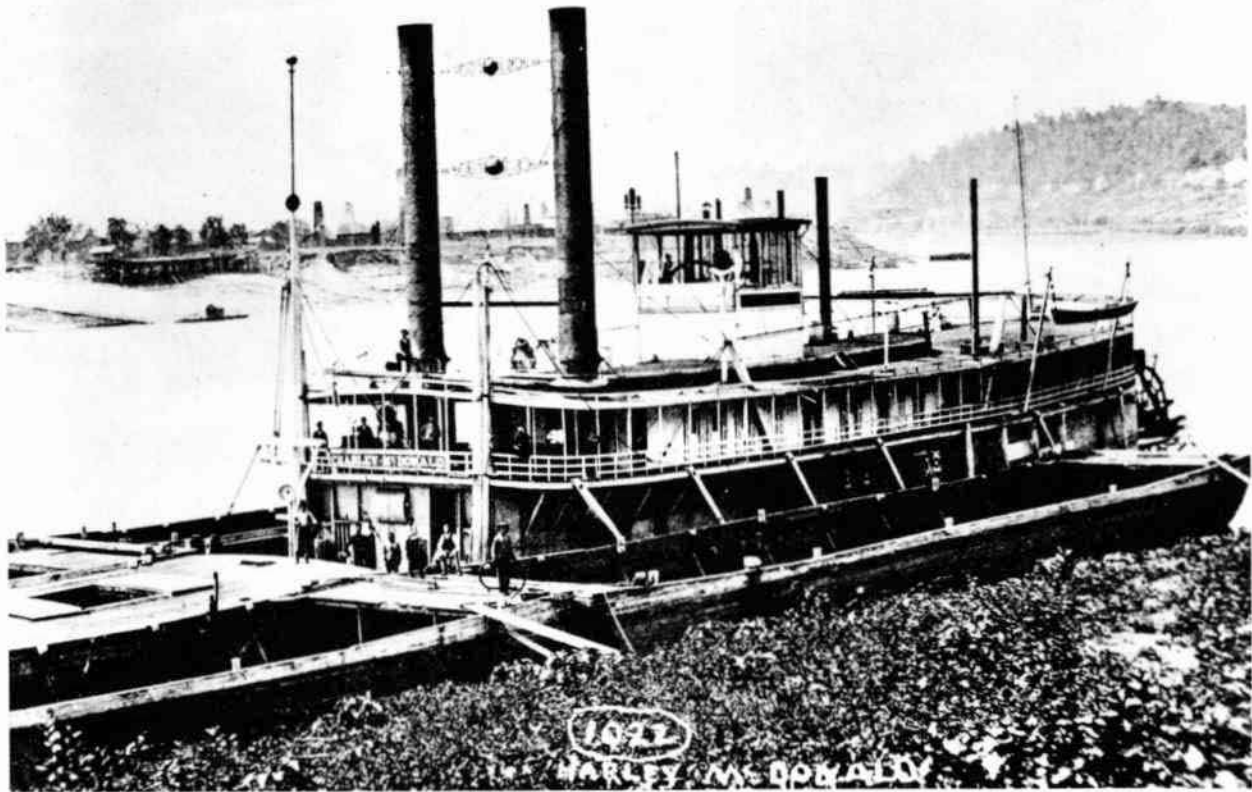
Two 5800 hp. diesel twin prop towboats were christened at the Louisville, Ky. wharf on April 12 last with pomp and circumstance. Both are owned and will be operated by American Commercial Barge Lines and were built at Jeffboat. The names selected were ROBERT GREENE and J. ROBERT HARD. Bob Greene (no relation to the Greene Line Greenes) comes from a river family and made possible the procurement of photographs and details for S&D REFLECTOR during the construction of the MISS-Q. Currently he is v.p. of both ACBL and Jeffboat. His 10-year-old daughter Caroline christened her Dad's namesake. Bob Hard, resident of Louisville, is a native of Springfield, O. and an eminent lawyer. He also is v.p. of ACBL. His wife Eunice christened her husband's namesake. The twin christenings were highlighted by an address by Dennis Hendrix, president of the parent owner of both ACBL and Jeffboat, Texas Gas Transmission Corporation. Cmdr. Leeland Gregg, Jr. of the USCG presented flags, as did Jack Bullard, operations manager of ACBL.

Capt. William (Bill) Streckfus, formerly president of Streckfus Steamers, Inc., now is director of the St. Louis County National Museum of Transport located at 3015 Barrett Station Road, St. Louis. Bill has rounded up some exciting exhibits including a '29 Rolls Royce town sedan, a '63 Chrysler turbine car, the world's largest steam locomotive "Big Boy," a '56 Isetta, old streetcars, private railroad cars used by the Vanderbilts, and a DC-3 plane. The show is open daily from 9 to 6 commencing June 15.

The "Anita Bryant Special" was aired on WPGH, Pittsburgh, one eve this past April, a two-hour perambulation over and about much of the U.S. to and including Zanesville, O. Bill and Mabel Reed saw it through and a couple of days later Bill was telling us of how Anita sang river songs aboard the LORENA there at Zanesville, and in one scene was on top of the pilot-house. Bill says he saw Capt. Nelson Brown in a couple of the sequences.

Hermann, Mo. has been selected for the June 7th meeting of the Midwest Riverboat Buffs. Dorothy Shrader, daughter of the late Capt. Ed Heckmann, will speak at the evening program. Visits to the River Museum and to the Gasconade boatyard are scheduled.





OPPPOSITE and above are two shots of the towboat CHARLEY McDONALD taken pre-1890 when she was owned and operated out of Pomeroy, O. The full-page picture turned up but recently, one of the finds of Ralph DuPae for the University of Wisconsin's Murphy Library collection at La Crosse. Jerry Sutphin spotted it and sent us a print. It was taken from the head of the tow, upbound on the Ohio River just above Ironton, O. The wood barges are owned by the Winifrede Coal Co. with mines on the Kanawha River. They look to be Kanawha River "standards" 135 by 25 by 7½, the 135 ft. length dictated by Locks 2-6, all operative pre-1890, which would admit two lengths that size (old Lock 2 below Montgomery, W. Va. was 271 ft. long in the clear, No.'s 3-5 were slightly longer, and No. 6, 4 miles below Charleston, was 313

ft. long. Such barges were a lot more sturdy than the larger coalboats described in our last issue, the top gunnels usually 7" broad as compared to 1½ and 1 ¾" on a coalboat. The rakes were rounded using a 12-ft. arc. Specifications for such Kanawha River barges were reported in detail in our June '74 issue, page 25. The CHARLEY McDONALD was built in 1871 for Capt. J. Sharp McDonald, Pittsburgh coal operator, and in the 1880s was headquartered in the Pomeroy Bend area towing salt to Cincinnati. The Barrett Line, Cincinnati, bought her about 1890 and they owned her when she was cut down by ice at Stephensport, Ky., sinking up to the roof, in February 1899. The picture above was taken in Pomeroy Bend at an unknown date and comes from the Harry Fischer collection, Marietta, O.

The side-wheel diesel-electric ferry MARTHA A. GRAHAM which long served at Vevay, Ind. has been sold to Bob Limle who has renamed her PACHYDERM. One of its first missions was to pull a stump and a tree out of his landing, and the pilot on watch was Alan Bates, who now adds luster to his fame as author-architect, "the last of the side-wheel snagboat pilots." The PACHYDERM, believe it or not, has no rudders.

Showboat buff Donald T. McDaniel of 6420 Middleshire St., Columbus, O. 43229 has issued his third newsletter, dated April 4, 1980. He has been recipient of a surprising volume of correspondence about showboats, letters coming in from, among others, Dr. Carl Bogardus, R. Jerome Collins, Vic and Mom Tooker, Jack Custer, Ed Hill,

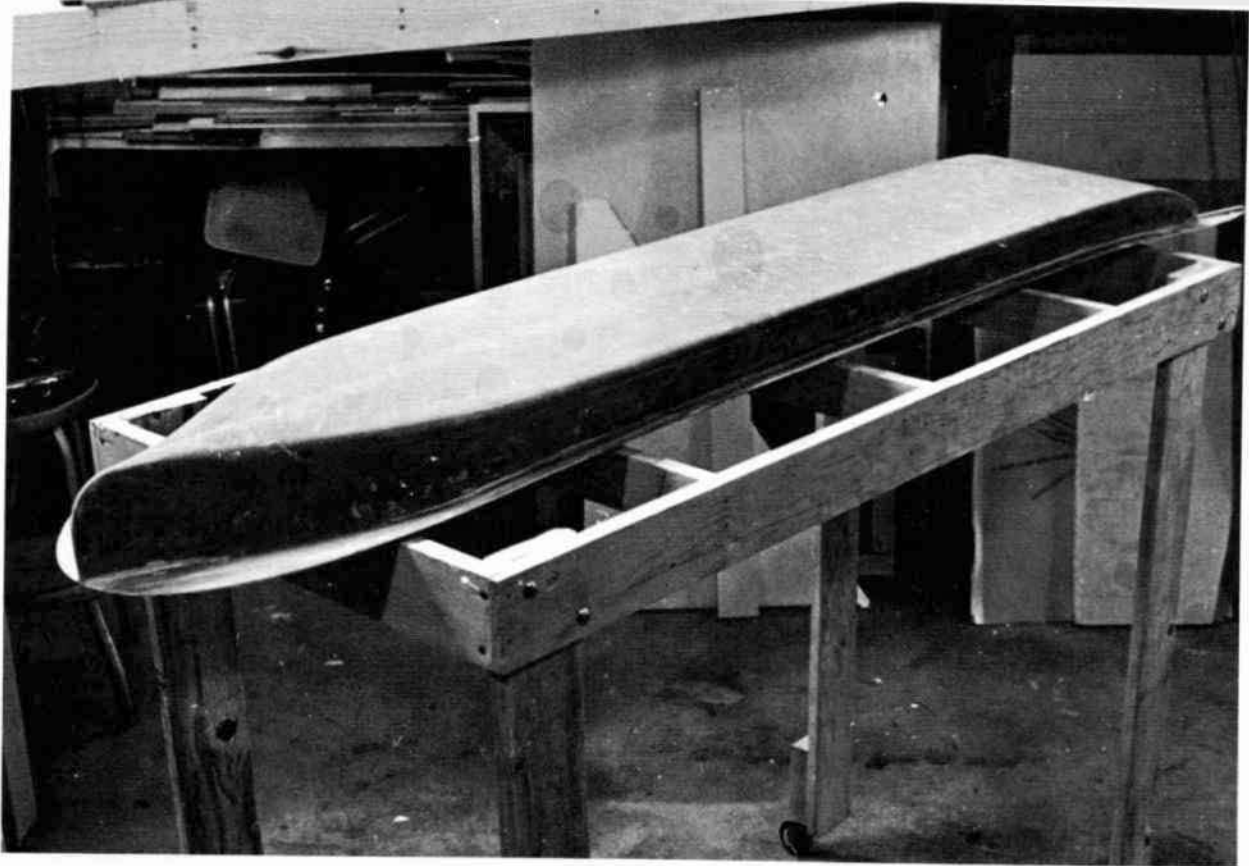
Ralph Gibson and Emerson N. Cox. Jack Custer and Ed Hill raised the question as to why showboats did not as a rule play the larger cities? Jack reported that during his research of Memphis newspapers 1901-1912 there was not a single mention of a showboat playing that city.

The Straders have practically sprayed Cincinnati with pipe organs. Jack and Joan Strader first installed the old Paramount Theater organ, of that city, in their Clifton Avenue home, no mean trick for an addition had to be built on the house to receive it. They donated a Balcom & Vaughan to the College Conservatory of Music at the University of Cincinnati. The Wurlitzer in the revitalized Emery Theater, Cincinnati, is a Strader-inspired gem, having come from the

old RKO-Albee. Jack Strader's great-grandfather was the Cincinnati railroad and river operator for whom the side-wheel JACOB STRADER was named.

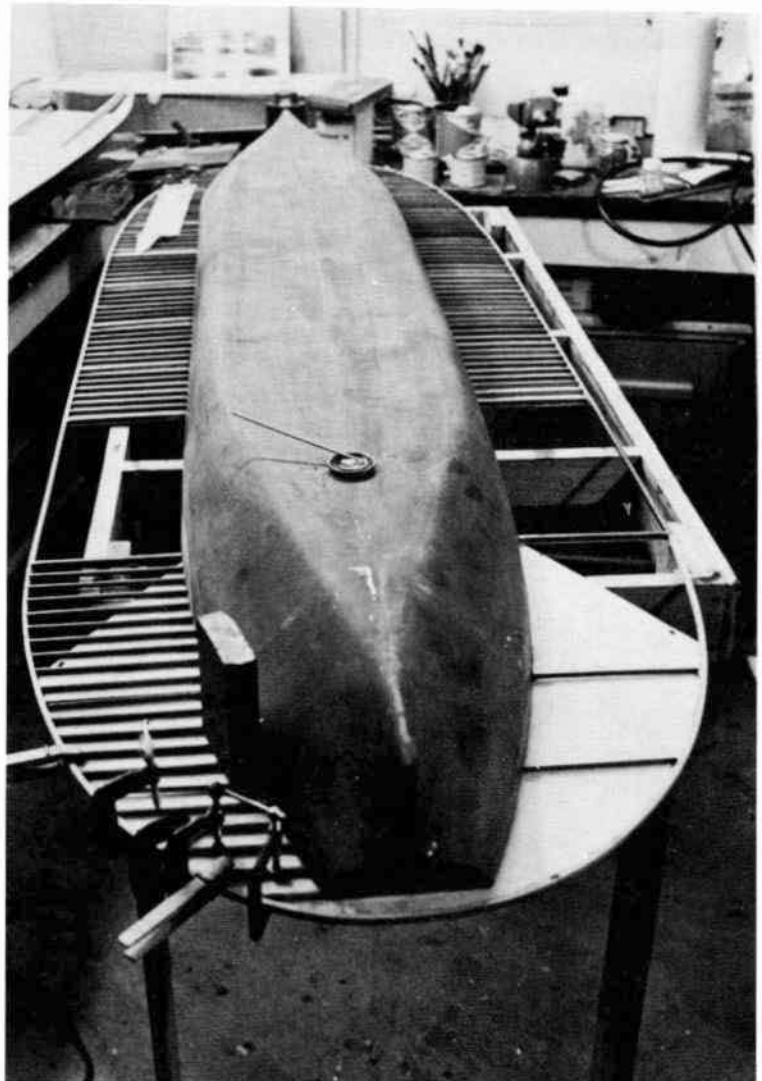
CELEBRATE 50TH

Capt. Lovell O. Greenlee, long with Crucible Steel, and the last regular master-pilot on the W. P. SNYDER, JR. in the coal trade, resides at 5348 Madison Ave. in the Bethel Park section of Pittsburgh, now 76 and retired. He and his wife celebrated their 50th wedding anniversary on April 17th last. He and Capt. Tom Kenny shared watches taking the SNYDER to Marietta 25 years ago this fall. After Crucible Steel sold out in 1961 Lovell worked with Mon River Towing Co. for three years and then left the river.



ABOVE is the hull for the S. S. BROWN model being built by John L. Fryant at his home, 6508 Dorset Drive, Alexandria, Va. 22310. John is building the BROWN and the ROB'T E. LEE (racer) for the Mississippi River Museum, Memphis. Both hulls are of polyurethane foam covered with fiberglass cloth and epoxy resin. In this upside-down view, with the bow to the left, she's being sanded, and then the paint will be applied.

RIGHT is the hull for the ROB'T E. LEE, stern in the foreground, on John Fryant's workstand. The epoxy, a dull brown color, has not been painted. The shows rather dramatically the extensive overhang of a side-wheeler's main deck. The LEE's hull was 46 feet wide, and the over all width was 95 feet. John is making the main deck of 1/16" plywood sheets glued to the foam, and then planked over with individual planks. When we asked him how many planks? John shrugged his shoulders. The open spaces in the overhang are for the paddlewheels.



Peter G. Holloway, son of the late Capt. Henry E. Holloway, gave us a surprise telephone call from his home in Canton, N.C. on May 18th last. The last time we saw Pete was when the GORDON C. GREENE was running in the Pittsburgh-Cincinnati trade where his father was standing pilot's watches. Pete worked on the river long enough to get his mate's license, with the Ohio Barge Line and others, and then decamped to North Carolina. He made a number of fortunate real estate deals in the vicinity of Asheville and has done real well (as he puts it) for himself. His father was the regular pilot on the excursion steamer HOMER SMITH near as long as that boat ran and we stood watches with him on the SAINT PAUL later on. His last employment was with Ohio Barge Line and he was on the MONONGAHELA when he had a heart attack at Lock 23, Ohio River and died, 55, several days later in the Holzer Hospital, Gallipolis, O., January 23, 1942.

In springtime the rumor factories proverbially work overtime but here's a new one: that the MISSISSIPPI QUEEN is about to be solar powered. We've tracked it down--not the real MISS-Q, it's

the model. Roger Johnsen, Santee, Calif., is contemplating powering his model of the MISS-Q with solar energy this year. Incidentally he has recently completed a 3/16 model of the famous J. M. WHITE, and it's a beauty.

S. Durward Hoag in a reminiscent mood egged on by y.t. was recalling notables who had stopped overnight at the Lafayette Hotel. One evening the kitchen chef was in a lather, about to untie his apron and take a walk because a Gun Room patron kept sending back his steak complaining that it was overdone. Steve Hoag got to the kitchen just as the steak boomeranged back for the fourth time, the complaint still the same, overdone. The chef was speechless--this 4th edition was virtually raw. Steve marched into the Gun Room and asked waitress Josephine to point out to him this human cannibal, lifted the gentleman's dinner plate from the table, and with the well-known Hoag glint-of-eye told him dinner was over and there would be no service charge. "I thought the guy looked familiar," said Steve in telling the tale, "and turns out he was Jimmy Hoffa--he departed from the Gun Room minus a din-

THE BACK PAGE

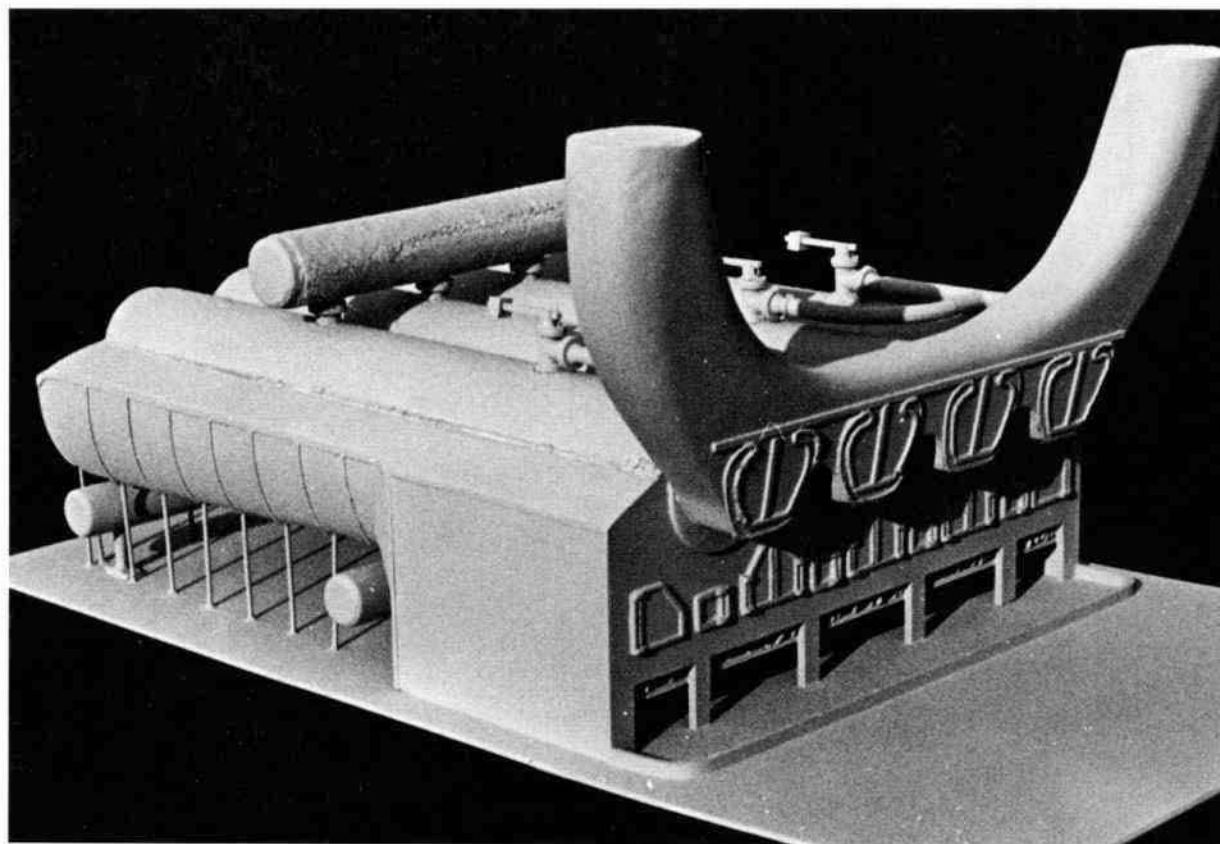
The Streckfus excursion side-wheeler SAINT PAUL is downbound on the Ohio River, photographed from the Sewickley-Coraopolis highway bridge, summer of 1938. As this is being typed American Bridge workmen in yellow hard hats are tearing down the bridge (first opened in 1911) in preparation for building a new bridge on the old piers. The ol' SAINT PAUL, daddy of 'em all, of course is long gone and mingled with the rat-tat-tat from the bridge's destruction we hear disturbing portent regarding the ADMIRAL and PRESIDENT. Will Streckfus succeed in bridging its gap?

ner and now he has disappeared from the face of the earth."

Steve started to tell about the time Mary Pickford and Douglas Fairbanks registered at the desk, but time was a 'wastin'.

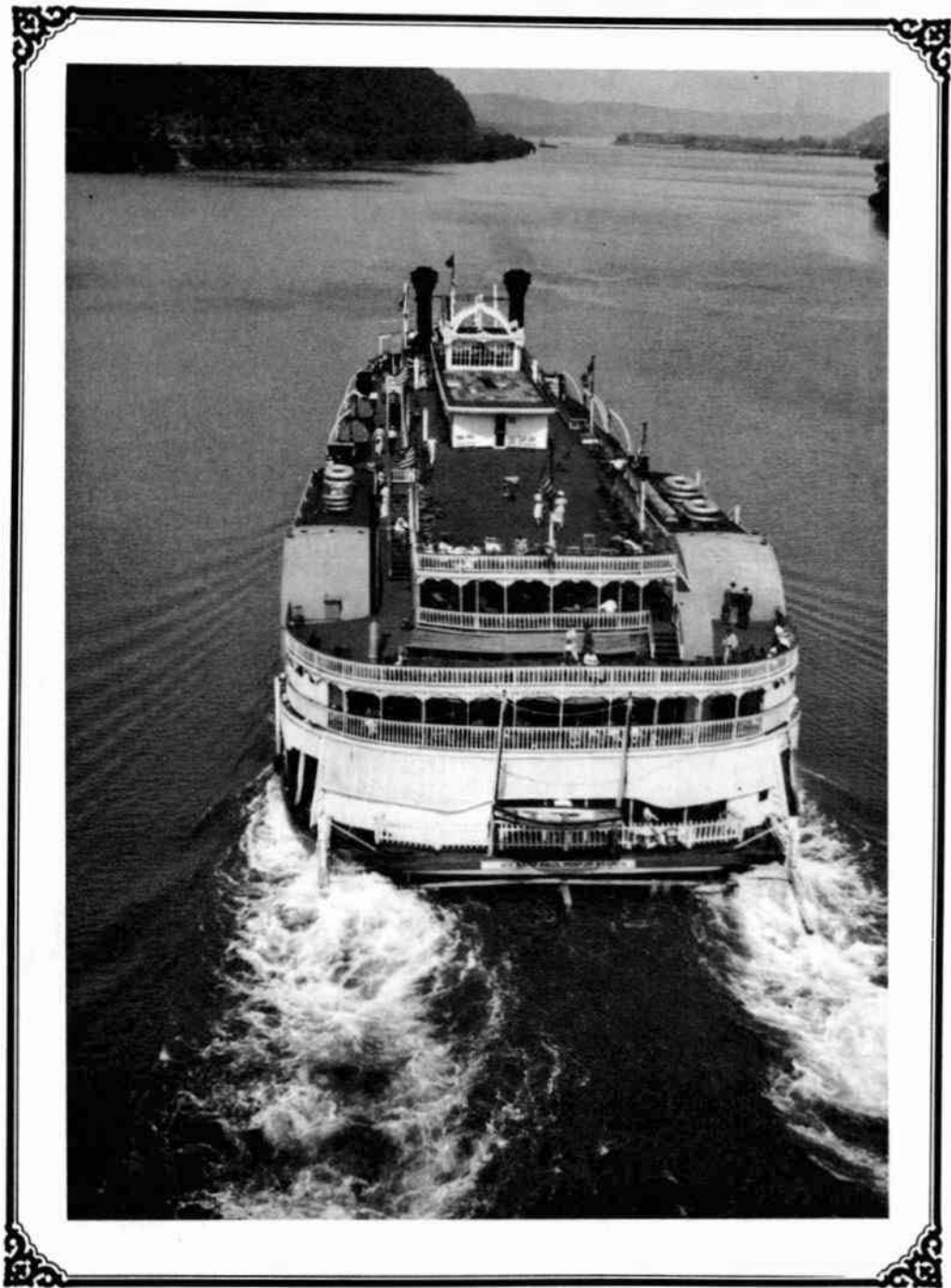
BACK ISSUES AVAILABLE

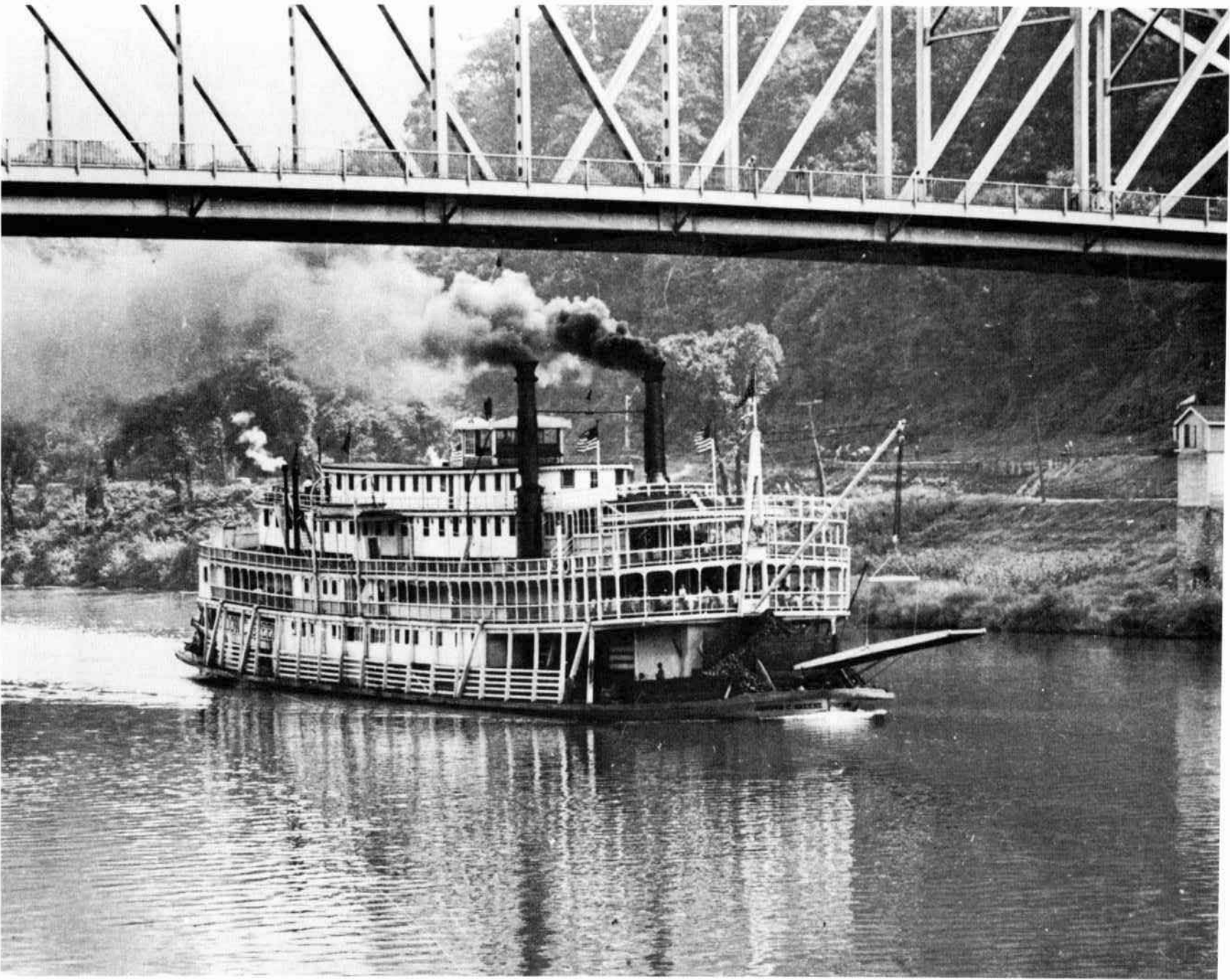
Due to lack of space, we must omit listing the back issues. The ones listed in our last issue, on page 17, still are available.

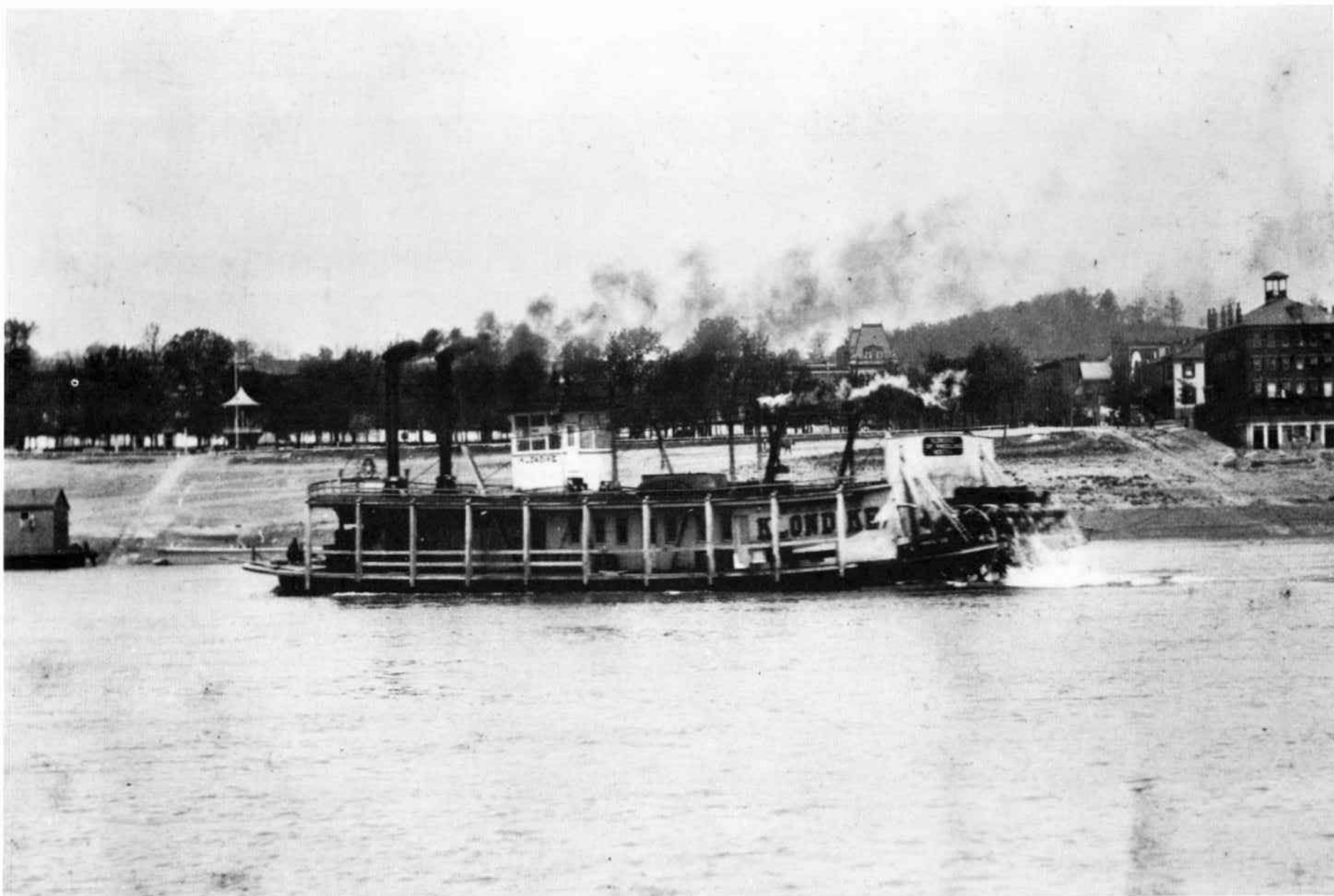


BATTERY of four boilers for the model of the packet S. S. BROWN, built by John L. Fryant. They had been painted with gray primer when he photographed them. The drawings showing these boilers, along with an in-depth story and photographs of the BROWN appeared in our June '72 issue, pages 23-32. This is an excellent picture of the

usual "Western style" boiler set-up universally used almost as long as steamboats operated, and even today the BELLE OF LOUISVILLE is steamed with a 3-boiler battery, manufactured in 1968 at St. Louis. The towboat W. P. SNYDER, JR. on display at Marietta, O. has a 4-boiler steam plant almost identical to the above picture.







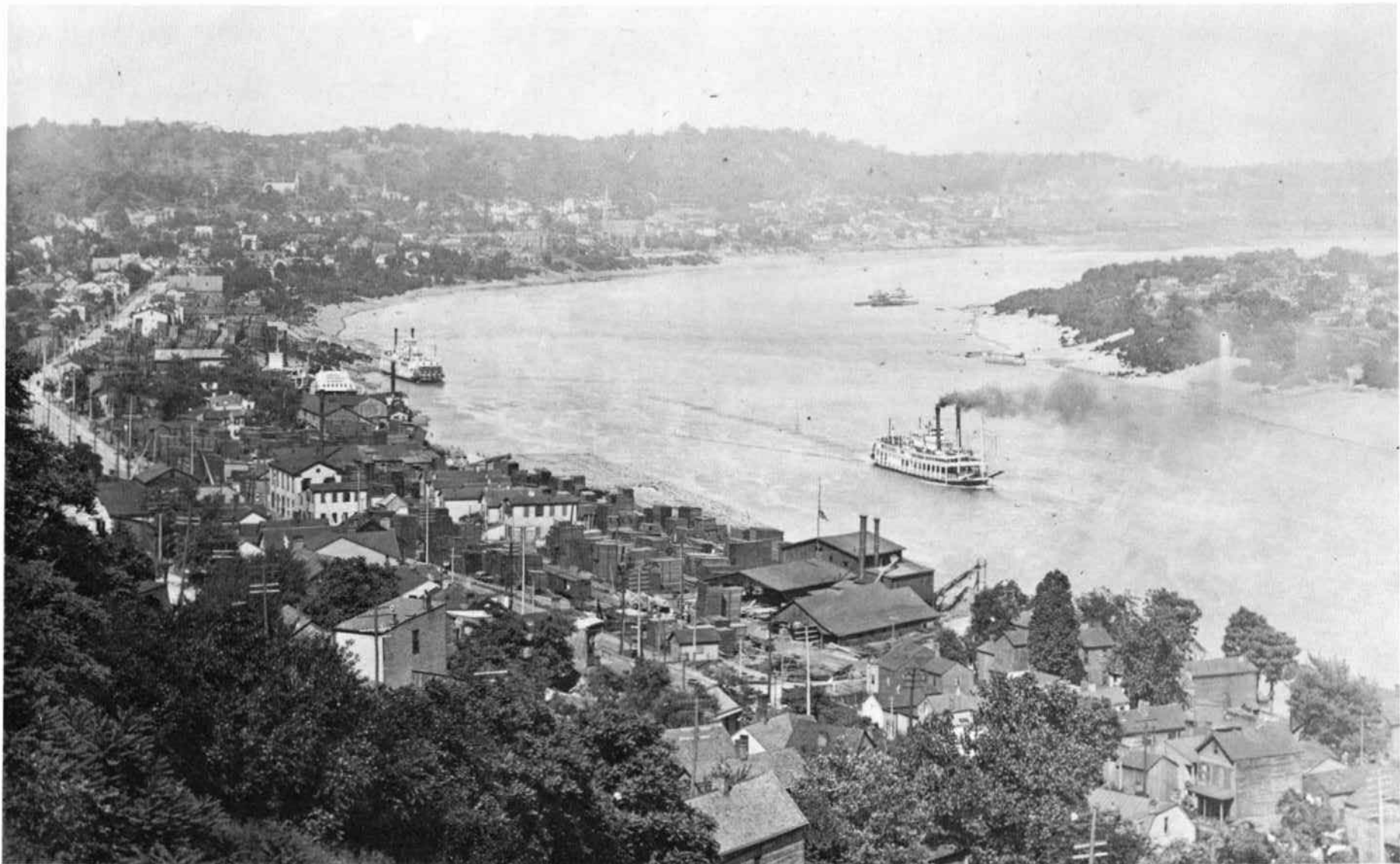
THE daylight packet KLONDIKE, built in 1897, was named for the gold stampede in northwestern Canada then in full swing. She is preparing to round to and land at Gallipolis, O., fresh down from Pomeroy Bend. The large building at the right is the

old U.S. Marine Hospital. Stretching along the top of the levee is Gallipolis Park which, over 3/4 of a century later, still is maintained even to the bandstand at the left. Today Gallipolis shares with Marietta the absence of a riverfront floodwall.



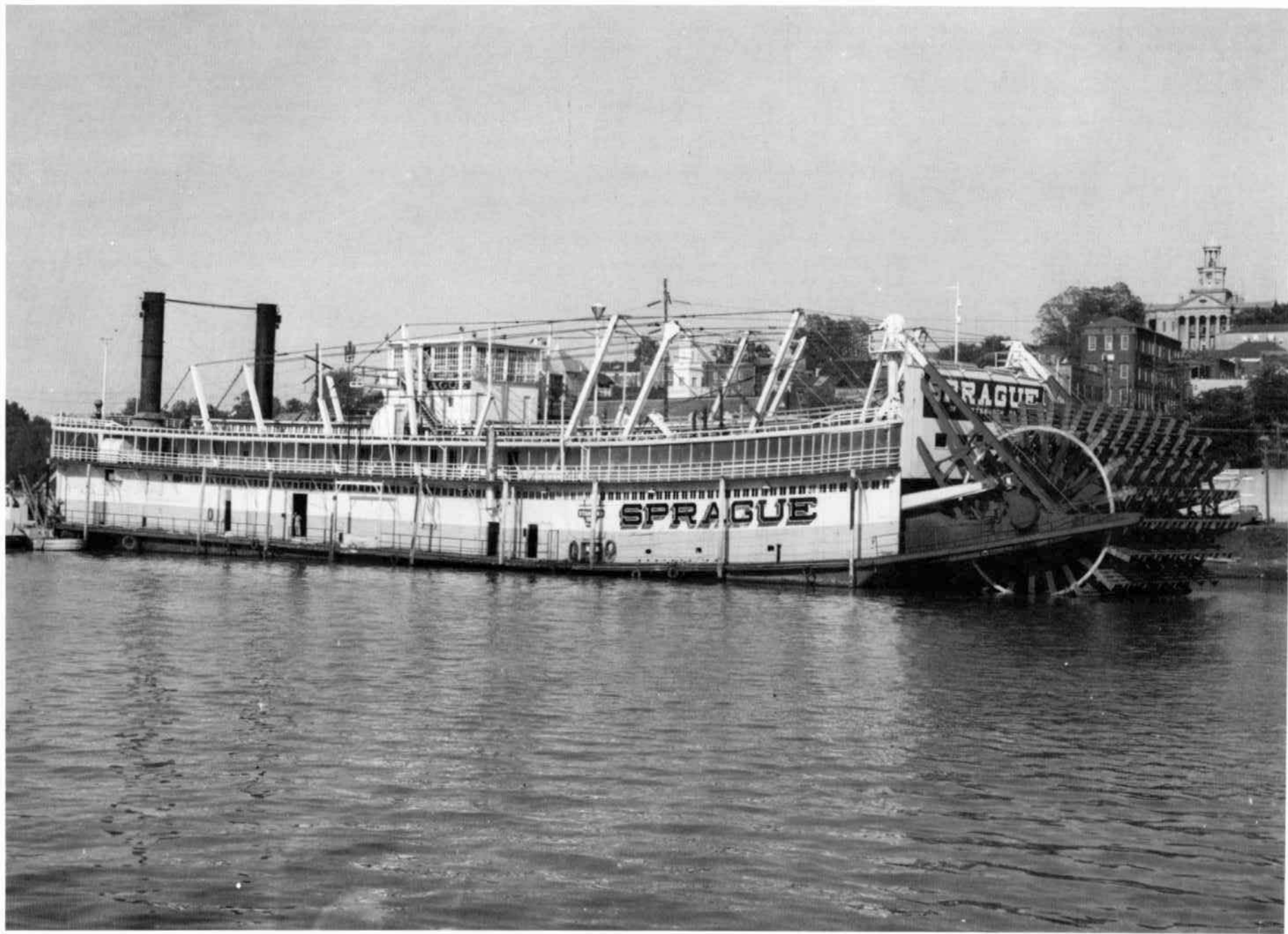
TAKEN in the mouth of the Big Sandy River from the Catlettsburg, Ky. side, May 17, 1910. The SEA LION, Capt. Ellis C. Mace, is shuffling log rafts destined to Cincinnati, Madison

and Jeffersonville. The GERALDINE, left, is assisting. The wooded point opposite is the tip end of West Virginia. The GERALDINE burned less than three months later.

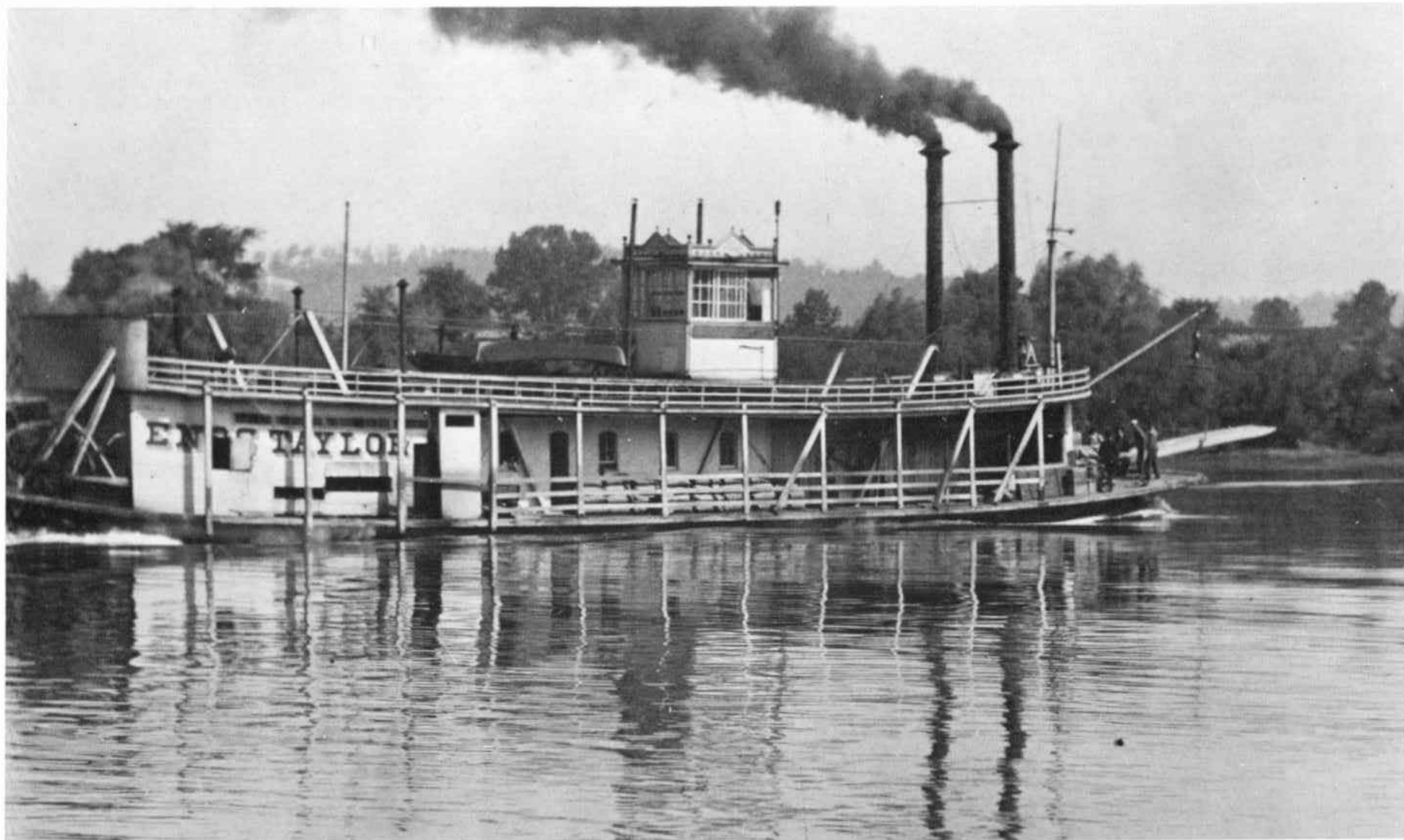


LOOKING upriver at Cincinnati, summer of 1898, the buildings in the foreground in what was known as the "Fulton section." The expansive bathing beach at Dayton, Ky. shows plainly on the point opposite. Downbound is the stately HUDSON operating to and from Coney Island teamed up with the ISLAND QUEEN. At the left in the notch of the bend is the new QUEEN CITY laid up for low water at the Cincinnati Marine Railway Co. where she was built the year prior. Hauled at the top of the marine ways is the U.S. snagboat

E. A. WOODRUFF getting new hull plates. Riverward of her is the sternwheel packet ST. JAMES under construction, texas and pilot-house not yet in place. Eastern Avenue bends around at the extreme left. In the foreground is a vast lumber yard and sawmill supplied by river-delivered logs (perhaps too faint to see but the HUDSON is abreast of a large fleet of log rafts moored abreast of the mill). Out in the river off Dayton point are several "sand suckers" dredging commercial sand and gravel used locally.

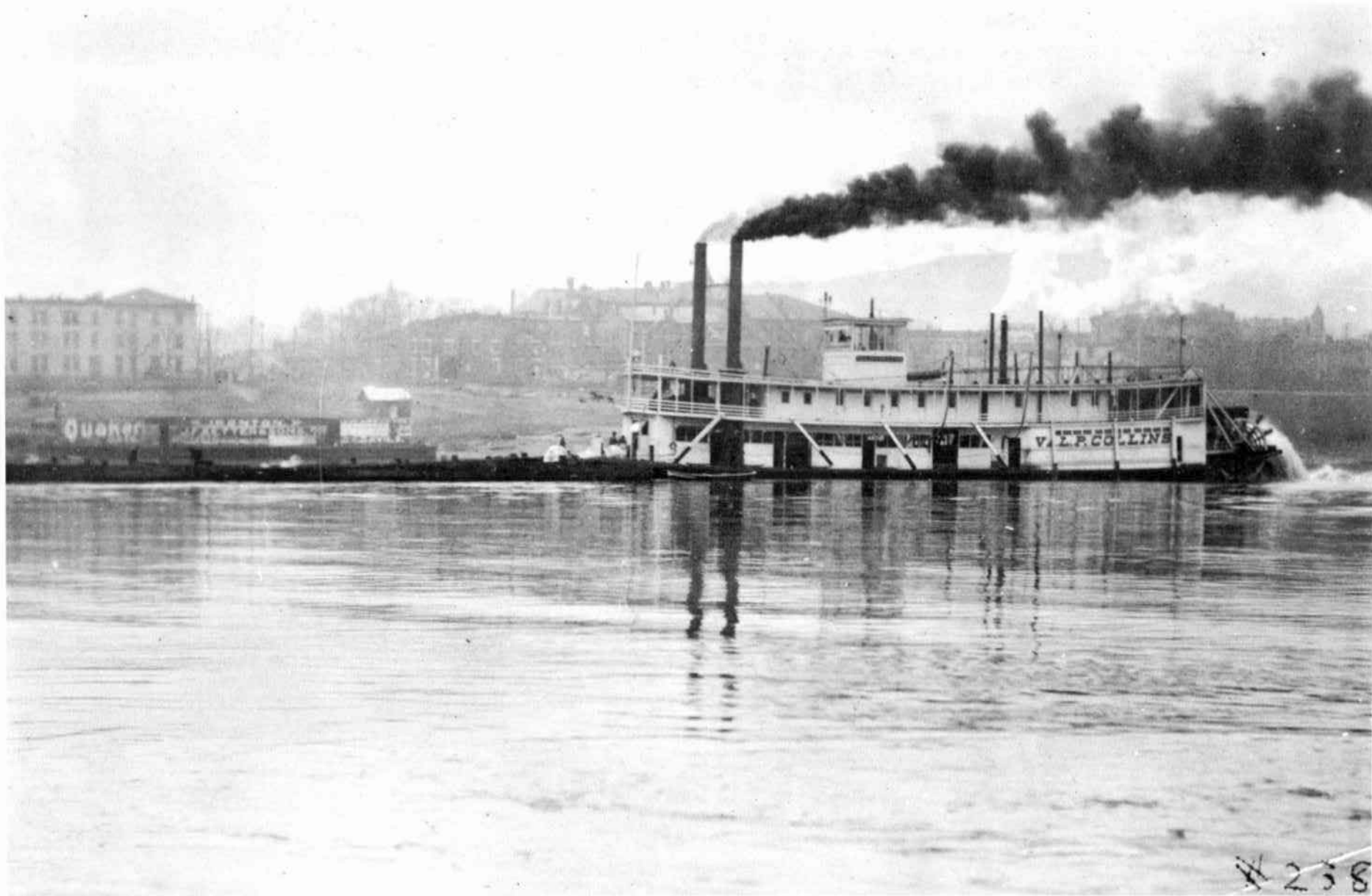


At Vicksburg, Miss., photographed on March 27, 1959.



ON OTHER PAGES in this issue we go on about the towboat HERMANN PAEPCKE being built at Higginsport, O. by Robert Taylor. This daylight packet also was tailored by Taylor there at Higginsport in 1893. The ENOS TAYLOR, named for Bob Taylor's son, was designed for the Madison, Ind. - Kentucky River trade, high as Monterey, and after running there several years was moved to the Gallipolis-Huntington trade where she ran "regular as the sun rises and sets" along with the CARRIE BROWN. This picture was taken at that period. Capt. E. E. Eisenbarth, the showboat entrepreneur of Marietta, O. bought her in February 1902 to handle his first showboat, which he built from a 151.5 ft. glassware barge

built at Marietta in 1896 called the E. B. POTTS NO. 2. Eisenbarth lost this showboat at Grand Tower, Ill. when the SPRAGUE crushed it, and then had built at Parkersburg in 1903 a replacement called the EISENBARTH-HENDERSON FLOATING THEATRE---THE NEW GREAT MODERN TEMPLE OF AMUSEMENT which, for all its splendid title was no larger than the old E. B. POTTS NO. 2 job; well, maybe a bit wider. The ENOS TAYLOR towed this new creation through the 1904 season following which Eisenbarth sold her to the Binns & Bowerson Lumber Co. at Shawneetown. She burned March 15, 1912 at DeKoven, Ky.



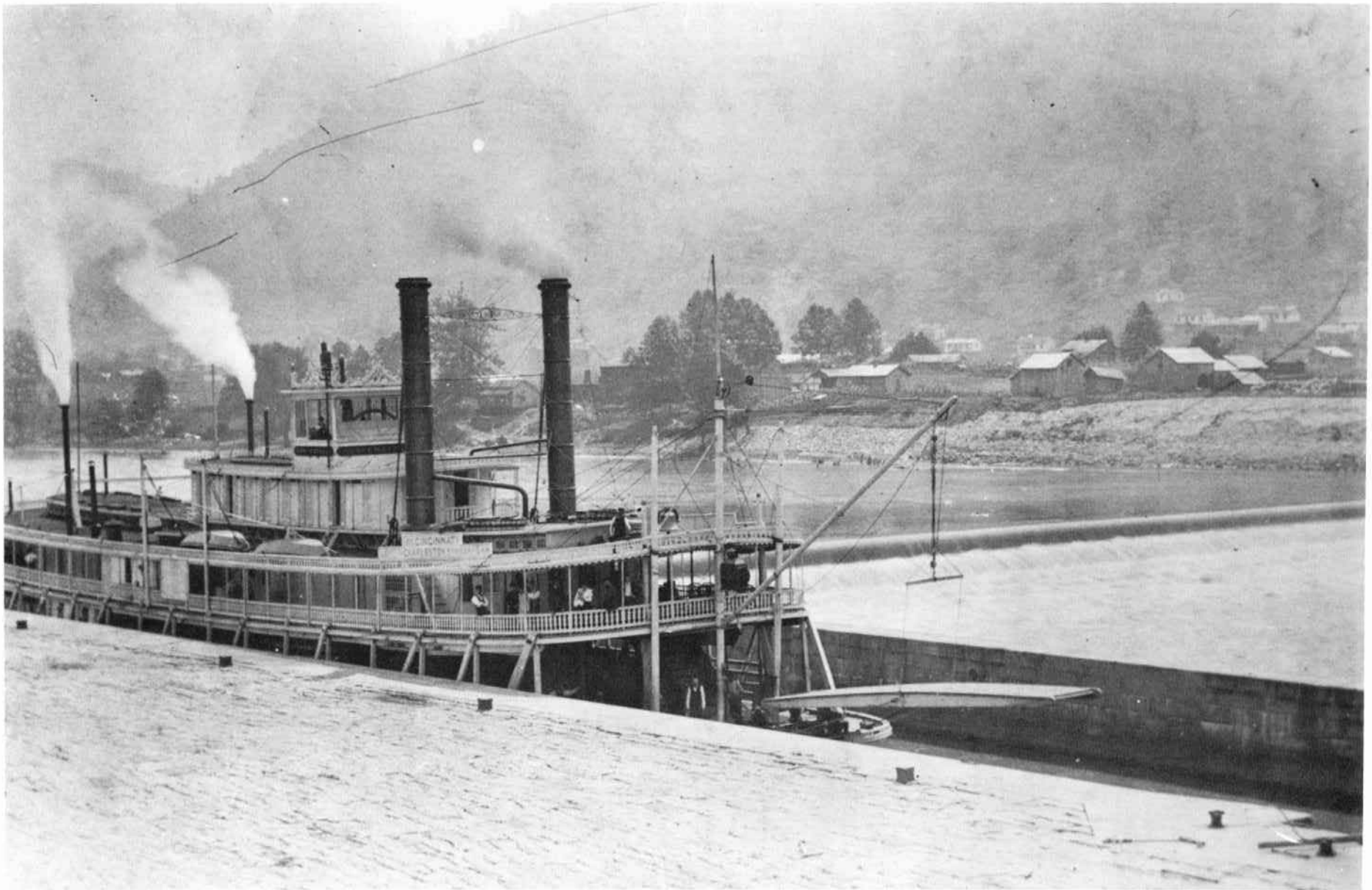
HAZY WEATHER supplies tone to this portrait of the VAL P. COLLINS downbound on the Ohio River at Ironton, O. with Kanawha River coal. She was new at the time, built at Charleston, W. Va. in 1901 for Val P. Collins and Fred Hartweg and always seemed to look larger than she really was. She was a three-boiler job working engines 16's- 5½ ft., same as the D. T. LANE. She and the LANE both had their names on the engineroom bulkheads in slanted lettering. The wharfboat visible over the tow is lettered IRONTON

--J. F. KETTER & SONS and an ad for QUAKER OATS is plainly visible. In later years the COLLINS was adopted into the fleet of the Island Creek Coal Co., Huntington, and they lost her in the Big Ice, winter 1917-1918, at Sekitan, O., a place you've probably never heard of, a name whose meaning escapes us, located along the Ohio River between Fernbank (location of old Lock 37) and North Bend.



WHEN WE were running Steamboat Photo Co. nobody ordered a picture of the W. B. CALDERWOOD, perhaps just as well for the negative in our file was nothing to write home about. This one, discovered lately, glamorizes the towboat what with the reflection and all, and she's sure throwing a wicked wheel. The CALDERWOOD (...didn't know what else to call her so they called her wood) was named for the superintendent of mines of the Campbell's Creek Coal Co. at Dana, West Va. (now Port Amherst) on the Kanawha River above Charleston. She started out in 1893 originally named ALEX MONTGOMERY NO. 2 built at Cincinnati but by 1895 had been renamed. Campbell's Creek Coal had mines back in the hills at Dana and operated a full-fledged railroad called the Campbell's Creek Railroad Company which ran 14 miles to Putney,

W. Va. and which not only hauled coal but had passenger cars, all standard gauge. It was still a going concern in 1960 with Herbert E. Jones, president, and Charles T. Jones, v.p.-operations. Now it has been abandoned. The CALDERWOOD did the Kanawha River work, bringing coal from the mines to the Pt. Pleasant harbor landing, and it was up to the ROB'T P. GILLHAM and D. T. LANE to make deliveries to Cincinnati, Madison and Louisville. Capt. Albert Martin's job was to keep the CALDERWOOD coming and going, and she was regarded as a hot number with her two boilers and 12's- 6 ft. engines. For some reason or other Martin carried a pistol and accidentally shot himself with it but survived to stand watches on the LIBERTY in 1932 and had that packet up to Boomer, W. Va. several times, to hell and gone above Montgomery.



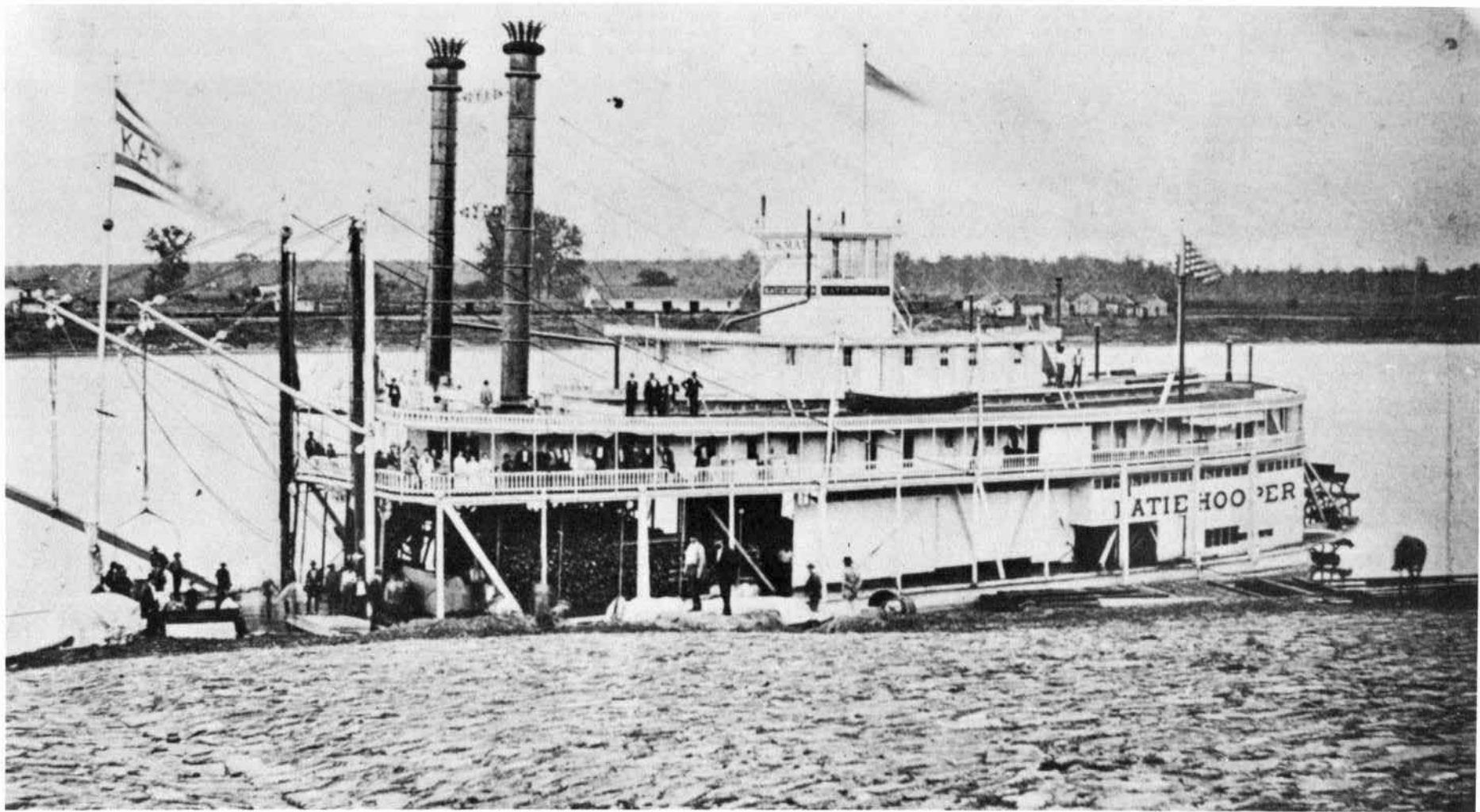
HERE IS the 180-foot packet HENRY M. STANLEY locking downbound through Lock 2, Kanawha River, near Montgomery, West Va. She was built in 1890 for the Bay brothers, William and George, who named her for the gentleman who found David Livingstone in deepest Africa. The STANLEY ran Cincinnati-Charleston but on this one occasion, at least, explored the upper 27 miles of slackwater made available in 1887 via Locks 2, 3, 4 and 5 (No. 1

was never built.) In March 1903 Capt. William E. Roe took the 180-foot KANAWHA, also Bay-built, 5½ miles above Montgomery to Loup Creek, W. Va. above the present Virginian Railroad bridge, within 4 miles of Kanawha Falls. Several steamboats in pre-lock days actually reached the Falls, first being the VIRGINIA HOME in 1858. African explorer Stanley once visited in Cincinnati but refused to visit the steamboat named in his honor.



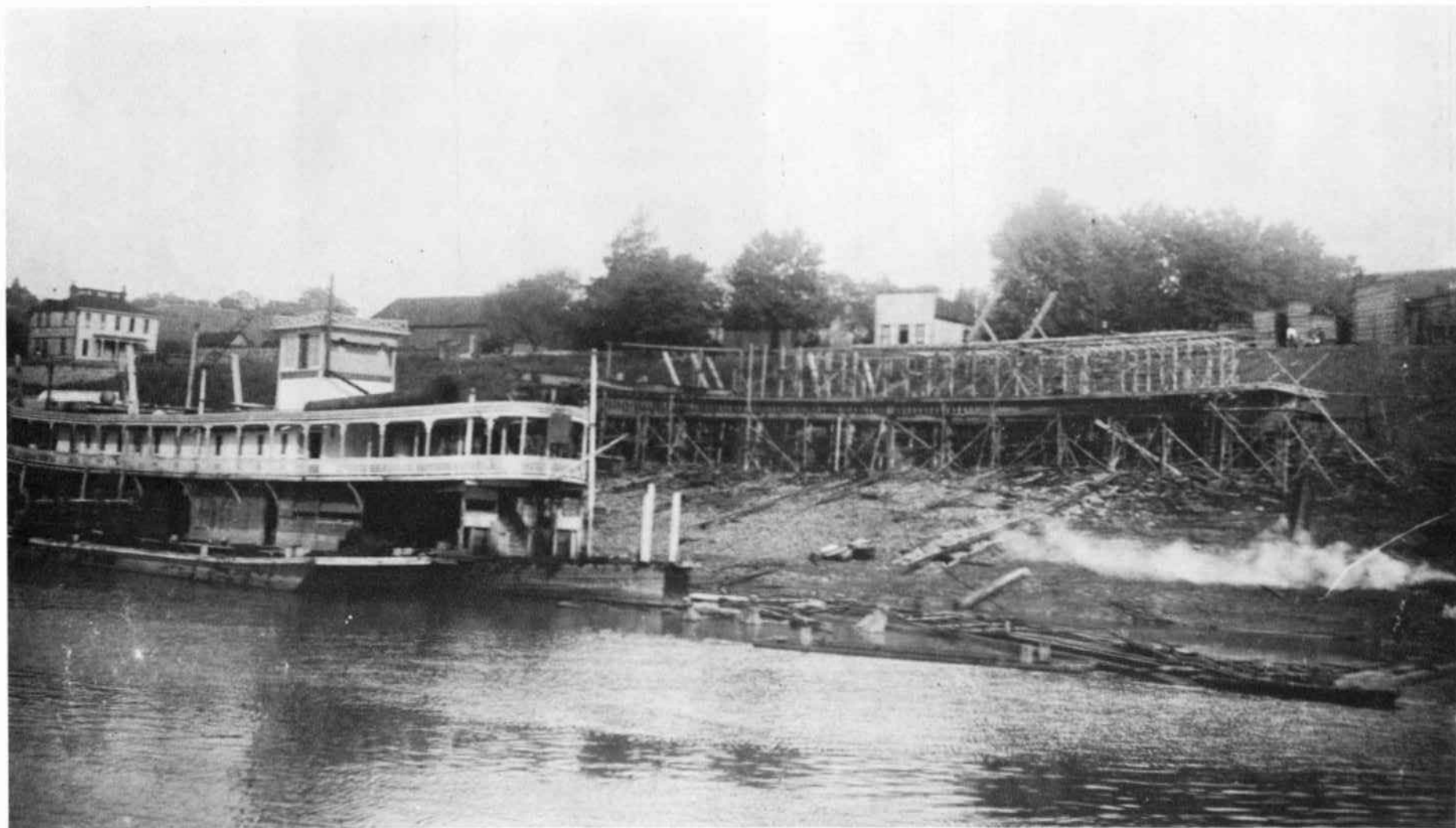
ONE OF the most ornate cabins along the upper Ohio in 1890 was that of the HENRY M. STANLEY with its crystal bedecked chandeliers. This priceless photo was taken looking aft just before the dinner bell, and the viewer may marvel for the next quarter-hour at the arrangement of chairs, napery and the chinaware---not to remark upon the centerpiece watermelon slices

resembling water lilies in bud, each bearing fruit in its center. The steward, whose name we know not, stands dressed in black surveying his handiwork and knowing it is good. By the way, have you noticed how the knives, forks and spoons are arranged on the forward table---quite like stacked arms you see in old Civil War pictures.



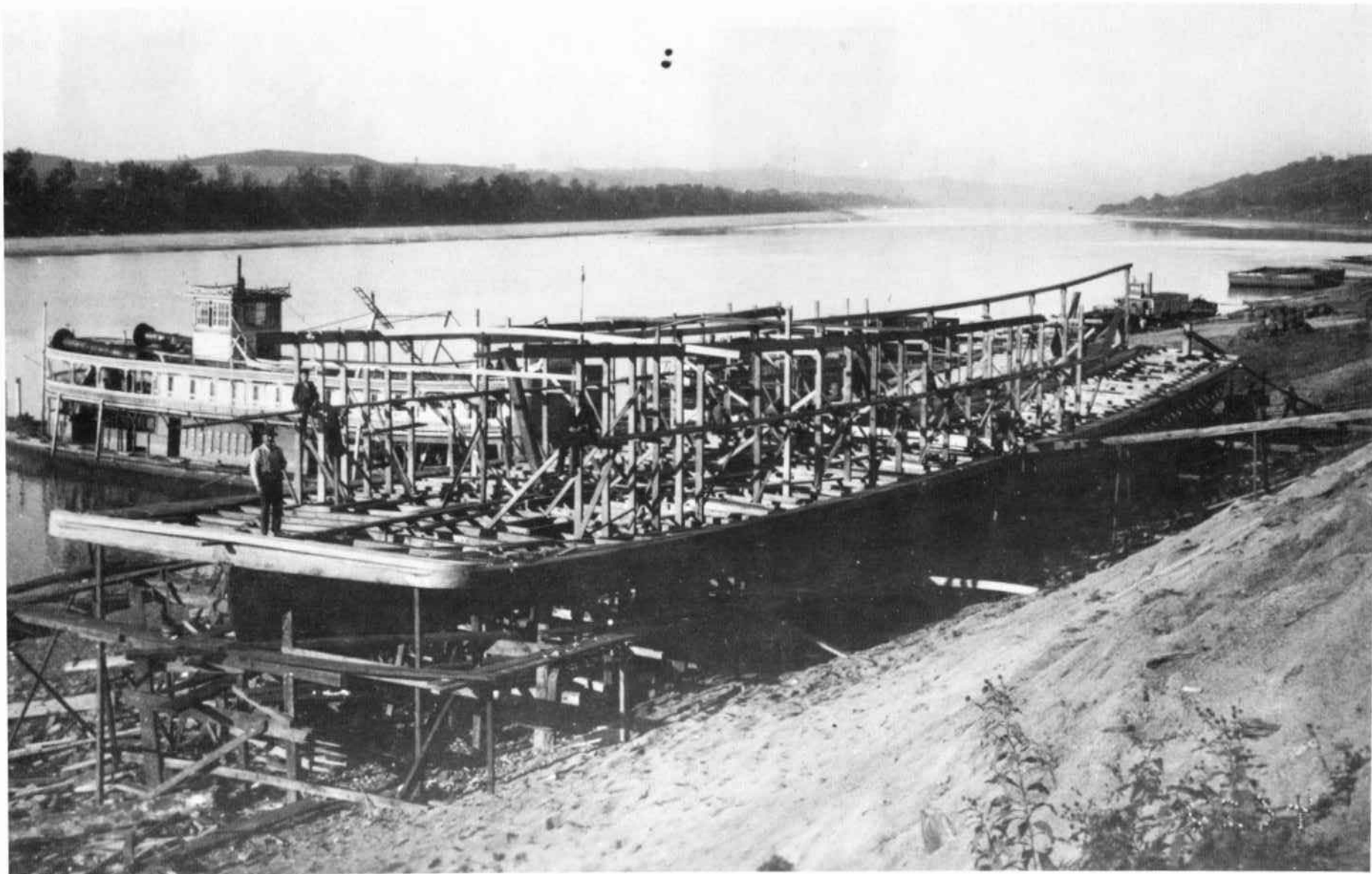
THOMAS M. REES's office when first we visited there about 1916 was in a sub-cellar at the James Rees & Sons Co. boat-building plant, Pittsburgh. Hanging on the wall, framed under glass, was an original pencil drawing of the packet KATIE HOOPER, marked "Presented to Capt. Thomas M. Rees by H. J. Lewis, Pine Bluff, Ark." Judging from the dust and grime on the glass our archaeological surmise was that it had been hanging there since the Rees firm built the boat in 1877. The Rees family had financial interest in the Little Rock & Memphis Packet Co. along with Capt. E. W. B. Nowland, John N. Harbin and others, and the prime essential in navigating the Arkansas was a steamboat which would primarily float on top of the water, and not in it. The KATIE HOOPER, steam up and ready to leave the Rees Shop in August 1877 was drawing 24" built on a wood hull 180 x 36 x 6.5. The Ohio River was bone dry but, and anyhow, pilots Andy Marselliott and Jim Stewart said they'd give her a try. Capt. John N. Harbin in-

visited a delegation of towboat pilots to ride down along so's they could see what the bottom of the river looked like, and among the guests were Capt. Wash Gray of the FRED WILSON, Capt. Bill Cunningham of the SAMSON NO. 2, and Capt's. W. M. Blackmore and Sam Dean, Jr. of Gray's Iron Line. Commented a Pittsburgh editor: "If she gets through it will demonstrate that there are 13 to 14 inches more water in the channel than the marks indicate." The real test came at the foot of Marietta Island inasmuch as a cross dike had been placed in the back channel the year prior which had formed a sand bar from the foot of the island to the mouth of the Muskingum, and to correct this the U.S. Engineers had in the summer of 1877 just completed a long dike from the foot of the island swinging downstream. The KATIE HOOPER squeaked through, and about a week later made her triumphal arrival at Little Rock with flags flying, the subject of this portrait.



RECENTLY while Ralph DuPae was making his rounds gathering up old steamboat pictures he came upon this view. No information was attached to it. Hawkeye DuPae figured the boat in the foreground to be an old Upper Miss rafter. Sure enough it proved to compare favorably with a picture of the old THISTLE. So Ralph plowed into Way's Towboat Directory to learn that the THISTLE had been taken to Higginsport, O. in 1900, there dismantled, and the machinery was transferred to a new towboat being built there, the HERMANN PAEPCKE---and that's exactly what's going on in this picture. And this is the first picture we have seen showing the Higginsport boat

yard. Well, where's Higginsport? Good question; it's on the Ohio River in Brown County, Ohio, a couple of miles above Augusta, Ky., and its most celebrated citizen is Capt. Ray Brookbank, now 90---so Cap'n Ray was 10 when this picture was taken and without much doubt he remembers the boat yard and possibly the building of the HERMANN PAEPCKE. The boat yard was operated by Robert Taylor (a towboat built there in 1901 was named ROBERT TAYLOR, later the W. T. SMOOT) and one of the FRENCH'S NEW SENSATION showboats also was launched from the Taylor yard in 1901.



IT NEVER RAINS but it pours, and Ralph DuPae now sends us his latest discovery. You've guessed it. Another shot of the building of the HERMANN PAEPCKE at Higginsport. The THISTLE is moored with her head out in the river and the stern shoved ashore so's to remove her high pressure 18's-5 ft. engines. On the next page we're displaying two views of the completed boat, and she had these old THISTLE engines in her. The HERMANN PAEPCKE was built 1900 for the Paepcke-Leicht lumber firm in Chicago which became the Chicago Mill & Lumber Co. which based its logging and lumber operations at

Cairo, Ill. The two pix on the next page probably were taken at Mound City, Ill. where she was pulled out in the fall of 1907. The PAEPCKE for some time served at Memphis handling a railroad transfer barge for the Cairo, Memphis & Southern Railroad Transportation Co. She was laid up in 1909 and seems to have choked a stump for two or three years, advertised for sale. Then she was bought by the Texas Co. (oil) who needed her on the Tampico River in Mexico. Within 15 miles of destination she encountered a squall and was swamped, this in October 1913.

