

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen

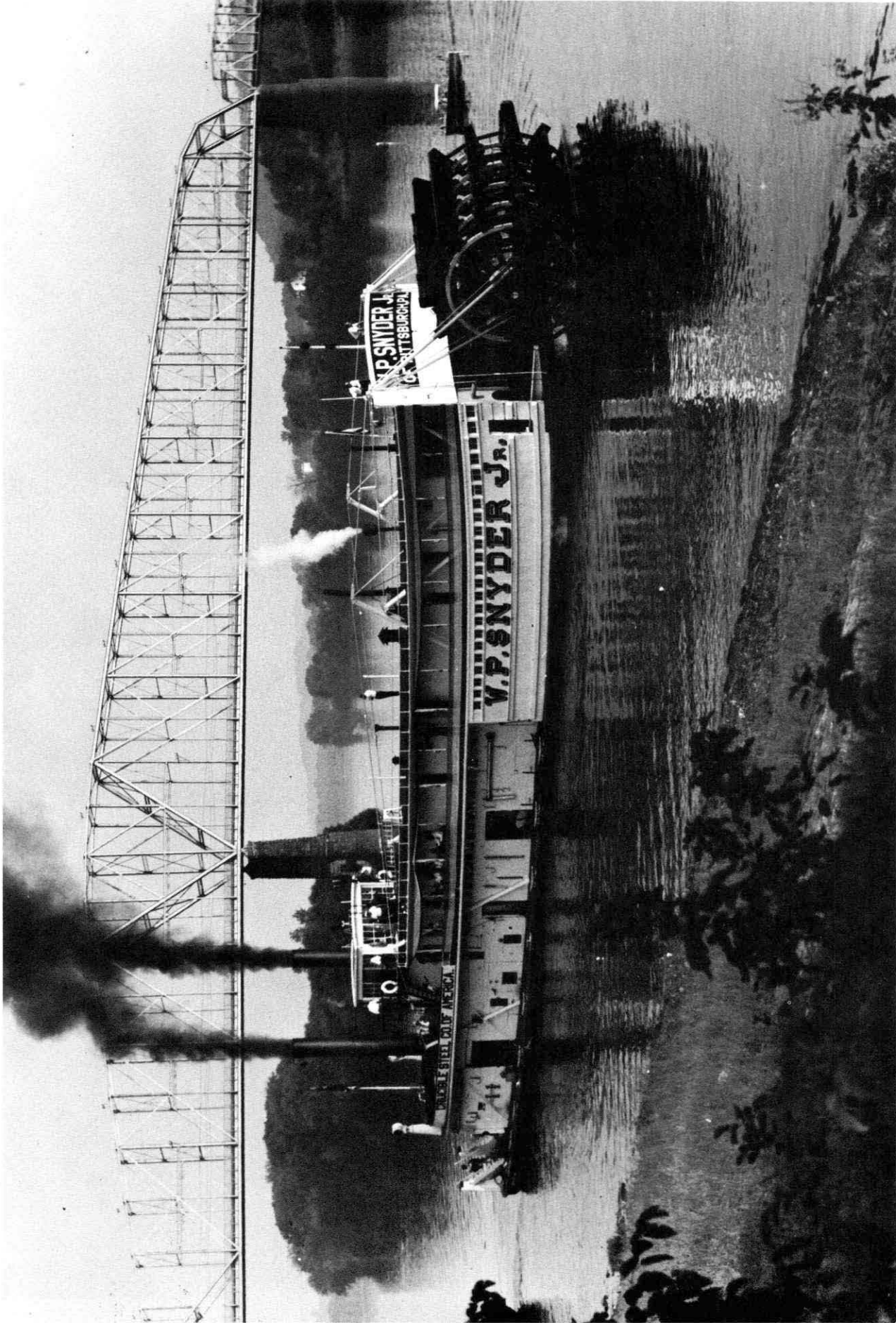


Vol. 17, No. 3

Marietta, Ohio

September, 1980





The 25th anniversary of the arrival of the tugboat W. P. SNYDER, JR. at Marietta, on Friday, September 16, 1955 recalls this picture taken by Harold C. (Putty) Putnam that day as she left the Marietta landing, headed for her berth in the Muskingum River. --Enlargement from the original negative by Woody Rutter, and also our thanks to H. Chase Putnam, Jr. for making the neg available.

Alan L. Bates has completed an Index for the S&D REFLECTOR for the five years 1974-1978, a task requiring the listing of 15,000+ page numbers. His manuscript was prepared for print by Barbara McIntyre, Detroit, and was paged up at 121 River, Sewickley. This 56-page accomplishment will be available at S&D on Sept. 13. Alan now advises us that he is preparing the final draft for an Index covering the five years 1969-1973. Once that is completed he will take a deep breath and wade into the first five years of the S&D REFLECTOR, 1964-1968.

Copies of the 1974-1978 Index will be mailed to you for \$1.50 each, postage paid. Same page size as our magazine and can be conveniently included in your binders. Address our secretary, Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.

A hearing held at Lexington, Ky. this past June discloses that the Corps of Engineers, U. S. Army, is contemplating the abandonment of the Kentucky River. There is the possibility that all 10 locks will be shut down. With the exception of a few months in 1974 and 1975, no barge traffic has utilized the Frankfort-Beattyville stretch during the past 16 years. Pleasure craft don't use the river as much as formerly, particularly in the upper pools above Frankfort. The cost of maintaining the locks does not justify, say the Engineers, who point out that a cruiser making the Frankfort-Beattyville voyage, round trip, costs the taxpayer \$15,740. Extensive repairs must be made to the lock gates at Locks 5 and 7 in the near future.

Dedication ceremonies were held at New Richmond, O. on Sunday, July 26th last for the opening of Capt. Ernest E. Wagner Park, named for the late master of the DELTA QUEEN. Betty Blake read aloud a tribute from S&D. She and William C. Menke, New Richmond attorney, are the trustees for the Park Fund. The park and monument are in front of the former Wagner home overlooking the Ohio River.

The Ohio Historical Society has selected a new director, effective Sept. 2. He is Gary C. Ness who has been on the faculty of the University of Cincinnati since 1970, and who earned his doctorate degree in American history at Duke University in 1972. A native of Sioux City, Iowa, he becomes the ninth director of OHS since its founding in 1885.

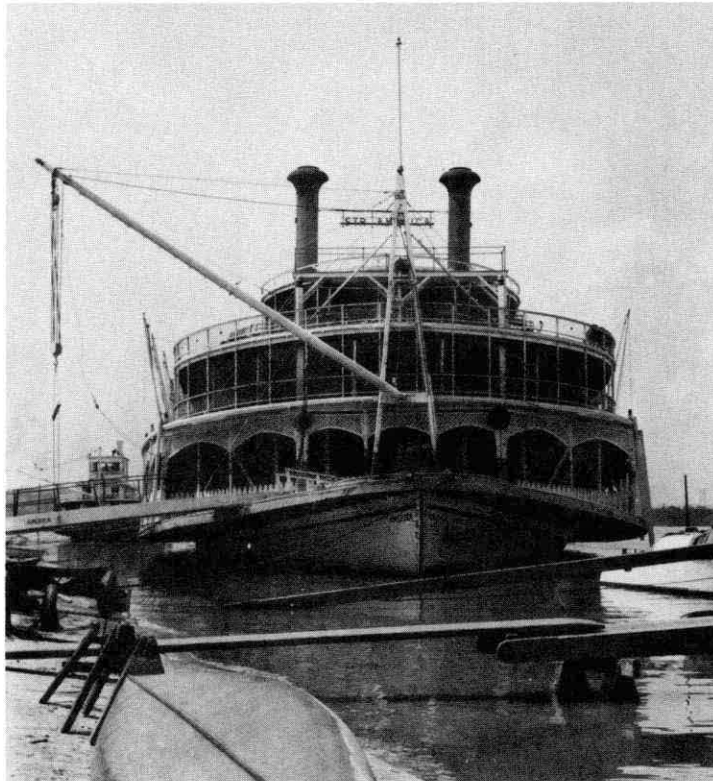
Welcome aboard! to Capt. Donald Summers, 218 N. Jeff Davis Parkway, New Orleans 70119. He is the alternate master-pilot of the PRESIDENT at New Orleans, and dates back with the Streckfus Line to having served on the ADMIRAL at St. Louis before she was repowered. He has joined S&D.

THE FRONT COVER

Foggy morning at Louisville is the subject of Michelle Kingsley's dream scene taken April 30th last. The B/L was soon to grope her way to Cox Park where excursionists were scheduled to come aboard. A flock of S&Drs rode that morn including John L. Frant and Neil Whitehead (right), Jack Custer (back turned) and Greg Goldstein (our guess).

Jim Wallen has our thanks for an advertisement in River Cities Monthly. Closson's of Cincinnati are handling signed, limited edition prints of John Stobart.

Jeff Spear, the Marietta river fan and collector, has considerable artistic talent. He recently completed an acrylic painting of the packet J. H. MENGE for his final term in his High School art class.



The AMERICA, ex-INDIANA, was the largest excursion boat operated out of Louisville, Ky. This dramatic head-on picture comes from the files of C. W. Stoll.

S&D'S ANNUAL MEETING

Capt. Clarke (Doc) Hawley has accepted an invitation to address our assembled conclave following the annual dinner in the Hotel Lafayette's Sternwheel Room. He will be introduced by Wilbur E. Dow, Jr., president of the New Orleans Steamboat Company. The dinner starts at 6:30 sharp and tickets will be available at the lobby desk all that day, Saturday, Sept. 13th.

Advance reservations for the noon buffet picnic to be held on the premises of the Marietta Boat Club are not necessary. Be there. Bring pictures, paintings, models.

The Board of Governors convene in the Sternwheel Room at 9:30 a.m. and all qualified members of S&D are cordially invited to attend and participate.

Much more, as usual.

Steamboat Bill Barr paid us a visit lately. He's based at Huntington, W. Va., in charge of Amherst's terminal where the C&O delivers coal for river reshipment. His office is on the former Edwards Moonlight dance barge, long a fixture at Charleston, W. Va.

Latest on the rialto is that New Orleans has been chosen as the location of the World's Fair of 1984. The decision was reached in Paris. The buildings and exhibits will extend from the Greater New Orleans highway bridge to the Hilton Hotel at Poydras Street, a location now cluttered with obsolete warehouses. These will be demolished. Inasmuch as the Fair will occupy river frontage, plans are being made to amplify the excursion boat capacity in the Crescent City. Announcement of intent to build a new steamboat, so we learn from a reliable source, is imminent.

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VOL. 17, No. 3

MARIETTA, OHIO

SEPTEMBER, 1980

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

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

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

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

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

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GOLDEN EAGLE at Fort Madison, Iowa

--Dick Lemen, photographer.

Riverboat goes commercial

The Delta King, a steel-hulled riverboat built in Scotland and finished in Stockton in 1928, cruised the San Francisco-Sacramento route in its heyday, the 1930s, and later served as a yard ferry boat during World War II.

The Delta King will soon be restored and berthed in San Francisco's Pier Three, where it will be put to commercial use. Its sister ship, the Delta Queen, still travels the Mississippi and Ohio rivers.

The owner, M.K. Sun of Berkeley, has received a planning grant from the state of California for architectural research on the historic vessel. The San Francisco architectural firm Gordon H. Chong and Associates has the project under way.

Under the conditions of the state grant, the exterior will be authentically restored. For the interiors, the focus must also be on authenticity, but modifications to suit tenant requirements will be permitted.

Several restaurants have approached Sun to claim space in the two lower floors. Plans call for a "hotel-boatel" bed and breakfast-type facility on the upper floors. Alternative plans would house offices and shops in the upper floors. The total cost of the restoration will run about \$2.5 million.

The owner has a lease from the San Francisco Port Authority to dock the Delta King at Pier Three. If Pier 24 is declared a historic site, the riverboat will be transferred there.

--from San Francisco Business Journal, May 12, 1980
(Thanks to Miklos M. Kossa)

Jesse Reed Hoyt died in the Arlington Nursing Home, Columbus, O. on Friday, May 7, 1980. She will be mourned by many S&D members who recall her vivacity and wit at numerous of our annual meetings. Jesse was a long-time employee of the Bell Telephone Company both in Columbus and earlier in Marietta, and was sister of the late Fred M. Hoyt, purser of many upper Ohio River packets. Both Fred and Jesse were natives of Reedsville, O., children of the late Albert B. and Amanda Cottle Hoyt. She is survived by a sister, Edith Holzhauser, of Detroit, Michigan.

Sirs: About the ferryboat LITTLE BEN in the March '80 issue, page 42: She evidently broke loose at Racine, O. during either the 1936 or 1937 floods and was torn up in the trees at Sliding Hill Bend (Ohio River Mile 245.8). Our neighbor Steve Robson used the top of the pilothouse for a chicken coop for years. Harold Lea of Hartford, W. Va. had the windows from the boat. My brother Norman Rizer has a copy of the lately published history of Meigs County, O. which contains a picture of the LITTLE BEN and the caption gives the dates mentioned above.

Vernon Rizer,
Box 147,
Hartford, West Va. 25247

One calm and otherwise peaceful afternoon this past May we had a phone call from the Computer Division, Case Western Reserve University, Cleveland, O. "Somewhere in a past issue of S&D REFLECTOR the term 'haversine' was used in connection with steamboat machinery; do you recall the term, or in what context it was used?"

Seems a prof was examining the term paper of a grad student who had banded the word 'haversine' in a sentence like it was common as green apples.

With a rare display of good judgment we told the truth, saying we had no recollection of having used the word 'haversine' in the S&D REFLECTOR, and wouldn't recognize one if we met it in a sandy desert at high noon.

So happens that seated in the livingroom at 121 River was a very nice, quiet guy named Jim La France, engineer on the steamboat SHAWNEE PRINCESS operating on the Maumee River in Ohio. Having concluded the phone conversation we were still grumbling about haversines.

"Haversine is a trigonometric function," said the engineer of this 2x4 steamboat. "It's one half the versed sine of a given angle or arc."

Well knock me down with a feather.

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



Sandra Rae Miller, 4223 Cutliff Drive, Louisville, Ky., zip 40218 has compiled a 74-page index of the famous Gould's History of River Navigation, the original of which is a pot pourri spread over 750 pages of text. Send her \$10 and she will mail you the Index postpaid. In this picture of her taken aboard the B/L by Michelle Kingsley Sandie is flanked by Jack Custer (left) and Greg Goldstein.

Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009. Be sure to state the type desired. Available only to qualified S&D members.

Those detailed and accurate pencil drawings reproduced on 17 x 22" sheets of white cover stock by the late J. Franklin Brown are available from his widow. Mrs. Brown lives at 1306 North Parkway, Midland, Mich. 48640. The series includes the ISLAND QUEEN (2nd), BETSY ANN, WASHINGTON, BELLE OF LOUISVILLE, JOE FOWLER, CITY OF LOUISVILLE, DELTA QUEEN, CITY OF MADISON and CITY OF MEMPHIS.

A formal christening of the re-named BETTY BLAKE was an invitational affair held at Covington, Ky. on Saturday morning, July 26th last. Ben Bernstein, president, and Ray Hause, v. p. of BB Riverboats Inc., hosted the occasion. The BETTY BLAKE is the former GATEWAY CLIPPER, built at Dubuque in 1962.

Jerry Heermans, Tigard, Ore., has our thanks for a Xerox of an article which originally appeared in Leslie's Illustrated Newspaper, Dec. 25, 1886. The story of the burning of the J. M. WHITE at St. Maurice Landing, Point Coupee, on the Mississippi River, gets copious attention. The WHITE's master was Capt. J. F. Muse, sick in his room aboard the boat, when the fire broke out. He made a successful escape.

Capt. James F. Muse was a veteran of the Red River trade and at one time had owned interest in the sternwheel ELNORA built at New Albany, Ind. in 1865. He made his home in New Orleans.

Our nomination for the most unlikely event of 1979 was when the excursion boat GATEWAY RIVER BELLE went up 12 Pole Creek in West Virginia. She was built at Dubuque in 1965 for service in Biscayne Bay, Miami, named BISCAYNE BELLE and since 1978 has been owned by Gateway Clipper, Inc., Pittsburgh, who renamed her. Capt. Jack Goessling, her skipper, saw the CAMDEN QUEEN disappear into a hole in the willows below Huntington, W. Va. and curiosity got the better of him.

Captain Jack's log: "It was a beautiful bright sunny Monday afternoon heading down the river for Ashland, Ky. No trip scheduled this afternoon. Twelve Pole Creek just ahead. Slow the old girl (GATEWAY RIVER BELLE) down and head for the mouth of the creek. An old man camping on the downstream bank looks up and yells, 'Deep enough over here, Captain, but not very wide.' So slow ahead and we're in the creek. The sun is gone, peaceful, quiet, everything is green. The smokestacks are moving through light branches. Slowly we move ahead. The trees on the bank rustling the sides of the boat. Mighty narrow in places and around a little bend there she is, the little sternwheeler CAMDEN QUEEN. She's against the bank under a very large tree, like a fairy tale come to life. We ease in alongside of her, lowered the stage, and went ashore to look around a bit. The RIVER BELLE looked like the SPRAGUE with her baby alongside. Time to go. The bow among the trees on one bank and the stern wheel is rubbing the other. We get turned around and are on our way.

"'I think you are a little crazy,' my wife says to me."

The question was raised in our last issue (page 45) as to why showboats passed up the larger cities, particularly Memphis. Thanks to Col. Tom E. Tappan we have before us an article written by Paul R. Coppock which appeared in the Memphis "Commercial Appeal" on Sunday, July 24, 1977 expanding this very subject. Here, in part, is what Paul Coppock discovered:

The showboat HOLLYWOOD, owned by Capt. J. W. (Bill) Menke, arrived at the cobblestone wharf at the foot of Monroe in Memphis in December of 1932. She was of course fleeing from the winter but the cold winds and ice caught up with her here and for two weeks she was weather-bound. Captain Menke paid a wharfage fee of \$8.50 a day, and \$50 for a three-month theater license. He prepared to open with the old favorite "Tildy Ann" on January 12, 1933.

Then the City of Memphis clumped on stage with a villain's scowl. The HOLLYWOOD was a theater and if operated in Memphis it would have to be fireproof, like other Memphis theaters, and there would have to be a flameproof curtain. Also exits for balcony patrons.

The coal stove in the living quarters would have to be removed. Wiring was exposed instead of in conduits and the fuses were the wrong kind, the city electrical inspector said.

The Harbor Commission held a meeting at which it was found that the wharf space was needed. Those who worked downtown and saw the riverfront daily knew it usually was idle and silent (although there was lively action at the barge terminal near the bridges).

If newsmen had been awarding a booby prize it probably would have gone to Abe Waldauer, assistant city attorney, who said the showboat calliope interfered with his telephoning, although Abe might have been only joking in fun.

There was mild applause when Mayor Watkins Overton told it like it was, in contrast with other officials. Downtown movie house managers had objected to the competition and, he said, the city was protecting their investments.

The Depression was on and people with money for movies and showboats were none too numerous.

Of course the HOLLYWOOD violated safety laws, and had on its previous visits to Memphis, as had other showboats. But the sudden protection of the big theaters against the little old showboat struck the town as unreasonable and there was general approval when Captain Menke made an end run.

He went up Wolf River and tied up near the Second Street bridge, a few feet outside the city limits. He opened without a permit on Jan. 18, but was given one by the County Board of Adjustment on Feb. 15.

For 15 weeks the HOLLYWOOD offered such favorites as "Kentucky Sue," "St. Elmo," "East Lynne," and "Ten Nights in a Barroom."

The favorite of the cast (and crew) of 20 was "The Lure of the

City," and it may have been the Memphis audience choice too, after a surprise visit by the author. He was Eli Whitney Collins, known locally as the former mayor of Jonesboro, Ark., and vice president of the Guaranty Insurance Corporation, which had headquarters on Main Street in Memphis, in the Farnsworth Building.

He had run away at 14 and spent 18 years in stock companies, road shows and vaudeville. With the Andrews Opera Company he was the baritone star of "The Beggar Prince." In his spare time he wrote "The Lure of the City" and 20 other dramas, as well as a book of verse, "Sons of Service."

There was another added attraction to the HOLLYWOOD shows. The leading lady had been Margarite Gehring, daughter of a Memphis hotel man (the Gayoso and the Gehring). Her mother had been prominent in Calvary Episcopal Church. Her stage name was Rita Mosher, and she was the wife of the leading man, Willis Engel.

In contrast to the Memphis attitude when Captain Menke arrived, his departure was delayed three weeks by pleas to stay and become something special for the Cotton Carnival. So "The Sweetest Girl in Dixie" was announced for the

final week and the HOLLYWOOD cast off in May.

The showboat came back on November 25 and went straight to the Second Street mooring, where it stayed six months. When she pulled out of Memphis for the last time, Captain Menke used 21 days of one-night stands to get to St. Louis, sometimes trading tickets for chickens and strawberries. The showboat lived on until ice crushed her in 1941 near Paducah. But Menke also owned the showboat GOLDEN ROD, said to have been the largest showboat ever built, and he carried on at St. Louis, around the calendar, for years.

There is an old newspaper clipping which says that when the HOLLYWOOD and her towboat came down Wolf River and out on the broad Mississippi for the last time, on May 21, 1934, her calliope was serenading the tall buildings with "Good Bye Forever."

William S. (Bill) Hanable was named Executive Director of the Alaska Historical Commission effective June 23rd last. Based in Anchorage, Alaska, the Commission publishes Alaskan history, monographs and the like.



FRED J. McCABE, Walnut Lane, Hannibal, O. 43931 was touring in June '79 and took this picture of the castaway towboat BROOKLYN while crossing the Boonesboro (Ky.) highway bridge across the Kentucky River, Mile 175.6. She sank there at the time of the major flood late in 1978. The BROOKLYN was Howard-built at Jeffersonville, Ind. in 1930. a diesel sternwheeler named HELEN H. Gutted by fire at Davenport, Iowa, 1942, she was rebuilt to become COURTNEY H., the hull lengthened 14 ft. Walter G. Hougland Sons sold her 1948 to Cumberland River Sand & Gravel Co. and in 1956 she was acquired by Amherst Barge Line who renamed her EMMA NO. 3. Point Towing Co. bought her 1959, sold her Feb. 1960 to Capt. John L. Donaldson's Blue Grass Barge Line operating in the Kentucky River where she became BROOKLYN. She had been retired for several years before the sinking.

UNUSUAL

WHETHER there was a steamboat race at Louisville last April 30th didn't make much difference. The DELTA QUEEN and BELLE OF LOUISVILLE were slated that day to put on their pre-Derby sprint up to Six Mile Island and back. They've been doing it for years, and during those years a side-line social function--not on the river, but on top of a Kentucky hill--gathered momentum, then clout, and has vanquished both steamboats. The river clan gathers these days to attend Lucy and C. W. Stoll's after-race party.

So when Bert Fenn phoned from Tell City early that morning with information that the DQ, running upbound on a tight schedule anyhow, had been blanketed in fog and could not possibly arrive at Louisville in time to run the race, the news was accepted by these river people as incidental intelligence. There were things of equal interest to do; with the Rock Hill party for fireworks.

Yes, there was fog, even at Louisville. The B/L groped her way from the Louisville levee up to Cox Park, fogging it most of the way, to take aboard a charter trip that morning. S&D's board of trustees for the J. Mack Gamble Fund (Andy Anderson absent) convened in the Texas executive suite and every time Bert Fenn tried to drive a point he was interrupted with two shorts and a long (vessel proceeding without tow) blown by steersman Kingsley.

At Cox Park we took aboard a population of bee-boppers who were so bright and young and cheerful, and wedged among them was a contingent of S&Ds equally b & y & c and, if anything, noisier. The fog blew away and the B/L made her appointed round amid sunshine and a crisp, cool breeze. The flags cracked and snapped and one S&D delegation huddled in the lee of the pilothouse passing time o' day with John Stobart the artist, who has cut such a national swath these past several years with his quick and alive oils and prints of copious steamboats backgrounded at New Orleans, Pittsburgh, St. Louis and Cincinnati and elsewhere. He had flown in from Washington, D.C. for this premiere exposure to S&D and the B/L and fog whistling and live 'scape pipe chuffing. The other John--John Hartford--equally in the national scene, but for other talents, also was jack-knifed there on the tarpaper roof in the lee of the pilothouse. This John had arrived in his enormous bus with chauffeur, using up three downtown Louisville parking meters to moor it.

Woody and Bee Rutter had been exploring the bayous of Louisiana over in the Evangeline country. Larry Walker had been making a new decorative acorn for the NATCHEZ to replace one lost in the EXXON

BALTIMORE collision. Greg Goldstein was in the grip of a compulsion to build a model of the double-cabin UNITED STATES, and he is the boy to do it properly. Alan Bates had just survived indexing the Dec. '71 issue of S&D REFLECTOR which contains five double column lists of names of delegates who rode the CINCINNATI celebrating the completion of Ohio River slackwater in October 1929, and he had put them all in.

The e.t.a. on the DQ was 9:30 p.m. So the B/L promptly at 5:15 backed out loaded with her \$50 a throw race passengers who, so it turned out, had come to see not a race but a pageant. The two new ACBL towboats J. ROBERT HARD and ROBERT GREENE (June issue, page 43) followed in her wake. The DAVID H. LeMAY at the Six Mile Island turn-around point nudged the B/L's bow around whirling dervish style, two complete turns, just for the heck of it. Balloons went up. The excursion boat BONNIE BELLE was much in evidence. Jack Custer covered the event for The Waterways Journal's May 17th issue, spread over three pages. It was the most fascinating non-race since the ECLIPSE and A. L. SHOTWELL.

What with all this tromping over B/L decks and Louisville landscape

we had our shoes off by the time the Rock Hill party started but nobody seemed to notice. The DQ had arrived in Louisville at long last, all the way from New Orleans, and Lexie Palmore had shared pilot watches with Oren Russell all those many miles. She came to the party in something of a flutter what with the prospect of soon trying for her master's license. She doesn't know this yet, so don't tell her, but we've nominated her for inclusion in the 1980 edition of Outstanding Young Women of America. Robert P. (Bob) Mosier, president of the Delta Queen Steamboat Company, came by to say hello (us with shoes still parked under the kitchen table) and then Nelson Jones and Tom Cook put in a surprise appearance, both youthful as ever. And while we are having this thing with youth, you must see the B/L steaming up the O-hi-o (there once was a song, "I've got the sweetest little O-my-o / down on the O-hi-o") with Capt. Mike Fitzgerald in charge, and Lee Cable in the pilothouse---it's a new generation, mates. Bill Pollock and I looked that way once, I think; and I know C.W. did.

The DQ's Capt. Jim Blum shared some moments with us. The DQ will not come to Pittsburgh this year--



TO THE LEFT: Artist John Stobart behind the pilothouse on the BELLE OF LOUISVILLE.

BELOW: Jack Custer's head hides somebody, then John Fryant, the one and only Delly Robertson and Nelson Jones enjoying the Rock Hill party.

--photos by Sandra Miller



first time she has not been scheduled to the headwaters of the Ohio since I don't know when--but she will be at Gallipolis, O. come Sept. 10th. Delly Robertson, Judith Burks and Michelle Kingsley were still on Cloud 9, recounting the details of their mid-March foray to New Orleans wherein Delly tried in vain to spend \$20 and came home with \$5 change. It was fun leading John Stobart around to meet the S&D crew, and in watching the reactions--looked for a moment there as though Dorothy Frye might crumble and pitch fore or aft, but she got back her breath just in time. Homer and Grace Hawley, and Chuck and Catherine Remley were here, there and everywhere, along with C.W.'s dear sister Martha. Space does not permit further comment, and obviously impossible to handle some 150 guests who were up and down C.W. and Lucy's freshly asphalted and winding road for a few hours in the Land of Oz.

That's all about the great 1980 Louisville Steamboat Race, if you call it a race. And granted it was a race, does it not follow that Churchill Downs may one day run a filly around the track on Derby Day all by its lonesome to win, place and show? But a group of us still were in Louisville on the morning after the night before and plans of great import were brewing. Harlan Hubbard had sent to C.W. a page of directions on how to get from Louisville to Payne Hollow, Ky. via the over hill & dale route (vs. the john-boat ferry approach from the Indiana side) and this too-long delayed opportunity was not to be trifled with. Never in my born days had I met Harlan and Anna Hubbard.

The boat "race" was on Wednesday and on Thursday guests peeled off from Rock Hill saying "see you at S&D in Marietta Sept. 13th if not before." Late that afternoon, seeing as how John Stobart was London-bound and hence prisoner to flight schedulings detailed and complex, and certainly not to be monkeyed with (visions of computer components blowing fuses, purple flames, etceteras), C.W. and Lucy gave him the \$1.50 long-way-around to the Airport taking in Cave Hill Cemetery enroute, quite a sight to see if you have a whole day to do it in, which we didn't have. John Stobart did not want to catch that airplane; he wanted to stay over and visit Harlan and Anna Hubbard; but he did catch the airplane.

You catch 71E at Zorn Road to 421N to Bedford, Ky. and thence by Hubbard's explicit directions until there isn't any road left to go anywhere on, park the car, and start down the hill on shank's mare following what used to be the road to Payne Hollow Landing. Quite some hill. There is a St. Bernard in a kennel off to the port side as you start down which woof-woofs in a deep bass. We progressed single file, mostly, watching for snakes; C.W. and Lucy Stoll, Frank and Elsie Miller (Frank is Lucy's brother, he and his wife visiting from Elsberry,



Lexie Palmore on the left, then Lenora and Jerry Sutphin at Rock Hill. A month later Lenora and Jerry visited the Mystic Seaport and found it good.

C.W. is laying it on the line to John Stobart as Michelle Kingsley (left) keeps her peace. The other two Johns, Hartford and Fryant, listen to the lecture.



Bert Fenn and O1' Man Way (foreground) are dressed for the cool day. Neil Whitehead is peering over Bert's shoulder on one side and Chuck Remley on the other. Bee Rutter (right) is behind her Dad.

-photos by Sandra Miller

Mo.) and Michelle Kingsley and me. After a while you cross a little creek meandering through a sylvan small meadow sheltered by trees and at this particular time loaded with a riot of small blue flowers about shank high called blue-eyed Mary, a sight I'll not soon forget never before having seen any. We thought we'd strayed from the path and then heard voices. Up the hill came a delegation of youths from Hanover College. They'd been visiting with the Hubbards, so we were on the beam after all. Suddenly, exposed after a sharp turn, there stood Harlan Hubbard.

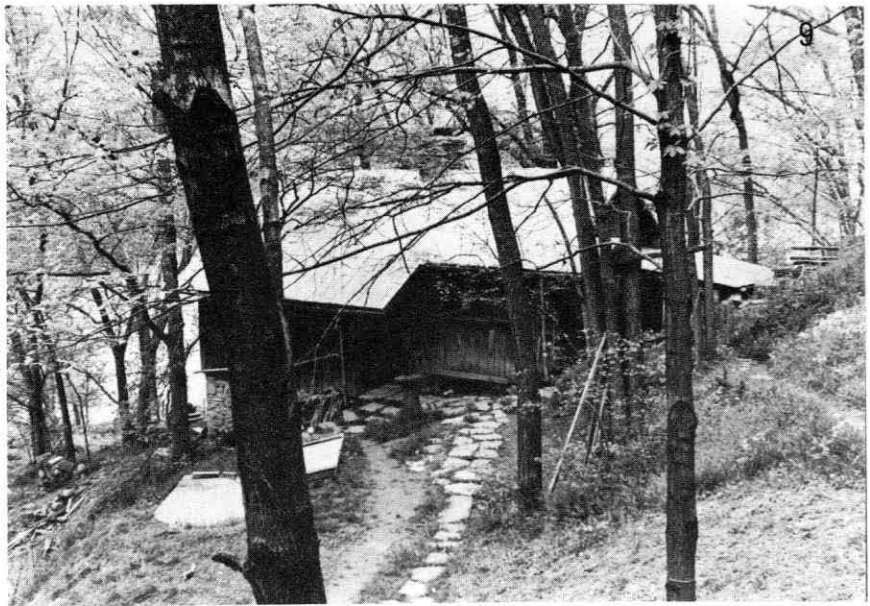
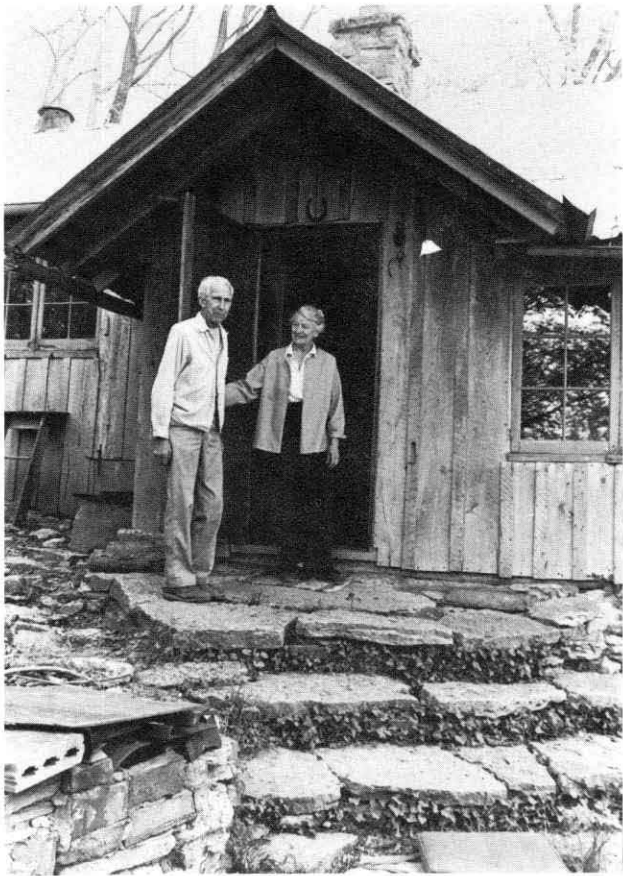
Good grief, he's older than I am--80. I asked him. You'd never know it to look at him. He and Anna, his wife, have been perched on this hillside overlooking the Ohio River for 28 years, since 1952. Upstream is Plowhandle Point and way off downriver are the Saluda creeks. The river here is wide, wide, wide. Sharing the premises is a big short-hair brown dog named Ranger which had wandered in one day. Anna served tea on the patio in brown mugs.

You can read about all of this, of course, in Harlan's book called "Payne Hollow," published by The Eakins Press, N.Y., 1974. You can read a lot more in his "Shantyboat," first published in 1953 and

recently reissued by The University Press of Kentucky. On the table of their home is a Guest Book started in 1944, the fall he started building a shantyboat on the Ohio River shore at Brent, Ky. across from Coney Island, Cincinnati. Harlan Hubbard's oil paintings more and more are being taken seriously, so much so that a young lady working on a grant has been tracking down, measuring and describing these art works, more than 300 of them so far located. Anna Hubbard is a doll, at once reminding me of our own Quaker proclivities, although she is Holland Dutch on both sides.

Guests at Payne Hollow naturally wonder how long this idyllic life can continue for Harlan and Anna. They are practical persons and know full well one day soon there will be an end of it. Harlan's studio, separate from the house, must be preserved somewhere, although the museum people first must persuade the bees out of the walls.

Going back up the hill didn't seem half the job of coming down, maybe because we felt lighthearted for the experience of knowing them. Ranger accompanied us back to the car.



PAYNE HOLLOW, KY.-- Above: Harlan and Anna Hubbard at the doorway leading down to the patio. Top right: Their home overlooking the Ohio River. Center: Harlan, F. Way, Jr. and Anna on the patio. Below, from left: Anna's Steinway; Harlan's studio----note the north light window, and Anna showing her cupboard of preserves to Elsie Miller (center) and Lucy Stoll. --Michelle Kingsley, photography.



O-K'S JUNE MEET HAD GOOD PROGRAM

Charley Stone and Jerry Sutphin's slide show featured steamboat accidents.

by Jim Wallen

THE TROUBLES that beset steamboats on the upper Ohio and Kanawha Rivers were graphically described by Capt. Charles E. Stone, and illustrated with slides by Jerry Sutphin before a meeting of the Ohio-Kanawha Branch of S&D on Sunday, June 1st, in the Mason County Library at Point Pleasant, West Va.

The 44 persons present were enabled to envision boiler explosions, groundings, sinkings, fires, troubles at dams and the onset of windstorms and ice.

Obvious throughout was Captain Stone's enthusiasm for steamboats and the people who worked on them, and his sympathy for the troubles in which they became involved. He described 28 such instances, and most of them were illustrated by several good pictures shown on the screen by Jerry Sutphin.

Among the major subjects were the destruction of the packet KANAWHA at Lock 19 in 1916 and the heroic rescues of passengers by Lockman Harold B. Wright; the series of mishaps to the packet SENATOR CORDILL on both the Ohio and Kanawha Rivers; and the explosion of two of the towboat J. C. RAWN's boilers at Huntington in December of 1939. Charley Stone lost a good friend and had several other acquaintances among the RAWN's crew.

An interesting point in the story of the RAWN's destruction was that Jerry Sutphin was able to show aerial views of the RAWN a minute or two before the explosion, the actual explosion itself, and the wrecked boat after the steam had cleared away. An aerial photographer had been hired to get a good photograph of the city of Huntington's riverfront and snapped his shutter just at the times to get these three views. Because of the noise of the plane's engines, the photographer did not know he had photographed the explosion until the negative was developed.

When the 117-foot packet steamer NEVA burned at Buffalo in July of 1908, her whistle continued to blow throughout most of the time she was being consumed by the flames. Capt. Francis Wright, who was present at the meeting, said that evidently a timber had fallen on the whistle valve to cause the continuing, eerie sound.

In telling of the HELEN E.'s long, runaway trip adrift in the ice of January 1918, all the way down to Madison, Ind., without serious harm, the speaker explained that the little packet was resting atop a large and heavy ice floe and thus was protected on all sides.

Captain Stone's talk was made doubly interesting by the fact that he had been acquainted with

so many of the people involved in a number of the steamboat misadventures and that he heard firsthand accounts of some of them.

And how many sternwheel steamboats have we seen out in the river without a sternwheel? Jerry Sutphin showed a view of the BAY QUEEN in that distressing situation.

Herschel Burford of St. Albans, who had served as clerk of the O-K Branch since its organization, asked to be relieved of his duties and was replaced by James P. Bupp of Charleston, by unanimous vote. All the other officers were re-elected for another year.

Jerry Sutphin announced that Capt. Frederick Way, Jr., president of S&D, had completed his revised Packet Directory and had it ready for the printers.

After the reading of a letter from James V. Swift of The Waterways Journal, by clerk Burford, those present voted to purchase five of the "Save the ADMIRAL" tickets to help keep the St. Louis excursion steamer ADMIRAL afloat.

At the opening of the meeting Jack Burdette of Pt. Pleasant extended a welcome, and there was a minute of silence for five rivermen who had "gone up the river from which there is no return," as requested by Jerome Collins. The five were Capt. William Miller, Don Ash, Jack Bonecutter and John Davis.

The librarian for the Meigs County Library, Mrs. Jackie Wagner, was introduced by Mr. Burdette.

At the conclusion of the meeting Bob Barr played a tape recording of "Riverboat Man," a song he has composed as part of an operetta about river life on which he is now working.

THE SAGA OF THE DELTA QUEEN by Frederick Way, Jr., paperback edition professionally printed, 128 pages, illustrated with photographs, maps and drawings. The career of the DELTA QUEEN from her beginning until she became a tourist steamboat for the Greene Line Steamers in 1948. Retail at \$4 the copy.

OLDEST PILOTHOUSE by Frederick Way, Jr., paperback edition, 48 pages, profusely illustrated. Story of the packet TELL CITY, built in 1889, and how her pilothouse became an attraction at the Ohio River Museum, Marietta. Retail at \$2 the copy.

Both for \$4 postpaid for a limited time only. Send order and check to Frederick Way, Jr., 121 River Ave., Sewickley, Pa. 15143.

Two full color post cards of the TELL CITY pilothouse are included.

Capt. Frank A. Walk, Box 303, Kiln, Mississippi 39556 has our thanks for making an S&D member of his granddaughter's husband, Capt. Jacque B. Michell, 2319 Audubon St., New Orleans 70125. Captain Michell is a fourth generation bar pilot, Pilottown to the Gulf. We indelibly associate Capt. F. A. Walk with the towboat SEMINOLE, on which he served as master-pilot for the Mengel Company, Baton Rouge. The SEMINOLE was powered with Marietta compound engines originally on the packet KANAWHA.



How about this for a front yard decoration?

This 300 gal. size air pressure tank sprouting whistles is fronting on Lake Erie at the residence of Harry D. Barry, West Lake Rd. Ripley, N.Y. 14775.

NATCHEZ OWNERS FILE SUIT

A suit was filed in the U.S. District Court, New Orleans, in late April, by the owners of the excursion steamer NATCHEZ, against the owners of the tanker EXXON BALTIMORE, asking \$600,000 redress for the March 29th collision in the New Orleans harbor (see June issue.)

New Orleans Steamboat Company and Robert E. Lee Inc., owners of the NATCHEZ, contend that the collision occurred solely as the result of the fault and negligence of those in charge of the tanker, which is owned by Exxon Transportation Company.

It is alleged that the EXXON BALTIMORE was unseaworthy, failed to keep a proper lookout, was manned by negligent personnel, was proceeding at an excessive rate of speed in a period of bad weather, failed to maintain a proper course and failed to give proper and effective signals.

The suit claims that upon verifying that the upbound tanker was well to starboard of the downbound NATCHEZ, those on the bridge of the NATCHEZ sounded a two whistle signal for a starboard to starboard passage.

Before any response was heard, according to the suit, a squall passed the two vessels and visibility was severely limited for 30 to 40 seconds.

It is charged that when the rain squall lessened, the EXXON BALTIMORE was observed to have turned to her starboard on to a diagonal course across the course of the NATCHEZ.

According to the suit, the crew of the NATCHEZ heard a five whistle signal from the tanker and answered with four or more short blasts to signal danger, while the engines were put full astern.

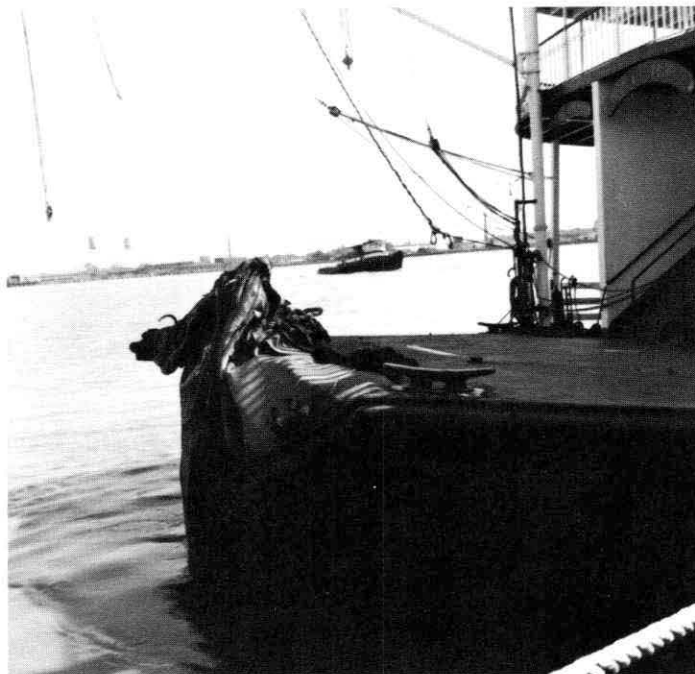
Notwithstanding her danger signal, the tanker continued across the excursion vessel's course and the collision took place, it is charged.

It is alleged that a number of passengers aboard the NATCHEZ were injured and the action is brought

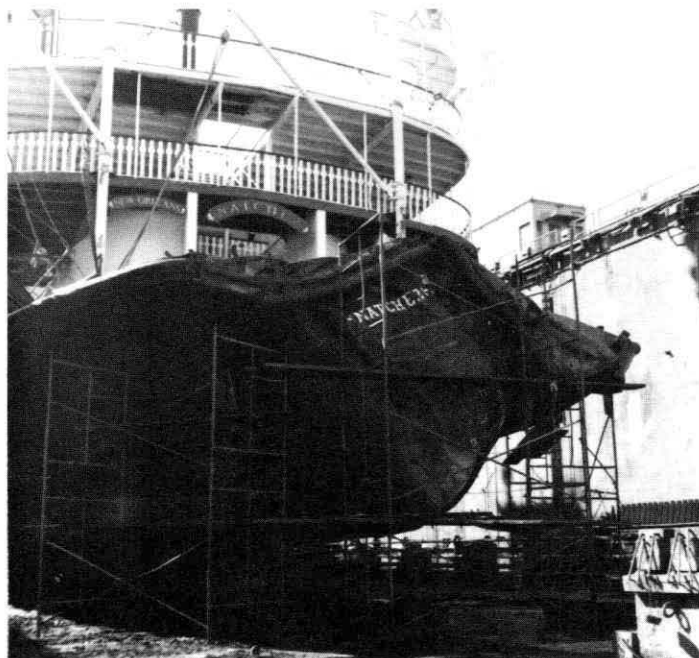
on behalf of the vessel's owners and those who have or who may become interested in the claim.

Much of the above report was published in the New Orleans Times Picayune, issue of April 30th last.

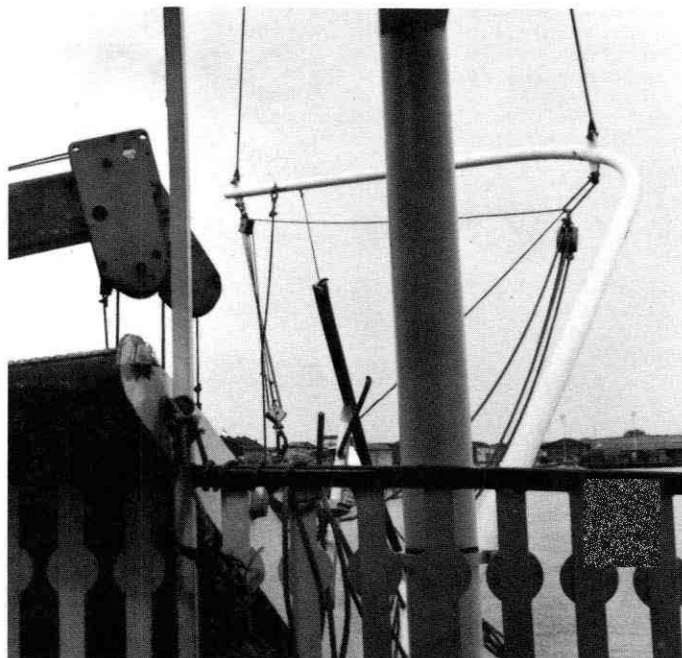
Our thanks to Capt. Roddy Hammett for the pictures shown on this page. The NATCHEZ was returned to service punctually on schedule following the shipyard transplant, serving the Greater New Orleans area.



AFTER the removal of the damaged bow, a new one tailored to the original lines, was installed. It was shaped and fabricated by two young men, one of whom, John Separovich, was imported from Todds West Coast yard. The other one was Benny Good. The "cattle guards" on the stages were too bent to use, and pictures of the NATCHEZ henceforth will show her without any.



CRUSHED AND TORN bow pictured soon after the NATCHEZ was hauled in the Todd dock following the collision. Workers removed the bow back to the collision bulkhead, then set her back afloat pending the construction of a new bow section.



THE STARBOARD STAGE was forced up and in, shoving the heel up through the hurricane roof, then came to rest with the heel on the boiler deck railing. The starboard stage boom (right) was bent almost on a ninety degree angle.

Sirs: I haven't yet read all of the June S&D REFLECTOR but did read Woody's "Seven Days For 38.50." It is a wonderful story and brings back many memories. The picture of the ISLAND QUEEN accompanying it is a dandy.

Dorothy Frye,
520 Probasco,
Cincinnati, O. 45220

A recent thunderstorm in the middle of the night brought Mrs. H. C. Putnam downstairs where she wouldn't be so close to the lightning. To bide the time and take her mind away from the celestial fireworks, she picked up the June '80 issue of S&D REFLECTOR and read Woody Rutter's "Seven Days For 38.50." Next morning she got us on the phone. "Tell Woody I really enjoyed that story, knew just about everyone he mentioned; maybe he doesn't know it but Putty and I took our wedding trip on the GORDON C. GREENE," she said.

Sirs: As always I've tremendously enjoyed the latest (June '80) edition of the S&D REFLECTOR. Woody Rutter's story and pictures were wonderful. His picture of the GORDON C. GREENE at Portsmouth is the essence of what steamboats, the river, and summer mornings are all about.

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

Sirs: I just read Woody Rutter's version of his boyhood trip to Cincinnati aboard the GORDON C. GREENE. He made it just in time, for nearly all of the old packets were gone by 1938. They disappeared one by one to be replaced by big diesel towboats. I'm 74 and my wife and I just celebrated our 51st wedding anniversary.

Darrell W. Jackson,
P.O. Box 88,
Sardis, Ohio 43946

Sirs: I like the VAL P. COLLINS "always seemed to look larger than she really was." I've twice read Woody's story.

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

S. Durward Hoag, former proprietor of the Hotel Lafayette in Marietta, O., has been contributing a series of full-page feature stories to the Marietta Times. His latest, in the July 19th issue, describes how he managed to be piloting the THOMAS MOSES from Lock 17 to St. Marys, his sole (and solo) watch.

Karen L. Hoge, long associated with the Hotel Lafayette, Marietta, kindly forwards to our secretary the dues and membership application for Mason Hale, Bone Cave, Tenn. 38546.

Should you be looking for memotoes of the excursion steamer HOMER SMITH the less likely place to search would be in Florida. Thomas Patrick (T.P.) Kenny was rooting through a box of papers in an antique store in the Miami-Fort Lauderdale area, not thinking of the HOMER SMITH particularly, but for some sort of river-oriented present for his Dad.

What T.P. found was a letter on HOMER SMITH stationery dated Sept. 6, 1926 addressed to the Mutual Ice Cream Co., Pittsburgh, Pa. A group calling themselves "The Early Bird Club" had enclosed unsolicited tickets to the addressee for a Sept. 16th excursion. "We ask your cooperation in the disposing of the enclosed tickets at the price indicated thereon" was the rather brash message. Turns out that The Early Bird Club were employees of the HOMER SMITH. They

closed the letter "with best wishes."

Capt. Tom Kenny, T. P.'s father, and recipient of the relic, surmises that Mutual Ice Cream Co. supplied the HOMER SMITH with ice cream and hence probably paid for the tickets. In 1935 the Kenny family lived within a few doors of the office of this company and that summer Tom worked in their office, welcome to all of the ice cream he could eat.

Incidentally the letterhead is imprinted with Homer Smith as president and general manager; Capt. J. R. Douglass, master, and J. G. Smith, purser. T.P. made no mistake in buying the old letter for his Dad's present, a souvenir of what Tom calls "that beautiful, big sternwheeler that made a big impression on me during the earlier years of my life."



NOSE-LESS NATCHEZ up in Todd's Drydock #7 at Algiers, La. on the morning of April 10, 1980 with her undamaged collision bulkhead exposed. The gentleman with the clipboard is Bill Dow. George Fitzgerald waves "Good morning." Capt. Roddy Hammett took this picture about 7:30 a.m. On the left is Capt. Steve Nicoulin who was steering the NATCHEZ March 29th when the EXXON BALTIMORE crossed his bow. At far right is Gordon Stevens, manager of New Orleans Steamboat Co. George Fitzgerald formerly was port engineer for the DELTA QUEEN and retired to Kiawah Island, S.C. after the MISS-Q got running, and in his earlier days he had sailed aboard the CRISTOBAL in the New York-Panama run. For a time he was chief engineer on NATCHEZ, and was called in to act as representative for the New Orleans Steamboat Co. during the repair program at Todds. Capt. Steve Nicoulin, former deckhand on the BELLE OF LOUISVILLE, joined the NATCHEZ at the Bergeron Yard before she was commissioned in 1975 and last May 6th received his master's license and New Orleans harbor pilot license. The day after this was taken NATCHEZ was let back in the river, bowless, to free the dock while the new bow section was being constructed.

VALLEY RESIDENTS OWNED A VARIETY OF OCEAN, LAKE, RIVER YACHTS AND HOUSEBOATS in 1925

The following yachts and houseboats are listed in Merchant Vessels of the United States, 1925, as having home port in inland river cities, exclusive of New Orleans:

-STEAM-

ALICIA

Steel hull, prop. b. New York, N.Y., 1902. 128 x 19.8 x 10.4. 700 hp. Originally CARANTO, ISSA-QUENNA. Owned by John W. Hubbard, Granite Bldg., Pittsburgh, Pa.

COLONIA

Steel hull, prop. b. Chester, Pa., 1899. 163.7 x 22.3 x 10.9. 2,000 hp. Originally ARIA, WACONDAH, ISABELLA, KASHA. Owned by John W. Hubbard, Granite Bldg., Pittsburgh, Pa.

TROUBADOUR

Steel hull, prop. b. Pittsburgh, Pa., 1893. 74 x 10 x 4. 35 hp. Owned by William B. Rodgers, Bellevue, Pa.

UNIQUE

Steel hull, prop. b. Charleston, W. Va., 1901. 90 x 14 x 4.3. 125 hp. Owned by Sam Baumgarten, Victoria Bldg., St. Louis, Mo.

-MOTOR-

ADA S.

Wood hull, prop. b. Bayonne, N. J., 1924. 53 x 13 x 6.4. 80 hp. Owned by C. M. Scott, P. O. Box 938, Pittsburgh, Pa.

ALBORAC

Wood hull, prop. b. Norfolk, Va., 1925. 46.5 x 10.4 x 5.5. 60 hp. Owned by H. S. A. Stewart, Jr., 814 Morewood Ave., Pittsburgh, Pa.

BLACK PRINCE II

Wood hull, prop. b. St. Louis, Mo., 1924. 42.2 x 9.8 x 5.3. 440 hp. Owned by William D. Crowell, 1620 Chemical Bldg., St. Louis, Mo.

BLACK SWAN

Wood hull, prop. b. Oakland, Calif., 1922. 112.5 x 20.3 x 10.5. 400 hp. Owned by F. C. Hubbell, Hubbell Bldg., Des Moines, Iowa.

BONITO

Wood hull, prop. b. Croton-on-Hudson, 1902. 94.5 x 23 x 4.4. 50 hp. Owned by Alex Laughlin, Sewickley, Pa.

BUCCANEER

Wood hull, prop. b. Manitowoc, Wis., 1910. 48 x 10.8 x 6.2. 40 hp. Owned by Mortimer Matthews, 73 Blymer Bldg., Cincinnati, O.

COMFORT II

Wood hull, prop. b. Memphis, Tenn., 1920. 41.1 x 12.3 x 3.7. 35 hp. Owned by E. C. Cochran, 118 Madison Ave., Memphis, Tenn.

DONT WORRY

Wood hull, prop. b. Evansville, Ind., 1916. 45.6 x 9.1 x 3.9. 32 hp. Owned by Michael D. Helfrich, 601 W. Franklin St., Evansville, Ind.

DORINDA

Wood hull, prop. b. Camden, N. J., 1915. 73 x 18.1 x 8.5. 120 hp. Owned by R. W. Bingham, The Louisville Times, Louisville, Ky.

ELATOR IV

Wood hull, prop. b. Oshkosh, Wis., 1909. 60 x 10.4 x 5.2. 50 hp. Owned by St. Clair Ede, 1075 Julien Ave., Dubuque, Iowa.

EVA

Wood hull, prop. b. Wayzata, Minn., 1916. 54 x 10.8 x 4.6. 80 hp. Owned by N. H. Scheldrup, Minneapolis, Minn.

EXPLORER

Wood hull, prop. b. Chicago, Ill., 1910. 44.8 x 10.6 x 3.9. 50 hp. Owned by F. A. Dunsmoor, 100 Andrus Bldg., Minneapolis, Minn.

FRANKLIN

Wood hull, prop. b. Monroe, Fla., 1914. 56.7 x 16.4 x 5.4. 75 hp. Owned by Clarkson Coal & Dock Co. (Del.), 1310 Merchant National Bank Bldg., St. Paul, Minn.

FRANZES

Wood hull, prop. b. Clinton, Iowa, 1905. 59.5 x 9.2 x 4.8. 40 hp. Originally MARGARET. Owned by D. W. Kimberly, Davenport, Iowa

IDAHO

Wood hull, prop. b. Marblehead, Mass., 1907. 56.5 x 12 x 5. 25 hp. Owned by W. W. Venzel, 5519 Forbes St., Pittsburgh, Pa.

INSEP

Wood hull, prop. b. Greenport, N. Y., 1909. 58.2 x 12.4 x 5.4. 125 hp. Owned by William Cooper Proctor, Gwynne Bldg., Cincinnati, O.

JACK

Wood hull, prop. b. St. Francis, Ark., 1911. 47.2 x 10 x 2.3. 15 hp. Owned by P. L. Brent, 1389 East Agnes Place, Memphis, Tenn.

JOSEPHINE

Wood hull, prop. b. New York, N. Y., 1916. 52.8 x 13.5 x 5.4. 65 hp. Owned by Anton Hulman, Terre Haute, Ind.

KALOIAH

Wood hull, prop. b. New York, N.Y., 1913. 70 x 13.2 x 5.8. 120 hp. Owned by Richard K. Le Blond, Madison Road and Vista Ave., Cincinnati, O.

MALLARD

Wood hull, prop. b. Grafton, Ill., 1914. 41.5 x 9.1 x 4.9. 30 hp. Owned by W. L. Baggerman, St. Louis, Mo.

MARGARET

Wood hull, prop. b. Pittsburgh, Pa., 1924. 48 x 12.2 x 4.2. 60 hp. Owned by H. N. Snavely, 1630 Chisletts St., Pittsburgh, Pa.

MARROY

Wood hull, prop. b. Watervliet, N.Y., 1925. 43.7 x 11.8 x 4.6. 130 hp. Owned by Edward L. Brooks Wyoming, O.

MUROMA

Wood hull, prop. b. Port Clinton, O., 1923. 58.1 x 14.3 x 6.5. 120 hp. Owned by Crosley Radio Corp., Colerain Ave. and Alfred St., Cincinnati, O.

NALDNAH II

Steel hull, prop. b. Jeffersonville, Ind., 1922. 61.1 x 14.1 x 4. 100 hp. Owned by E. W. Handian, 212 N. Third St., St. Louis, Mo.

NORWILL

Wood hull, prop. b. Marblehead, Mass., 1907. 41 x 7.8 x 3.8. 40 hp. Owned by Joseph E. Reis, 324 Hurck St., St. Louis, Mo.

OASIS

Wood hull, prop. b. New York, N.Y., 1913. 46.5 x 14.2 x 5. 40 hp. Owned by J. S. Stevens, Portsmouth, O.

OHIO

Steel hull, prop. b. Newport News, Va., 1922. 160.5 x 26 x 14.6. 700 hp. Owned by E. W. Scripps, Westchester, O. Home port, Cincinnati, O.

PASTIME

Wood hull, prop. b. Camden, N. J., 1916. 53.3 x 12.4 x 4.5. 240 hp. Originally AGNES B., A.R.M. Owned by John W. Hubbard, Colonial Place, Pittsburgh, Pa.

PELICAN

Wood hull, prop. b. Evansville, Ind., 1922. 64.9 x 18.4 x 5.8. 60 hp. Owned by William H. Fields, 424 Upper First St., Evansville, Ind.

PENGUIN

Wood hull, prop. b. Milwaukee, Wis., 1913. 51 x 12.2 x 5.8. 24 hp. Owned by Thomas Wittmer, 1512 Park Bldg., Pittsburgh, Pa.

PITT

Wood hull, prop. b. Salisbury, Md., 1914. 41.3 x 14.3 x 4.8. 62 hp. Originally STATIRA. Owned by G. W. Pittenger, Centralia, Ill. Home port, St. Louis.

R. C. PRICE

Wood hull, prop. b. Pittsburgh, Pa., 1923. 44.6 x 10.2 x 5.1. 64 hp. Originally CHIEFTAIN. Owned by James E. McCloskey, 5501 Aylesboro Ave., Pittsburgh, Pa.

RED WING II

Wood hull, prop. b. Red Wing, Minn., 1909. 46.2 x 8.4 x 3.1. 36 hp. Owned by Quiver Beach Corp., 1700 Morgan St., St. Louis, Mo.

SEABREEZE II

Wood hull, prop. b. Daytona, Fla., 1924. 56.9 x 16.1 x 4.5. 54 hp. Owned by James N. Gamble, Union Trust Bldg., Cincinnati, O.

SUMAC

Wood hull, prop. b. Alton, Ill. 1915. 49.8 x 9.3 x 4.8. 40 hp. Owned by Louis A. Hoerr, 3534 Hawthorne Blvd., St. Louis, Mo.

SUPER X

Wood hull, prop. b. Alton, Ill. 1913. 49 x 12.4 x 5.5. 40 hp. Originally LOITERER IV, LEFEBEA. Owned by John M. Olin, Alton, Ill.

TRAMP

Wood hull, prop. b. Boston, Mass., 1909. 47.4 x 11.3 x 5.7. 60 hp. Owned by E. B. Shugart, Council Bluffs, Iowa.

Continued on next page

VAGABONDIA

Steel hull, prop. b. New York, N.Y., 1920. 138.1 x 20.2 x 11.8. 600 hp. Formerly HAIDA, HUSSAR, 3d, PAWNEE. Owned by W. L. Mellon, Darlington Road, Pittsburgh, Pa.

WHIZ

Wood hull, prop. b. Newburyport, Mass., 1920. 70.6 x 13.1 x 5.7. 450 hp. Owned by Samuel C. Favis, 220 Security Bldg., St. Louis, Mo.

-UNRIGGED-

CALLIE

Wood hull houseboat. b. Brownsville, Ky., 1922. 32 x 12 x 2.2. Owned by James Brooks, Brownsville Ky.

GUS LINDSEY

Wood hull houseboat. b. Brownsville, Ky., 1922. 47 x 13.8 x 2.8. Owned by W. H. Poteet, Kyrock, Ky.

IDLER

Wood hull houseboat. b. Clinton, Iowa, 1897. 120 x 20 x 4. Owned by Clinton Corn Syrup Refining Co., Clinton, Iowa.

MARY LEE

Wood hull houseboat. b. Brownsville, Ky., 1922. 51.5 x 14.2 x 2.2. Owned by C. A. Hunt, Kyrock, Ky.

RIVERVIEW

Wood hull houseboat. b. Bowling Green, Ky., 1916. 48.1 x 11 x 2.2. Owned by J. Arch Wilkins, Bowling Green, Ky.

THE KIMBLEY

Wood hull houseboat. b. Bowling Green, Ky., 1916. 50.5 x 12.8 x 3.3. Owned by Acaywek Club, Bowling Green, Ky.

Since doing the story of the towboat HERMANN PAEPCKE in the last issue, owned by what started out as Paepcke-Leicht Lumber Co., Chicago, and then became the Chicago Mill & Lumber Co., we learn from the New Yorker magazine, issue of July 14th last, that the Container Corporation of America was headed by the late Walter Paepcke. Mr. Paepcke, who died in 1960, was the firm's board chairman at the time. His widow, who resides in Aspen, Colorado, was "the beautiful blond daughter of a University of Chicago professor; she is now a beautiful white-haired lady."

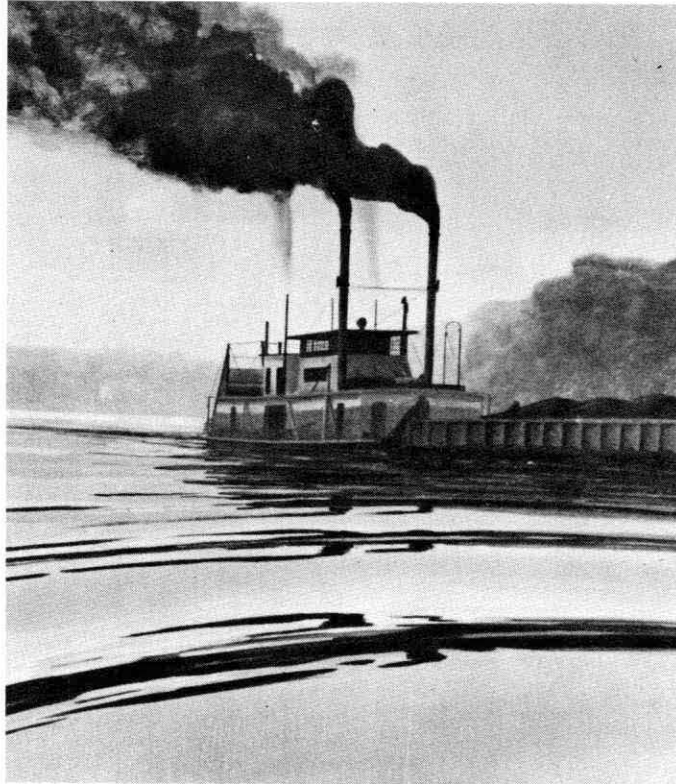
Blennerhassett Island on the Ohio River below and in view of Parkersburg, W. Va. is receiving visitors this summer. Made famous by gunpowder, treason and plot, a shuttle excursion service is available to and from. Everet Ruble, Jr., Belpre, O. has made available his sternwheel CENTENNIAL for week-end tours. The West Virginia state sponsored Blennerhassett Historical Park Commission has cleaned away the premises once occupied by the Blennerhassett mansion. Many owners since early days have cultivated the acres. In 1961 the island was bought by Jim Sands (who

today operates the excursion boat VALLEY GEM at Marietta) and his brother Gen. Harry Sands (U.S. Air Force). Jim raised beef cattle on the 500 acres and termed himself the "biggest bull shipper in the country." Most died of pneumonia. In 1966 the island was bought by E. I. du Pont de Nemours & Co. for \$175,000, who drilled water wells for their Teflon plant below the island on the West Virginia shore, the old Capt. Ben Stout farm. The Du Pont firm gave West Virginia a 105-year lease on the 4-mile long, hour-glass shaped island.

Dick Halvorsen, river buff and S&D member of long standing, is living in Punta Gorda, Fla. and is associated with the Fawcett Memorial Hospital, in charge of medical supply and storage. Daughter Jenna now is 7.

We learn from "River Ripples," published by the Midwest Riverboat Buffs, of a ferry operating between Montrose, Iowa and Nauvoo, Ill. named WM. L. TALBOT. Maybe she will show up in the 1980 Inland River Record but, as of now, that's all we know. Surely there are not two Talbots with the same first names and initial--this one simply must be named for our Bill Talbot of Keokuk.

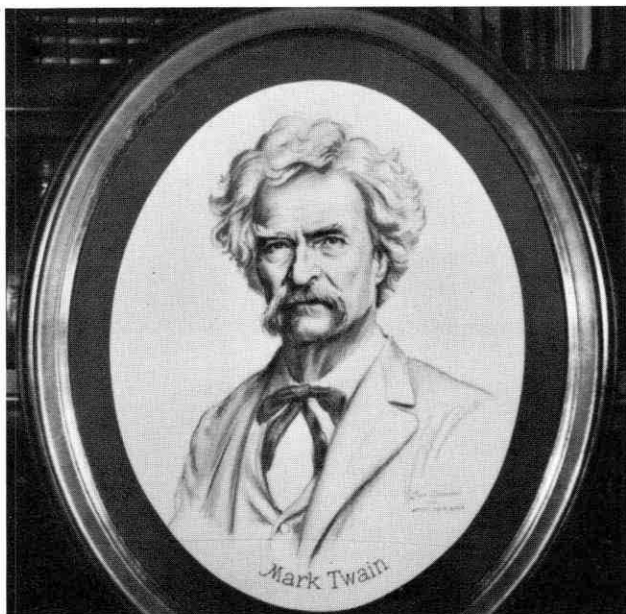
Capt. T. Kent Booth and wife Betty now reside at 100 South Tremain St. C-2, Mount Dora, Fla. 32757. Kent was master-pilot of Ashland Oil towboats many years and prior to that was mate on Streckfus excursion steamers plying the Ohio. His father, the late Capt. Walter C. Booth, helped build the packet LIBERTY (1912) for the Wheeling-Clarrington trade on the Ohio River and was identified with the boat near as long as it ran.



THE ABOVE picture is a photograph of an original oil painting which seems to have elicited much favorable comment this past July 25 - August 19 when it was exhibited in the third annual Great Lakes Exhibition of Marine Art. The title given to his work by the artist is "Ohio Upriver" which accounts for its having been sent to us in hopes we might identify the towboat. Except for the stacks, which have been accentuated in height somewhat, it is the LONE STAR now exhibited at the Buffalo Bill Museum, LeClaire, Iowa. Seems that the artist, Charles Raskob Robinson, now a v. p. of Bankers Trust, NYC, rowed a skiff down the Mississippi, accompanied by a friend or so, during his younger days. Mr. Robinson also is v.p. of the American Society of Marine Artists which participated in the recent Art Show held in Westfield, N.Y.

One, and only one, of Capt. Alexander McDougall's eighteen steam "whalebacks" survives. Launched at Superior, Wis. in 1896 the FRANK ROCKEFELLER carried iron ore in a hull 366.5 x 45 x 26. Alexander McDougall designed these innovative ships with flat bottom, and the sides rounded from the waterline to the decks, with spoon shaped bow and stern. Over the years and in various lake services the ROCKEFELLER became SOUTH PARK, then METEOR, always with a contour shaped like a big steel cigar. Today she is berthed again at Superior, Wis. (next door to Duluth, Minn.) as a maritime museum. S&D members with long memories recall the steam prop tug McDOUGALL long in service at Baton Rouge for Standard Oil of Louisiana--she was built by this same Alexander McDougall, at St. Louis in 1900.

Please to notice while visiting in Marietta that the TELL CITY pilothouse has been repainted. The work was done early this summer by the Campus Martius Museum staff.



This pastel portrait of Mark Twain in its oval gold frame needs no introduction to persons who have visited the Mark Twain Lounge aboard the DELTA QUEEN. Betty Blake commissioned Lloyd Ostendorf to create the picture, and it was hung there in 1973. Margaret Simonton liked it so well she persuaded Lloyd to make a smaller one for her own personal collection. Lately someone with sticky fingers lifted the original from the wall of the Mark Twain Lounge and departed forthwith, leaving no forwarding address. Those who have admired the work will be pleased to learn that Capt. Jim Blum has petitioned Lloyd for a replacement which, with oval gold frame and red mat, will grace the vacancy.

Posted aboard the NATCHEZ at New Orleans is a framed list of v.i.p. celebrities who have been guests aboard, some 70 names representing varied interests. To pick out a few:- Dick Cavett, Ginger Rogers, Joan Fontaine, U.S. President Gerald R. Ford and wife Betty, Earl Butz, Robert Goulet, Robert Dole, John Connally, Joe Paterno, John Chancellor, Mohammed Ali, Ray Bolger, Charles Bronson, and an array of state governors. We are indebted to Bill and Marj Smith, Springfield, O. for a snapshot of the exhibit.

The BONNIE BELLE seems to be doing o.k. out of Jeffersonville, Ind. under the ownership of Lloyd G. Poore. On Wednesdays she runs buffet cruises at 6 and 8:30 p.m., and on Sundays offers a dinner cruise at 1 p.m. and then a prime rib cruise at 7. Advance reservations are required. She will be recalled as the former BORDER STAR built at Dubuque in 1969. Jack Trotter had her at Little Rock and then Dennis Trone ran her several years.

Fred Martin, senior v. p. operations with the Delta Queen Steamboat Co., based at New Orleans, is sending the original pilotwheel used on the DELTA QUEEN to S&D for display at Marietta. The DQ will deliver it at Gallipolis, O. on Sept. 10th. The DQ came out new using this pilotwheel in California, and it continued in use until her more modern hydraulic rig was installed some years back.

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.

Sirs: Writer is in the process of compiling a Jefferson County, Ind. history. Would you have in your files the names of boats which carried passengers from Cincinnati to New Orleans at Mardi Gras time? Earliest we have found is mention of a trip in 1914 when the QUEEN CITY had an accident just above the Falls at Louisville with Capt. Lepper of Madison in command. We have been told that the steamer CINCINNATI, about 1924, when new, took her maiden trip to New Orleans for Mardi Gras with the Lou Perry's Footwarmers, a Madison orchestra, playing enroute. I am 74 and recall riding the old Mail Line boats CITY OF LOUISVILLE and CITY OF CINCINNATI. We have a mutual friend in Miss Alene Stottlebower.

Frank L. Bird,
P.O. Box 18,
Madison, Ind. 47250

=The QUEEN CITY ran her first Mardi Gras trip from Pittsburgh in 1903, and the CITY OF LOUISVILLE ran one from Cincinnati that same year. The QUEEN CITY was enroute to Mardi Gras when she sank above the Falls at Louisville in 1914, this the 7th she had made. She ran others 1921, 1922, 1923 and in 1925 started south from Louisville so didn't pass Madison. The big steel hull CINCINNATI made Mardi Gras trips from Cincinnati 1924-1930 without a break. The GORDON C. GREENE made four Mardi Gras trips from Cincinnati, 1938, 1939, 1941 and 1947. While under the Greene Line banner the DELTA QUEEN made Mardi Gras trips. Other such trips from the Upper Ohio include the JOE FOWLER, 1914; OHIO, 1915; HOMER SMITH, 1916; and ST. JAMES, 1916 (one way). In 1912 the STEEL CITY, ex-VIRGINIA, was sent in place of the QUEEN CITY, but arrived in New Orleans too late for the festivities.

The White Collar Line, based at Cincinnati, sent the side-wheel BIG SANDY to Mardi Gras in 1885 and from time to time sent others.
-Ed.

W. HARRY BROWN disassociated himself from the family owned W. H. Brown Sons in February 1897, lock, stock and barrel. The ownership and management fell to his brother Samuel S. Brown. About a year later, on the morning of Saturday, Jan. 8, 1898, Brown's towboat PERCY KELSEY exploded her boilers at Glenfield, Pa., 8½ miles below Pittsburgh. News of the catastrophe reached Brown's Pittsburgh office shortly after 11 o'clock. Capt. Sam Brown was down the Mississippi River and unavailable. W. Harry Brown happened to be in the office and learned that Brown's towboat VOLUNTEER was in the local harbor. He got aboard and went to the scene.

The KELSEY had been blown to flinders. Strewn willy-nilly were loaded coal barges, for she had been downbound with loads. At Glenfield those on the VOLUNTEER learned that the wounded survivors had been taken to the residence of Capt. Jack Crow on Neville Island (just above old Lock 2) and in moments the VOLUNTEER was there.

Physicians from nearby Coraopolis, Pa. were in attendance. Two deckhands still were on the barges so W. Harry Brown hopped back aboard the VOLUNTEER and went to their rescue. In taking them off, fortunately uninjured, the barges got free-astray and had to be rounded up and landed.

Whereupon the VOLUNTEER took aboard the injured and the dead and steamed back to Pittsburgh. That night and next day W. Harry Brown made the rounds in the Mercy and Homeopathic hospitals. Even though he no longer was a Brown's Line owner, he had grown up with Capt. Ulysses Jones, master-pilot of the KELSEY, who now lay in bed with cuts and injuries; he grieved for Capt. Milt Wood, the veteran pilot, who had been killed instantly. Seven were in the hospitals, four were dead, and two were still missing.

Following this spectacular exodus from the river scene, news filtered back from Boston in the fall of 1908 that W. Harry Brown had contracted with the Lawley shipyard there for a steel hull schooner, "the largest of her type in the world," 197.5 ft. over all length, also to carry boilers and auxiliary steam-driven prop, to carry the Browns, now consisting of W. Harry, his wife Margaret (formerly a Boyle), daughter Mary Alice and son W. Harry Jr. to the yon side of the Atlantic and to wherever else whim may dictate. The VISITOR II was launched at Lawleys Sept. 15, 1908.

And so, as things turned out, VISITOR II was the first privately owned yacht to transit the Panama Canal, and when Mrs. Brown died in 1938 she was recalled as a "socialite of world renown."

But the river world had not seen the last of W. Harry Brown. Just prior to WWI he bought the towboat G. W. THOMAS which he renamed



W. Harry Brown

ALICIA (Mary Alice Brown's pet family name), built a new towboat at Dravosburg, Pa. he named COLLIER (his father had owned a towboat of the name) and constructed a modern marine ways, boat and barge repair facility, above Brownsville, Pa. on the Monon.

W. H. Brown Sons had been absorbed into the gigantic "Combine" in 1899, the Monongahela River Consolidated Coal & Coke Company, which, in 1916, controlled by Pittsburgh Coal Co. (N.J.) discontinued shipping coal to the southern markets. Its larger towboats, and there were many, were retired into a limbo known along the Monon as the "boneyard" and hundreds of rivermen suddenly were beached and out of jobs. Then came a ray of sunshine; W. Harry Brown in July 1918 bought the big towboat JOHN A. WOOD which had been choking a stump for three years. He announced he was about to resume the Brown tradition, towing coal from the Monon to the south.

But before this plan had a chance to blossom into reality,

there came announcement in Feb. 1919 that W. Harry Brown had sold his river holdings to the Pittsburgh Steel Company. The JOHN A. WOOD was included in this package deal, hardly by choice, as Pittsburgh Steel had no need of this antiquated museum piece dating back to 1870.

Sometimes Lady Luck does intervene. In the fall of 1919 Pittsburgh Steel sold the JOHN A. WOOD to Standard Oil of Louisiana who literally jacked up the whistle and built a new boat under her at the Elizabeth, Pa. Marine Ways, and she was utilized on the Mississippi towing oil barges.

The W. Harry Brown Marine Ways at Alicia, Pa. still exists and is in business. Acquired by the Hillman Barge & Construction Co., which lately has changed its corporate name to HBC Barge, it is a barge-building leader.

The VISITOR II fell victim to WWI. C. A. (Cy) Painter, to whom we are indebted for the two photographs accompanying this story, and who is grandson of W. Harry Brown, is a bit hazy about the ul-

timate demise of the sea-going schooner. His impression is that she was lost off the coast of France in U.S. service. Grandpa Brown died in April 1921.

NEARLY EVERYBODY has two grandfathers. While preparing this foregoing account we asked Cy Painter, who lives in Laguna Beach, California, if, by some remote chance, his other grandfather might have been the Charles A. Painter, Pittsburgh, who had a passion for fast steam yachts? His reply: "Yes, the WAUNETA was owned by my grandfather Painter and his brother, my great uncle, George E. Painter."

Charles A. Painter, of steam yacht fame, sped up and down the Monongahela River making frequent visits to Friendship Hill, a mansion high on a hill near New Geneva and Point Marion. The historic home had been built by Albert Gallatin, U. S. Secretary of the Treasury under President Thomas Jefferson. Gallatin, when not roaming the globe, lived there some 40 years. During the early 1900s Friendship Hill was owned and occupied in summer by Charles

E. Speer and family. Mrs. Painter was the former Ettie Speer.

Painter's Mill, iron and steel, was in Pittsburgh's West End. Associated in the WAUNETA was George E. Painter, brother of Charles, sons of Jacob Painter (an ancient Pittsburgh-based towboat was named JACOB PAINTER). Painter's Mill eventually was sold to the American Steel Hoop Co. and thence to Carnegie.

Charles A. Painter, Jr., son of Painter's Mill C. A. Painter, married Mary Alice Brown, daughter of W. Harry Brown. They gravitated to Sewickley Heights, their home called "Sunnymede" on Scaife Road. Their son C. A. Painter III is the Cy Painter in Laguna Beach, and his sister Alie (Mrs. LeRoy Thompson), who really started all of this at a Tom Walker party (see S&D R, June '80, page 13) has in her home a beautiful oil portrait of her mother Alice Brown.

Addendum: There is a cat residing in Franklin, Tenn., at the residence (nobody owns a cat) of Jack E. Custer, answering to the name of Alice Brown. It's a nice cat and is named for the Brown's Line towboat ALICE BROWN.

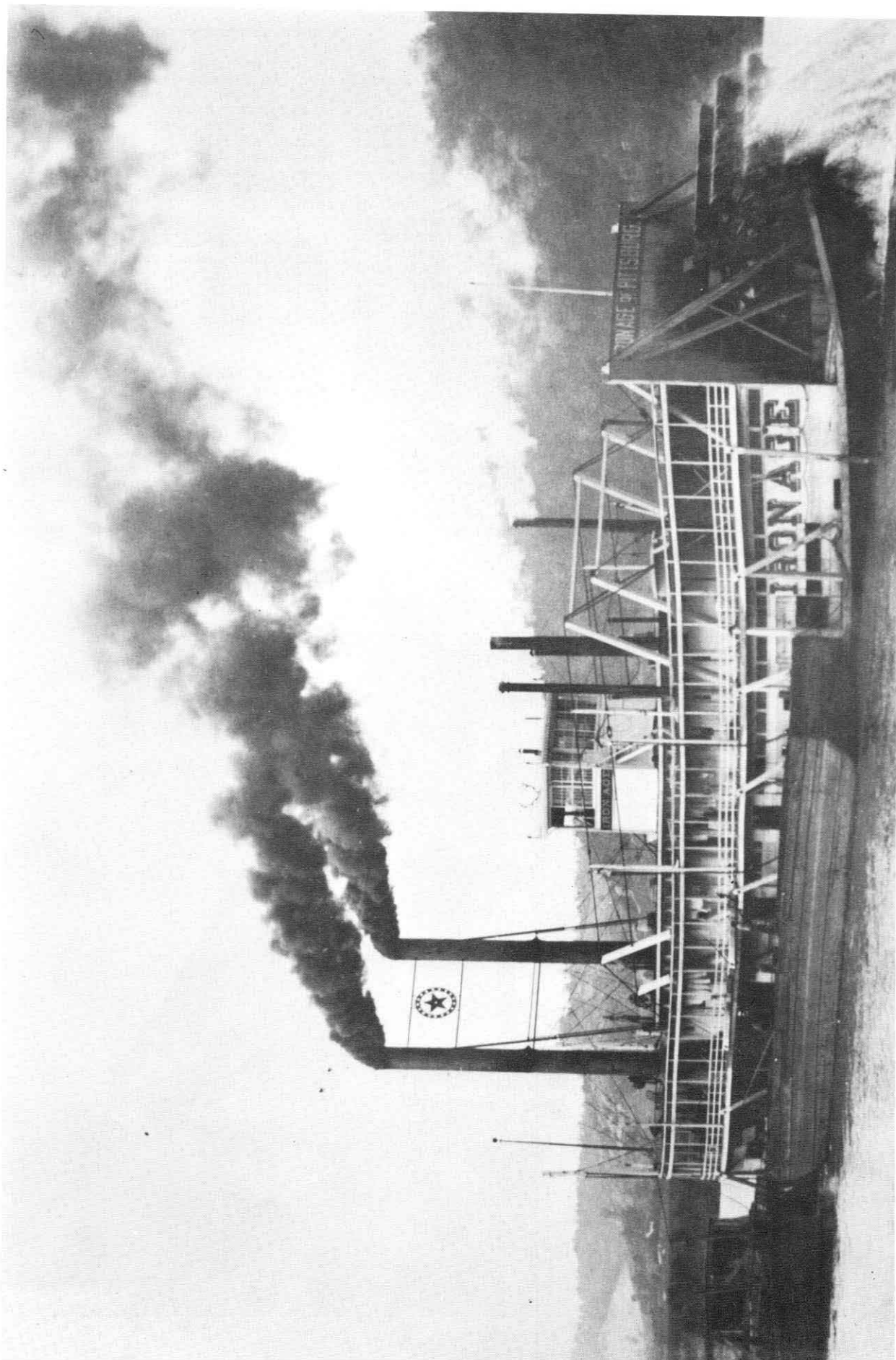
Addendum #2: On a stone wall of the celebrated cavern fronting the Ohio River at Cave-in-Rock, Ill. is (or was several years ago) a sign in black paint reading ALICE BROWN. Before the name, and after it also, are Brown's Line anchors, such as were swung between the stacks of all of their towboats. They also are created of black paint. This intelligence recently was related to us by John Hartford.

Harry Hamilton, who piloted the DELTA QUEEN some years back, has been standing watches on the BELLE OF LOUISVILLE. He is one of few left who have stood pilot watches on the SPRAGUE.

Willem Van Berkel lives in Holland and has taken an unusual interest in Mississippi steamboats. In a recent letter he expresses a yen to build an accurate model of a large wharfboat, such a one as served the Atlantic & Mississippi Steamship Company at St. Louis. He wonders if anyone has built a model wharfboat? Now, that is something of a wonderment.

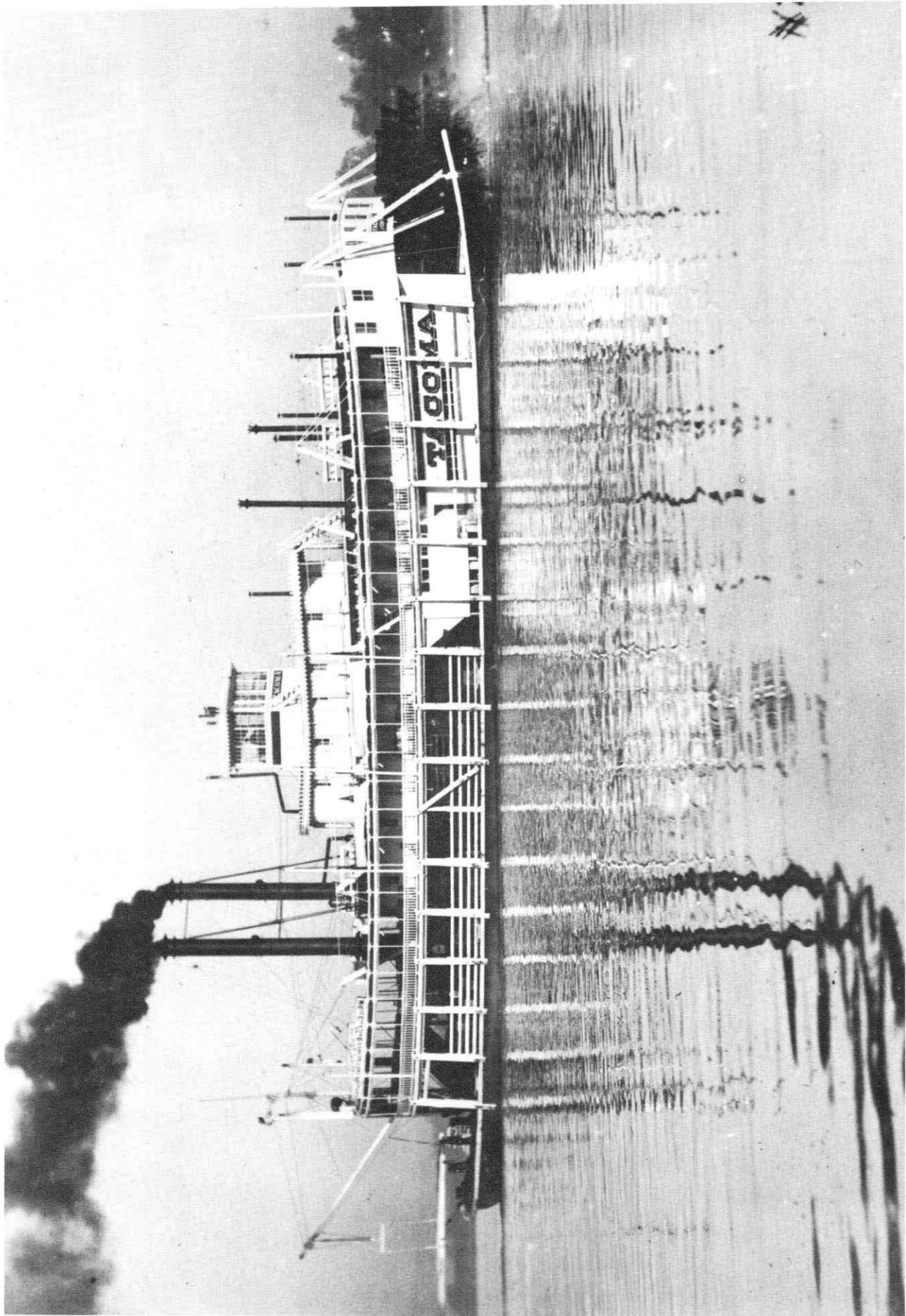


VISITOR II



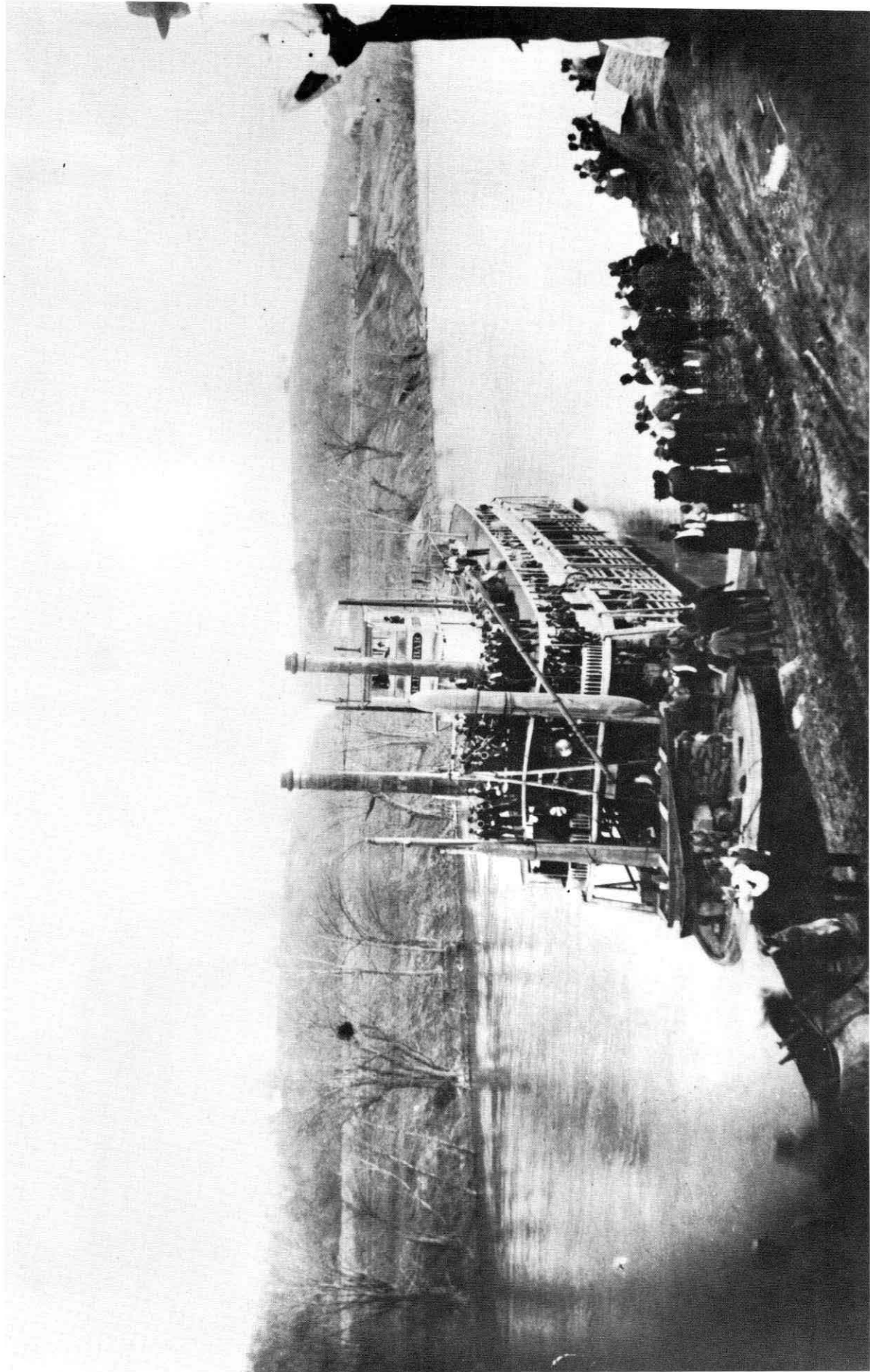
FIRST ELECTRIC HEADLIGHT placed on a steamboat at Pittsburgh shined forth from the IRON AGE when she was new in 1880. Also her whistle was unique, a three-toned single barrel invention similar to the DELTA QUEEN's. After she was scrapped in

the Elizabeth, Pa. boneyard the whistle went in storage until 1921 when it reappeared on the GENERAL BEACH in the Pittsburgh-Zanesville trade. Thornton Barrette took four or five pictures of the IRON AGE, this one probably the best.



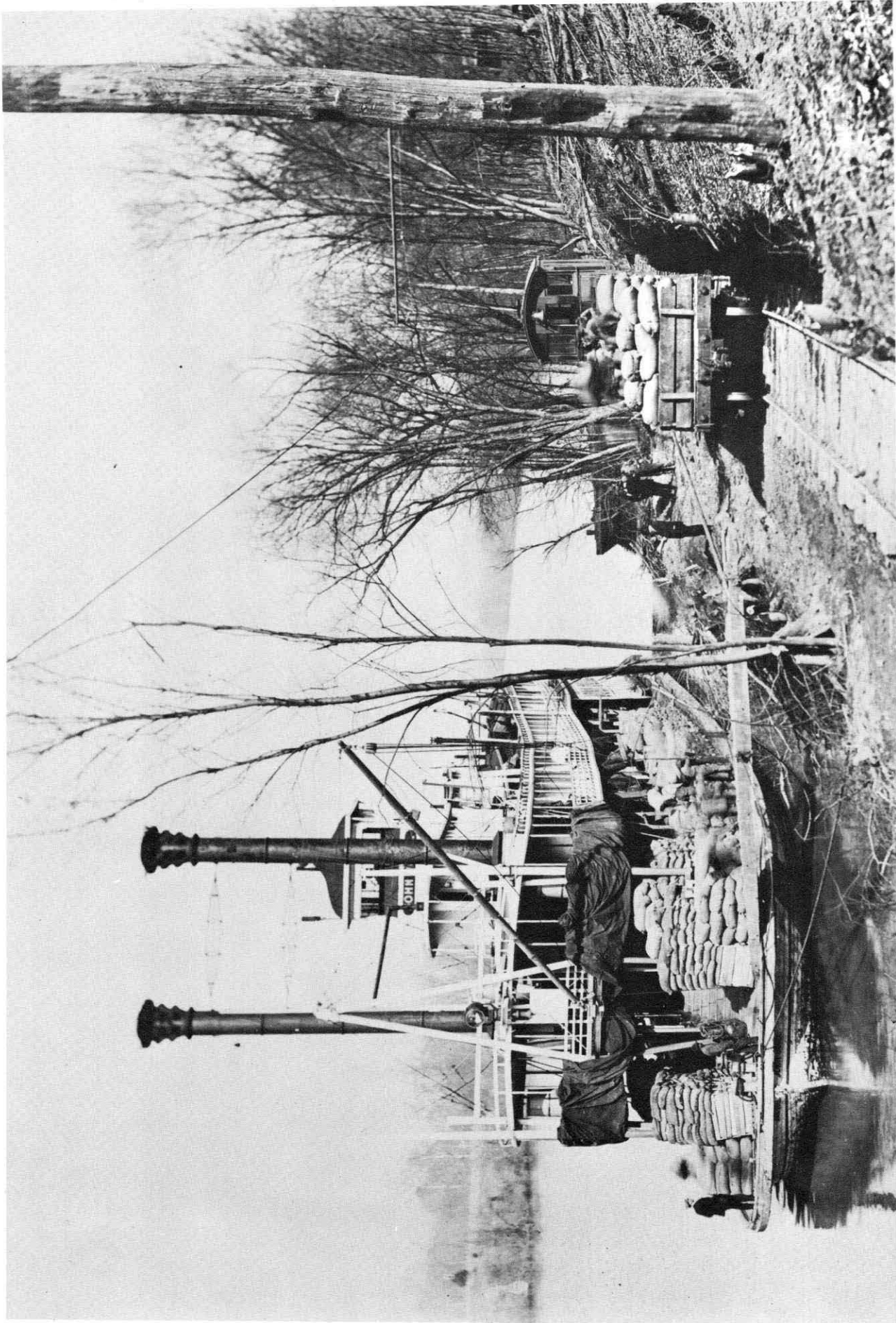
CAN YOU IMAGINE a better picture of the TACOMA? It was taken by Thornton Barrette and comes to us thanks to C. M. Dowling and the University of Wisconsin people. This is the sort of reflection pattern artist strive for and about go nuts trying to

imitate--oh if only Mr. Barrette had by some miracle been supplied with color photography back at the turn of the century--- what miracles he could have wrought. Sort of makes you wish that Harlan Hubbard or Bill Reed might take a shine to this scene.



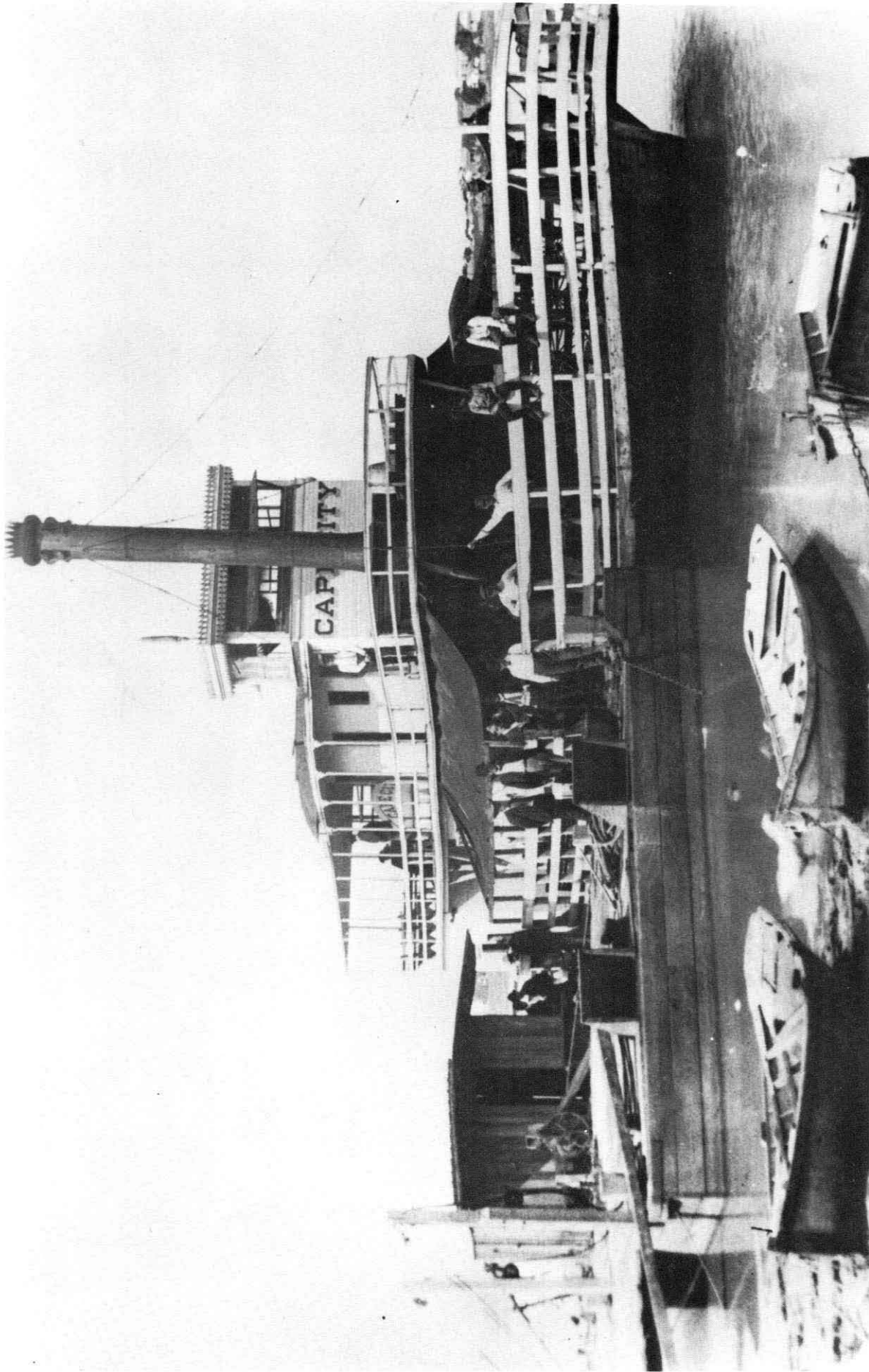
THIS PICTURE was discovered by Jack Custer in Louisville, Ky. and shows the packet R. DUNBAR of the Ryman Line moored at Burkesville, Ky. on the Cumberland River, and best guess is that it was taken in the late 1890s. Jack took it to the Tennessee State Archives who kindly made this extra print. Looks like she's taking an excursion somewhere, what with all these people packed aboard. If they are going to Nashville they'd better settle down, a downstream trip of 237 miles. If they are going to

Burnside it's 89 miles upstream against a stiff current. Maybe they're going just up to Rowena, 38 miles above. Hardly up to Greasy Creek, 47 miles above. The R. DUNBAR has aboard a good freight cargo, so this hardly can be a picnic outing. And what, Jack Custer wants to know, are those moon rocket things lashed vertically alongside the spars on the foreccastle? And wouldn't the Coast Guard boys collapse in their tracks seeing all these people crowded on the hurricane roof with absolutely no railing.



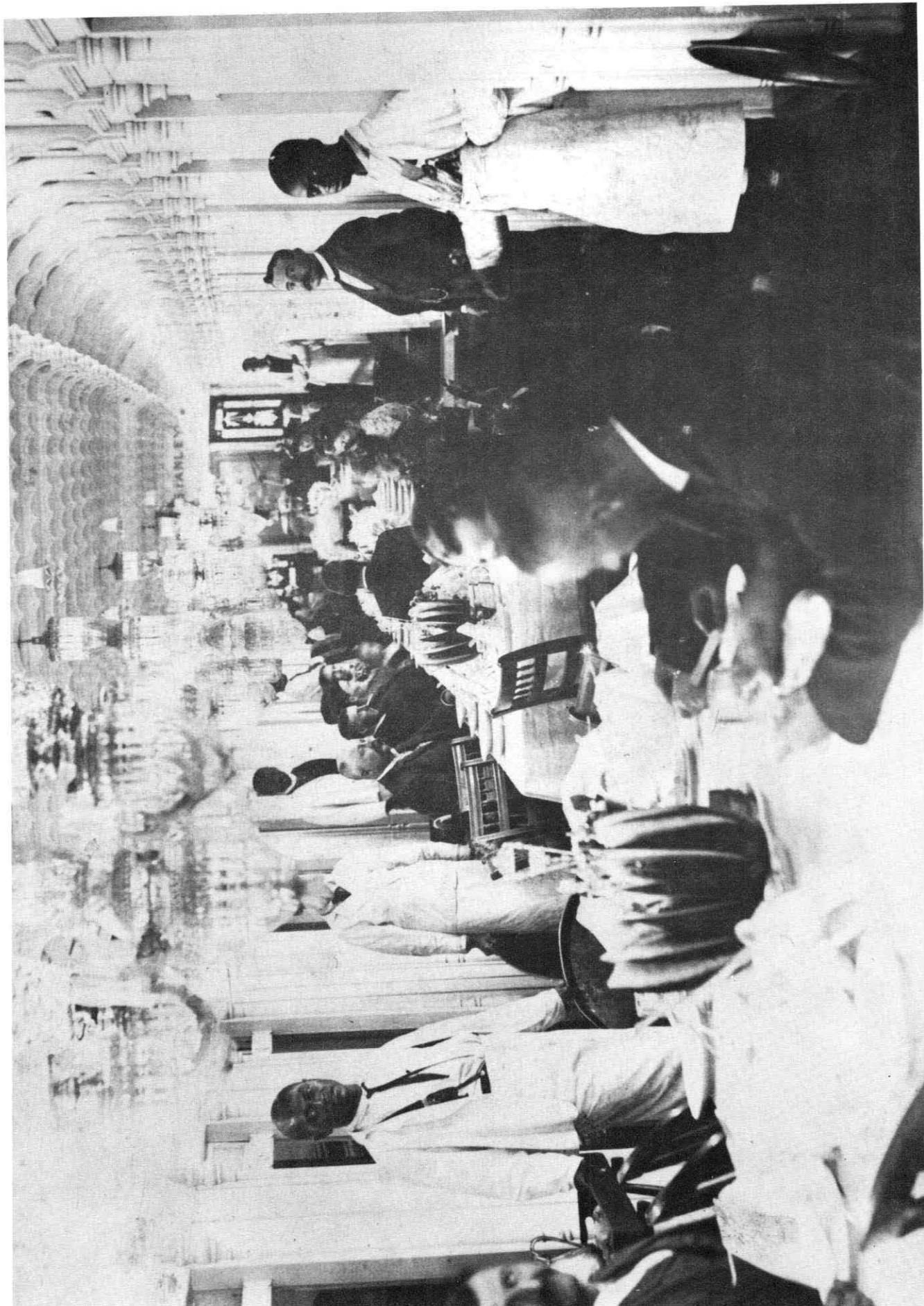
PROBABLY taken on the Tombigbee River, the JOHN QUILL is receiving freight from an electric railway, and this is something we'd like to know more about. The photo comes from Ed Mueller who may have the facts, but maybe not. The JOHN QUILL

was Howard-built at Jeffersonville, Ind., 1907 on a hull 168 x 35 x 4.9, for Quill and Moore, Mobile, and operated on the Mobile, Tombigbee, Warrior and Alabama Rivers until 1928 when she was dismantled. Thanks to the Murphy Library for the print.



ON PAGE 9, March '80 issue, is a photo of the ferry EL CAPITAN at Natchez, and the accompanying text mentions that she was built to succeed an old ferry named CAPE CITY. Thanks to the sleuthing of Ralph DuPae, here she is. The original print is marked "Prince, Photographer, Natchez." The CAPE CITY was built at Grafton, Ill., 1882 on a wood hull 98.4 x 29.7 x 4 and was the regular ferry at Cape Girardeau, Mo. until she was bought by the

McNeelys who took her to Natchez in the early 1900s. The iron hull EL CAPITAN succeeded her in 1903. On the surface ferryboats seem rather dull, back-and-forth, forth-and-back, day-after-day, but they got caught in storms, broke down in midstream and had to be rescued, had near misses with passing traffic--sometimes actual collisions--blew up a boiler occasionally, to say nothing of adventures with the people who rode them.



NEVER RAINS BUT IT POURS DEPT.: In our last issue we ran on page 23 what we called a "priceless photo" of the cabin of the HENRY M. STANLEY, the tables set for dinner. Now we have this one, taken maybe five minutes later, everybody seated. The photographer, Thornton Barrette, moved tripod and camera over to starboard for some reason or other. The steward and waiters are all in the same approximate positions. Again our thanks to C. M. Dowling and the University of Wisconsin people at La Crosse.

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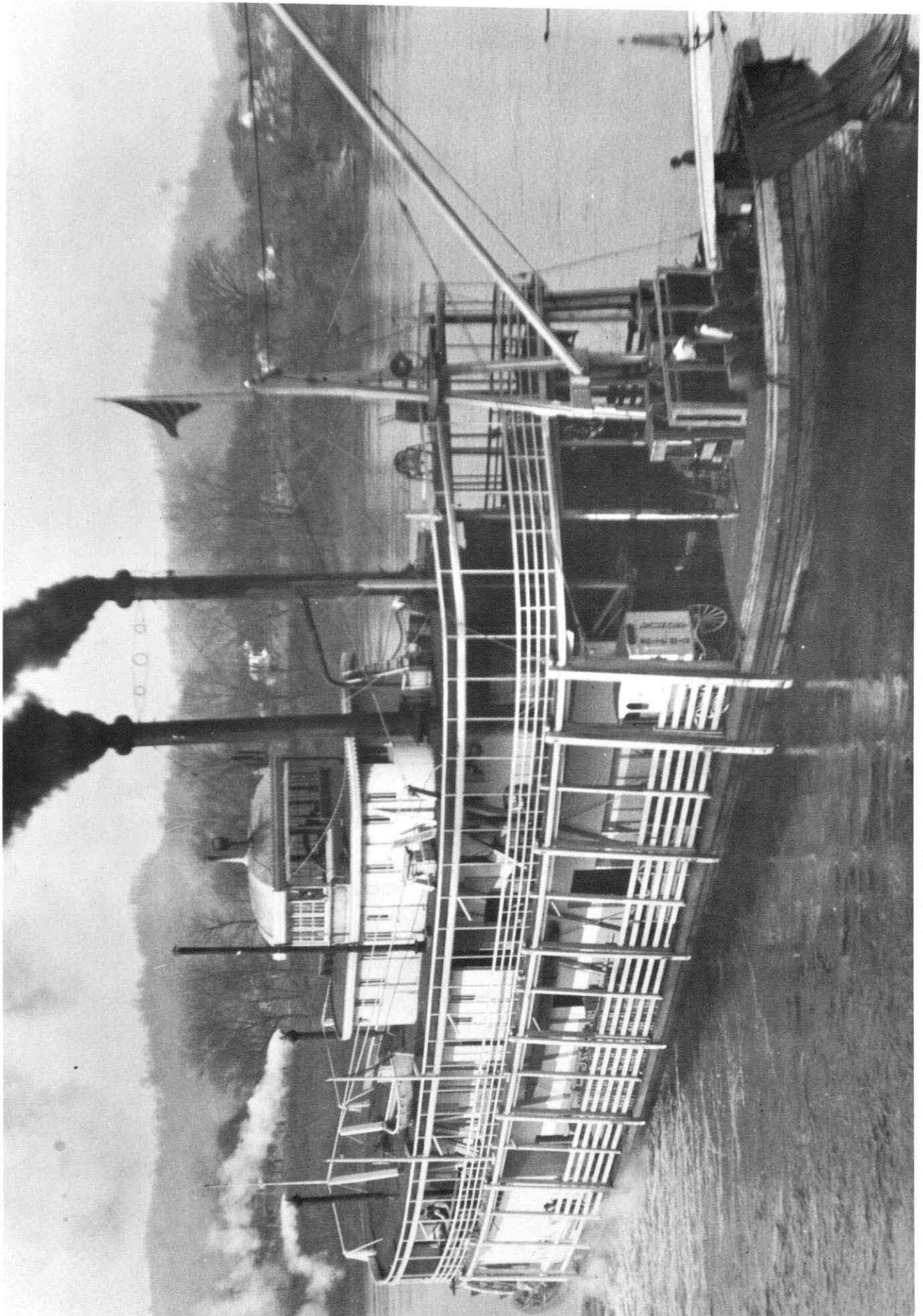
Ferry TRANSFER on the Ohio River at the mouth of Symmes Creek, opposite Huntington, W. Va. at the turn of the century. She was built at Ironton, O. in 1880 on a wood hull 90 x 26.5 x 3.6. replacing the former ferry NEW CASTLE NO. 2. Originally owned by Honshell and Crawford, then J. M. Noble, and in latter days by Richard M. Eaton. The roadway where she's landed was called Frampton's Landing, and then became Rockwood. Up the hill at the extreme right is a two-story brick residence which still is occupied. For many years this was the residence of C. Fred

Edwards, who extensively improved it and painted it white. He was locally known as the "mattress king," heading the Specialty Mattress Co. which today is Namaco (National Mattress Co.) and his wife was Esther Sibley, daughter of Frank L. Sibley, Gallipolis, O. Frank wrote river news for the Gallipolis Tribune, and The Waterways Journal ran it weekly as a column "Gallipolis Gossip." He eventually retired to the Eaton home and died there on November 13, 1949. Photo by Thornton Barrette, courtesy of C. M. Dowling and our friends at the Murphy Library, La Crosse, Wis.



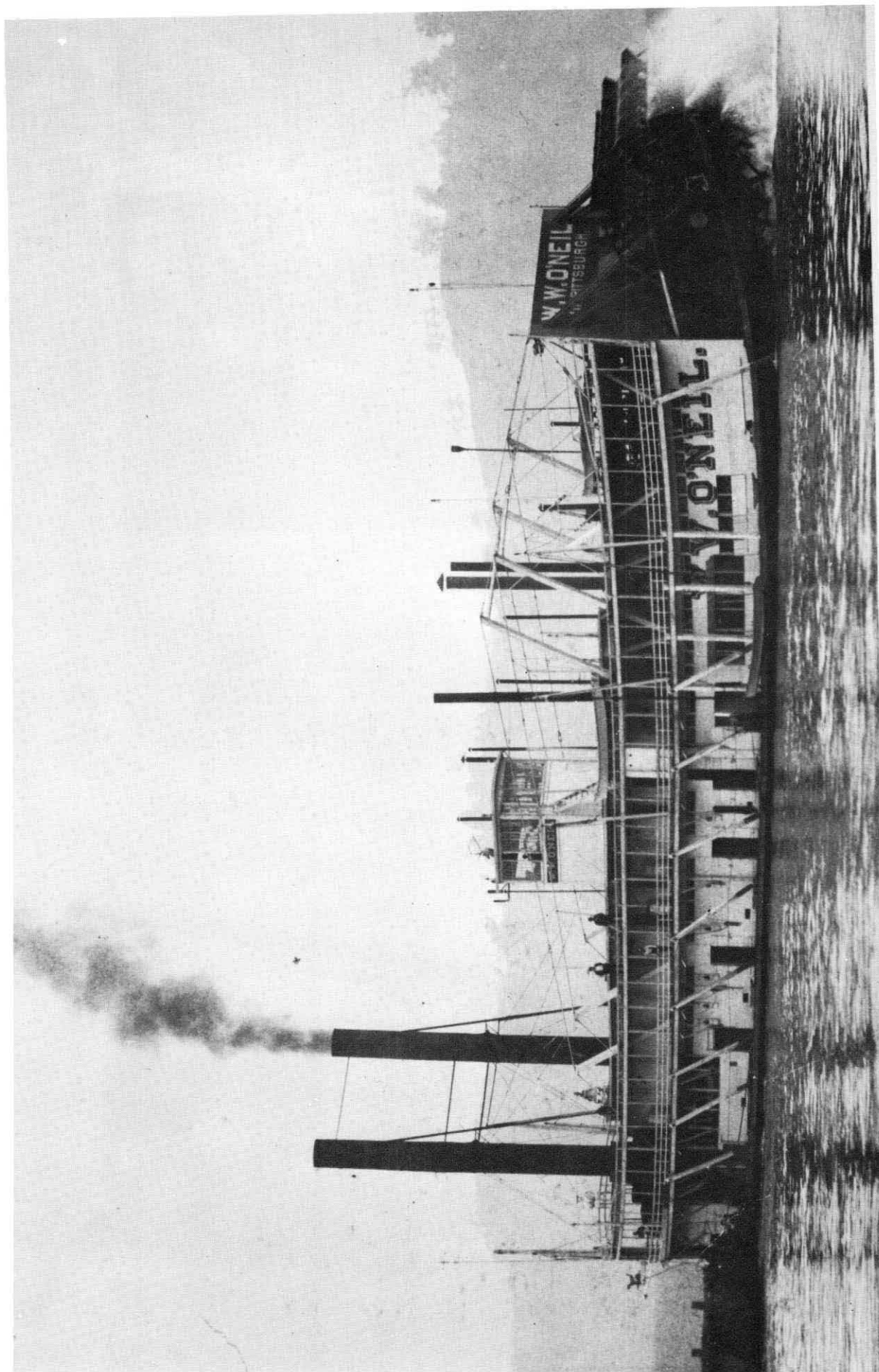
OUR GUESS will be that this photo, taken by Thornton Barrette, was made at Augusta, Ky, about the turn of the century. The WELCOME originally was named DR. GEORGE MACKAY when built at Cincinnati in 1874 and ran between Augusta and Boudes Ferry, O.

She was renamed when about ten years old. Hull size, 66.4 x 18 x 3.3. Still running in 1896. Additional information will be welcome about WELCOME or DR. GEORGE MACKAY. This comes from the collection of C. M. Dowling, courtesy of the Murphy Library.



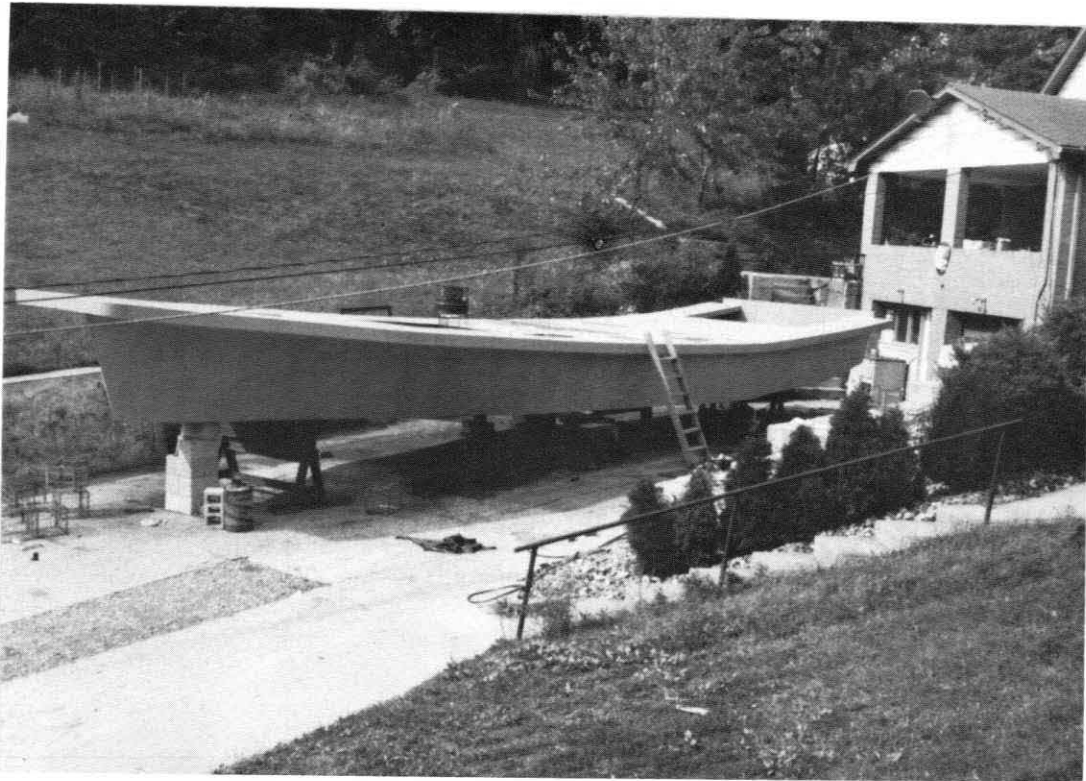
WHEN the GENERAL WOOD first entered the Pittsburgh-Cincinnati trade in 1918 she still was being rebuilt, formerly having been the southern cotton packet S. L. ELAM. C. C. Bowyer took this picture at Point Pleasant, W. Va., something of a novelty inasmuch as the name S. L. ELAM appears on the bow and the new name

hasn't been painted on the engineroom bulkhead. Pilot Edgar E. Brookhart is on watch and workmen from the boyard at Clarington, O. are completing alterations. The white delivery wagon is marked WHITE STAR LAUNDRY. Note the searchlight on top of the pilothouse which was soon removed. Thanks to Woody Rutter for the picture.



ONLY TWO TOWBOATS with 12-foot engine stroke were W. W. O'NEIL and the SPRAGUE, with the difference that the O'NEIL was high pressure (24 $\frac{1}{2}$ " cylinder diameter) and SPRAGUE was compound condensing. She came out new at Pittsburgh in 1881 with a crucible steel wheel shaft made by the Krupps at Essen, Germany; it developed a crack in 1883 and Krupp furnished a replacement--this same firm made the wheel shafts for DELTA QUEEN and DELTA KING. The O'NEIL was the "brag" towboat of her day; a large model of her was displayed in the Paris Exposition, at the Chicago Fair in

1893 and again at the Louisiana Purchase Expo at St. Louis in 1904. Which reminds us that a 7-foot-long oil painting of her was featured in the office of Capt. John L. Howder at Dravosburg, Pa. in 1936 when he was river superintendent of the Hillman interests. We have no knowledge of where the model or painting disappeared to. Thornton Barrette took the above photograph and it comes to us courtesy of C. M. Dowling and the Murphy Library people at La Crosse, Wis.



JACK BEDECK, 4275 Evergreen Road, Pittsburgh, Pa. 15214 has built himself a new E. L. THUMPER and sends us a photo of the hull and of the result. His first THUMPER looked something like Niagara Falls chasing a chicken coop, a scene so novel that it attracted wide attention, and no denying it could git-up-and-git. Incorporated in the new one is a fund of experience Jack has picked up, a well shaped hull both fore and aft, a 5" crown in the cabin roof, absence of sharp corners in the cabin construction--and he's accomplished all of this with no sacrifice to speed. This new job made her debut on the Allegheny River early this spring. Doubtlessly she will be heard from at the Charleston, W. Va. doings over Labor Day week-end, and hopefully will show up at Marietta later. The builder has provided us with a profile drawing (scaling not marked) and we judge the steel hull to be about 80' long; sternwheel diameter about 20' working 12 buckets each with 2' dip.



THE HOWARD PAPERS

Some years back the Lilly Library, Bloomington, Ind., acquired the records of the Howard Shipyard covering almost a century (about 1850-1940).

Bert Fenn recently visited there and reports as follows:

"The correspondence files have been put into chronological order. This file is fantastic. All letters in and out of the Howard Yard, including letters hand-written by many of the prominent rivermen, such as Capt. John W. Tobin, Capt. John W. Cannon, Capt. John Scudder, etc. --To say nothing of the letterheads of the various packets and packet companies.

"The Library people are now organizing the legal, financial and personal family files. This collection includes approximately 100 photographs, mostly family, now arranged and listed.

"As for the drawings and blueprints, some 10,000 exist, about 4,400 of which have been cleaned, restored and catalogued. The earliest drawing I saw dates 1875. There are no complete plans for the early Howard boats. Most of these early drawings are for mechanical parts and such details.

"The earliest plan that impressed me was a full-scale drawing of the main cabin bulkhead of the ROBT E. LEE (2nd) built 1876, showing details of the stateroom doors, the transoms and all of the gingerbread on the bulkhead panels. The bridal suite was included as it was larger than the other staterooms. This is an immense drawing, done in several colors, and it just about blew my mind. I hope they find the details for the cabin arches.

"Funding is becoming a problem. Restoration of drawings and blueprints takes time and care. They are now half way through their funds, and are wondering if the grant will hold out to permit the completion of the work.

"Heading the Howard project is Sandra Taylor, curator of manuscripts at Lilly Library. Co-director of the project is Virginia Mauck, assistant curator of manuscripts. Marilyn Erwin is now manuscript cataloguer of the project.

"Dr. Hugh Claughton, Nashville, Tenn., has bought and is restoring the ferryboat SHEPARD, which was Howard-built in 1939. Recently he contacted the Lilly Library and discovered they had many of the building plans for this ferry, which he has had reproduced, and will assist greatly. Naturally he is quite excited and elated."

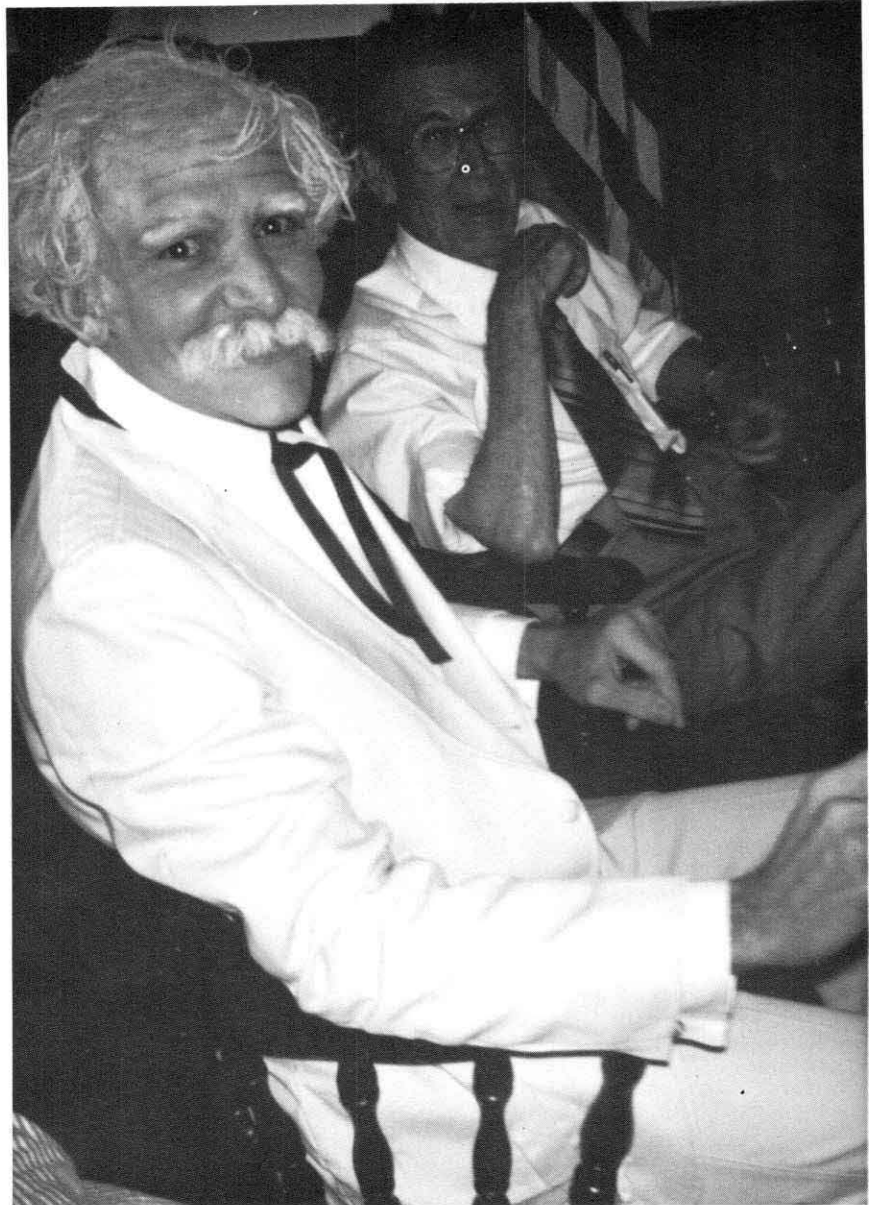
Sirs: In re. the photograph of the EVANSVILLE and PARK CITY shown on page 7 of the March '80 issue:- In our collection at the Murphy Library, La Crosse, is a post card apparently taken of the same scene and imprinted thereon says "The CHAPERON and the EVANSVILLE on Barren River, at Bowling Green, Ky." Admittedly it is not from

the same negative, as the people in the post card scene have moved about, but in all other particulars the details are identical. The only difference I detect in comparing pictures of PARK CITY and CHAPERON is in the pilothouse trim; PARK CITY's fancywork extends UP only; on CHAPERON it extends both UP and DOWN. Comments?

Ralph DuPae,
2222 Onalaska Ave.,
La Crosse, Wis. 54601

=We stand corrected; proper identification of packet on the right is CHAPERON. -Ed.

Jim Trott, an artist in Fort Benton, Mont., is doing a scene of the actual snagging of the stern-wheeler BERTRAND, much in the news of late since her remains were unearthed and artifacts salvaged. Jim, a stickler for fact, had not been aboard a steamboat when it actually sank, and was interested in possible clouds of steam, etc. as the ash pan, firebox and boilers are immersed. With Mother Bell as intermediary we cheerfully sank the SANATOR CORDILL at Lock 14, Ohio River, for him.



THIS IS MARK TWAIN of course (not). No, he's Capt. Robert (Bob) Anton, pilot of the JULIA BELLE SWAIN and grade school teacher of Peoria, Ill. Bob was making like Mark Twain at the Tell City, Ind. M.O.R. meeting July 21, 1979 when C. W. Stoll took this picture. Please to notice Capt. Bill Tippitt of Hernando, Miss. in the background. Hal Holbrook certainly started off a trend of Mark Twains, and they say Bob Anton is also good at it. Bob and Jana are parents of son Nathan, about 5, and Bob's father Paul Anton is the JULIA BELLE's engineer.

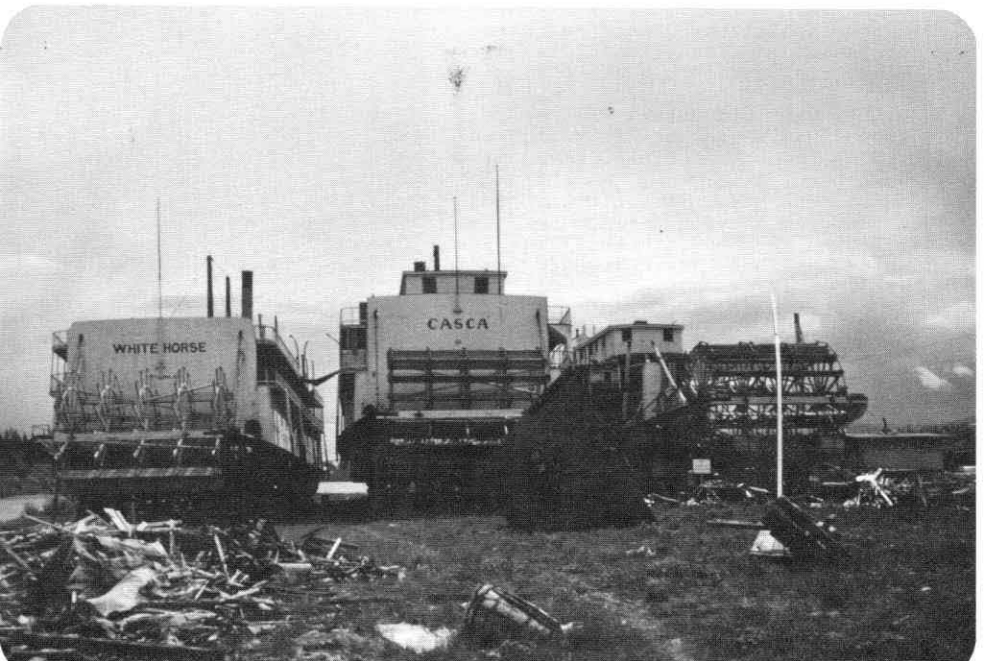
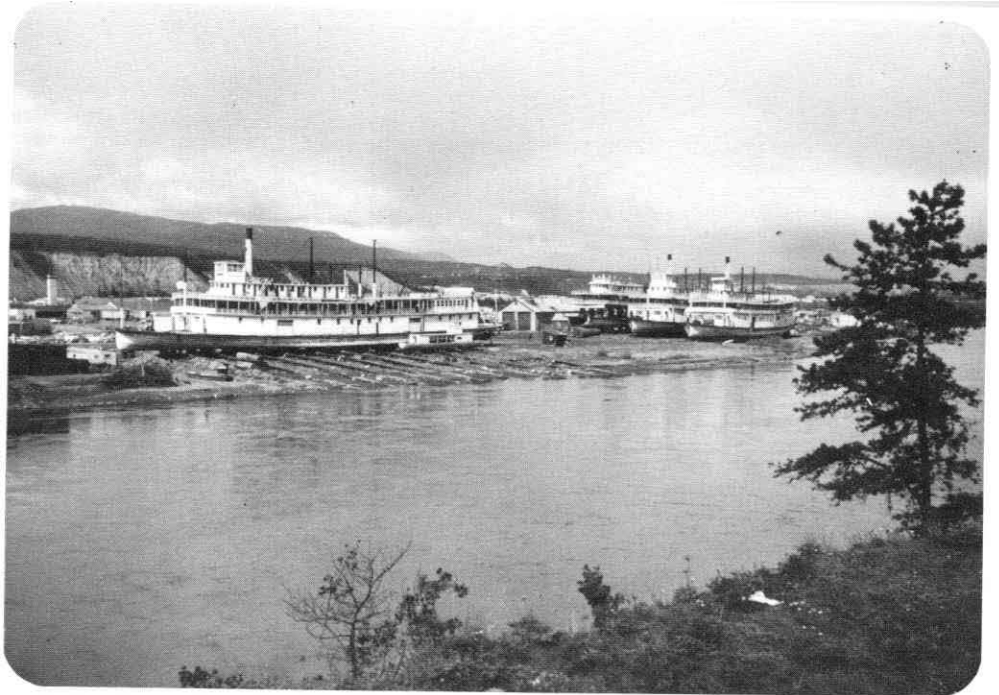
RALPH C. HITCHCOCK, 2114 N. W. 94th St., Seattle, Wash. 98117 was digging amongst some of his old color slides. He came across some he took in 1963 while making a VW camper trip to Alaska. "Some of these might be of interest," he writes.

Enroute he made a stop-over at Whitehorse, Yukon Territory, and found the waterfront populated with left-over steamboats beached one would suppose to await better times--better times which never came.

Whitehorse is not on the Yukon River as we supposed, vaguely, and wrongly, that it is. Rather it is on a stream which flows northward, without much deviation, called the Lewes River, which, according to a pretty fancy map we have here, meets up with the Pelly River at Fort Selkirk, Yukon Territory, and at this junction the Yukon is born. Much like the Monongahela and the Allegheny becoming the Ohio. This is an interesting geographical fact, the Lewes becoming the Yukon, and from the looks of the pictures to the right on this page, there was a heap-sight of steamboating on the Lewes and on the Upper Yukon before the latter decides to jump the boundary into Alaska, where it soon passes a settlement named Eagle, an outpost of the Klondike days which is still considered pretty remote.

But let's look at the pictures, taken by Ralph Hitchcock in 1963:- Upper right is a panorama of the Whitehorse waterfront. The large packet is the KLONDIKE. Two of our S&D members have seen her at Whitehorse since 1963, and wrote to us in glowing terms; Capt. Clare Carpenter and Howard Peabody. She was built there at Whitehorse in 1936, 210 x 44 by the British-Yukon Navigation Company. Passenger staterooms were added in 1945, and in 1953 she got a bar and lounge, and ran Whitehorse-Dawson until 1955; Capt. Bill Bromley. She's been hauled on the marine ways near the Robert Campbell bridge in the Rotary Park area at Whitehorse since.

The three boats below the KLONDIKE are the AKSALA, CASCA and the WHITEHORSE, which show up to better advantage in the two lower views on this page. The shoreward one is the AKSALA in process of being dismantled. She was built there at Whitehorse in 1913 by the Alaska-Yukon Navigation Co., first named ALASKA. The name was reversed when she went to Canadian registry, operated by the British-Yukon Navigation Co. until 1952.

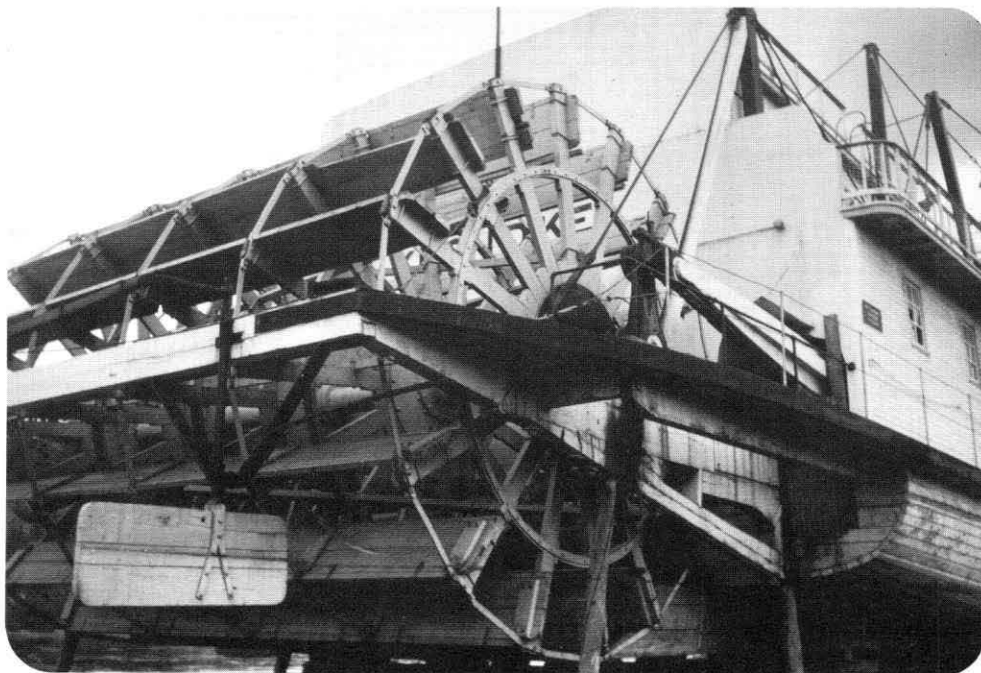
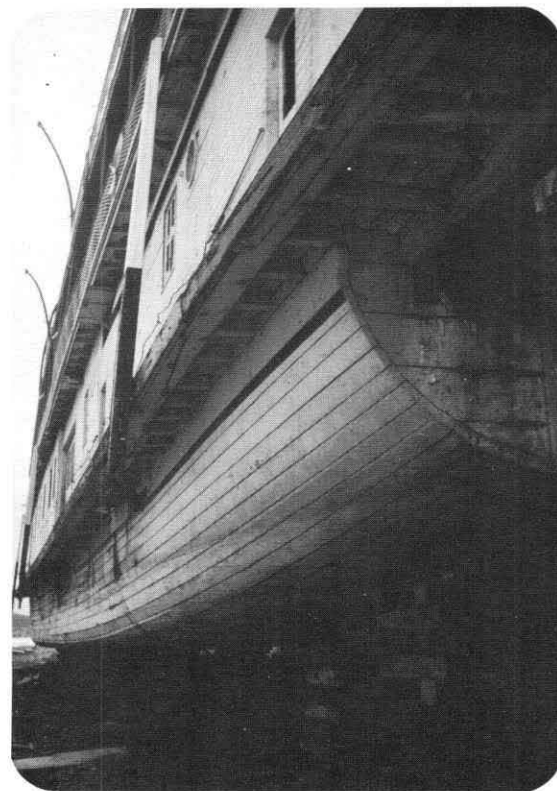


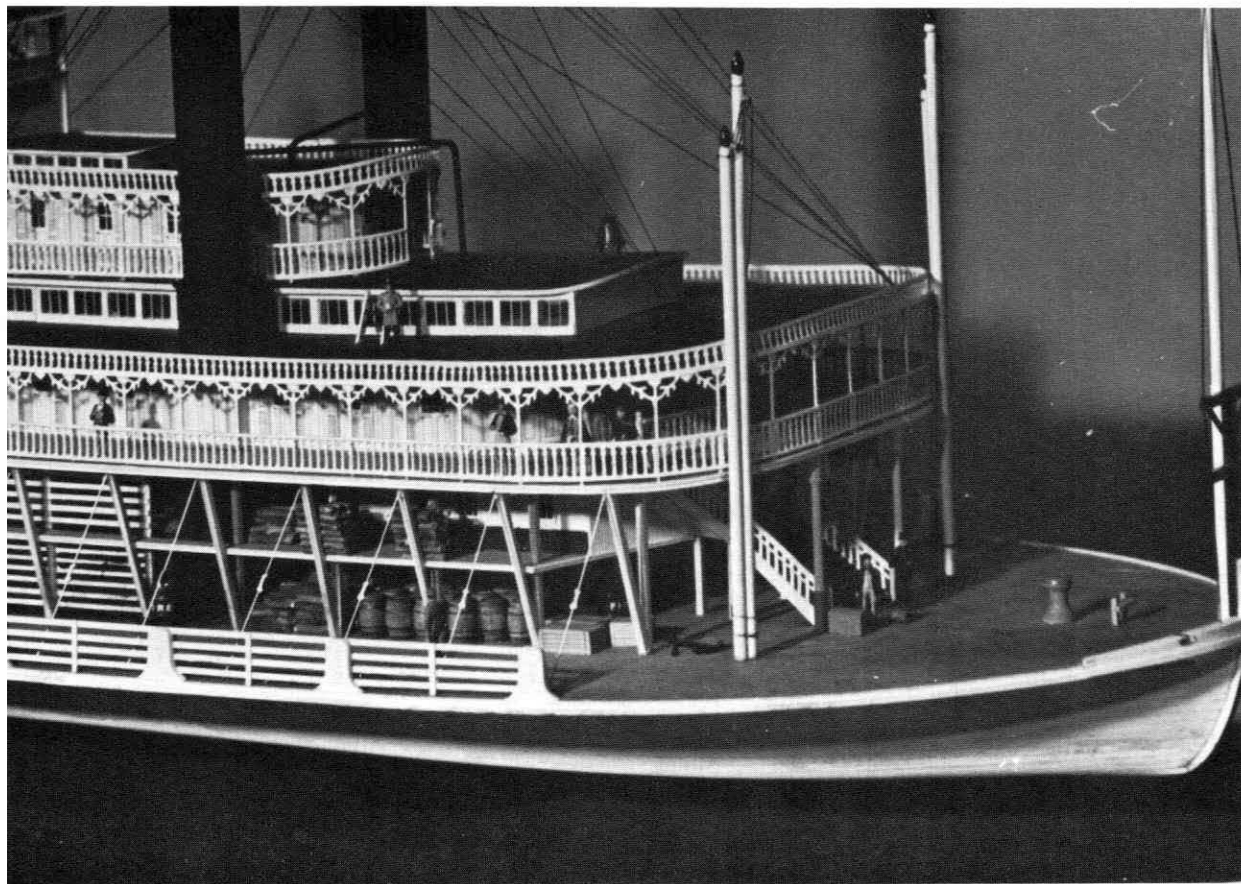
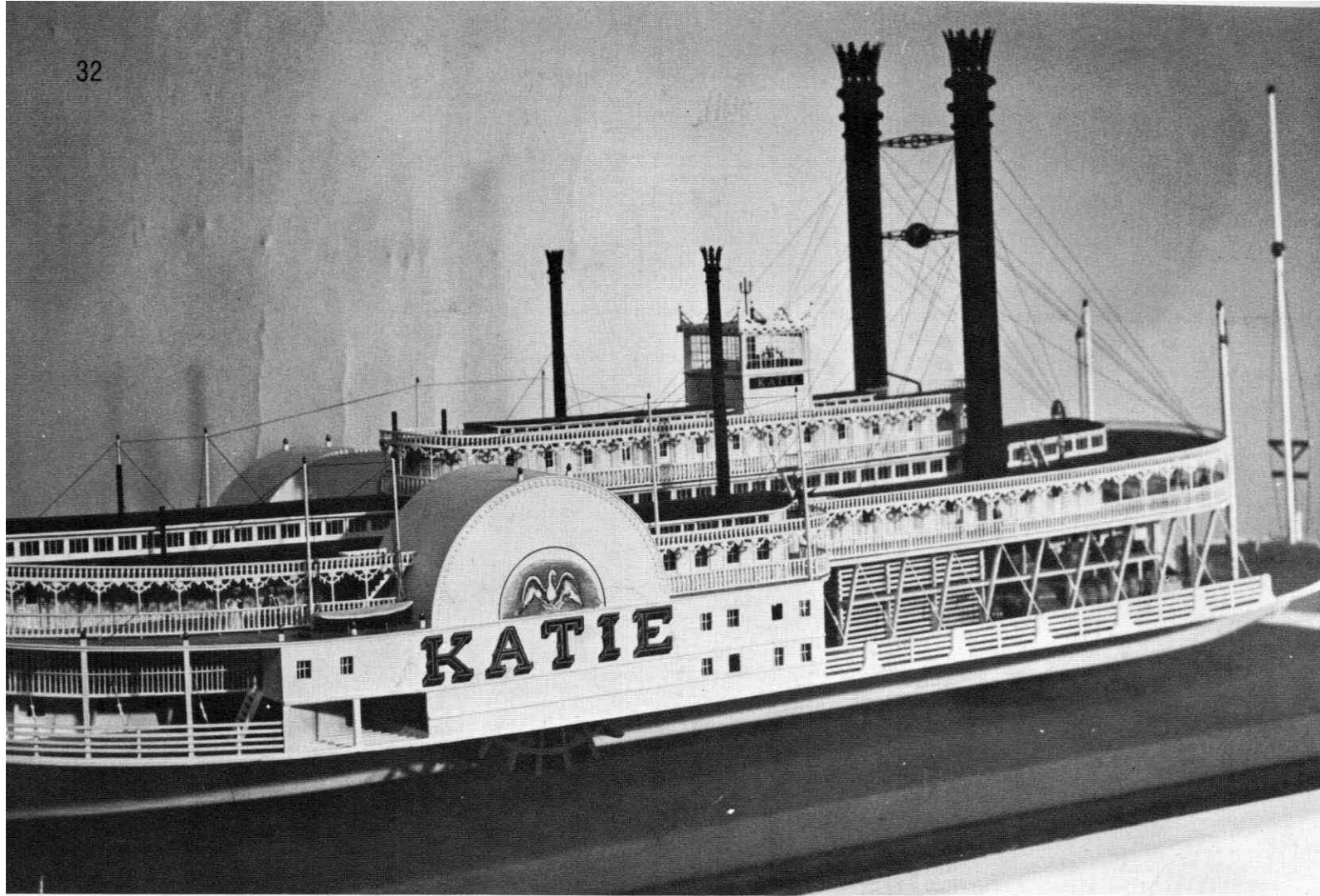


UPPER: The bow of the AKSALA was unceremoniously cut off. Ralph Hitchcock was told that the packet had been sold to a local resident there at Whitehorse on the condition that he dismantle her and get her off the site. "I looked at some of the hull planking that had been removed--gorgeous lumber--clear vertical grain, 3" Douglas fir in widths 10 and 12 inches, many of them 50 feet long," he reports. The construction details of this model bow are interesting. He dates the picture June 19, 1963.

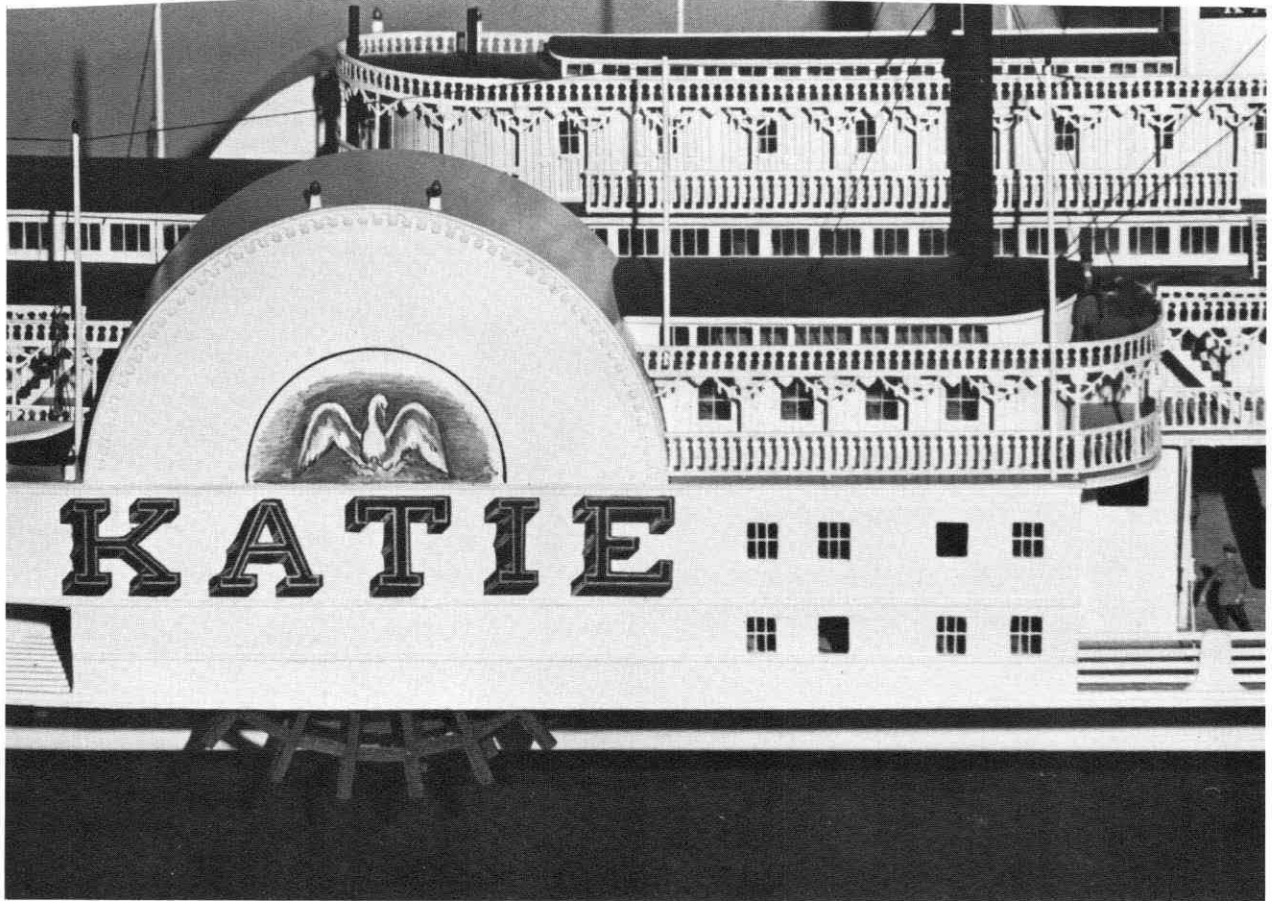
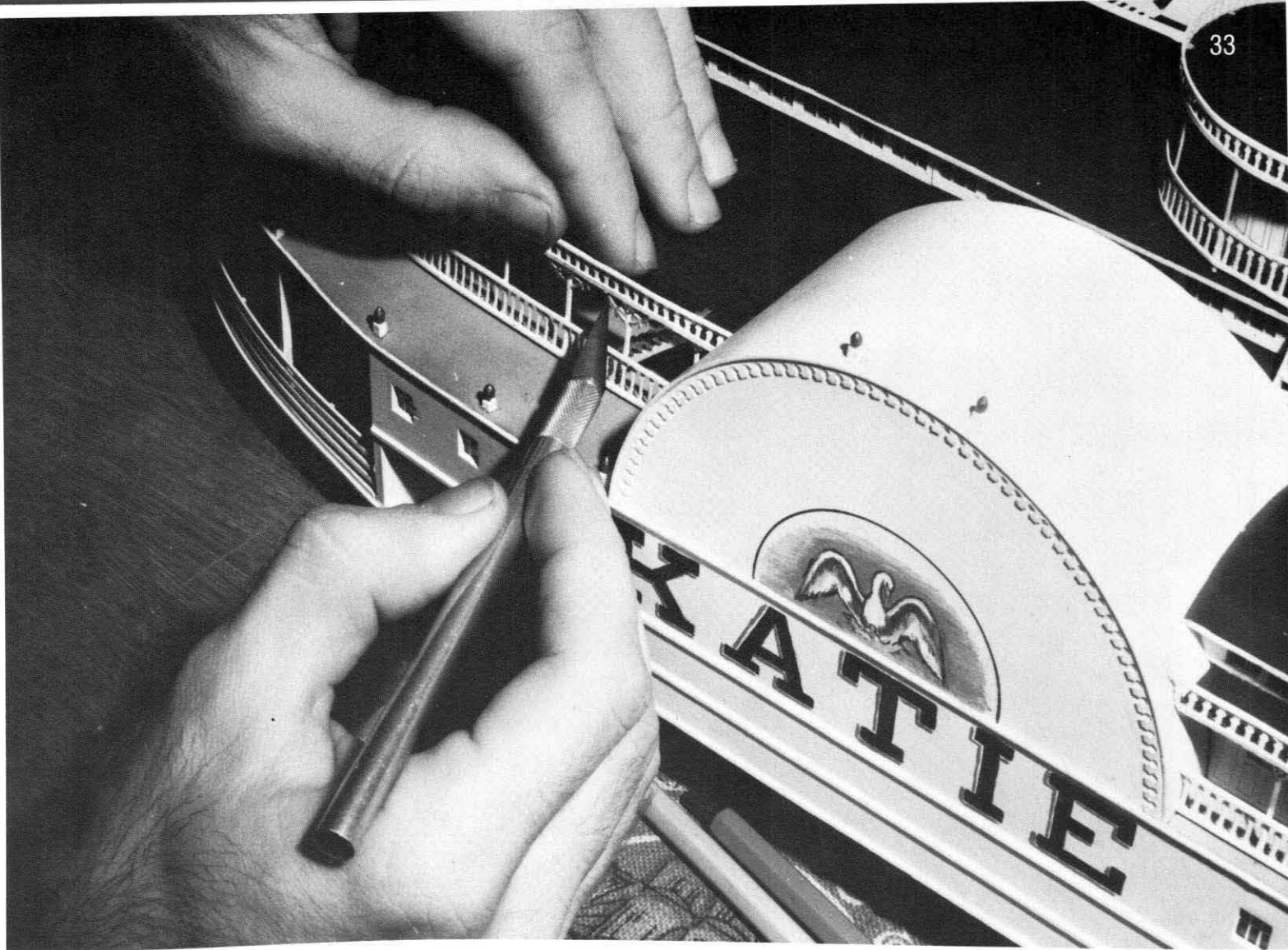
RIGHT: A close-up of the stern of the WHITEHORSE, built at Whitehorse in 1901 by the British-Yukon Navigation Co. At the time Ralph Hitchcock took this picture in June 1963 she was the oldest and most historic steamboat of a once extensive fleet. She had been rebuilt as late as 1930, and was kept repaired and the exterior painted there at Whitehorse until she and the CASCA burned on June 20, 1974 (see Dec. '75 issue, page 40, for pictures and write-up of the fire).

LOWER: Stern view of the KLONDIKE showing paddlewheel, monkey rudder, fantail, etc. She fortunately escaped the fire of June '74, and is still intact with machinery, boiler and all. When Howard Peabody visited Whitehorse in the summer of 1975 he reported that KLONDIKE was undergoing repairs and rebuilding.





SCALE MODEL of the famous KATIE built 1971-72 by Greg Goldstein, 4931 Southside Drive, Louisville, Ky. 40214. She's constructed to 1/8 scale (one inch on the model equals 8 feet on the real boat) which accounts for those giant human fingers and spar-pole instrument in the upper view, next page. The real-life KATIE, bearing the state seal of Louisiana on her paddleboxes, was built in 1871. Capt. J. M. White wanted to name her LADY LEE for the widow of the late, lamented Gen. Robert E. Lee (died 1870) but was outvoted. The hull measured 284 x 43 x 8'8". This means that the hull of Greg's model is about 35" in length. The placing of fancy-work on a steamboat model of this small scale requires jeweler's art and patience multiplied to the third power. We thought some of running a photograph of the real KATIE on these pages and then decided not to; the model IS the real KATIE from any angle or elevation. It's a marvelous accomplishment.





ABOVE: Capt. William D. Bowell, Sr. in uniform, pipe in mouth, needs no introduction to most of the S&D crew who know him at the Marietta meetings. His Padelford Packet Boat Co., operating out of St. Paul, has acquired the ARKANSAS EXPLORER (left) for Mississippi River cruise services. She was renamed VIKING EXPLORER at a formal christening held at St. Paul May 24th last. His daughters Mrs. Shelley Kosmo (left) and Beth Bowell, and their mother, shared honors splashing champagne on all three Padelford packets, just for good measure, including the sternwheelers JONATHAN PADEFORD and JOSIAH SNELLING. Mayor George Latimer of St. Paul stands beside Captain Bowell, and on the right is James S. Kosmo, president of the Padelford Line.

LEFT: Being a purist of sorts we must reveal to our more modern readers that this same photo appeared in our Sept. '73 issue, page 43, bearing the name ARKANSAS EXPLORER, at which time Jack Trotter had acquired her for Arkansas and Lower Mississippi cruise service. Going back another step, the picture actually was taken when she bore her original name, MOUNT HOPE, built 1969 by Blount Marine Corp., Warren, Rhode Island. She has stateroom capacity for 42 and measures 112 x 23. Various of our S&D members have ridden her as MOUNT HOPE, including Dale Flick, and our esteemed v. p. Lower Ohio, C. W. Stoll, stood pilot watches on her as ARKANSAS EXPLORER between New Orleans and the Arkansas River.

LOG BOOK STR. BOAZ 1912

MAR. 12, 1912 Got orders to pump up and get a little steam.
 MAR. 16 Got orders to come up to the Pittsburgh wharf to store and put coal on, and then went over to Sligo Landing under the Smithfield Street bridge and laid up.
 MAR. 17 Laid all day awaiting orders which came at 5 p.m.
 MAR. 18 Went to the O'Neil Landing at 6 a.m. Hitched into 10 coalboats, 2 barges, 2 fuels and 2 models. Ready to go at 10 a.m. but got orders to lay here for the Allegheny ice to run out.
 MAR. 19 Got orders to go at 9

THE BOAZ was laid up at Pittsburgh until mid-March, 1912 due to severe ice conditions, with the Ohio River gorged at Moundsville and elsewhere. After the Allegheny ice ran out she resumed her Pittsburgh-Louisville service. For the first time in some 20 years the Ohio River, due to a wet summer and fall, remained navigable with "coalboat water" at Pittsburgh in July, August and September.

The accident to the LITTLE FRED noted May 18th was at the Panhandle RR bridge, Steubenville, O., where she overturned May 16th in a windstorm. Her master-pilot, Capt. Ollie Gilmore, was scalded by escaping steam and later died. The boat was raised.

She broke her hogchains Sept. 15th and again on Nov. 3rd, in both instances upbound with empties on low water stages, undoubtedly brought on by excessive "laboring." In such circumstance the paddlewheel pulls the water out from under the stern faster than it can be supplied, the stern sinks low in the water, and excessive vibration is set up. The on-the-spot repairs in both instances make for interesting reading. By coaling the deckroom the limber wooden hull sags amidships, the extremities coming up correspondingly, and when the boat's head is shoved out on shore the repaired chains can be refastened, and when she is set afloat the chains resume their original tension---all of which requires know-how.

Again our thanks to Capt. Ross Rogers, Jr. for the loan of the original Log which he acquired as a gift from Mrs. Charles T. (Estelle) Campbell.

a.m. Left at 10:30 a.m. 13 ft. on Davis Island Dam. Line Island at 6 p.m. Landed 8:30 p.m. at the New Cumberland Foundry Landing. Had 20½ ft. at Merrill Dam.

MAR. 20 Turned out at 6:30 a.m. Above the Bellaire bridge at noon. Steubenville 19'1". Wheeling 21 ft. Landed at 12:35 p.m. at Pultney Bend.

MAR. 21 A hard rain during the night, then sleet and misty rain. Backed out in the river at 6 a.m. Noon above the head of Witten's Towhead. Marietta, 25 ft. Landed 6 p.m. at the big trees below Williamstown.

MAR. 22 Turned out at 5:30 a.m. River raised 2½ ft. last night. 6 a.m. at the Argand Oil Works. 28 ft. and rising at Parkersburg. 12 noon on the point above Ravenswood. 6 p.m. at 8 Mile Island. Landed 7 p.m. at Campaign Bend.

MAR. 23 River raised 19" during the night. Turned out 6 a.m. Pt. Pleasant, 35"4". 12 noon at Huntington. Changed 6 p.m. at foot of Scioto River bar. 11 p.m. at Concord.

MAR. 24 Landed 3 a.m. at Brooks Bar for fog. Turned out 6 a.m. Landed at 2:30 p.m. at Silver Grove for high water, 48 ft. at Cincinnati. River raising fast. The SAMUEL CLARKE hit one of the Cincinnati bridges and sunk 8 coalboats this morning.

MAR. 25 Started at 7 a.m. to drop off 5 head boats and 1 fuel. We double tripped the bridges and at 11:45 a.m. while landing at Bromley, Ky. our larboard piston rod broke in the crosshead. It went on through the cylinder, knocked out the forward cylinder head, tore down the engineroom bulkhead, and pitched fireman Andrew McCormick in the river. We got him out in injured condition and sent him to the hospital. While we lay at Bromley, the RESCUE and HERCULES CARREL dropped our other 5 coalboats down from Silver Grove to us.

MAR. 26 The steamer JAMES MOREN arrived light from Louisville at 10:40 a.m. to take our tow on down to Louisville. We went up to the Brown's Elevator where we laid up at 4:30 p.m. for repairs.

MAR. 27 At Brown's Elevator.

MAR. 28 The repair parts arrived from Pittsburgh at 8:25 a.m. and got everything on the boat at 10:30 a.m. Repairs completed and left the Elevator at 5:30 p.m. and went up to Brown's Upper Landing. Hitched into a tow of empties for Pittsburgh; 16 coalboats, 6 barges and 2 fuels. Left at 9 p.m. Had to land at 10:30 p.m. under the

mouth of Little Miami River fixing the key in the piston rod at the crosshead.

MAR. 29 Got away at 5:30 a.m. 6 a.m. at the Water Works. 12 noon at Pt. Pleasant, O. 6 p.m. right below Augusta, Ky. 11 p.m. at Logan's Gap.

MAR. 30 3 a.m. at Cabin Creek. 6 a.m. at Manchester Island Light #2 and 12 noon at Vanceburg, Ky. 6 p.m. at Indian Run. 11 p.m. at Pine Creek.

MAR. 31 Coal Branch at 3 a.m. We landed at the foot of Ferguson Bar at 5:30 a.m. for fog. Got away at 8:30 a.m. 12 noon at the Ashland bridge. 6 p.m. below Dam 28. 11 p.m. at Dogham Bar. River rising.

APRIL 1 3 a.m. at Green Bottom. 6 a.m. at Sample's Landing. 12 noon at head of Gallipolis Island. 38 ft. at Pt. Pleasant. 6 p.m. at Middleport, O. 11 p.m. at Wolf's Bar.

APR. 2 3 a.m. at head of Letart. 6 a.m. at Washington Woods. 12 noon at head of Buffington Island. River falling. 6 p.m. at Belleville. River rising again. 11 p.m. at Newberry Island.

APR. 3 3 a.m. at Sparrow Hawk. 6 a.m. at Parkersburg, and lost an hour getting fuel. 12 noon at Marietta, and river rising fast. 28 ft. 6 p.m. at head of Brothers Islands. 11 p.m. at Petticoat Ripple.

APR. 4 3 a.m. at Cochranville. 6 a.m. at Paden's Island. 12 noon at New England Bar. 6 p.m. at Captina Island. 11 p.m. at Wegee Coal Works.

APR. 5 3 a.m. at Bloch Bros. tobacco works. 6 a.m. at Burlington and 12 noon at Cox's Ripple. The RIVAL met us here and took 6 coalboats from us. 6 p.m. at New Cumberland. 11 p.m. at Babbs Island. Had 25 ft. at Steubenville.

APR. 6 3 a.m. at Industry (lower end). 6 a.m. at Beaver, Pa. 12 noon at Sewickley. 6 p.m. at Pork House, and arrived at Sligo Landing, Pittsburgh, 7:30 p.m. Dropped down to John A. Wood Landing at 9:30 p.m.

APR. 30 Got orders at 9:30 a.m. to get crew and steam. Went to the wharf for stores. Went to the Pacific Landing at 4:30 p.m. and there hitched into 12 coalboats, 2 barges, 1 fuel barge and 4 flats.

MAY 1 Left at 11:30 a.m. Davis Island Dam 12 ft. 17 ft. at Beaver bridge. 6 p.m. at Little Beaver River. Landed at 7 p.m. under the East Liverpool bridge.

MAY 2 Turned out at 8 a.m. 17.9 ft. at Steubenville. 12 noon head of Mingo Island. Got 5 coalboats

LOG BOOK STR. BOAZ 1912

and 2 flats from the FALLIE at Pultney Bend. 6 p.m. on the point at Pipe Creek. Landed 8:30 p. m. under the run bar above Clarington, O. 18'2" at Wheeling. 18½ ft. at Bellaire.

MAY 3 Turned out at 4:30 a.m. Changed 6 a.m. at Hannibal, O. The river fell 8" last night. 12 noon right below Barker's Landing. 6 p. m. at Belleville. Landed 9:30 p.m. at Hall's Wood Yard.

MAY 4 Turned out 5 a.m. 6 a.m. at foot of Oldtown. River fell 10 inches last night. 12 noon at Pt. Pleasant bridge, 27 ft. 6 p.m. at head of Guyan. Landed 6:30 p. m. in Guyan Eddy.

MAY 5 Turned out 6 a. m. River fell 9" last night. 12 noon at Pine Creek. 6 p.m. foot of Brush Creek Island. 11 p.m. at Levanna.

MAY 6 Changed 6 a.m. at foot of Four Mile. Landed 6:30 a.m. under Coal Haven. Steamer RESCUE took 1 coalboat and 2 barges from us and added 9 barges to our tow. Backed out at 12:15 p. m. 6 p. m. at Laughrey Creek. 11 p. m. at Warsaw, Ky.

MAY 7 Changed 6 a. m. above Westport, Ky. Landed 7:30 a.m. at the foot of Six Mile Island. Went to the empty fleet and picked up 28 barges and 2 fuels for Pittsburgh. Passed the Louisville Water Works at 7 p.m. upbound. 11 p.m. at 14-Mile Creek.

MAY 8 3 a. m. at head of 18-Mile Island. Landed 5:15 a.m. at Corn Creek and laid there until 6:45 a.m. for fog. Changed at noon right below the Madison wharfboat. 6 p. m. at Vevay Island. 11 p.m. at the upper side of Sugar Creek Point.

MAY 9 3 a. m. at the wharfboat in East Bend. 6 a. m. at head of Laughrey Island. 12 noon above Dam 37. Cincinnati 32 ft. Landed 7 p. m. at Coney Island to clean boilers. Ready to leave at 2:30 a. m. but too foggy to see anything.

MAY 10 Turned out at 7 a. m. 12 noon at Pt. Pleasant, O. 6 p.m. at Augusta, Ky. 11 p. m. on the point below Maysville, Ky.

MAY 11 3 a. m. on the point above Manchester Island. 6 a.m. at Twin Creek. 12 noon at Turkey Creek. 6 p. m. above Reed's Landing. 11 p.m. at Ashland, Ky.

MAY 12 3 a.m. below Symmes Creek. 6 a. m. at Cox's Landing. 12 noon at foot of Raccoon Island. 6 p.m. at Chesire, O. 11 p. m. at Antiquity, O.

MAY 13 3 a.m. at Goose Island. 6 a. m. at Sand Creek. 12 noon at head of Belleville Island. Head

of Blanny at 6 p. m. 11 p. m. at Marietta.

MAY 14 Landed at the head of Upper Brothers Island for fog at 3 a.m. and got away at 5 a.m. 6 a. m. at Newport, O. 12 noon at Paden's Island. 6 p.m. foot of Fish Creek Island. 9½ ft. on Bellaire bridge. 11 p.m. Burlington, O.

MAY 15 Landed 4 a. m. at the head of the Sisters for fog and laid until 7 a. m. 12 noon at Wells Ripple. 6 p.m. at Black's Island. 11 p.m. at Georgetown. Had 10 ft. at Steubenville.

MAY 16 6 a. m. at Beaver bridge. 12 noon foot of the Trap. Davis Island Dam, 8 ft. At Sligo Landing, Pittsburgh, 4:20 p.m. Coaled and stored, and went to O'Neil's Landing 10 p.m.

MAY 17 Left O'Neil's Landing at 10 a. m. with 12 coalboats, 2 barges and 2 fuel barges. Changed 12 noon at foot of Merriman. Had 11 ft. at Davis Island. 14½ ft. at Merrill Dam. Changed 6 p.m. at Lock #8. Landed 6:30 p. m. opposite Wellsville and cleaned boilers.

MAY 18 Turned out at 7 a.m. Fog hung on until then. River raised 3'1" last night and up to the time of turning out. Landed 9:30 a.m. under the big rock opposite Cables Eddy and left off 5 coalboats. Backed out at 11:20 a.m. The towboat TIDE across the head of our tow to help us around the sunken steamer LITTLE FRED and through the Steubenville bridge. Changed 12 noon at the Steubenville Paper Mill backing up slow waiting on the steamer FALLIE to bring our 5 coalboats. She caught us at Cox's Ripple. Floated along and backed up slow waiting on the RIVAL. Changed 6 p.m. at foot of Wheeling Island. 16'3" at Wheeling. Landed 8:20 p. m. under Moundsville Point.

MAY 19 Turned out 7 a. m. The RIVAL came around the point and alongside of us. Took 5 coalboats and 1 fuel from her between there and the foot of Pipe Creek Bend. River raised 3" last night and then fell 2". Changed 12 noon at Padens Island. 6 p.m. at Carpenter Bar (head) and landed 7 p. m. at Point Harmar.

MAY 20 Turned out 6 a. m. River fell 3". Changed 12 noon foot of Belleville Island. 6 p.m. at Racine, O. 11 p. m. at Raccoon Island.

MAY 21 3 a.m. at Dogham Bar. We landed 4:30 a. m. at the head of Guyan.

MAY 21 Turned out 7 a. m. River fell 2". Changed 12 noon below

Greenup, Ky. Changed 6 p. m. at Twin Creek. 11 p.m. below Ripley. MAY 22 3 a.m. above Moscow, O. 6 a.m. at 5 Mile. Landed 11 a.m. at Bromley, Ky. and laid until 4 p.m. waiting on 6 coalboats from the SAMUEL CLARKE. Changed 6 p.m. at Dam 37. 11 p. m. at foot of Gunpowder.

MAY 23 3 a. m. above Carrollton, Ky. Changed 6 a. m. at Madison. 12 noon at 14 Mile Creek. Landed 1:30 p. m. at foot of Six Mile. The FULTON and WASH GRAY took the tow away from us. Left there at 5:30 p. m. on one engine and went to Jeffersonville for stores, then went over to the empty fleet and laid up waiting for a new follower head for the larboard engine, coming from Pittsburgh.

MAY 24 Made up our empty tow using the nigger engine and line. Have 21 empty barges, 1 barge of logs, 6 fuel barges, 1 fuel barge of fuel. Dropped boat into tow and waited.

MAY 25 We left Louisville empty landing at 4:30 a.m. Changed 6 a.m. at head of 6 Mile Island. 12 noon above Bethlehem. 6 p. m. at Lucas Creek. 11 p. m. at Warsaw Bar.

MAY 26 3 a. m. at Gunpowder. 6 a.m. foot of Laughrey Island. 12 noon at Dam 37. 18 ft. at Cincinnati. 6 p.m. foot of 4 Mile. 11 p.m. above Moscow.

MAY 27 3 a.m. at Augusta Bar. 6 a.m. above Ripley, O. 12 noon at Wrightsville. 6 p.m. at 100 Mile House. 11 p. m. at Boston below Sciotoville.

MAY 28 3 a. m. at Coal Branch. 6 a.m. above Ironton, O. 12 noon at head of Guyan. 6 p.m. one mile below Chambersburg, O. 11 p.m. at Pt. Pleasant bridge, 6 ft.

MAY 29 3 a.m. at Pomeroy, O. 6 a. m. at Antiquity. 12 noon at Pleasant View. Antiquity Rock showing 5'2". Landed at Portland, O. at 4:30 p. m. with broken follower head bolt and cracked gib.

Left there at 9:30 p. m. Changed 11 p. m. at foot of Dewitts Bar with 5'2" on Dewitts Rock.

MAY 30 3 a. m. foot of Lee Creek Bar. 4'8" in Mustapha Island. Parkersburg 6'7". 12 noon head of Coles Island. Arrived at Marietta 3 p. m. with 5'6" on wharf marks. Laid up for low water.

MAY 31 Sent crew home on 7:22 train.

JUNE 17 Left Point Harmar at 4:10 p. m. Passed Marietta 4:30 p. m. with 7.9 R on marks. 6 p.m. head of Marietta Island. 11 p.m. below foot of Bat & Grape.

JUNE 18 3 a. m. at Matamoras, O.

LOG BOOK STR. BOAZ 1912

6 a. m. at Witten's Towhead. 12 noon at Possum Bar. 6 p. m. foot of Pipe Creek Bend. 11 p. m. at Bellarie, O. Bellaire bridge 12½ ft.

JUNE 19 Wheeling 11'9" R. 3 a.m. at foot of Pike Island. 6 a.m. at Buffalo Creek. 12 noon at Blacks Island. 6 p. m. foot of Phillis Island. Laid up at 8:30 p. m. above Merrills Lock waiting for them to put the dam up. Sent the crew home.

JUNE 21 Left Merrill Dam 1 p. m. Tied 10 barges up above Vanport and then went on up to Bakers Brick Yard and laid up there at 5 p. m. with 6 barges and 9 fuel barges. 5½ ft. on Beaver bridge.

JUNE 22 Left Bakers Yard at 12:30 noon. Arrived in Pittsburgh at 5 p.m. Coaled.

JUNE 22 Laid up in O'Neil's Landing at 5 a.m.

JULY 18 Got orders at 10 a. m. to get steam, water coming. At 5 p. m. got orders to get out of our coalboats, take off the rigging and come to the wharf for stores. Got to the wharf at 10 p.m.

JULY 19 Left the wharf at 12 midnight and went to the John A. Wood Landing. Started to hitch into 12 barges and 5 fuels. Had a hell of a time with drift. Got away from there at 9 a. m. with five deckhands. 9'2" at Davis Island Dam. 12'3" at Merrill Dam. Landed at 9 p.m. at Cables Eddy.

JULY 20 Turned out at 6 a.m. from Cables Eddy. Changed 12 noon at Little Grave Creek Bar. Landed at 5:30 p. m. on the point above Sardis, O. Dropped down to below the wharfboat at 8:30 p. m. waiting on the T. J. WOOD with the balance of the tow. WOOD arrived at 10 p.m. and we got away at midnight. River 10'6" at Steubenville. 11'9" at Bellaire bridge. 13'6" at Lock 13.

JULY 21 Changed 3 a. m. at Petticoat Ripple. 6 a.m. at Carpenters Bar. Marietta 10'6". Parkersburg 10'6". 12 noon foot of Mustapha Island. 6 p. m. at Apple Grove. 11 p. m. at foot of 8 Mile Island. Landed, or started to land, under the Pt. Pleasant bridge at 12 midnight, pulled down both trees, and went on to the point opposite Gallipolis with a broken pitman strap and laid.

JULY 22 Got 7 barges from the TORNADO. Backed out 7 a. m. with 29 barges, 5 fuel barges. Changed 12 noon below Millersport, O. Changed 6 p. m. at Ferguson Bar. Changed 11 p.m. at Turkey Creek.

JULY 23 Landed 12:30 a. m. Below Kinny for fog and laid until 7:30

a.m. River raised 20". Changed 12 noon at Wrightsville, O. 6 p. m. at Augusta Bar. 11 p. m. at foot of Nine Mile.

JULY 24 Landed 12:30 a.m. at Coal Haven. Left there at 10 a. m. Changed 12 noon at Flemings Landing on the point below the Southern bridge. Landed 3 p. m. for wind at Medoc and laid until 6:30 p.m. Changed 11 p.m. at Patriot. JULY 25 Changed 3 a. m. at Vevay. 6 a. m. above Madison, Ind. 12 noon at Utica. Landed 12:30 p.m. under 6 Mile Island with orders to wait for further orders which came at 6:30 p. m. when the WASH GRAY came to deliver our tow. At 11 p.m. we tied at Howard's Ship Yard where we took off the pitman strap to be repaired.

JULY 26 Got the strap to the blacksmith shop at 5:30 a.m. and got it back at 3 p. m. Steamer MONTEREY came to us with 6 barges, and got her to tow BOAZ and barges over to the Towhead where our empty tow was brought to us from out of the Canal, the JOHN A. WOOD tow. Got 12 coalboats out of it. Steamer TRANSIT brought 4 barges for tow barges, making our tow 12 coalboats, 10 barges and 1 fuel barge.

JULY 27 Engineer ready at 1 a. m. We left at 1:30 a.m. Changed 3 a.m. at foot of 6 Mile. Changed 6 a.m. at 14 Mile Creek. 12 noon at Corn Creek. 6 p.m. at Lucas Creek and 11 p.m. at upper end of Vevay. JULY 28 3 a. m. at Cedar Creek Light. River rising and full of drift. 6 a. m. at Patriot. 12 noon at Laughrey Creek. 6 p.m. at Andersons Ferry. 11 p. m. at the upper Cincinnati bridge. Cincinnati 35 ft. R.

JULY 29 5 Mile Light at 3 a. m. Changed 6 a. m. foot of New Richmond Bar. 12 noon foot of Augusta Bar. 6 p. m. at Maysville. 11 p.m. at Concord, Ky.

JULY 30 3 a.m. at the gov't light in the bend above Vanceburg, Ky. 6 a. m. at Buena Vista. Lost 2½ hours for fog. 12 noon at Tiger Creek. 6 p. m. head of Ferguson Bar. 11 p.m. at Kenova bridge.

JULY 31 3 a. m. foot of Dogham. 6 a.m. at Crown City, O. 12 noon at Carrion Ripple. 11 ft. at Pt. Pleasant. 6 p.m. at Leading Creek and 11 p. m. at Antiquity. 9 ft. on Antiquity Rock.

AUG. 1 3 a.m. at Goose Island. 6 a. m. foot of Sand Creek Bar. 12 noon in the middle of Belleville Island. 6 p. m. at Sparrow Hawk Ripple. 11 p.m. at Point Harmar. 8 ft. on Dewitts Rock. 7½ ft. at Marietta.

AUG. 2 Landed for fog at 2 a. m. at head of Carpenter Bar and laid until 6 a. m. Changed 12 noon at Grandview. 6 p. m. at Studhorse Bar. 11 p.m. foot of Captina Island.

AUG. 3 Landed 3 a. m. for fog at Pultney Light and laid until 6 a. m. Wheeling, 6'3". Had trouble with low water at head of Wheeling Island. Stuck at Sisters Islands at 12 noon. Dam #11 left water out of beartrap to float us and we got there at 8 p.m.

AUG. 4 Left Lock #11 at 2 a. m. and got to Steubenville at 7 a. m. in fog and laid at the coal tipple for low water.

AUG. 12 Left Steubenville at 6 p. m. with 3 fuel barges. Laid up above Dam #8 at midnight.

AUG. 13 Turned out at 7 a. m. 6' 6" at Merrill Dam when we arrived there at 10:05 a. m. Arrived in Pittsburgh at 3 p. m. and laid up in the O'Neil Landing at 9 p. m. after coaling.

AUG. 20 Got orders at 10 a.m. to get steam and crew. Left John A. Wood Landing at 6:30 p. m. with 12 barges and 4 fuel barges. 9' at Davis Island Dam.

AUG. 21 Landed 1:30 a. m. at Industry and laid until 5 a. m. 11' 9" at Merrill Dam. River fell 7" while at Industry. 6 a.m. at Dam #7. Changed 12 noon at Cox's Ripple. 6 p.m. at Lock #14. 11 p.m. at Cochransville, O.

AUG. 22 3 a. m. at Bull Creek.

River 11 ft. at Steubenville. 10 ft. 11 in. at Wheeling. 10 ft. 11 in. at Marietta. 6 a. m. foot of Coles Island. 10 ft. at Dewitts. 12 noon on the point at Sand Creek and 6 p.m. at 5 Mile. 11 p.m. at Green Bottom. Pt. Pleasant 10'10" and had 11'10" at Antiquity.

AUG. 23 Landed at 12:30 a. m. and laid until 5 a.m. 6 a.m. at Huntington. 12 noon on the point below Sciotoville. 6 p. m. at foot of Brush Creek. Landed 10:30 p.m. at Logan Gap Light. 12'9" at Maysville.

AUG. 24 Turned out at 8:30 a. m. 12 noon at Chilo, O. 6 p.m. at the lower bridge, Cincinnati. We landed at Bromley, Ky. at 6:30 p. m. 14'6" at Cincinnati.

AUG. 25 Turned out at 4:30 a. m. Changed 6:30 a.m. at Rapid Run Bar and 12 noon at Big Bone Island. River raised 11" last night, and had 15'5" leaving Bromley. 6 p.m. at Beaucamp Light. 11 p. m. below Bethlehem, Ind.

AUG. 26 Arrived at foot of 6 Mile Island at 3 a.m. Left Louisville for Pittsburgh at 2 p.m. Changed 6 p. m. at head of 18 Mile Island.

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11 p.m. below Madison.
 AUG. 27 3 a. m. 1 mile below Carrollton, Ky. 6 a.m. at Markland. 12 noon at head of Gunpowder. 6 p. m. right below the mouth of the Big Miami River. 11 p.m. at Ludlow Landing. Cincinnati 13½ ft.
 AUG. 28 Stopped above the mouth of the Little Miami River at the Water Works 2:30 a.m. and laid until 9:20 a.m. cleaning boilers and for fog. 12 noon at Blairs Brick-Yard. 6 p.m. foot of Augusta Bar. 11 p.m. foot of Brooks Bar.
 AUG. 29 3 a. m. at Wrightsville, O. 6 a.m. at Vanceburg, Ky. 12 noon at Scioto Bar. 6 p. m. foot of Ferguson Bar. 11 p.m. at Catlettsburg, Ky.
 AUG. 30 3 a.m. at Dogham Bar. Met here by the RIVAL which took 4 coalboats and 4 barges from us. 6 a. m. at Millersport, O. 12 noon foot of Carrion Ripple. 6 p.m. at head of Seigrist Ripple. 11 p.m. at Oldtown Bar.
 AUG. 31 3 a.m. at Dewitts Bar, 10 ft. 3 in. 6 a.m. at Big Hocking. 12 noon at Vienna Island. 6 p.m. at Newport, O. 11 p. m. at Cochranville.
 SEPT. 1 3 a. m. at Buckhill Bottom. 6 a. m. foot of Fish Creek Island. 12 noon at head of Boggs Island. 10½ ft. at Bellaire. 6 p. m. at Mingo Island. Stopped at Steubenville and left 4 coalboats and 2 barges, leaving us with 4 coalboats, 4 barges, 2 loaded flats of pit posts, 2 partly loaded fuels and 2 empty fuels. Changed 11 p.m. at Cumberland Foundry.
 SEPT. 2 3 a.m. at East Liverpool after one of the worst cloudbursts I ever have seen. 6 a. m. at Dam #7. 12 noon at Sewickley Creek. Arrived in Sligo Landing 3:30 p.m. Got out of tow and went under the Coaler 7:30 p.m. Got to the wharf at 11 p.m. to take on stores.
 SEPT. 3 Backed away from wharf-boat at 8:30 a.m. Went to O'Neils Landing and started to hitch into 11 coalboats, 2 barges, 1 model barge, 1 fuel and 1 flat. Got orders at 11 a.m. not to leave. The river rising.
 SEPT. 4 Got orders to leave at 11:30 a. m. 15½ ft. at Davis Island. 16½ ft. on wharf marks. 22 ft. at Beaver bridge. Landed at Industry for the night.
 SEPT. 5 River fell 5 ft. during the night. Turned out 7 a. m. Changed 12 noon below Hookers Dam. 6 p.m. at Little Grave Creek. 11 p.m. at Hannibal, O. Landed for 12 midnight at Sardis, O. Had 21½ ft. at Wheeling.
 SEPT. 6 Turned out 7 a.m. River fell 20" during the night. 12

noon foot of Brothers Islands. 6 p.m. at Lee Creek. Landed 11 p.m. at Halls Wood Yard for fog.
 SEPT. 7 Turned out 7 a. m. Ran two check lines overboard and floated until 9 a. m. waiting on yawls to come with the lines. They only got one of them and left the other for the JIM BROWN to get out. 12 noon at Carrs Run. 6 p. m. at Guyan. River fell 22" last night. Landed 9 p. m. at Paddys Run.
 SEPT. 8 Turned out 8:30 a.m. The river fell 22" last night. Heavy fog during the night. Mate E. M. Cochran got drunk while we lay at Paddys Run and got off. Changed 12 noon at Ashland, Ky. 6 p.m. at Turkey Creek. 11 p.m. at Wrightsville. At 11:30 p. m. fog shut down on us at the point above Manchester Island and we landed there.
 SEPT. 9 Turned out 8:30 a.m. The river fell 15" during the night. 12 noon at Ripley, O. 6 p.m. at 9 Mile Dike. Landed 7:30 p.m. under Coal Haven.
 SEPT. 10 Turned out at 8:30 a.m. Got 5 more coalboats below the bridges. 22 ft. at Cincinnati. Changed at Cullems Ripple 12 noon. 6 p.m. foot of East Bend. 11 p.m. foot of Vevay Bar.
 SEPT. 11 3 a. m. foot of Coopers Bar. 6 a.m. at Fulton Light. Arrived at foot of 6 Mile at 9:30 a. m. Left there at 3 p. m. and started for the Canal. Came back out of the Canal Basin 7 p.m. We went over to Jeffersonville, got stores, and went to the empty fleet. Left there at midnight with 12 coalboats, 10 barges and 1 fuel.
 SEPT. 12 3 a. m. foot of 12 Mile. 6 a.m. head of 18 Mile Island. 12 noon Hoagland Bar.
 SEPT. 13 6 a. m. at Lawrenceburg, Ind. 12 noon at Southern bridge, 6 p.m. at Palestine, O. Landed 10 p. m. at the pump house under Snag Bar and cleaned boilers.
 SEPT. 14 Turned out at 5:30 a. m. Changed 6 a. m. at Snag Bar Light. 12 noon at head of Charleston Bar. 6 p.m. at Concord, Ky. 11 p.m. at Twin Creek.
 SEPT. 15 3 a. m. at Turkey Creek. 6 a.m. Sciotoville Point. 12 noon Ironton bridge. 6 p. m. head of Guyan. 10 p. m. broke main hog chains at Green Bottom Ripple and drifted back onto gravel bar below the government light. The FALLIE came along, got out of tow, took 12 coalboats and 8 barges from us to below the rocks on the Ohio shore.
 SEPT. 16 Got afloat at 5 a. m. Then had to pull the FALLIE off of

the bar, and after that we raised flat #2188 which the FALLIE had sunk for us. Dropped down to the tow and coaled the deckroom.
 SEPT. 17 Backed the BOAZ out on the bank and got the chains fastened and all tightened up. Back in the river 4 p. m. Started to take the coal off the boat.
 SEPT. 18 Left the foot of Green Bottom at 7 a.m. Arrived at Gallipolis 8 p. m. Had to break up the tow and came through the lock at #26. Laid up at Gallipolis with 4'6" on Gallipolis marks.
 NOTE: No Log kept from Gallipolis up to Pittsburgh as Capt. Frank A. Gould left and went to Pittsburgh by rail, leaving the boat in charge of Capt. Chas. Boles.

OCT. 24 Got orders to get steam at 8:30 a.m. and come to the wharf so first we coaled and got there at 6 p.m. Went to Gray's Landing 9:20 p. m. and started to hitch in to 7 coalboats, 6 barges and 3 fuel barges, and 1 flat.
 OCT. 25 Left Gray's Landing at 1 p. m. Changed 6 p.m. at Vanport. Landed 7:30 p. m. at Safe Harbor. 8½ ft. at Davis Island Dam.
 OCT. 26 Turned out at 9 a.m. Had to lay on account of fog. River raised 15" from the time we landed until we turned out at 9 a.m. Changed 12 noon at Blacks Island. 6 p. m. at Kates Rock and getting ready to land. 14' at Steubenville. 13' at Wheeling. 14' at Bellaire.
 OCT. 27 Laid until 9:30 a. m. for fog. The fog raised at 10 p. m. last night when we were ready to turn out after getting 5 coalboats from the VOLUNTEER. River raised 15". Changed 12 noon at Cline's Bar. 6 p. m. at Barker's Landing. Landed 9:30 p.m. at foot of Vienna Island.
 OCT. 28 Turned out at 8:45 a. m. River raised 2". Changed 12 noon at Belleville. 6 p.m. at Sliding Hill Bend. Landed 10:30 p.m. above Ben Lomond Light to await daylight for running Dam #26. Pt. Pleasant 13'7".
 OCT. 29 Turned out 6:30 a.m. with 12 coalboats, 1 barge, 3 fuel barges. Double tripped Lock 26 going down the Ohio pass. Landed opposite Sample's Landing. Went back and got 5 barges of tow left at Ben Lomond. Got back into our tow at 11 a.m. Changed 12 noon at head of Straight Ripple. Changed 6 p.m. at Hanging Rock. 11 p. m. foot of the bend below Walker's Light.
 OCT. 30 3 a.m. at Wrightsville. 6 a. m. at Logans Gap. 12 noon at Palestine, O. Arrived at landing opposite Mill Creek at 3 p.m. De-

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livered part of tow into Mill Creek Landing and the balance to steamer JAMES MOREN at Bromley. Went back to Coal Haven and hitched into 12 coalboats, 10 barges and 1 fuel and left at 3 a.m. for Pittsburgh.

OCT. 31 Left Coal Haven 3 a.m. Changed 6 a. m. at head of 9 Mile. 12 noon at Chilo, O. 6 p.m. at Logans Gap. 11 p. m. at the government light in Manchester Island.

NOV. 1 3 a. m. at Twin Creek. 6 a.m. at 100 Mile House. 12 noon at Sciotoville. 6 p. m. right below Ironton, O. 11 p. m. at Central City.

NOV. 2 3 a. m. at Millersport. 6 a. m. at Swan Creek. 12 noon at Kanawha Bar. Landed 4:30 p. m. at Middleport, O. to clean boilers. Left there at 11 p.m.

NOV. 3 Changed 3 a. m. at light in Antiquity Bend. 7'4" on Antiquity Rock. 6 a.m. at Apple Grove. 12 noon at Swan Bar. At 5:35 p. m. when just at the head of Newberry

Island both main chains on the starboard side broke. Shoved on up to the government light at the head and laid up. Took off chains and sent them to Parkersburg on CRUISER and a yawl with her, also chief engineer and pilot Ed King, 8:30 p.m. NOV. 4 Coaled the boat in the deckroom, and took all coal off the head. Run the boat's head out on the shore, then sunk a barge under the stern, pumped it out, and got chains back at 4 p.m..

All tightened up and backed off the shore at 11 p. m. Went up alongside the tow and started to take coal off of the boat at 11:20 p.m.

NOV. 5 Gave orders to cool down and get ready to go home as soon as we got into tow. River has fallen just one foot since we came here.

NOV. 6 I got to Pittsburgh by railroad last night at 10:05 p.m., and got home at 11:05 p.m.

NOV. 7 Was up to McKeesport, Pa. today to see the girls. Came back to the office at 2 p. m. and will leave for the boat in the morning, with crew.

NOV. 8 Left Pittsburgh 10:20 a.m. with crew for the boat and arrived there 4 p.m. Left at 5:30 p.m. and arrived at Lock 18 at 10 p.m. 7½ ft. at Parkersburg. Locked through and got away from there at 1:30 a.m.

NOV. 9 Changed 3 a.m. in Muskingum Island. 6 a. m. at Bull Creek Light. 12 noon at Sheets Ripple. 6 p.m. at Buckhill Bottom. 11 p. m. at head of Fish Creek Island.

NOV. 10 3 a. m. at Pultney Bend Light. Changed 6 a.m. at foot of Sisters Island. 12 noon foot of Browns Island. 12 ft. at Steubenville. 6 p. m. at Georgetown Island. 11 p.m. -----.

NOV. 11 Note: Time of arrival in Pittsburgh is not noted. The BOAZ did not again depart Pittsburgh until March 1, 1913.



Something new under the shining sun is this attractive addition to the St. Louis waterfront. The pseudo side-wheeler McDONALD'S is a new kind of McDonald's restaurant, the interior quite stylish, the stern design looking something like the broad rumped old SAINT PAUL. It goes without saying, she has no propelling machinery. The picture comes to us thanks to Mrs. Roy B. (Jane) Morningstar, 261 E. 13th St., Bowling Green, Ky. 42101.

COMBINE COALBOATS

Sirs: Now, the March '80 issue of the S&D REFLECTOR was most interesting to me, in that you finally got around to dealing with coalboats and barges. As you may have gathered, the Combine and the coal trade are my main interests in river history, so I was elated to read your most enlightening exegesis on the topic.

Coalboats and barges have received precious little attention from river historians, which is strange in that modern day towing traces its origins back to those flimsy, marvelous things. I was particularly delighted to see the photos showing the coalboat scaffolds. Years ago I read of them in your Towboat Directory and wondered if any photos would ever show up. What really amazed me was seeing that my mental conjectures of the coalboat scaffold approximated the photos tolerably well.

There is, I'm afraid, one error in your narrative. That is to say, very specifically, that coalboats did not go to St. Louis in the days of the Combine. The Combine's main trade in St. Louis was with the Laclede Gaslight Company. A set number of coal barges was contracted for annually; and this was one of the most stable contracts that the Combine had, even in the fallow days of the 1914-15 era. I have scoured over my notecards for the period of 1899 through 1913 (December 5, 1913) and cannot find any record of any coalboats taken to St. Louis by the Combine.

The reason for the absence of coalboats in the Cairo-St. Louis trade is really simple. The coalboat had a steep rake, which made for rugged towing, even with the most powerful boats that the Combine had. On the other hand, the coal barge had a nicely rounded flat bow that was considerably easier to handle in the high water between Cairo and St. Louis. In fact the coal barges for St. Louis were segregated from the coalboats at Cairo. The barges were normally kept at the point and moved on up the Mississippi to Philadelphia Point for the trip to St. Louis. The standard tow to St. Louis was a paltry six coal barges and surprisingly enough, this was the standard Combine St. Louis tow regardless of the towboat. The HARRY BROWN's name pops up most often in the St. Louis trade, though I find one trip by the J. B. FINLEY. The JOHN A. WOOD ran to St. Louis often after 1910; and in the 1912-13 era, the PACIFIC NO. 2 ran logs, while the JIM WOOD ran coal to St. Louis. As best as I can tell, the JOSEPH B. WILLIAMS did not tow to St. Louis, though the SPRAGUE took a tow of model barges loaded with lumber there in 1903.

The coalboat was basically a flimsy marvel. I'm finding that it has been overemphasized as to how much coal was lost by the Combine during the period 1899-1916.

While it cannot be denied that much was lost over the years, it is far more staggering to realize just how much coal made it south safely. Those safe and secure runs without spills between Cairo and Greenville make for microfilm reading that is comparable to the desiccated tomes of early Roman history.

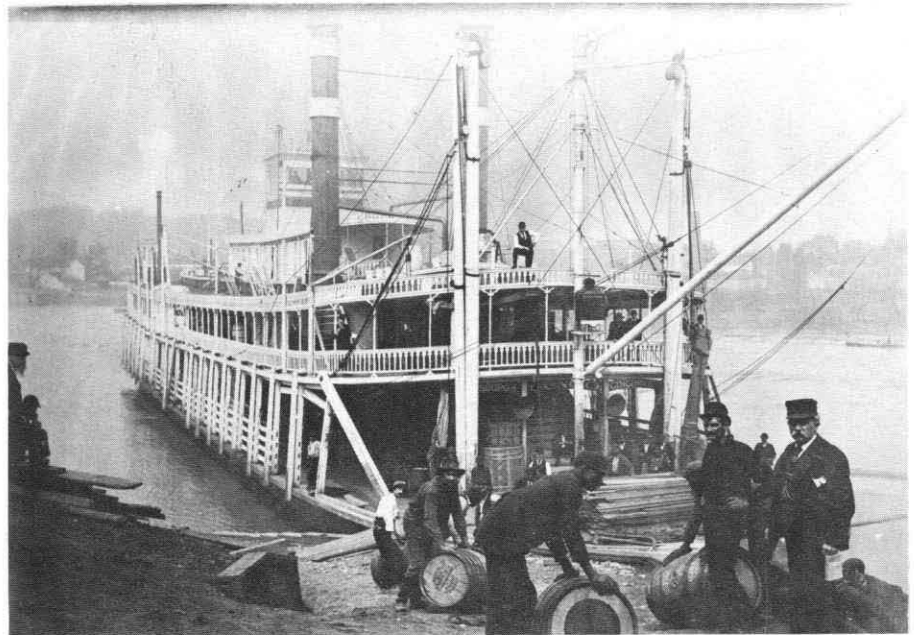
From what all I have been able to gather from the coal trade, it is evident that the coalboats managed to hang on for more than a few round trips between Louisville and New Orleans. Many people seem to think that the Combine wrecked the coalboats at Coalport; however by 1900 the cost of lumber had gone up so much that those coalboats were handled carefully and all possible effort was expended to see that they could make it back to Pittsburgh. The steady or constant supply of empties coming back to Pittsburgh was lifeblood for the coal trade. I gather that coalboats may have been knocked apart in the 1860s; however, by the 1880s, the ALICE BROWN was bringing empties back from the lower Mississippi. I'm afraid that the "disposable" nature of the coalboats has been exaggerated in some articles over the years.

One interesting item that I came across several years ago is that the big boats, especially the SPRAGUE and the WILLIAMS, were wont to tear coalboats up because of their power. In fact, in the 1905-06 era, when the costs of lumber for coalboats got worse annually, the Combine was dismantling coalboat sides and reloading them in other intact coalboats for

the journey back to the siding yards to put on new bottoms. Captain N. M. Jones of Memphis once commented that coalboats were generally good for several seasons, though the longevity of the coal barge could go on for years with luck. I'm certain that five round trips for a coalboat would have been exceptionally fortuitous, while five to six years for a coal barge would have been within reason.

And, a point of trivia, only coal barges were used for sparring out Combine towboats caught out in low water areas. The barges were run into the banks in a perpendicular fashion at the bow and stern of each towboat. The Combine separated its towboats because of constant fear of fire.

One little-known fact is that the Combine was acutely aware of the growing impracticality and costly nature of the coalboat, and there was concerted effort on the part of the Combine to go to a steel coalboat. As early as 1906 there were several bizarre proposals for composite steel and wood coalboats. However, the most ambitious effort to sell Pittsburgh coal came in 1907 when the Combine sought to contract to supply the Havana Coal Company (yes, of Cuba; and I am not joking). A special steel coalboat was constructed for this zany undertaking and the SAMUEL CLARKE took the tow of steel coalboats to Louisville. How these loads got to New Orleans, I can't say (except for the fact that the SPRAGUE did not handle them). From New Orleans they were towed over the Gulf of Mexico be-



THIS PICTURE has been going the rounds for some years, as far as we know the best, and maybe only, photograph of the CONGO. C. W. Stoll sent us this print in 1975, made from a copy negative. The original was taken at Prestonville, Ky., opposite Carrollton, Ky. in the mouth of the Kentucky River in the fall of 1893. The deckhands have their hands on barrels of whiskey, and with a magnifying glass the words WHISKEY and PRESTONVILLE are readable on the head of one of these.

hind the R. W. WILMOT. But a bad storm at sea hit the steel coalboats and they went down and that was their end. Unfortunately, the idea of the steel barge lay dormant for about six more years until the cost of wood got out of hand and the wooden barge succumbed to the steel barge.

One item that I have never noticed any comment on is the fact that the Combine's towboats (the biggies, I mean) were built with tapering heads. By this, I mean that their guards narrowed slightly from the firebox forward. Ostensibly, the idea was to literally wedge the towboat into a duckpond tow. Heavy timbers were hung off the stack knees to keep the towboat's guards from gouging out the sides of the coalboats that were used as drivers. I noticed this design trick several years ago in Vicksburg while climbing over the SPRAGUE; and since that time I have noticed the same thing on the WILLIAMS and the ALICE BROWN, so I suppose it was simply one of those marvelous intrinsic designs that Peter Sprague, William Elliott and Ike Hammitt devised. By the way, before the

poolboats got their knees, e.g., the JIM BROWN, poolboat deckhands kept their craft from gouging coalboat sides by pulling the forward hanging knee all the way forward and placing it between the guard and the coalboat.

And speaking of drivers, could you comment on a question? Were the drivers that were used in making up a duckpond tow simply any old coalboat, or were they a heavier sort of coalboat that would better stand up to the torsion and flexing that a big towboat would subject them to?

You've hit on a topic close to my compulsive researching heart with the Combine and the coal trade, and I find it hard to stop.

Jack E. Custer,
135 Yorktown Road,
Franklin, Tenn. 37064

=To answer the last question, the drivers were indeed subjected to the most torsion and flexing, and new coalboats were preferred, as having the most strength. Also many captains picked out drivers built at siding yards with reputations for honest workmanship.

As to no coalboats having been

used in the Cairo-St. Louis gas coal traffic, we had it from the late John W. Zenn, who worked in a siding yard at Riverton, Pa., just below McKeesport, that his father (who owned the plant) made what were termed "St. Louis coalboats" with an extra-long forward rake, to better shove against the current. Jack Custer may be right in his conclusion that the Combine did not use these; the Jutte firm also was a regular Riverton customer and may have experimented with these long-rakers; although this is surmise. We have no evidence at hand that the Jutte interests delivered St. Louis coal. -Ed.

Alan Bates remarks to us that his 1974-1978 Index of the S&D REFLECTOR (see page 3), despite its remarkable scope and complexity, has no X listings. This would infer, and doubtlessly is the case, that in those five years of whacking out river news and history, we never once mentioned Xenia, O. or an X-rated movie or the steamer X-RAY built at Berwick, La. in 1896. The letter X could be eliminated from the alphabet, when it comes to proper names, by spelling Zenia and Zerox like they are pronounced, instead of Xenia and Xerox like they aren't. There was a time on the rivers when a solitary X was frequently used by illiterate pilots when they were required to sign their names to depositions before the U.S. Steamboat Inspectors, legally witnessed as "his mark." But that is over with, and persons who send cards marked "Merry Xmas" lack social graces. The letter X was dying out until the trade name EXXON was invented, which means exactly nothing, a rather gauche trade name, we have always thought. Any time you hitch a tow of XX's together, particularly at the end of a nice letter, they mean kisses, and the more X's the more kisses. Our High School botany teacher, a very lovely lady, required us to name five wildflowers in a written examination. We wrote down "five violets" and the paper was returned to us with a big red X scorched across it, not meaning kisses. This paragraph is inserted for the edification of the mortal who prepares the 1979-1983 Index of the S&D REFLECTOR so's he-she won't be plagued with a lack of X's to play on his-her xylophone.

Hal Wilmunder, building the excursion steamboat ELIZABETH LOUISE at Sacramento, Calif., tells us he has the boiler deck up complete, and stanchions are in place for the Texas. He's deliberating with the idea of using larger engines to drive the sternwheel, and is on the prowl for a set about 12" bore by 5 ft. stroke. Anybody having knowledge of engines about that size may phone Hal at 916-485-9595 which is his home in Carmichael, Calif. Due to pressure of other duties the ELIZABETH LOUISE will not be completed for service until next year.



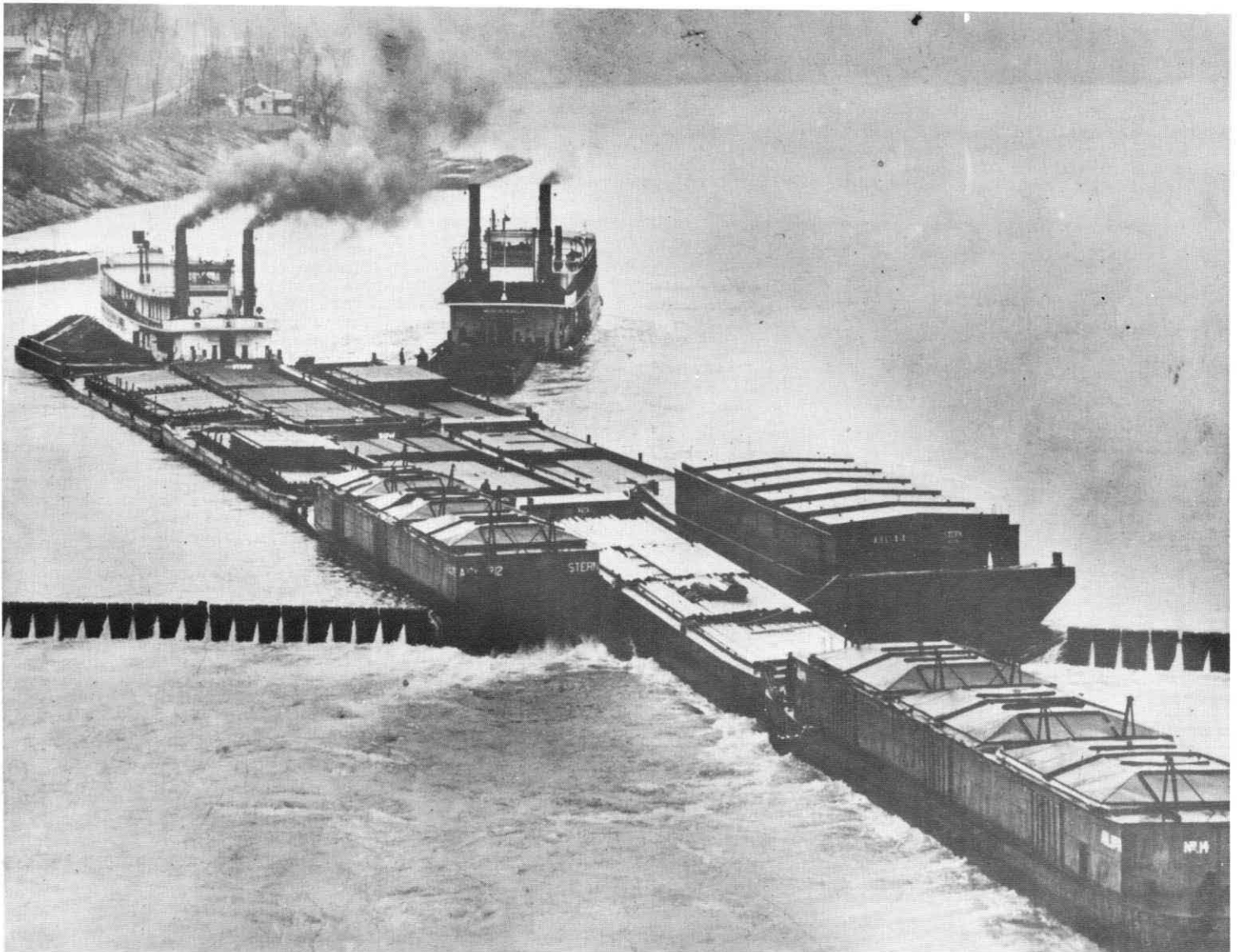
CLYDE GLASS of the BELLE OF LOUISVILLE's Board (left) enjoys remarks made by William Mosier, president of the Delta Queen Steamboat Co. last April 30th at Louisville. In the background, her head seemingly in Clyde's hands, is Betty Justice, Cincinnati, who had been selected as one of the judges in what turned out to be a one-boat no-contest affair. The y.l. with the crown was Derby Queen. Photo by Michelle Kingsley.

Since writing the brief mention on page 3 about the Capt. Ernest E. Wagner Park dedication, phone calls from Dale Flick and Larry Walker, both of Cincinnati, and both present at the ceremonies, have added a few colorful tints to what went on. New Richmond, O., scene of the affair, is 20 miles up the Ohio above Cincinnati, and some 78 S&Ds and others were invited---and did---board the BETTY BLAKE opposite Cincinnati, which departed at 9:30 that Sunday morn, Larry and Dale among those on board, plus Ethel Walker and Dorothy Frye and the rest. The up-trip was without incident save for one of those sock-dollager thunderstorms much the vogue this 1980 summer for some reason or another.

Well, they have an air calliope on the BETTY BLAKE, and it sounded real great, so Don Vornholt there at New Richmond loaded it on a rig of some sort and putt-putt'd it up the hill to the Park, no complication inasmuch as the calliope manufactures its own air pressure and Don ran a wire over, and all that part. (Wouldn't Ernie have loved all of this!) There were appropriate remarks---oh, about those remarks---both Larry and Dale were vastly impressed with the performance staged by Marion Frommel who without notes, and briefly, gave Ernie a truly impressive eulogy. Mrs. Wagner and Ernie Lee were both there to hear and see. The monument was unveiled (Larry had a part in it) and last of all Betty

Blake, for dessert so to speak, read a tribute prepared by Ye Ed in behalf of S&D. Alan and Rita Bates were up from Louisville, and all in all it was a successful doings. No more rain until the BETTY BLAKE was rounding under the Cincinnati suspension bridge practically back at Covington.

Doc Hawley has reminded us of the little known fact that the level of the Mississippi River for 10 months a year, sometimes longer, is higher than the city streets in New Orleans. All of the rock and stone used in construction in N.O. must be brought in.



LOCK 10. Ohio River, at the upper end of Steubenville, was not the easiest lock to get into, downbound with loads, and traps running. The STEEL CITY, Capt. Albert Gilmore, got her tow caught in the draw one April day in 1938 with the result dramatically pictured here. By good fortune she was being followed by the MONONGAHELA, Capt. John A. Hottell, who tied off his loads on the point above, and assisted the STEEL CITY in

getting her loads and the two empties in the foreground safely in the lock. The empty in the extreme right foreground then was reclaimed. After the wickets were lowered the barge of pipe teetering on the sill was freed. The STEEL CITY was a notoriously poor backer, with all respects to the late Floyd Alexander who designed her. Our thanks to Jerry Sutphin for the photograph.

Virginia Bennett was the subject of a feature story in the May 24th "Kentucky Post." A very striking portrait of her, taken at Columbia Marine, Ludlow, Ky., was included. Her father, Elmer Bennett, was long the cashier in the wharfboat office of Greene Line Steamers at Cincinnati, and Virginia started working there in 1952, and for three years was clerk on the DELTA QUEEN. Nowadays she's sort of the mother hen at Columbia Marine, taking care of the payrolls and assorted office duties. She makes her home at 134 Strathmore Ave., Fort Thomas, Ky.

What the feature article didn't tell about, and to our reckoning more interesting still, is that Virginia Bennett and Terry Beckett have renovated the steel hull yacht ORA LEE, now moored at Four Seasons Marina, Cincinnati. 'Way back in our June '69 issue, page 23, we ran a photo of the ORA LEE, then owned by the late Randall McFarlan, New Richmond, O. Randall had her built to his own design at Sturgeon Bay Boat Works in 1951 and named her for the old Lee Line packet of yore. Terry Beckett now owns the boat and he's had plenty of renovating to do, seeing how ORA LEE has been sonambulating for the past six or seven years. Virginia pitched in to assist, and is delighted with some of the discoveries she's made, such as all of the drinking glasses custom-made with ORA LEE marked on them.

Sirs: In the June '80 issue, page 20 is a photo of the towboat VAL P. COLLINS. A close look reveals something unusual extending forward over the forecandle from the boiler deck. This is a metal donkey which has assumed a stubborn attitude and is being urged from the rear by a little metal man.

The original is on our barn, and came to me from an Island Creek towboat.

We enjoy reading and then re-reading every issue of the S&D REFLECTOR.

Lindsey M. Miller,
Whispering Meadows,
Route 1, Box 29,
Crown City, Ohio 45623

=Seems to us we recall such an emblem mounted forward on the towboat SAM P. SUIT when Capt. Phil Heller was master-pilot. -Ed.

Those fortunates who attend S&D the week-end of Sept. 13th will have opportunity to see the 1981 Steamboat Calendar Allen Hess had professionally printed in Chicago. Allen paid us a call at 121 River in latter June and we acquired, not one, but several at the going price \$4 (plus \$1 if mailed to you). After Oct. 15 they will be offered at \$5 plus \$1 postage.

Allen Hess teaches professional color photography at Princeton University. He has been away most of the summer, having flown from Princeton to Los Angeles, thence

back for a couple of days poking about on the Missouri River, then taking in a Dixon Mounds trip on the JULIA BELLE SWAIN. From there he planned to visit Memphis, then to Shreveport and New Orleans. He then planned to return briefly to Princeton before attending S&D. Orders for the Steamboat Calendar may be addressed to him at 19 University Place, Apt. 2, Princeton, N.J. 08540. The photographs are done in an attractive brown.

Our thanks to Dan Owen for a copy of Inland River Record 1980. Copies are available from The Waterways Journal, 319 N. Fourth St., 666 Security Building, St. Louis, Mo. 63102 at \$20 postpaid. What started out as a skinny youngster in 1945 has taken on the girth of a successful bank president, now

a volume of over 410 pages. Dan has preserved our general styling, save that he has segregated passenger vessels, ferries "and certain private craft" to the rear of the listings. This year he has added the official documentation numbers to each and all inclusions, a task which took some real doing. Some of the advertising is in "living color," very posh. Inland River Record these days is computerized in machines so complex that the operator must undergo special training like a circus performer. Dan Owen, like the IRR, started out as a skinny kid. He tabulated towboats at Babbs Island, East Liverpool, Ohio. His ambition was to do exactly what he now does, ride herd on every river towboat that floats. Naturally, he does an excellent job of it.



STANLEY S. THUNE, chairman and chief executive officer of the Delta Queen Steamboat Co., said a few words at the brief ceremonies following the April 30th race (?) at Louisville. --Photo by Michelle Kingsley.

In 1934 when Grace and I were newlyweds we decided to buy a rowboat and go on a camping expedition down the Ohio River. At that day and time the logical place to shop for such a craft in the Pittsburgh area was to go see a gentleman named R. C. Price who operated a floating shop and boat livery in the Allegheny River, North Side, between the Sixth and Seventh Street bridges.

Mr. Price turned out to be a wiry, lively, opinionated person in his sixties, sharp blue eyes, gray hair and clipped moustache, with suspended pants and a careworn straw hat. Yes, he built rowboats (skiffs in his vocabulary) and had been doing it for years at this same location. In fact he had built an 18-footer for a Boy Scout Troop and they had failed to come claim it. Grace and I bought it, christened it LADY GRACE, attached a Neptune outboard which Price also sold us, and we were in business.

I decided to add a forward covered hatch extending back from the bow about five feet in which to stow camping gear. Mr. Price saw the picture, agreed to do it, and in the course of this alteration I learned a bit more about him. He originally had come from Portland, O., a small Ohio River settlement below old Lock 21, where his father also was a skiff-builder and had passed along the art to his son. In R. C. Price's dingy

office the walls were lined with photographs of steam and gasoline yachts, many of them Price-built in the early 1900s for well-to-do Pittsburghers. The son had surpassed the father in the business of building these larger craft for speed, or comfort, and many of his customers were Duquesne Club calibre. He knew everybody and everybody knew R. C. Price.

The LADY GRACE served us well. The Neptune outboard did not. But that's neither here nor there, and one night some years later Mr. Price's shop caught fire and in quenching the flames the firemen sank it with hose water and that was its end. Mr. Price walked up the hill and nobody to this day knows what happened to him.

Now then. Several days ago the telephone rang and on the line was a gentleman who introduced himself as Walter A. Heisler, 3436 Monroe St., Pittsburgh 15213. Said he was 76 last February 22nd and he had worked for R. C. Price along with Charlie (Sweet Fingers) Thayer and others. He had rescued a few items from Mr. Price's burned shopboat, among them several silver trophies, one of which was presented to the steamer CINCINNATI as the winner of a race with the steamer AMERICA at Louisville, Ky. in 1928. Had I ever heard of these boats? Well, yes. But how had Mr. Price come in possession of that relic? Mr. Heisler didn't know the answer to that one, nor

did he know what happened to R. C. Price. "You knew Mr. Jack Heard, the lawyer who had the yacht named CARDON for his daughter Carolyn and son Donald--of course you knew him--for you once took a ride down to Raccoon Creek and back on that yacht along with Mr. Curtis Yohe, v. p. of the P&LE Railroad--well, Mr. Heard was a good friend of R. C. Price and after the disappearance he used a lot of persuasion around Pittsburgh--and he was in a position to use persuasion--and he never came up with anything, either."

"I have a sword that hung in Price's office, carried by his grandfather who served in the Civil War," continued Mr. Heisler. "I also have a cup won by the FINE DAY, first was called the ROWENA, had a Stutz engine in her, Shields had her on Lake Chautauqua for a while, at the Oakmont Boat Club. This trophy won by the CINCINNATI says on it that her time from Louisville to Twelve Mile Island was one hour 5 minutes."

I think our conversation lasted about that long.

J. W. (Bill) Kisinger, president of the Brownsville (Pa.) Historical Society, continues his interest in boating. He and Betty visit Cheat and Deep Creek Lakes with motorboat and trailer, and recently have bought mountain property near Jones Mill.



SO HERE WE ARE landed at Augusta, Ky. on the Ohio River, this past June 21st. The big job at left is the revitalized CLARE E. BEATTY, again commissioned following her Deep Six at Markland Locks on the last day of January 1978. Capt. John Beatty judged the boat races at Augusta from the pilothouse of this Pride of the Beatty Navy the following day. The ABRAHAM LINCOLN (far right) led the BELLE OF RICHMOND (far left). The VIRGINIA led the CLAIRE E. (alongside the BEATTY) and in the third race LADY LOIS whipped the DONALD B.

For a detailed story of John and Clare Beatty, complete unto the fact that Clare once taught Latin and Greek, read the summer issue of STERNWHEELER (Vol. 4 No. 3) wherein Jan Di Carlo goes overboard on the subject. Since the above picture was taken the CLARE E. BEATTY did yeoman service assisting the DELTA QUEEN on her appointed rounds, Louisville to St. Louis and Memphis, while repairs were made to her machinery.

A summer post card came in our mail the other day from our Sewickley friends Bud and Rosie Richardson, among the locals who spend the hot weather months up in Blue Hill, Maine. The big news from this retreat off Blue Hill Bay is that Howard and Peggy Peabody, of Magnolia Vale, Natchez, Miss., who also summer there, are building a steamboat to be named LITTLE RUFUS up there in Maine. They presently sail around in a sailboat named BETSY ANN. The names of these craft stem, of course, from the ancestry--for the Peabodys are related back straight as an arrow to the Learned family of Natchez who,

several generations back, built and ran Natchez-based packets bearing these names.

Saturday night, June 7th last, the BELLE OF LOUISVILLE was wending her way up the Ohio on a regular moonlight and all was well with the world and, in particular, all was well with the 340 excursionists aboard. Out of nowhere came one of those freak jimmycanes packing 75 mph wind. There wasn't much choice and the B/L made a somewhat unscheduled landing near the Water Works at the King Fish boat ramp. Fortunately it was a

soft mud landing and other than providing an added thrill for her patrons, who dutifully donned life jackets, no harm came of it. The wind abated. The B/L went on her way. We mention the matter because of much talk about it--we've given the gist.

William W. (Bill) Willock, Jr., reflecting on the style of living enjoyed by Harlan and Anna Hubbard:- "Their life style must have advantages, no salesmen, no fund raisers--even I could live without a TV."



IF YOU want to ride a side-wheeler that really paddles herself with side-wheels you don't have much choice along the Western Waters. The PRINCESS is of that rare breed, operating at Old Coney, the former Coney Island amusement park, Cincinnati. As announced in our June '80 issue, page 25, this 85 x 25 excursion boat (allowed 140 passengers) is being operated by Kenneth C. Vaughn, formerly associated with the JULIA BELLE SWAIN. The PRINCESS was built in 1976 at Sagatuck, Mich. on the Kalamazoo River. Her builder, Capt. Dick Hoffman, took her to Kentucky Lake on the Tennessee in 1977, and sold her early this spring to Ken Vaughn and his associates. She can slap up a mean 5 mph with diesel-electric

drive. The smokestacks are of fiberglass and the pilothouse is non-functional--she's piloted from the forward end of the cabin deck. Please note she has tall 'scape pipes. In former years another side-wheeler, also named PRINCESS, operated out of Coney, using this same landing, teamed up with the first ISLAND QUEEN. No excursion boats have served the park since the second ISLAND QUEEN operated there in 1947. The original Coney Island was replaced several years ago by a new complex north of Cincinnati named Treasure Island. The original Coney was acquired by Taft Broadcasting and again is very much in business. Our thanks for the above photograph to Lloyd Ostendorf who snapped the picture this past June.

David E. Dewey, ten years ago a youngster at Henry, Ill. determined to carve for himself a career afloat, is Port Captain at Pittsburgh for Dravo Mechling with offices in One Oliver Plaza. Dave furnished us with an unforgettable picture of the side-wheel FRED SWAIN which appeared on the back cover of our Sept. '70 issue.

There are two lakes adjoining one another in a north-south direction on the Tippecanoe River in Indiana north of Lafayette. Each of these lakes is better than 10 miles long and plenty deep to float excursion boats. In fact they do.

The lower one, Lake Freeman, has a 135-footer, prop driven two-deck boat named MADAM CARROLL, named for the county. It entered service in August 1976. The builder and skipper is Capt. William Luse, 61, of Monticello, Ind. The boat handles 1,100 passengers and is powered with GM 6-7ls. It took 7 years to build at the Roth Park dock and Cap'n Bill says he made several trips to Jeffersonville, Ind. for ideas.

Cap'n Bill also built the SHAFER QUEEN, a sternwheeler with pitman drive, for contiguous Lake Shafer. Both of these lakes were formed by two dams on the Tippecanoe built by Northern Indiana Public Service Co. which leases the shorelines to homeowners for a flat fee of \$10 for the duration of ownership. The SHAFER QUEEN is about half the size of the MADAM CARROLL and has about twice the decorative appeal, including twin fancy-topped and feathered stacks. She's single deck with the pilothouse well forward on the roof.

Our thanks to Fred D. (Bud) Morrison for a write-up in the Indianapolis "Star," Sunday, June 26th last, in which writer Helen Connor tells about the MADAM CARROLL, and also for a picture of the SHAFER QUEEN appearing in a folder advertising Indiana Beach, Lake Shafer, the boat's headquarters.

In behalf of the Way clan, our appreciation is extended for the scores of kind and beautiful letters of sympathy we have received since the passing of Lady Grace Way last February 28th. To answer each one personally is impossible, however regrettable. The D. T. Watson Rehabilitation Hospital for Children reports to us a truly astonishing number of cash contributions made in her memory. The Tree Fund of Sewickley also informs us of the names of many donors. One good S&D friend who prefers his name not be mentioned, sent along a generous check to assist the work of this magazine. We had long known that Lady Grace considered all of her S&D friends as family, rejoicing in their triumphs and reaching forth in their troubled moments. Her final "thank you" was a long, long one for each and all.

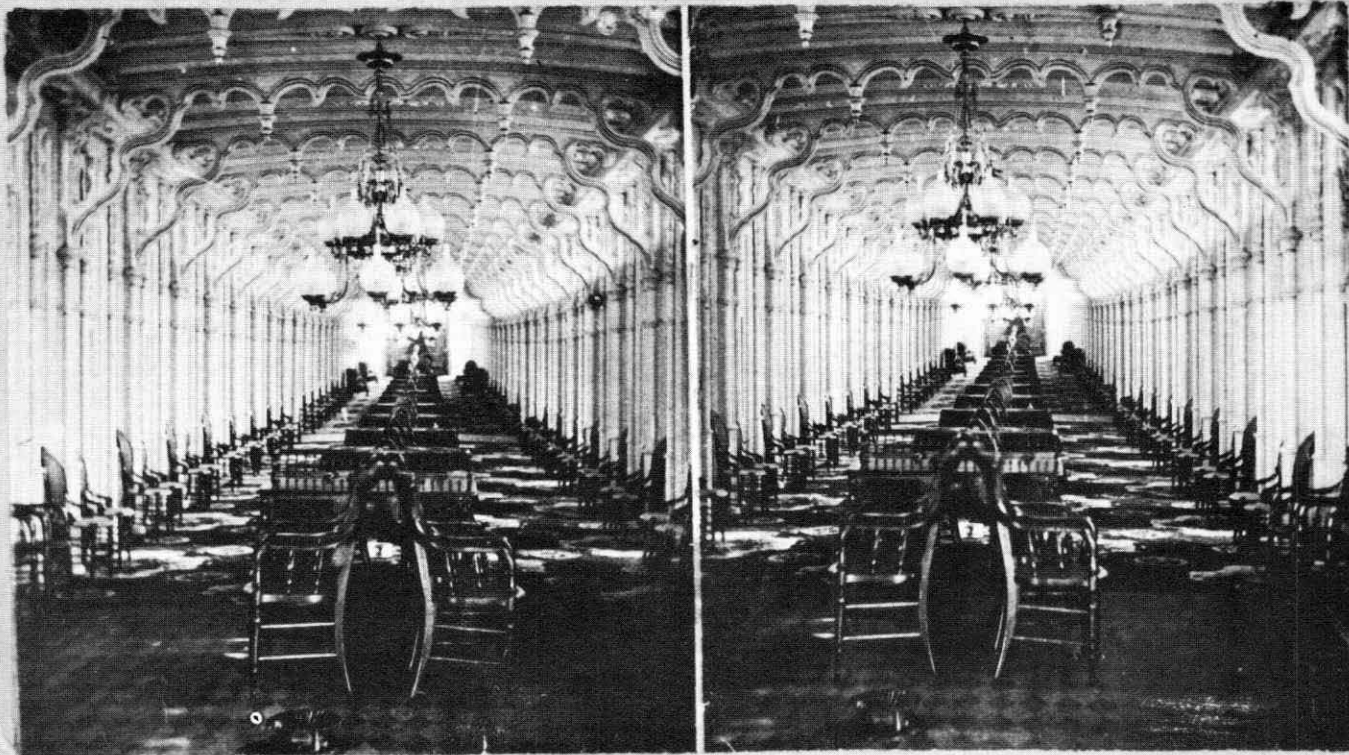
LIST OF NEW ORLEANS VIEWS

Photographed and Published by

THEO. LILIENTHAL & CO., - - New Orleans.

St. Patrick's Cemetery.
Cypress Grove.
New St. Louis Cemetery.
Interior of St. Mary's.
Dr. Palmer's Church.
St. Joseph's Church.
Charity Hospital.
Jackson Monument.
St. Louis Cathedral.
U. S. Custom House.
Touro Building.
Firemen's Procession.
Levee and Lower Landing.
Levee and Steam Ship Landing.
View of River and Landing.
French Ship.
Morgan's Ferry Landing.
French Market.
Landing, Showing Crescent in River.
Levee opposite French Market.
Sugar Landing.
Levee and Upper Landing.
Steamboat Explosion on Levee.
City Hotel.
St. Charles Hotel.
Clay Statue.
Washington Artillery, Arsenal.
Birds Eye View, Sugar Plantation.
Negro Quarters on Sugar Plantation.
Sugar Fields.
Negroes Cutting Sugar Cane.
Slaughter House Buildings.
Battle Ground, N. O. and National Cemetery
Louisiana Jockey Club.
City Park.
Live Oak.
Negroes and Ox Team.
U. S. Mint.
Parish Prison and Treme Market.
Grain Elevator on River.
Cotton Mills.
Fair Grounds.
French Opera House.
Swamps near Cemetery.
Private Residence.
Crescent Hall and St. Charles Hotel.
Morgan's Railroad and Ferry Landing.
Louisiana Ice Works.
Residence on Canal Street.
Birds Eye View of City.
New Cotton Exchange.
West End Hotel.
West End Pavillion.
Lee Park and Monument.
St. John's Rowing Club House.
Straight University.
Steam Boat Natchez. *Interior*
Stonewall Jackson Monument.
Washington Artillery "
Pond at Metairie Cemetery.
Tomb " " "
Receiving Vault, Metairie Cemetery.
Lafayette Park and Franklin Statue.
Coliseum Place.
Confederate Monument.
Jettie Views.
Metairie Cemetery.
Street Views.
Public Buildings.

REVERSE SIDE of the stereoscopic slide appearing on the opposite page. Theo. Lilienthal & Co. must have published this array of subjects in the early 1870s, well over a century ago, and it is interesting to notice that "Steam Boat Natchez" is followed by a penciled notation "Interior." Without much doubt other slides listed here have been preserved, one of which we'd be particularly interested to see, "Steamboat Explosion on Levee."



CABIN of the "racer" NATCHEZ has been preserved as a stereoscopic slide, pictured above. The original slide is in the collection of William L. Talbot to whom our readers are vastly indebted for having made it available. Bill Talbot sent the slide to the University of Wisconsin's Murphy Library staff, La Crosse, Wis., where it was photographed. And while about it, an enlargement was made of the left-side view which graces the back cover of this issue of the S&D REFLECTOR. A right-side enlargement also was made which seems to slightly lack the detail of its companion. This slide is the work of a New Orleans photographic studio, Theo. Lilienthal & Co., who are known to have published a stereoscopic slide of the "racer" NATCHEZ, presented in our March '80 issue, page 41.

Further evidence of the authenticity of the cabin view stems from the discovery, some years back, of a photograph of the cabin of NATCHEZ (7th), the last side-wheeler of the name, by the late Dewey A. Somdal, Shreveport, La. This one was published in The Waterways Journal a few years back and bears no resemblance to the Lilienthal scene, a cabin with other architectural trim and other chandeliers. To our knowledge, this is the first presentation in a magazine of the cabin of the celebrated "racer" which followed the ROB'T E. LEE up the Mississippi in 1870, always in the rear, but close enough at times to give the LEE crew some shudders. The racer NATCHEZ's cabin was built at Cincinnati in 1869 by Elias Ealer, a noted builder of steamboat cabins.

Lexie Palmore is offering a portfolio of 12 steamboats, 9 x 11 inch sketches on tan paper, \$10 domestic and \$12 foreign.

Also an 8 x 12" color print of the KATE ADAMS (first) steaming up the Mississippi, on 13 x 19 paper; signed and numbered edition, \$6 domestic and \$10 foreign.

Also b & w print of the DELTA QUEEN passing under the Cincinnati suspension bridge, 12 x 18", \$3.50 domestic, \$6 foreign.

Says Lexie: "I'm starting a new painting of a happy roustabout catching fish off the bow of the VIRGINIA--want to emphasize that beautiful scrolled stem piece she had."

PROGRESS REPORT: Those of our flock who are awaiting the publication of the vastly expanded Way's Directory of Packets are advised of the following developments:-

Ø The trustees of the J. Mack Gamble Fund have agreed to explore the possibility of having the book professionally printed.

Ø The manuscript has been submitted to a well regarded University Press, a step which required making several duplicate copies to assure safety in transit.

Ø Each listed steamboat has been given a permanent number to facilitate identifying photographs in various collections.

Ø The trustees, thanks to Bert Fenn, were invited to submit the manuscript. The University Press will study the completed work and submit a decision shortly.

Sirs: I thoroughly enjoyed the story "Seven Days for 38.50" in the June issue. All of us Greens grew up on the GORDON and we have a great fondness for remembrances like Mr. Rutters. Thanks so much for bringing it all back again.

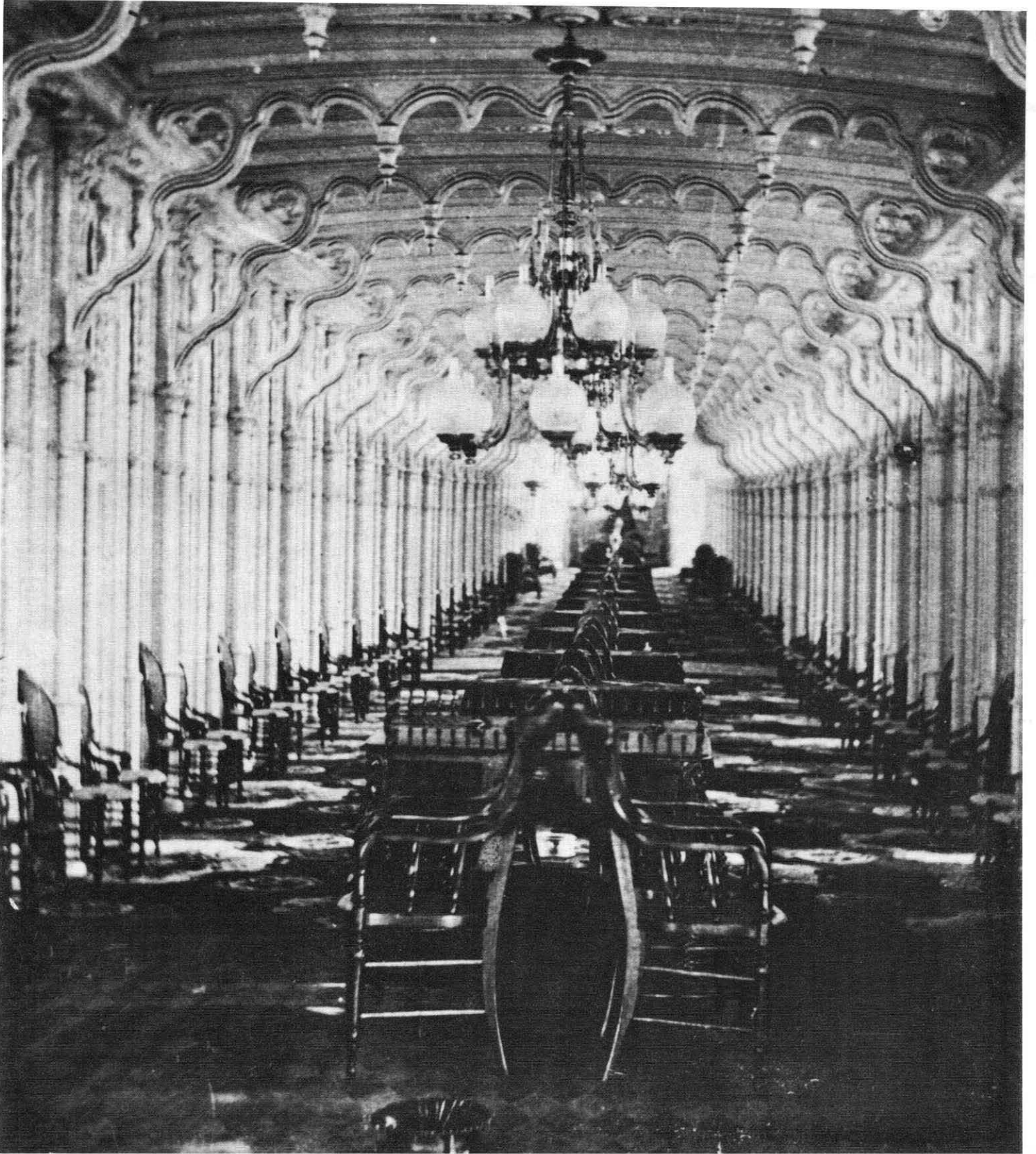
Tom Greene Jr.,
Route 1, Box 10,
Cedar Grove, Indiana 47016

=Which reminds us, you'd think the grandfather would know who his own grandson is named for, but no---in the course of a conversation some

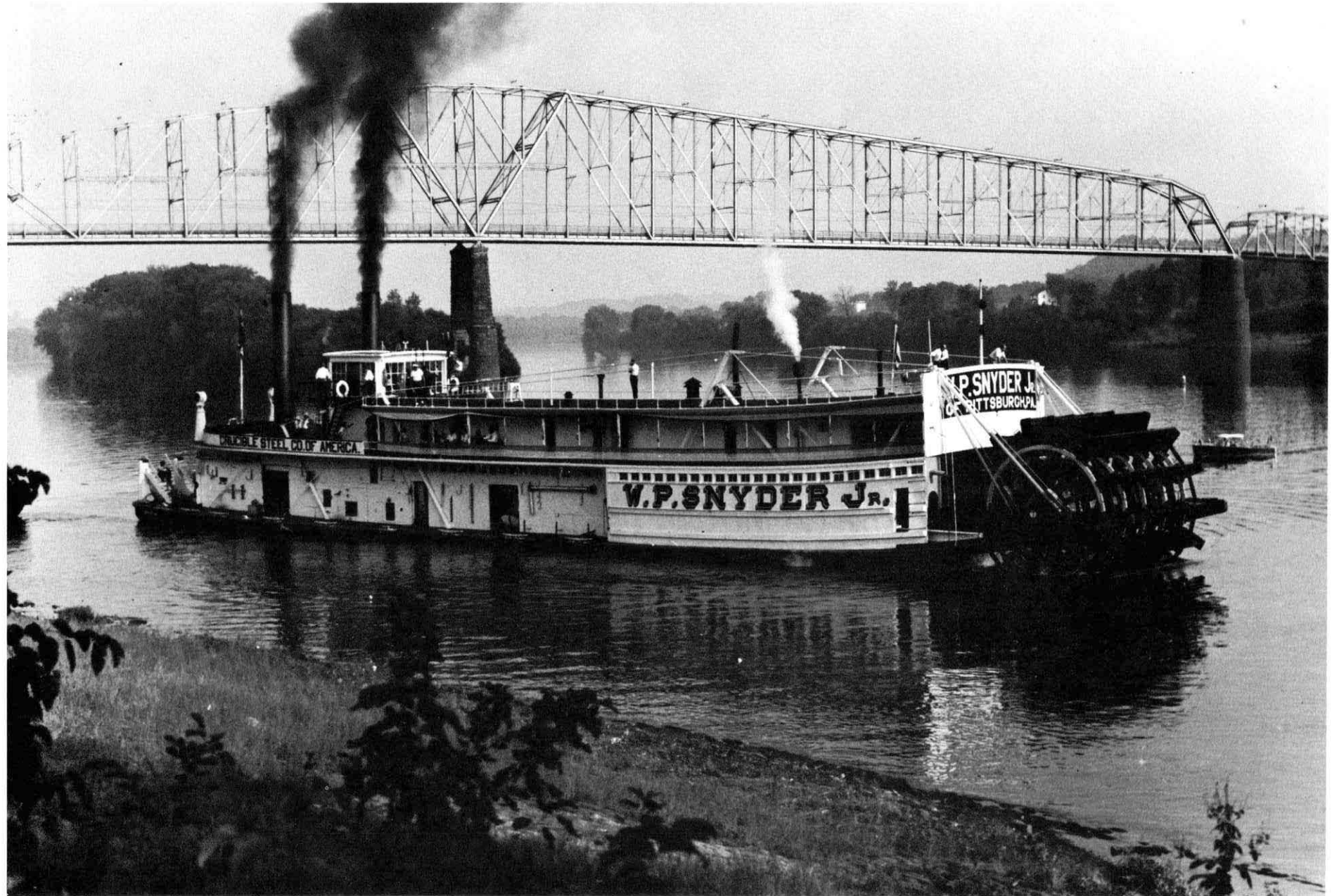
weeks back grandson Tom Way informed us that he was named for Capt. Tom Greene, father of the Tom who writes the letter above. -Ed.

Sirs: Further comment on the subject of side-wheelers breaking wheel shafts:- The KATE ADAMS broke a shaft in Oct. 1912, blowing off both cylinder heads from the engine. The NETTIE JOHNSON assisted her to Memphis and took her place until James Rees & Sons Co., Pittsburgh, machined a new replacement. I've seen an incredible picture of the KATE ADAMS with her starboard wheel house removed in order to do wheel work, possibly taken at the time mentioned above. The JAMES LEE arrived in Memphis in 1913 with her single rudder out of commission, steered to port with her side wheels.

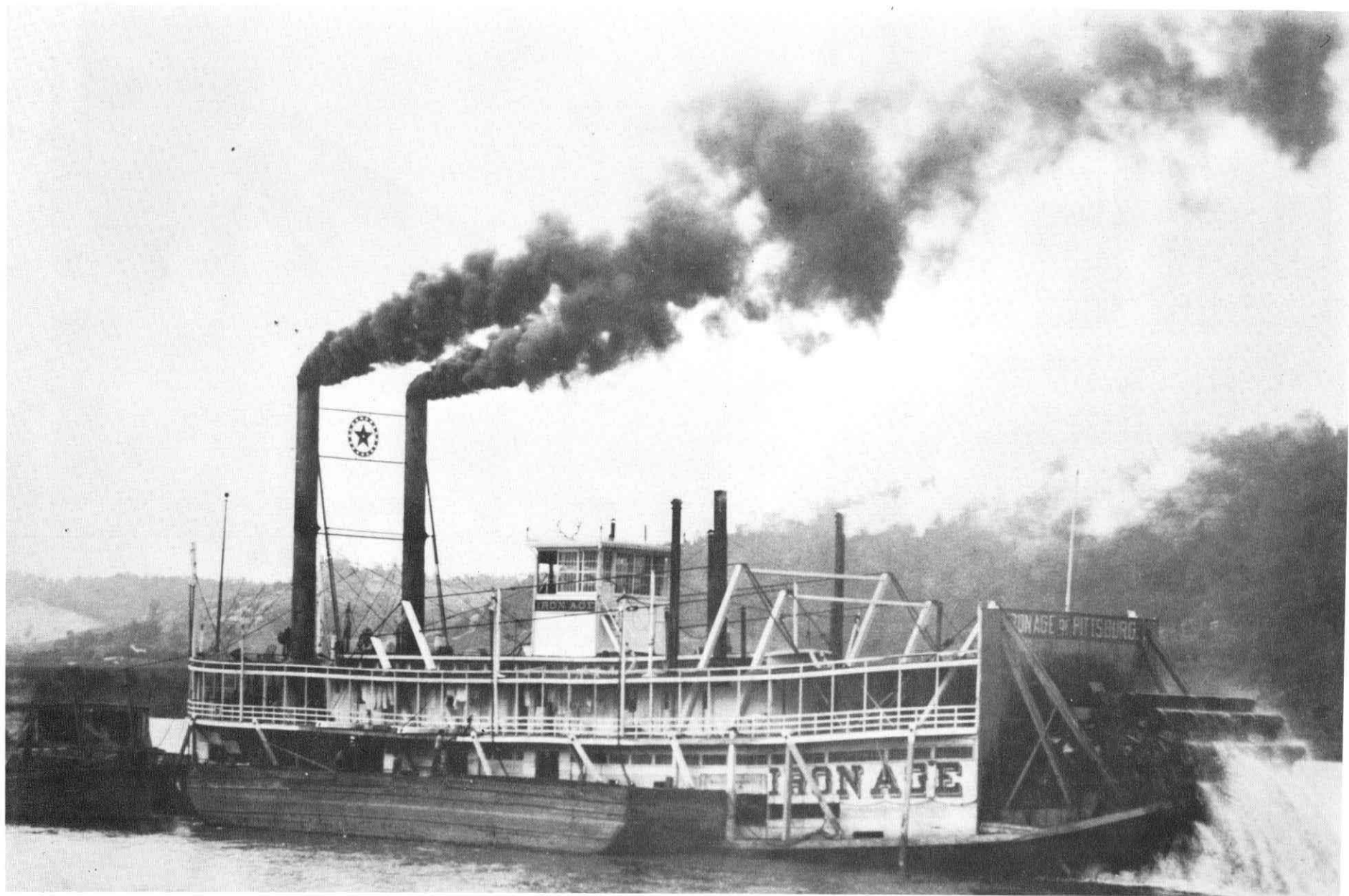
Jack Custer,
135 Yorktown Road,
Franklin, Tenn. 37064



Cabin of the "racer" NATCHEZ. See pages 46 and 47.

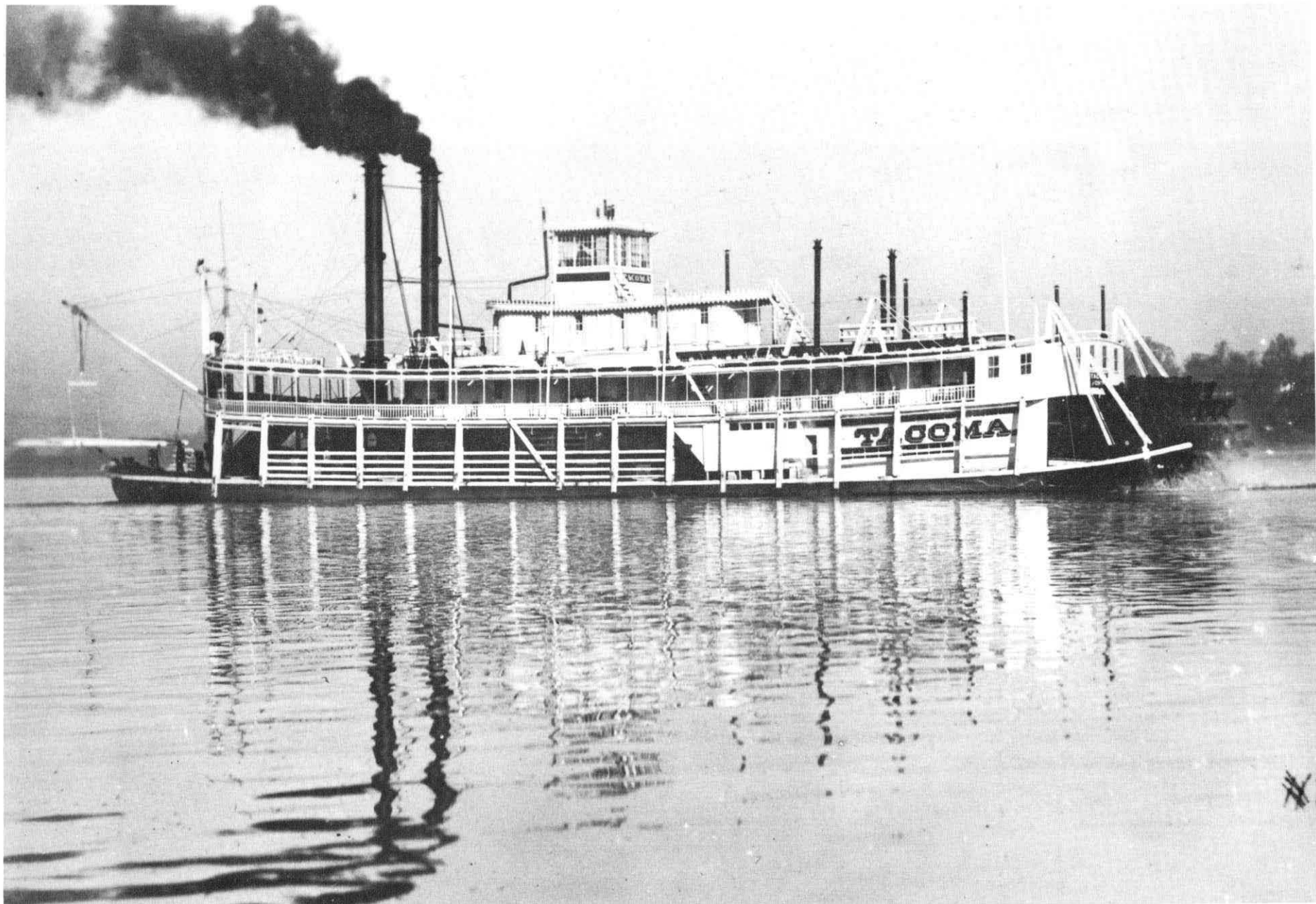


The 25th anniversary of the arrival of the towboat W. P. SNYDER, JR. at Marietta, on Friday, September 16, 1955 recalls this picture taken by Harold C. (Putty) Putnam that day as she left the Marietta landing, headed for her berth in the Muskingum River. --Enlargement from the original negative by Woody Rutter, and also our thanks to H. Chase Putnam, Jr. for making the neg available.



FIRST ELECTRIC HEADLIGHT placed on a steamboat at Pittsburgh shined forth from the IRON AGE when she was new in 1880. Also her whistle was unique, a three-toned single barrel invention similar to the DELTA QUEEN's. After she was scrapped in

the Elizabeth, Pa. boneyard the whistle went in storage until 1921 when it reappeared on the GENERAL BEACH in the Pittsburgh-Zanesville trade. Thornton Barrette took four or five pictures of the IRON AGE, this one probably the best.



CAN YOU IMAGINE a better picture of the TACOMA? It was taken by Thornton Barrette and comes to us thanks to C. M. Dowling and the University of Wisconsin people. This is the sort of reflection pattern artist strive for and about go nuts trying to

imitate--oh if only Mr. Barrette had by some miracle been supplied with color photography back at the turn of the century--- what miracles he could have wrought. Sort of makes you wish that Harlan Hubbard or Bill Reed might take a shine to this scene.



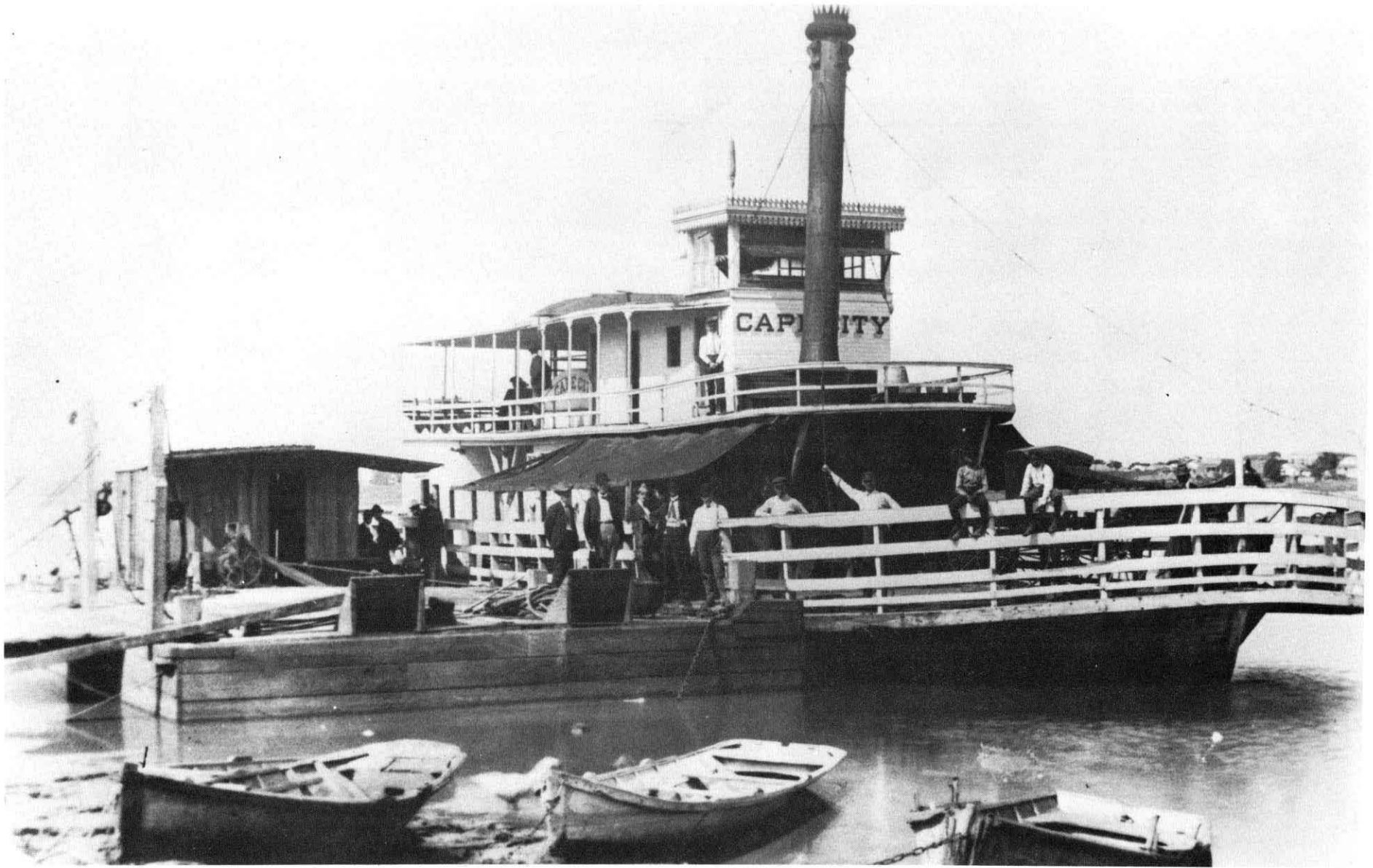
THIS PICTURE was discovered by Jack Custer in Louisville, Ky. and shows the packet R. DUNBAR of the Ryman Line moored at Burkesville, Ky. on the Cumberland River, and best guess is that it was taken in the late 1890s. Jack took it to the Tennessee State Archives who kindly made this extra print. Looks like she's taking an excursion somewhere, what with all these people packed aboard. If they are going to Nashville they'd better settle down, a downstream trip of 237 miles. If they are going to

Burnside it's 89 miles upstream against a stiff current. Maybe they're going just up to Rowena, 38 miles above. Hardly up to Greasy Creek, 47 miles above. The R. DUNBAR has aboard a good freight cargo, so this hardly can be a picnic outing. And what, Jack Custer wants to know, are those moon rocket things lashed vertically alongside the spars on the forecastle? And wouldn't the Coast Guard boys collapse in their tracks seeing all these people crowded on the hurricane roof with absolutely no railing.



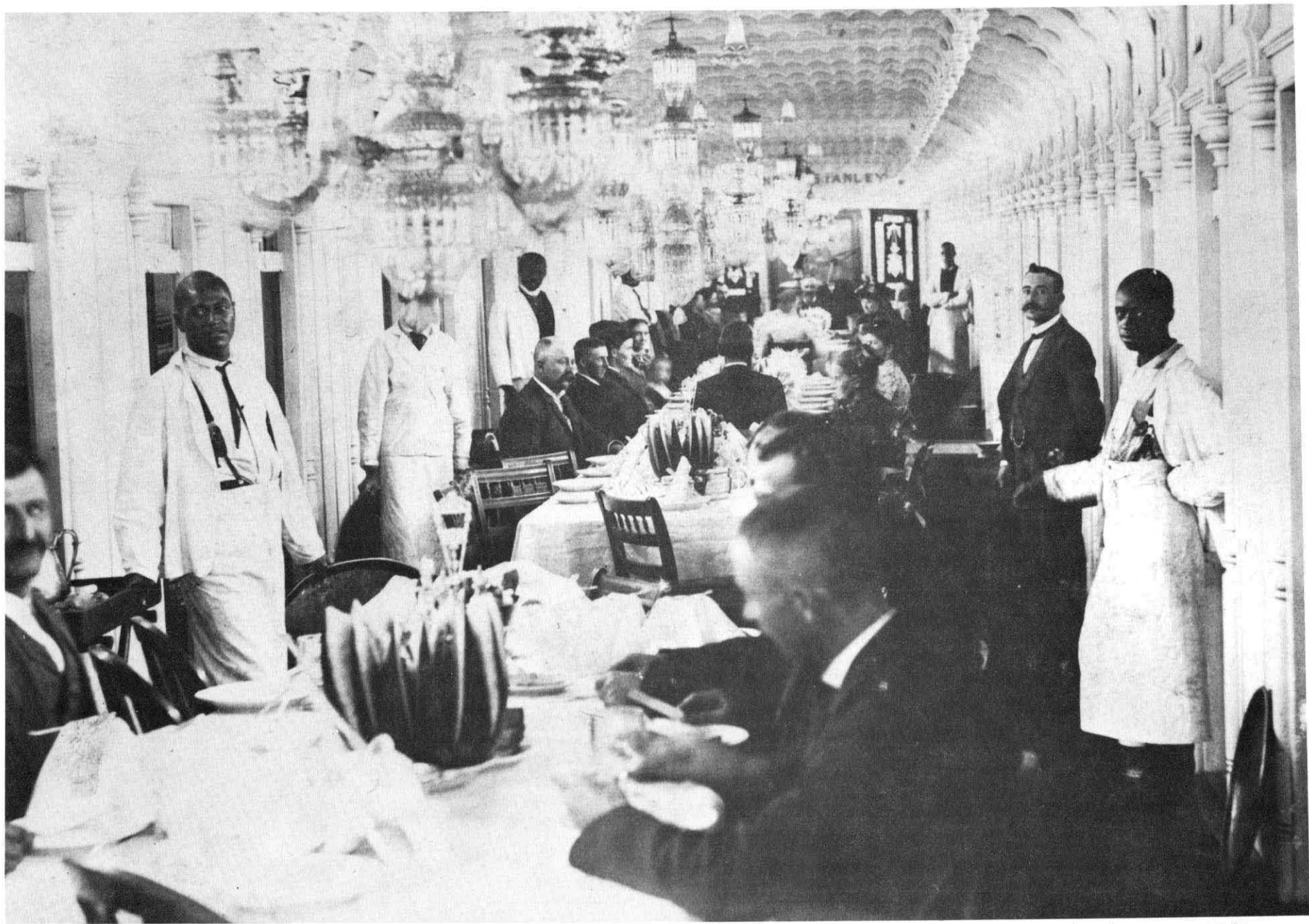
PROBABLY taken on the Tombigbee River, the JOHN QUILL is receiving freight from an electric railway, and this is something we'd like to know more about. The photo comes from Ed Mueller who may have the facts, but maybe not. The JOHN QUILL

was Howard-built at Jeffersonville, Ind., 1907 on a hull 168 x 35 x 4.9, for Quill and Moore, Mobile, and operated on the Mobile, Tombigbee, Warrior and Alabama Rivers until 1928 when she was dismantled. Thanks to the Murphy Library for the print.



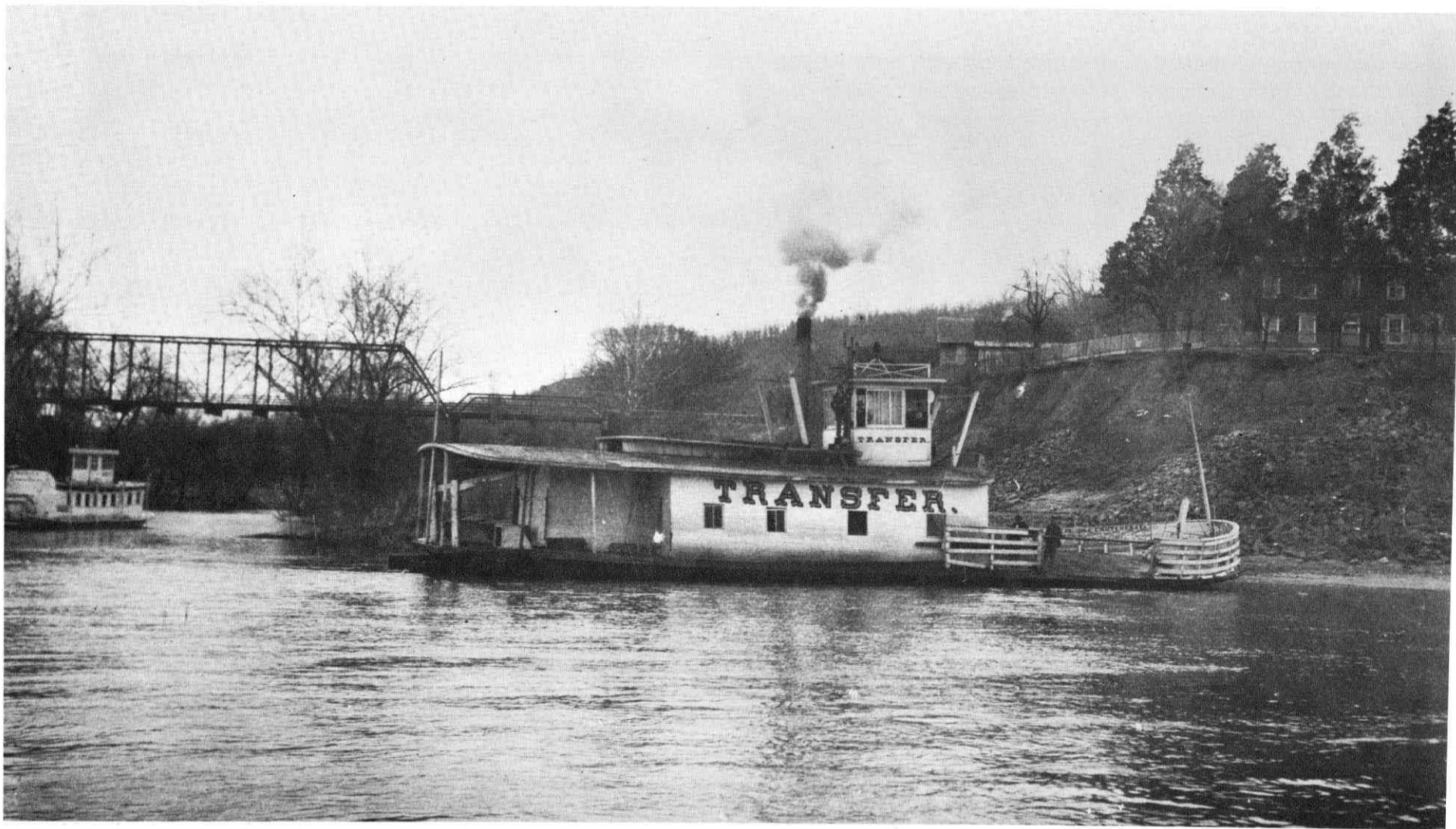
ON PAGE 9, March '80 issue, is a photo of the ferry EL CAPITAN at Natchez, and the accompanying text mentions that she was built to succeed an old ferry named CAPE CITY. Thanks to the sleuthing of Ralph DuPae, here she is. The original print is marked "Prince, Photographer, Natchez." The CAPE CITY was built at Grafton, Ill., 1882 on a wood hull 98.4 x 29.7 x 4 and was the regular ferry at Cape Girardeau, Mo. until she was bought by the

McNeelys who took her to Natchez in the early 1900s. The iron hull EL CAPITAN succeeded her in 1903. On the surface ferryboats seem rather dull, back-and-forth, forth-and-back, day-after-day, but they got caught in storms, broke down in midstream and had to be rescued, had near misses with passing traffic--sometimes actual collisions--blew up a boiler occasionally, to say nothing of adventures with the people who rode them.



NEVER RAINS BUT IT POURS DEPT.: In our last issue we ran on page 23 what we called a "priceless photo" of the cabin of the HENRY M. STANLEY, the tables set for dinner. Now we have this one, taken maybe five minutes later, everybody seated. The

photographer, Thornton Barrette, moved tripod and camera over to starboard for some reason or other. The steward and waiters are all in the same approximate positions. Again our thanks to C. M. Dowling and the University of Wisconsin people at La Crosse.



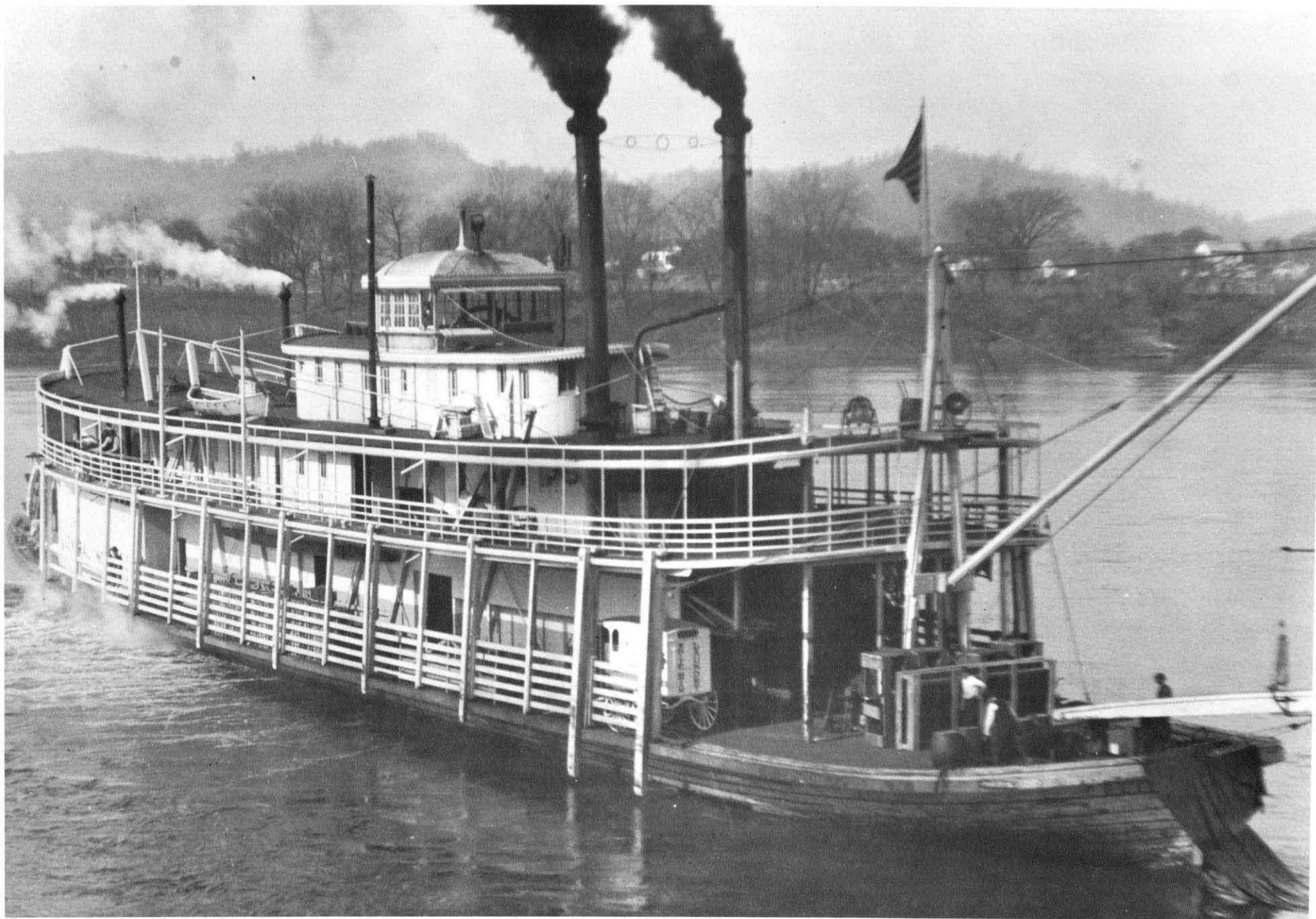
Ferry TRANSFER on the Ohio River at the mouth of Symmes Creek, opposite Huntington, W. Va. at the turn of the century. She was built at Ironton, O. in 1880 on a wood hull 90 x 26.5 x 3.6, replacing the former ferry NEW CASTLE NO. 2. Originally owned by Honshell and Crawford, then J. M. Noble, and in latter days by Richard M. Eaton. The roadway where she's landed was called Frampton's Landing, and then became Rockwood. Up the hill at the extreme right is a two-story brick residence which still is occupied. For many years this was the residence of C. Fred

Edwards, who extensively improved it and painted it white. He was locally known as the "mattress king," heading the Specialty Mattress Co. which today is Namaco (National Mattress Co.) and his wife was Esther Sibley, daughter of Frank L. Sibley, Gallipolis, O. Frank wrote river news for the Gallipolis Tribune, and The Waterways Journal ran it weekly as a column "Gallipolis Gossip." He eventually retired to the Eaton home and died there on November 13, 1949. Photo by Thornton Barrette, courtesy of C. M. Dowling and our friends at the Murphy Library, La Crosse, Wis.



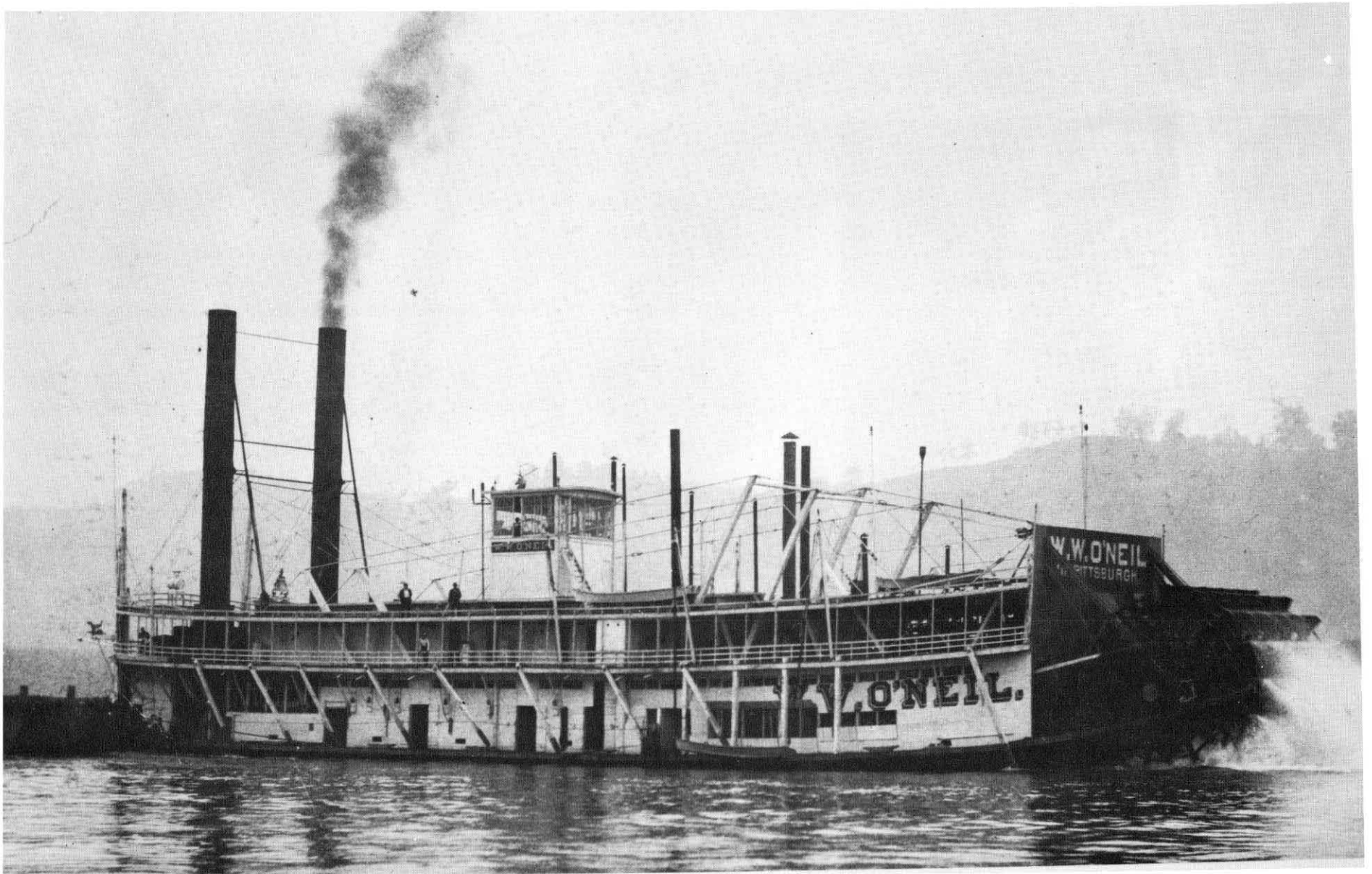
OUR GUESS will be that this photo, taken by Thornton Barrette, was made at Augusta, Ky. about the turn of the century. The WELCOME originally was named DR. GEORGE MACKEY when built at Cincinnati in 1874 and ran between Augusta and Boudes Ferry, O.

She was renamed when about ten years old. Hull size, 66.4 x 18 x 3.3. Still running in 1896. Additional information will be welcome about WELCOME or DR. GEORGE MACKEY. This comes from the collection of C. M. Dowling, courtesy of the Murphy Library.



WHEN the GENERAL WOOD first entered the Pittsburgh-Cincinnati trade in 1918 she still was being rebuilt, formerly having been the southern cotton packet S. L. ELAM. C. C. Bowyer took this picture at Point Pleasant, W. Va., something of a novelty inasmuch as the name S. L. ELAM appears on the bow and the new name

hasn't been painted on the engineroom bulkhead. Pilot Edgar E. Brookhart is on watch and workmen from the boatyard at Clarington, O. are completing alterations. The white delivery wagon is marked WHITE STAR LAUNDRY. Note the searchlight on top of the pilothouse which was soon removed. Thanks to Woody Rutter for the picture.



ONLY TWO TOWBOATS with 12-foot engine stroke were W. W. O'NEIL and the SPRAGUE, with the difference that the O'NEIL was high pressure (24 $\frac{1}{2}$ " cylinder diameter) and SPRAGUE was compound condensing. She came out new at Pittsburgh in 1881 with a crucible steel wheel shaft made by the Krupps at Essen, Germany; it developed a crack in 1883 and Krupp furnished a replacement--this same firm made the wheel shafts for DELTA QUEEN and DELTA KING. The O'NEIL was the "brag" towboat of her day; a large model of her was displayed in the Paris Exposition, at the Chicago Fair in

1893 and again at the Louisiana Purchase Expo at St. Louis in 1904. Which reminds us that a 7-foot-long oil painting of her was featured in the office of Capt. John L. Howder at Dravosburg, Pa. in 1936 when he was river superintendent of the Hillman interests. We have no knowledge of where the model or painting disappeared to. Thornton Barrette took the above photograph and it comes to us courtesy of C. M. Dowling and the Murphy Library people at La Crosse, Wis.