

S&D

REFLECTOR

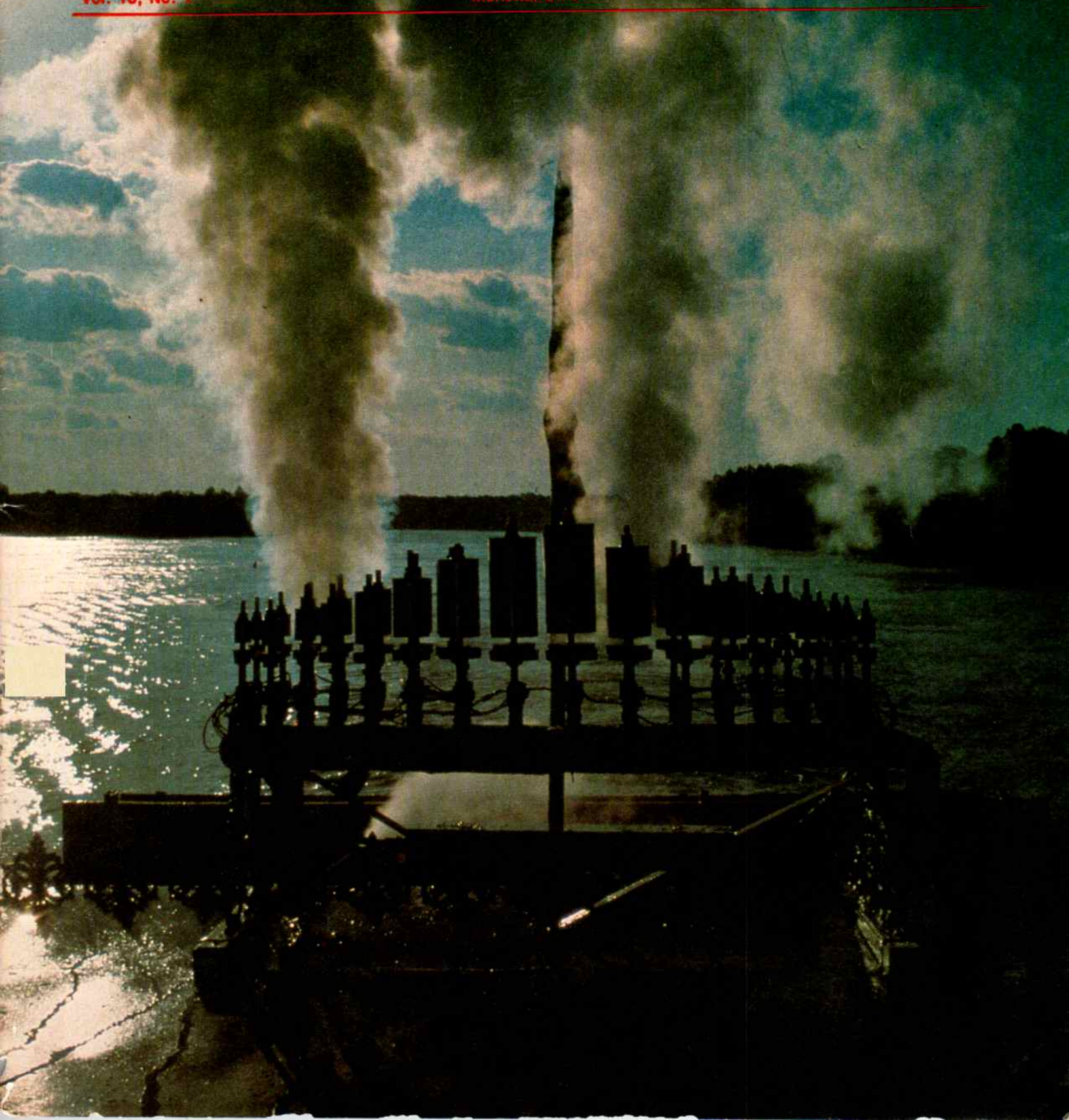
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Vol. 18, No. 1

Marietta, Ohio

March 1981



Robert (Bob) Barr has some distinctions, among them that he wrote in 1978 the popular "My Homeland West Virginia" and he is Fleet Admiral of The Great Kanawha River Navy. Since his retirement several years ago from Pfaff & Smith Builders Supply Co., Charleston, W. Va. he and his wife Louise have been occupying an old family home, address P.O. Box 356, Winfield, W. Va. 25213. Add now to his distinctions a recent front page announcement in the Charleston Daily Mail that Bob Barr "may have only months to live, having been told a month ago (December last) that he has cancer of the pancreas." The headline reads FACING FINAL DEADLINE and above it, two columns, is his photograph, smiling impishly at cameraman Earl Benton. Bob is writing a musical to be called "Riverboat Man," and he needs time. "I don't know how long I have, but when I asked in December if it was about four or five months, by cracky, they didn't disagree," he is quoted saying. Bob and Louise Barr are parents of Bill Barr, member of S&D's Board of Governors, manager of Amherst's coal operations at Huntington, W. Va.

"We didn't get time because of the urgency of finishing the play to send Christmas cards out," he told reporter Steve Mullins. "We received hundreds, but if I only had a chance to tell people how much they and their prayers mean to me...if only I could give something."

Big hearted Bob. "And there are so many people who have been friends to me. I want to say and do so much....There just isn't time...."

If you write him a card don't expect an answer. Bob's too busy.

The W. P. SNYDER, JR. is back home. The hull was sandblasted and painted at Point Pleasant Marine. Due to the limited funding, no attempt was made to repair and replace some of the exterior bulkheading which has deteriorated over the years. When the weather moderates this spring there is much to be done. The Neale Towing Co. handled the towboat's return. She was kept briefly in their fleet at Vienna, W. Va. due to high water in the Muskingum which interfered with bridge clearance. Jeff Spear has volunteered to help reletter the boat.

The old steam steel hull towboat D. W. WISHWRD, originally named LORETTA HOWARD when built at the Howard Yard, Jeffersonville, Ind., 1933, serves as a clubhouse at the Madison, Ind. Marina. She also was named DOROTHY McBRIDE briefly.

Sherley Greenwood informs our secretary that Mary Heeter phoned her to say that James E. (Jim) Cree, Utica, Ohio had died sometime in the late fall 1980. We have tracked down no details thus far.

OBITUARIES

James Barnett, page 7
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THE FRONT COVER

Spring has sprung when the first calliope plays familiar melodies and the echoes reverbrate in the hills and over the bottomlands. Once more we are indebted to the photography of Michelle Kingsley for her lively portrayal of the steam and noise of one of these "terrible instruments." She took the picture aboard the JULIA BELLE SWAIN several years ago.

S. Durward Hoag's 80th birthday was celebrated in Marietta with a surprise special section in the Marietta Times, 16 pages, loaded with stories and photographs of his career. The Times special was issued on his birthday, December 19th last.

Capt. Jesse P. Hughes (1876-1973) kept a personal diary starting when he was 13, without a break, until three days before he died. These 83 notebooks have been preserved, now owned by his daughter Helen (Mrs. Burnice Prater). For some years Helen has been transcribing the content of these diaries into typewritten form, a task which became too formidable even for her perseverance and dedication. Lucy Stoll suggested modern copying methods, borrowed one volume, ran it off on a machine, and the fidelity of the result pleased Helen so much that she decided this was the route to pursue.

The project is under way. On the week-end of January 17th last a task force composed of Bert Fenn, C. W. and Lucy Stoll and Charles Schreiber met at Tell City, Ind. and made great headway. Five copies are being prepared. Captain Hughes started on the river as pantryman on the T. N. BARNSDALL, a Marietta local packet and ultimately retired from the DELTA QUEEN as v.p. and Chief Navigating Officer of the Greene Line. His range of activities included navigating on the Big Sandy River, showboat experiences, superintending construction of packets large and small, going to the St. Louis Fair by boat in 1904, piloting many of the great ones (including QUEEN CITY, CINCINNATI, ISLAND QUEEN, GORDON C. GREENE and AMERICA), roosting on sandbars and in short all of the trials and recompenses of his day and time.

All of this is set down in meticulous left-handed script by a true Christian gentleman who loved a joke, loved the river and, most important, loved to write about steamboats. Jesse Hughes for many years labored with the idea of writing a book of his river experiences, little suspecting that his own personal diaries will live on to celebrate in his own words the unvarnished story. Our prediction is that the end-result of this dedicated endeavor will find an audience, now and in the future, much greater than they forsee.



ABANDONED PADDLEWHEEL. Bud and Eileen Daily went to Leesville Lake, about 40 miles due west of their home town, Toronto, Ohio, and took this picture last October. The paddlewheel survives from a ferry which once handled logging trucks. Bud tried to buy it but the owners, a committee of church persons, refused to sell.

STEAM STERNWHEELERS IN BRAZIL

These two steel hull steamboats were photographed in March 1980 at Pirapora, Brazil, on the Francisco River by David W. Corbitt, 1708 Oak, Parkersburg, West Va. 26101.

The SAO FRANCISCO has a roof bell marked OLINDA and a steam pressure gauge also marked OLINDA, identifying her as built at Pittsburgh, Pa., 1912. The BENJAMIN GUIMARAES apparently has nothing aboard to identify a former name or place of origin.

David Corbitt, who sent these pictures to us, grew up at Waverly, West Va., where he became fascinated with railroads and river steamboats. He was on a trip to Africa when he visited at Pirapora. "The idea that one or both of these boats passed our house at Waverly has really sparked my interest," he writes.

Hardly so. In 1912 James Rees & Sons Co. built a fleet of steam-sternwheelers at Para, Brazil (now Belem) on the Amazon. Our suspicion is that one of these was the OLINDA mentioned above. When the OLINDA had served her time (again conjecture) her bell, gauges, etc. went to one or more of these Francisco River steamers. The Francisco River is a watercourse in its own right; has no connection with the Amazon. It would be interesting to learn whether or not the steamers pictured here are powered with Rees engines, and our bet is that they are.

A three-deck mini-ocean-liner, the SPIRIT OF NORFOLK, has been acquired by Gateway Clipper, Inc., Pittsburgh. She will be passing up the Mississippi and Ohio Rivers within a week or so.

The steel hull 1,600 capacity passenger liner measures 175 x 42, has three decks, and has eight feet freeboard. Capt. Jack Goessling will bring her to Pittsburgh assisted by James T. (Jim) Swartzwelder. She's a twin prop diesel, an ex-Navy craft, with eight engines.

The boat was bought at Miami, and was prepared for her long river journey at St. Petersburg, Fla. Modifications are being considered to provide a stageplank for bank landings.

Sirs: The near-drought summer of 1980 dropped the Chattahoochee River to extreme lows and as a result several steamboat wrecks came up for air. Jim Trimble, an archaeologist from Texas A&M University, and I went down-river from Columbus last October to examine one of these. The wreck was about half uncovered and partly into the bank. The superstructure had collapsed into the hull. All of the machinery was gone except for a small boiler or water tank. We recovered several Coke bottles dated 1915; some firebrick marked "Stevens," fragments of whiskey bottles marked "Hayner Whiskey, Distillery, Troy, Ohio." I think we happened upon the wreck of the W. C. BRADLEY which was swept down



See left column, top of page.

the river during the 1918 Flood. Within 100 yards of this wreck is another--much older--wreck, barely uncovered, and we could not tell much about it.

Robert Holcombe,
Curator,
Confederate Naval Museum,
P.O. Box 1022,
Columbus, Ga. 31902

=The W. C. BRADLEY was a likely-looking sternwheel, wood hull

packet, 163 x 26.1 x 3.9, built at Columbus, Ga. in 1898. -Ed.

The calliope displayed on the front page of this issue will send one young man into a tailspin. Travis C. Vanconcelos, 2336 Alta Ave., Louisville, Ky. 40205 has a big yen to play calliope on the JULIA BELLE SWAIN. "She is my favorite," he writes. Travis has a "repitouire" (his spelling) of 300 selections.

S&D REFLECTOR

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

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

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

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

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Officers:

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

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

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

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

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

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William Barr

NOT OFTEN are we aroused to read aloud to an audience a newspaper clipping. Wilbur Dow sent along a story printed in The Times-Picayune. The reporter, one Bill Voelker, was sailing along telling about the Streckfus-Dow deal (see pages 9-10 this issue.) Bill Voelker called it "a page of history for ancient mariners who suffered an economic setback because of a 1907-built one-time railroad ferry called, as fate would have it, the ALBATROSS."

Now that's a mouthful all in one sentence.

Having read aloud this much of the story we did not get a chance to read the rest of it because of interruptions. What ancient mariners? What has fate to do with an albatross? Is the albatross being made out as a good guy or as a bad guy?

"A bad guy," exclaimed a six-year Navy vet.

"You mean that these Streckfus 'veterans' messed up their luck by buying an old r.r. transfer named ALBATROSS, an ill omen?" We were incredulous.

"The crew hung the albatross around the ancient mariner's neck," piped up this ex-salt. "It's all in there--read it in 'The Rime of the Ancient Mariner.'"

Dawn comes. This Bill Voelker had been to school and his ancient mariner--albatross bit was a throw-off from Samuel Taylor Coleridge's poem.

But when you read that poem, as we promptly did, the albatross is a good guy. At the end of Part I the ancient Mariner makes a clean confession--"With my crossbow I shot the Albatross." That's where and when the trouble started. The sails slumped, the ship was becalmed, "Water, water everywhere, and all the boards did shrink; water water, everywhere, nor any drop to drink."

No doubt about it; Bill Voelker in his news story ascribes all of the Streckfus woes to having messed with a steamboat named ALBATROSS. When you study on the matter they did shoot down the ALBATROSS clear to the hull and made an ADMIRAL out of it.



SOMETIMES a slightly out-of-focus picture has character. This one does. On this near-zero January morning at Point Pleasant, West Va. the small packet RUTH arrived from Evansville in 1916 to enter the Pittsburgh-Charleston trade. She replaced the KANAWHA which had turned bottom-up after striking a lock pier at Dam 19, Ohio River. Capt. C. C. Bowyer was on hand to take the picture and maybe the camera shutter was a bit stiff. The big whistle over her pilothouse was from the JOE FOWLER, long a fixture in the Evansville-Paducah trade where the RUTH had been running. Our thanks to Woody Rutter for the print.

GENUINE BELL-METAL BELLS.



All Bells sold by us as "Bell Metal," are made *only* of Copper and Tin, the genuine "Bell Metal," cast in perforated iron cases, on scientific principles, producing a more solid casting, of more uniform thickness, and consequently greater volume of sound and perfection of tone.

We give with every Bell of one hundred pounds and upwards, a signed guarantee that it is of pure Bell Metal and good tone, and if it cracks in one year from date of purchase, whilst being rung or tolled properly, we will re-cast it without charge.

ROBERT W. PARKINSON, 2086 Allston Way, #222, Berkeley, Calif. 94704 sends us these pages from an old catalogue advertising bells from the Cincinnati firm, Vanduzen & Tift, Buckeye Bell Foundry. The catalogue was issued by James L. Haven & Company, manufacturers and dealers in agricultural hardware, tools and equipment, and Bob

believes it dates in the early 1870s. The catalogue had been used as a scrapbook, some of the pages covered with pasted-in poetry and clippings from contemporary magazines, and Bob has no clue as to where James L. Havens & Company did business. Anybody know?

It is interesting to note that the bell manufacturer stresses that the composition of the metal is composed only of copper and tin "cast in perforated iron cases." Also we are intrigued with the approximate tones produced by bells in the 100 to 5000# range. The Improved Patented Rotary Hangings "by means of which the bell can be readily turned in its yoke, so as to present a new point for the stroke of the clapper" is an ingenious novelty which makes us wonder how many steamboat bells ever were so turned?

CHURCH BELLS. Sold by the Pound.

APPROXIMATE WEIGHT. Pounds.	APPROX. DIAMETER. Inches.	APPROXIMATE TONE. Range.
400	28	C to D
450	29	C to D
500	30	B to C#
550	31	E ₂ to C
600	32	A to B
650	33	A to B
700	34	A _b to E _b
800	36	G# to A#
900	37	G to A
1000	38	G to A
1200	40	F# to G#
1350	42	F# to G
1500	44	F to G
1600	45	F to G
1800	46	E to F
2000	48	E to F
2300	50	D to E
2600	52	C# to D
3000	56	C# to D
3500	58	C to C#
4000	61	C to C#
4500	63	B to C
5000	66	A# to B

HAND BELLS.



HAND BELLS, for Auctioneers, Hotels, Milkmen, Steamboats, etc.

SIGNAL BELLS.



For School-Houses, Locomotives, Hotels, Steamboats, etc.

The signal bell on steamboats was known as the gong or ship-up bell in the engineroom, one of that curious tribe of bells understood by pilots and engineers, and by students of the subject, a code of such simplicity that it ever has boggled the minds of otherwise intelligent humans.

GENUINE BELL-METAL BELLS.

CHAPEL, HOTEL, ACADEMY, STEAMBOAT,
FACTORY AND PLANTATION BELLS.



Ranging from 100 pounds to 350 pounds, mounted with IMPROVED PATENTED ROTARY HANGINGS, by means of which the Bell can be readily turned in the yoke, so as to present a new point for the stroke of the clapper. Frame of ash timber, iron stands, clapper springs, and iron wheel.

BELLS. SOLD BY THE POUND.			HANGINGS. ALWAYS AN EXTRA CHARGE.	
WEIGHT. Pounds.	DIAMETER. Inches.	TOSE. Range.	SIZE OF FRAME. Inches.	PRICE.
100	18	G to A	24 x 24	\$ 9 00
120	19	G to A	27 x 27	10 00
135	20	F# to G#	27 x 27	11 00
150	20	F to G	27 x 27	12 00
175	21	F to G	29 x 29	13 00
200	22	E to F	29 x 29	14 00
225	23	E _b to E	32 x 32	15 00
250	24	D to E	32 x 32	16 00
275	25	D to E	32 x 32	17 00
300	26	D to E _b	34 x 34	18 00
325	26	D to E _b	34 x 34	19 00
350	27	C# to D	34 x 34	20 00



1147- FIRST BOATS TO GO THRU THE NEW LOCK- BOATS ENTERING AT LOWER LEVEL.
JUNE-12-1913.

PICTURE ON OPPOSITE PAGE

The SIDNEY of the Streckfus Line (foreground) and the G. W. HILL, two excursion boats of the day, were first to be locked at the new Keokuk Dam on June 12, 1913. The lock was 358 by 110 feet, with a normal lift of 38.2 ft. The dam formed a lake 40 miles long, flooding out the old Des Moines Canal and rapids. The entire improvement was funded and built by a privately owned concern, the Keokuk and Hamilton Water Power Company with the proviso that river navigation was not to be interrupted during construction. Damages were paid to one packet company for the loss of one week's operation. The lock served until 1957 when the modern 110 by 1,200 ft. lock replaced it, although the lift at Keokuk (now #19) is still the highest on the Upper Mississippi. This print comes from the collection of the late Bill Sailor, Montrose, Iowa, courtesy of the University of Wisconsin collection, Murphy Library, La Crosse, Wis.

O-K BRANCH OK's STEAMBOAT FILM

by Jim Wallen

THE STEAMBOATS were moving Sunday afternoon, December 6th last, at the winter meeting of the Ohio-Kanawha Branch of S&D. Packets, excursion boats and towboats, sternwheelers and side-wheelers, they were all under way or making landings before 32 members and guests who watched and exclaimed as steamboating in the late '20s and early '30s was shown in the 45-minute film provided by Harold Nichols.

Jerry Sutphin was projectionist, and occasionally the interpreter, although there were frequent cries of recognition and comment from the audience, so absorbing was the picture. Everyone was interested in learning more that could be added to what was being projected.

The sight of sternwheel steamboats 'scaping out evoked much excited comment. There was rapt attention as the packet BETSY ANN raced the CHRIS GREENE and, later, the TOM GREENE. All of the personalities involved were there, too, and most were quickly identified. The towboats included the DESTREHAN, C. W. TALBOT and HENRY C. YEISER, JR.

Other packets in action were the QUEEN CITY, CINCINNATI, GORDON C. GREENE, SENATOR CORDILL and the LIBERTY, along with the excursion steamers WASHINGTON, J.S., ISLAND QUEEN and AMERICA.

One particularly interesting scene was that of a large summertime crowd waiting on the bank at Pomeroy, O. to board the J.S. for an afternoon excursion. There was fascination in watching as roustabouts jogged across the QUEEN CITY's stage with sacks and boxes.

"It's wonderful that there is a motion picture of such memorable scenes," was the general feeling expressed.

As Jerry Sutphin related, the movie's existence is due to the fact that Cap'n Way became captivated with taking movies in the early 1930s while piloting the SENATOR CORDILL, J.S. and WASHINGTON using a movie camera his mother had given him. He then added earlier footage 1928-1930 of BETSY ANN races acquired from professional newsreel sources and reduced to 16 mm. Several years ago Eastman Kodak, Rochester, N. Y., realizing the historic worth of the documentary, borrowed the original film, cleaned, restored and repaired it, and made a copy of it to assure its preservation, all at no cost to Cap'n Way. Since then other prints have been made from the restored original, one of which is that owned by Harold Nichols.

The meeting was held at the Highlawn United Methodist Church. The pastor, the Rev. Robert J. Chenoweth, Jr. offered the invocation.

R. Jerome Collins, presiding, announced that Jerry Sutphin and Bill Barr were looking into the possibility of holding a joint meeting with the Middle Ohio River

Chapter.

Herschel Burford gave a brief description of the notebook and filing system he uses in keeping his steamboat records.

The O-K Branch holds five tickets purchased last spring during the "Help Save the ADMIRAL" campaign. Some of these may be available to members visiting in St. Louis this coming summer.

Bill and Marj Smith, Springfield, O., were among those present at the meeting.

James Barnett of Cincinnati, good friend of the river, died of a sudden heart attack on April 29, 1980. Several years back he was instrumental in joining up Capt. Harry Loudon as a Kentucky Colonel. He is survived by his wife, Armen Barnett, and one son, residing at 404 Springfield Pike, Apt. 1, Cincinnati, Ohio 45215.

When Capt. Jesse P. Hughes was pilot on the DELTA QUEEN he always blew the whistle at the head of Grape Island, Ohio River and there was much waving back and forth from a home on the hillside. Mrs. Frank Deshler and Cap'n Jesse were cousins. A letter has come to us from Mrs. C. Frank McMahan, Rt. 3, New Matamoras, O. 45767, to inform us that her father, Frank Deshler, died this past September at the age of 95. Mrs. Deshler, her mother, is living with Mrs. McMahan, now 92. Mrs. McMahan, widowed now for six years, attended the first S&D meeting, is an S&D member, as are her four sons, Charles, Dick, Mike and Steve.

An avid reader of S&D REFLECTOR was Mrs. David H. Morrison who for the past twenty years has resided at Ormond Beach, Florida. She died December 14, 1980 aged 96. Her girlhood was spent living with cousins along the Allegheny River at Tidioute, Pa. and she enjoyed recalling picnic excursions in rowboats to nearby islands. Mrs. Morrison is survived by a son, Fred D. Morrison, Indianapolis, Ind. and by a nephew, William S. Hanable, Anchorage, Alaska, both contributors to these columns.

The National Historical Society, based at Harrisburg, Pa., is about to release the first of a six-volume series of Civil War photographs titled "The Image of War, 1861-1865." The first volume will be "Shadows of the Storm," scheduled for late this fall by the publisher, Doubleday & Company. Among other features they have dug up some steamboat photos we've not seen before.

Gary C. Ness, director of The Ohio Historical Society, points out a reduction in the Society's governmental funding and declines in membership income and general contributions. He ascribes "these difficult times" to the generally unfavorable economic climate.

It had not occurred to us that there is a person living in Waldport, Oregon named Fleetwood. A letter came to us a couple of days ago, sure enough, from C. W. Fleetwood, P. O. Box 1180, Waldport, Ore. 97394. Mr. Fleetwood had been in Hanover College, Ind., near Madison, and there learned that river side-wheelers had borne that name. "There I met an old riverboat captain whose last name was Banta (and who could this be, we are wondering?) and he said that he had seen a steamboat named FLEETWOOD many times." Could be with the proviso that Capt. Banta is in his mid-nineties. Yes, such is possible; the last FLEETWOOD preceded the CITY OF LOUISVILLE which was built in 1894. So much for C. W. Fleetwood of Waldport, Ore. What has us a bit perplexed is this ancient mariner Banta.

The Ohio Canal Society has announced a Muskingum River program for Friday-Saturday June 5-6. The group will convene at the Quality Inn, Zanesville, O. for an evening get-together Friday when a slide show and background information will be presented. A bus tour on Saturday convenes at the Y Bridge and proceeds down the Muskingum for an inspection of the locks and dams at Philo, Rokeby and McConnelville. After a lunch stop at McConnelville the tour continues to Beverly, Lowell and Devola, thence back to the Quality Inn at Zanesville for dinner and a program featuring a talk on the 1913 Flood. S&D members wishing to participate are invited to write Theobald W. Casper, 1980 Sedro St., Cuyahoga Falls, Ohio 44221. Particulars will be sent to applicants as to scheduling and prices.

LIFE ON THE MISSISSIPPI

The premiere airing of TV's version of how Mark Twain became a river pilot was heralded beforehand in full-color full-page advertisements in TIME and NEWSWEEK last November-----same issues in which both magazines front-paged Saturn and its rings.

The two-hour showing with no commercials appeared on PBS stations Monday evening, November 24, Starting time in Washington, D.C. was at 8 p. m., and on WQED in Pittsburgh it came on at 9. When we started to watch, or maybe a few moments thereafter, the telephone started to ring, as undoubtedly it did in the homes of many other river people. We didn't answer. The JULIA BELLE SWAIN, alias PAUL JONES, had us captivated, blowing call whistles as a gangling youth sprinted riverward.

The youth of course was Samuel Clemens, Hannibal, Mo., played by David Knell. He approached Mister Bixby, played by Robert Lansing, in the pilothouse of the PAUL JONES, wanting to be taken on as a cub pilot. The answer was an unequivocal "no" until it developed that Sam's friends included the Bowen boys, also of Hannibal, who were A-1 OK in Mister Bixby's book.

The characters who appear on the screen, or who never appear---just talked about, like the Bowen boys---were real river persons. Mr. Bixby was Capt. Horace E. Bixby (see June '79 issue where we peek at his tombstone in the Bellefontaine Cemetery and provide a short sketch of his career); Capt. John Klinefelter was one of the big guns of the day; Mr. Ealer, the flute-playing pilot (he actually did play the flute and specialized at a piece called "The Emancipated Slave;" George Ritchie, Ealer's cub pilot, did exist, and got his pilot's papers; Capt. Thornburg actually gave Sam Clemens his first pilot's job, and so it goes, with the possible exception of the dour, mote-magnifying tyrant pilot "Mr. Brown" who doubtlessly was real, but who had another name.

The producers of this screen play--almost a documentary but not quite--The Great Amwell Company, Inc., New York--picked an excellent cast. David Knell is a youth really fired up to become a pilot, hell or high water, talking like David Knell probably talks, with no put-on, not even Sam Clemens' red hair nor any attempt to imitate a Missouri drawl. Robert Lansing doesn't faintly resemble Mr. Bixby; instead of a wiry, tremendously energetic pilot, Lansing is a sort of sad St. Bernard type, brimful of human understanding, but copper lined and double-riveted, as he says pilots must be to endure. His several observations, spoken almost in soliloquy, about the river and its effect on him, brought a lump to our throat. Capt. Dennis Trone of the JULIA BELLE, has a bit part, and does it admirably.

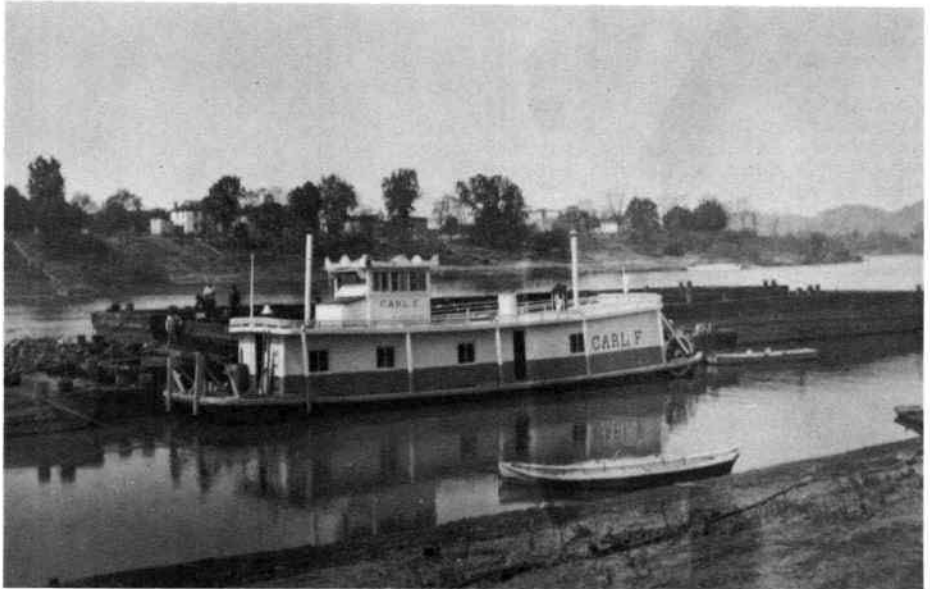
The real way to appreciate the

cub pilot experiences of Samuel Clemens is to read of them in Twain's "Life On the Mississippi" available at any library in the U.S. or elsewhere. In the author's words the PAUL JONES becomes a rather mediocre side-wheeler with no frills and less future, an accurate representation. Conversely the ALECK SCOTT is a gee-whiz side-wheeler in a gold-braid trade. In this \$1.6-million film both boats are the same one, the JULIA BELLE SWAIN, a modest stern-wheeler which wouldn't make a patch on the ALECK SCOTT's you-know-what.

But a movie, even a \$1.6-million movie, has to make-do. Probably the most incredible part of the show is how well they make-do, even to showing a wind reef, as viewed from the pilothouse, out there on the placid Illinois. Don't miss it when it comes to your TV screen, for it will be repeated again and again.

Carl Peter Vitz, director emeritus of the Cincinnati Public Library, died on Thursday, January 8, 1981. He was 96. He was actively with the Library 1946-1955. During Carl's tenure he took the initiative to investigate an accient daguerreotype of the Cincinnati riverfront and established the date as 1848. This panel of

eight sections is now acclaimed one of the most important survivors of early photography, and has won world acclaim. During his last active year at the Library he was instrumental in forming the Inland Rivers Library in conjunction with S&D, opened in 1956. He was 62 when he accepted the position with the Cincinnati Public Library, bringing with him a vast experience in library construction, a field in which Carl had specialized since he was 24. When the present building was opened in 1955 he considered it his monument, designed just like a department store "to market knowledge." Carl Vitz was extremely modest; he was Phi Beta Kappa (never wore the key); he had received a Doctor of Letters from Western Reserve University (never used the title); he received the highest award a librarian can achieve from the American Library Association (which he never mentioned.) Once at Cincinnati he fought against accepting a raise he thought too high. Death came in St. Luke Hospital, Fort Thomas, Ky. He leaves his wife, Alda; a daughter, Mrs. Janet Hair, Olympia, Wash.; five sons, John, Arlington Heights, Ill.; Paul, New York City; Martin, San Leandro, Calif.; Robert, Fort Thomas, Ky.; and Donald, Washington, D. C.; a sister, Mrs. Gertrude Doth, Cleveland, O.; 22 grandchildren and 10 great-grandchildren.



FROM TIME TO TIME Woody Rutter sends us prints, from the collection of original negatives, taken by Capt. C. C. Bowyer, Point Pleasant, West Va. This gas boat CARL F. is moored at the Smith Docks in the mouth of the Kanawha and looks very new. She was built in 1912 at Hazael, O. on the Ohio River about two miles below Long Bottom, O. at the mouth of DeWitt's Run. She's just another gas boat but what takes our eye is the fancy work on top of the pilothouse like the GREENWOOD had, and later the TOM GREENE. Her owners in 1913 were John Weaver, Midland, Pa. and Ray Sayre, Racine, O., equal shares, and in 1914 Ray Sayre bought out his partner entire. In 1922 she was sold entire to Anton Pfaff, president of the Pfaff & Smith Builders Supply Co., Charleston, West Va., a firm which is still in business.



NEW ORLEANS STEAMBOAT COMPANY

Steamer NATCHEZ

Sternwheeler COTTON BLOSSOM

Streckfus take-over adds three excursion boats to its fleet in 1981.

SALE OF seven excursion boats ushered in the New Year. All were the property of Streckfus Steamers Inc. Three went to the New Orleans Steamboat Company and the other four to the St. Louis Port Authority. Largest is the ADMIRAL with her capacity for 4400 passengers; second in size is the PRESIDENT, allowed 2684. The others are pint-sized (by comparison) named COMMODORE, MARK TWAIN, HUCK FINN, SAMUEL CLEMENS and TOM SAWYER. All are diesel powered. All are propeller driven. All will continue to run.

The venerable (since 1901) and continuously predominant and successful Streckfus Line got into financial troubles several years ago. The ADMIRAL required extensive hull work. A faction squabble developed amongst the management. The PRESIDENT was faced with formidable competition at New Orleans. To economize, both ADMIRAL and PRESIDENT were dieselized. Invoices became overdue. Credit was shut off by major banks in New Orleans and St. Louis. In an attempt of some desperation, "I Helped Put the S. S. ADMIRAL In Ship-Shape" tickets were peddled at \$5 each to bolster funds for an anticipated \$1.5 million dock bill to rehabilitate the flagship of the Line. It looked like Katy-bar-the-door for Streckfus.

While all outward symptoms were pointed toward collapse a communication, very hush-tush, developed between Wilbur E. Dow, Jr. of the New Orleans Steamboat Company and William F. Carroll of Streckfus. They agreed on terms early last

October. For \$2½ million the Dow interests were to purchase the PRESIDENT, the COMMODORE and MARK TWAIN, all three in service at New Orleans. The Streckfus landing at the foot of Canal Street was to be included, and also a quit-claim guaranteeing henceforth that no Streckfus-inspired excursion boats would operate out of New Orleans.

Meanwhile at St. Louis the Port Authority agreed to contract the continuance of the ADMIRAL and the three other smaller excursion boats. \$5 million in revenue bonds have been issued to take title to the St. Louis Streckfus fleet. Capt. J. Curran Streckfus has announced that a new company is being formed, Admiral Excursions, Inc., to operate these boats. Curran, until lately the 37-year-old skipper of the PRESIDENT, will transfer to the ADMIRAL which is being repaired at New Orleans.

Streckfus attorney James S. McClellan of St. Louis called the transaction there as a "cross between a civic venture and a sale." In addition to the revenue bonds, \$1.6 million mortgage on the vessels will be liquidated. Also unannounced was that repairs to the ADMIRAL's hull will be contracted to the Avondale Shipyards, and that the exterior and interior of the boat will be refurbished.

Admiral Excursions Inc. has agreed to operate the St. Louis fleet for a fee of about 15 percent of the net revenues for 25 years or until the 20-year bond issue is retired (projected as 14 years) following which the Streck-

fus operators will share the profits 50-50 with the Port Authority.

Wilbur E. Dow Jr. and his son William P. Dow have indicated that no change will be made in the propulsion of the PRESIDENT in the immediate future. She will continue as a diesel-prop excursion boat. The steam engines, 22's-40's-9 ft. stroke, will not be removed. The paddlewheels were taken off at the time of the conversion to diesel. The boilers, located in the hold, will be retained. One of them is in use as an air tank for blowing the whistle and playing the calliope. Work is under way to completely refurbish all passenger areas and dance hall. All equipment is getting drastic overhaul. On the priority list are changes to the existing wheelhouses, and the smokestacks will be heightened. No lay-up is planned to accomplish these improvements inasmuch as numerous charter contracts firmed prior to the change of ownership will be honored.

The PRESIDENT, MARK TWAIN and COMMODORE (the latter renamed BECKY THATCHER) will continue to be based at the foot of Canal Street in New Orleans. The two smaller boats will handle tours to Bayou Barataria, the haunt of pirate Jean LaFitte.

The NATCHEZ and COTTON BLOSSOM will run New Orleans harbor tours, and this fall plans are being projected to operate to Audubon Park and the Zoological Gardens.

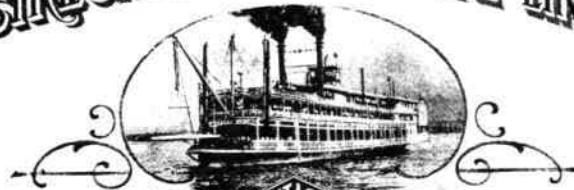
The Dows are Johnny-come-lately to the Western Rivers, but have brought with them a background of

JOHN STRECKFUS,
PRESIDENT AND GEN. MGR.

STEAMERS:
QUINCY
DUBUQUE
ST. PAUL
SIDNEY
W. W.

GENERAL OFFICES
ST. LOUIS.

STRECKFUS STEAMBOAT LINE



SAINT LOUIS TO SAINT PAUL SAINT PAUL

JOS. STRECKFUS,
ASST. GEN. MGR.



Streckfus Line letterhead used in 1916; the end came in January 1981.

excursion experience. For the past 26 years they have been operating the Lake George Steamboat Co. of New York. At the present time they operate three boats there, the TICONDEROGA, MOHICAN and MINNE-HA-HA, the latter a steam sternwheeler. A fourth is under construction, to be named LAC DU SAINT SACREMENT (Lake of the Holy Sacrement), the French name for Lake George. They acquired the Toulouse Street landing at New Orleans and commenced running the COTTON BLOSSOM in 1974, and brought out the superlative steam sternwheeler NATCHEZ the following year.

Inasmuch as the elder Wilbur E. Dow, Jr. is the king-pin in most of the events recited thus far, it will pay to look him over. He holds an unlimited master's license on the high seas, and has a first class pilot license in the waters of the New York area. His grandfather, a Maine whaler named Luther B. Dow, also was a seafarer. Wilbur Dow obtained a BA degree from the University of Washington in Seattle, and then went on to earn a law degree at the University of Southern California at Los Angeles and New York University. In addition to his steamboat interests he is a practicing admiralty lawyer and counsel. He represented many of the Greek owners when they acquired their extensive merchant fleets, including tycoon Aristotle Onassis. In 1954 he organized and financed (to the tune of \$27,000) an expedition to accurately locate the north magnetic pole. A 72-ft. wooden scallop digger named MONTE CARLO was outfitted and crewed for the purpose, and the quest was successfully accomplished. He virtually lives out of a suitcase, air-hopping hither and yon, and made his first S&D appearance at last September's meeting. He also drives a car sometimes at speeds unbecoming to a 70-plus driver and has had various encounters with the law. He and his wife reside at Lake George, N.Y.

Their son William P. Dow, in charge of the New Orleans excursion operations, earned his BA from Williams College in Massachusetts and was graduated as master of business administration from Stanford University in California. Bill cut his eye teeth in the excursion business at the Lake George enterprise which he and his father have owned for the past 26 years. He moved to New Orleans in 1973 to supervise the construction of the NATCHEZ and is instrumental in developing the business into its present expansion. In addition to the Streckfus take-over, Bill has projected still another steam sternwheel excursion boat for the New Orleans service, to be built from scratch, so he certainly has plenty to occupy his talents.

Capt. Clarke (Doc) Hawley will remain in charge of the NATCHEZ, with Capt. Roddy Hammett as relief master. Capt. Don Summers has been retained as master of the PRESIDENT, assisted by Bill Wil-

liams, imported from Lake George and who has served one year on the COTTON BLOSSOM.

The PRESIDENT (rumors that she will be renamed are unfounded) has been the regular Streckfus excursion boat based at New Orleans since 1940, the year the ADMIRAL started operating at St. Louis. Capt. Verne Streckfus, now 86, was master and manager for many years. Capt. J. Curran Streckfus has been master of the PRESIDENT since 1974, son of the late Capt. Roy Streckfus, who was brother of Capt. Verne. Curran was born in New Orleans, worked on the PRESIDENT as a boy, went to De La Salle High in New Orleans, and got his BS degree in 1967 at the University of Southern Mississippi at Hattiesburg. After getting his license he was with the Streckfus operations at St. Louis for eight years. He has affinity to the PRESIDENT. "The ADMIRAL is fine," he told a reporter, "but she's not the PRESIDENT."

Worthy of note is the good will which has existed between the Streckfus and Dow-operated boats at New Orleans. The veteran Capt. Verne remarked: "As long as we are faced with competition here, I'm glad it is responsible competition, such as Capt. Hawley and his crew, and not some fly-by-night outfit apt to get in trouble and give us all a bad name." On more than one occasion Capt. Verne has attended receptions and parties given by Capt. Doc Hawley, an appearance of such rarity that his own kinfolk expressed surprise.

Never in the history of the Streckfus Line has the company ever sold one of its boats. Until now; all have been sold. But this does not mean that the name of Streckfus has disappeared from the river: far from it.

The formal transfer was firmed at New Orleans on January 5th and 6th last. Bob Blake represented the Hibernia Bank of that city; Parker Smith sat in for the Boatmen's Bank, St. Louis; Capt. J. Curran Streckfus and William P. Carroll spoke for the Streckfus interests, and Wilbur E. Dow, Jr. and William P. Dow represented the New Orleans Steamboat Company and its affiliated interests.

Gale Justice died, 103, on December 15, 1980 at Columbus, Ohio, where he had been living with his daughter Mrs. Bessie Cobb. Had he survived until February 7th '81 he would have celebrated his 104th. Most of his life was spent at Sistersville, West Va. He went on the river in 1890 at the age of 13 and retired in 1950 at 73. An account of his river experiences appeared in the June '77 issue of this publication, page 38. There were three brothers, Frank, Gale and Charlie, all of Sistersville, and all boated. Frank and Charlie were mates on upper Ohio packets, and Gale operated gas boats for the late Mose Beaver, Sistersville. He was badly scarred from burns received when the gasboat MARTHA burned, under way, at Whitten's Towhead, Ohio River, on Nov. 19, 1930. His boating included trips on the Little Kanawha River, and one time he delivered oil well tanks to Grantsville for the Sistersville Tank & Boiler Works.

Mrs. Dorothy Egers (Dot) Lyle, widow of the late Horace P. Lyle, died at Daytona Beach, Florida this past July 8, 1980. She had been ill for a number of years. Her husband preceded her in death on June 17, 1976, long associated with upper Ohio River packets, details of which appear in our Sept. '76 issue, page 44.

RARE FREIGHT BILLS

We have purchased a batch of old freight bills, standard size 3½ by 9 inches. These include the HENRY M. STANLEY and SUNSHINE when they were in the Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Co.; HENRY M. STANLEY, GREENLAND and TACOMA in Greene Line service; BETSY ANN in the Pittsburgh & Cincinnati Packet Line; GENERAL BEACH in Liberty Transit Co., and the KENTUCKY in the Cincinnati-Madison trade. All eight for \$10 and we might throw in an extra or two. Send check to Frederick Way, Jr. 121 River Ave., Sewickley, Pa., 15143.



The novelty of this picture is that it was taken at Point Pleasant, West Va. on the Ohio River. It had not occurred to us that the Coney Island Co., Cincinnati, had tramped the PRINCESS (ex-FRANCIS J. TORRANCE). This was taken by Capt. C. C. Bowyer prior to 1918 when she was lost in ice near Madison, Ind. Thanks to Woody Rutter for the print.

YES, THERE IS A GIRTY'S ISLAND

by J. W. (Woody) Rutter

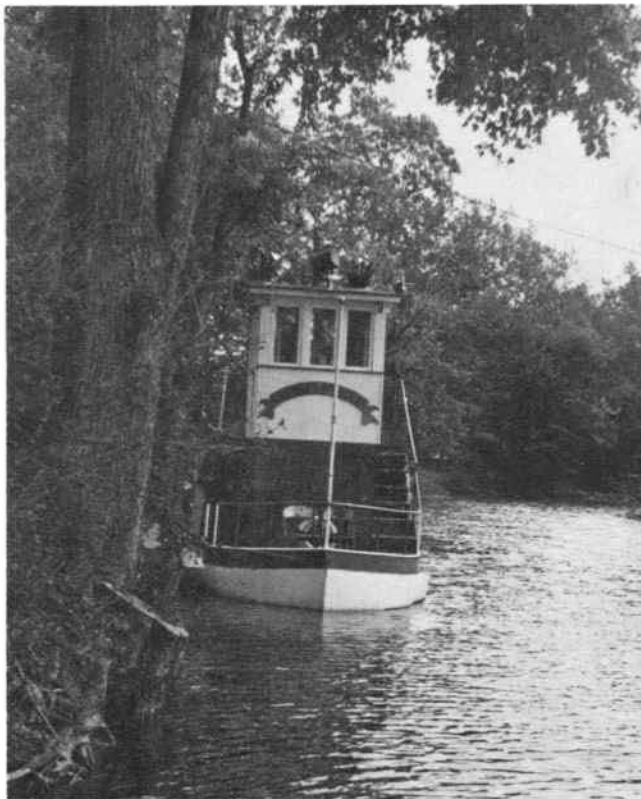
THE MAUMEE RIVER is formed by the joining of the St. Joseph and St. Marys rivers at Fort Wayne, Ind., then flows across the flatlands of northwest Ohio in a generally northeast direction and empties into Maumee Bay at Toledo, Ohio. For much of its length it is sluggish, cutting through the soil of the area once known as the Great Black Swamp. At Grand Rapids, O. it begins to show interest in dropping down to the level of the Bay and Lake Erie. Beginning with Wolf Rapids most of the 18 miles, Grand Rapids to Ferrysburg, is shallow and fast.

Providence Dam, at the head of Wolf Rapids, formerly supplied water for the Miami and Erie Canal. About a mile of the slackwater it creates carried the canal traffic with locks at each end of the section. Today the premises at the dam is a park area embracing a ½-mile segment of the canal, old Lock 10, and water-powered Pilliod's Mill.

For the benefit of map followers, a case can be made that the Maumee River has an Ohio River connection. The St. Marys River at Fort Wayne has its origin in Lake St. Marys, O. and in the watershed south of the lake. The lake, built as the Grand Reser-



THE GIRTY'S ISLAND CREW, from the left: Maurey Runyan, Eileen Mesker, Wayne and Audrey Church, Jim LaFrance (with the pipe), Ruth and Les Woodyard and (with the ship's bell hanging over her head) Bee Rutter. All photographs by the author.

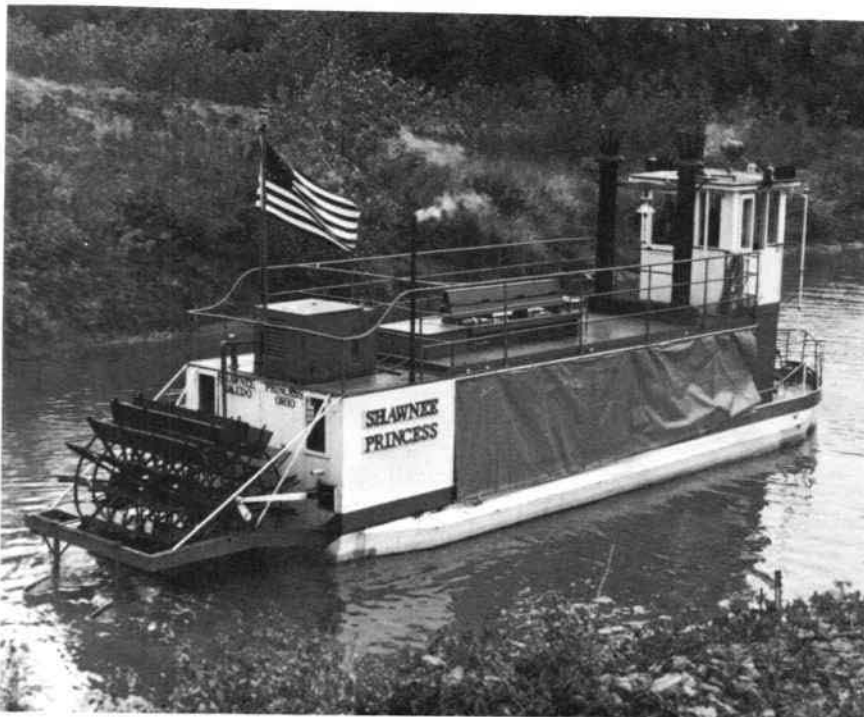


BASE OF OPERATIONS for the SHAWNEE PRINCESS in a section of the old Miami and Erie Canal just above Providence Dam, opposite Grand Rapids, Ohio.

voir, supplied the Miami and Erie Canal built 1825-1845. A feeder from the east end of the lake still supplies a section of the canal and spills into the St. Marys River. The outlet at the lake's west end is Beaver Creek, which empties into the Wabash River which---presto---flows into the Ohio. During the canal heyday you could canalboat Toledo to Evansville, or Toledo to Cincinnati, for that matter.

There were steamboats on the Maumee. The GENERAL WAYNE (also variously listed as ANTHONY WAYNE and plain WAYNE) was built at Perrysburg, O. in 1837 and operated above Wolf Rapids. A dam existed at the head of the Rapids at that time, its water powering a sawmill, creating slackwater on the Maumee to Flatrock, between Napoleon and Defiance. Travelers left Perrysburg on the morning stage, boarded the WAYNE at 1 p.m. and were delivered to Defiance the same day, again by stage connection, about fifty miles. Steam pleasure launches were operated on this same stretch of the Maumee until about 1900.

STEAMBOATING on the Maumee has been revived. The SHAWNEE PRINCESS was first noticed in the S&D REFLECTOR in the Dec. '77 issue, page 14, complete with a photograph of her. She is owned and operated by a consortium of steam buffs in the Toledo area. Her steel hull is 50 x 12. Her 15



SIDE CURTAINS fastened to keep out the chill, pictured at Napoleon, O. at the marina in the mouth of a creek. The box on the roof at the stern houses the 110 volt gasoline powered generator. The wording on the stern bulkhead says SHAWNEE PRINCESS, TOLEDO, OHIO.

hp. boiler drives miniature horizontal engines, one on each side of the engineroom, each connected by pitman to cranks at the extremities of the paddlewheel shaft. The boat is Coast Guard licensed for 33 passengers. During summer months she operates out of Providence Park, her docking place being in the mouth of the old Miami and Erie Canal above Providence Dam.

One evening last October our telephone rang in our home in Birmingham, Michigan. Les Woodyard, one of the SHAWNEE PRINCESS owners, was calling.

"It's about the end of the season; we're thinking of taking a trip away up the Maumee on Saturday; how about you and Bee coming along?"

The Michigan wind was beating a cold rain against our kitchen window.

"How far up the Maumee?" I asked.

"Napoleon and back; the weather may improve by Saturday; anyhow we have side-curtains; Ruth is bringing a jug of coffee and snacks."

And so Saturday, Oct. 11, 1980 dawned cold and wet at Birmingham. Raining harder when Bee and I set out for Grand Rapids, Ohio, and the SHAWNEE PRINCESS. We had dressed for the worst; heavy slacks, quilted jackets, boots. Enroute the rain slacked off but a stiff breeze had sprung up. As we slipped through Sylvania about 8:30 a.m. tree tops were waving and bending. There was a patch of blue in the west but still plenty

of wind when we arrived at the boat; departure slated for 9 a.m. Steam was up and Ruth Woodyard was taking aboard the promised jug of coffee.

"All aboard for Napoleon and Girty's Island" greeted Les.

Jim LaFrance waved his pipe from his post in the engineroom.

Shipmates included Wayne and Audrey Church, Indianapolis; Maurvey Runyan and Eileen Mesker, Perrysburg. These plus five passengers bound about 5 miles upriver to a place known as Damascus Bridge.

Engineer LaFrance apologized for the weather and suggested we cozy up to the boiler.

Crew at stations, lines in, and SHAWNEE PRINCESS came out of her slough with surprisingly little difficulty, the Maumee roughed into white caps by the NW wind. I'd judge the river to be about $\frac{1}{4}$ -mile wide a short distance above the dam. We headed into a reach maybe two miles long. The channel favors the north bank to avoid duck blinds and an unmarked rock along the south bank. Although we were headed right into the wind, the boat had settled down to a steady chuff-sigh, chuff-whistle, chuff-sigh, chuff-whistle from the 'scape pipes, seemingly unmindful of the adverse 23 mph wind.

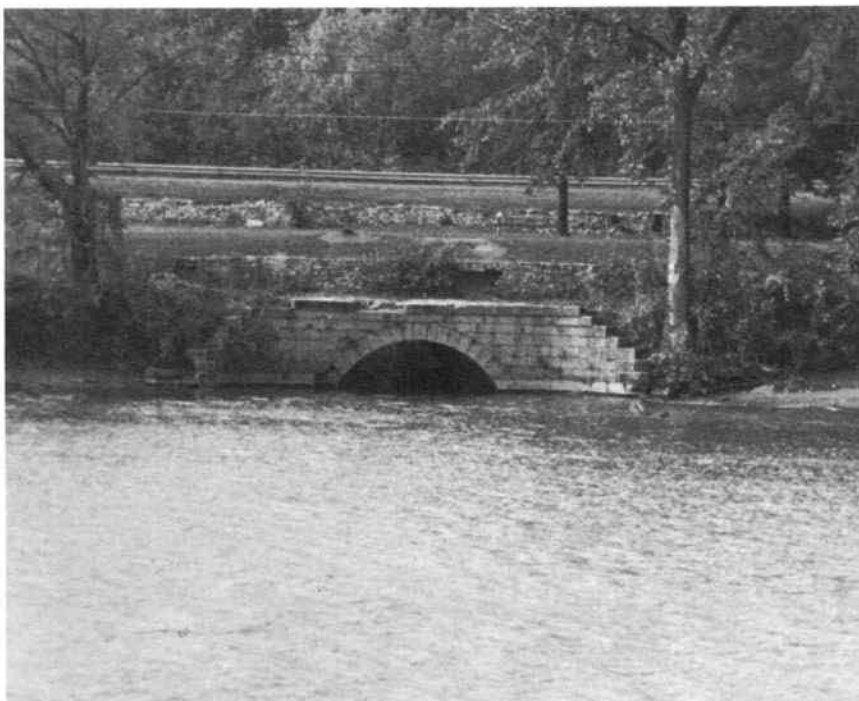
Three of the way passengers were invited to steer, the three youngest, each taking a spell at the



THE MIAMI AND ERIE CANAL, once connecting Cincinnati and Toledo, appears at the left. The section forming the triangle with the state's NW border, upper left, followed the Maumee River from Defiance to Maumee Bay, Toledo. The voyage of the SHAWNEE PRINCESS described in this article took place in this segment of the Maumee as pin-pointed.



ANOTHER VIEW of the Maumee River steamboat docked at Napoleon, Ohio. The pilothouse was raised several feet to provide better vision. Napoleon is about 15 miles upstream from Grand Rapids, O. on the north or left bank (descending) on almost a bee line north of Lima, O.



THE OLD STONE CULVERT over the creek at Napoleon, O. built to carry the Miami and Erie Canal which connected Cincinnati with Toledo. The culvert today carries a roadway across the creek.

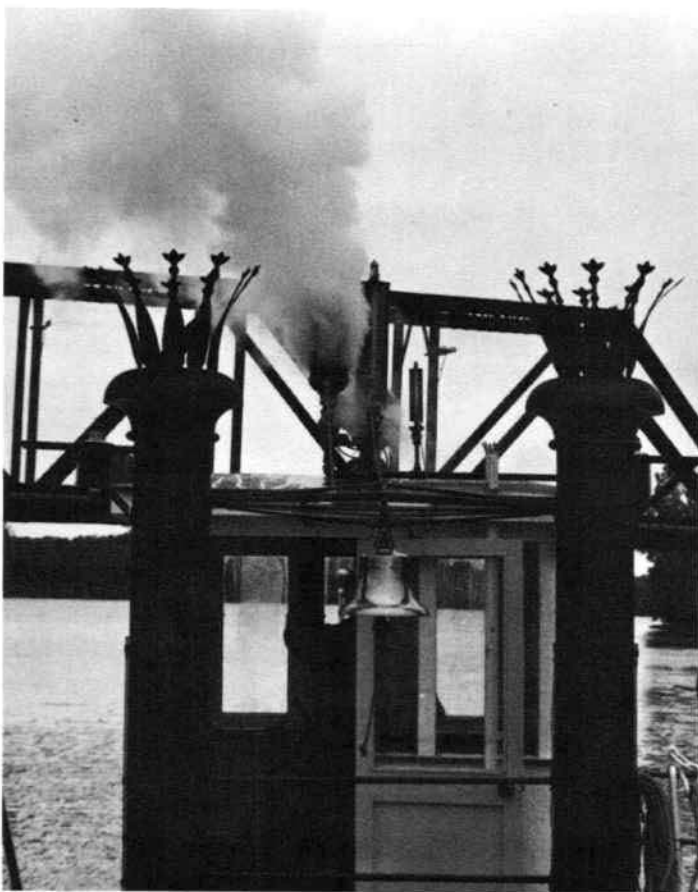
wheel. We zigged and we zagged. Temperature 50°. Wind velocity 33 mph. Skies threatening.

Let me observe that the SHAWNEE PRINCESS appears to have been designed after careful study of the 1913 Rees catalogue. The architect could perhaps have been a missionary bent on converting the Congo natives. But not so; she was the conception of a machine shop proprietor named Geike who operated her out of Huron, O. before she came to the Maumee. Many changes and alterations have been made since first she was launched in 1970; sponsons for stability, a larger boiler, etc., all for the better.

Although operated by steam, the heart of the machinery department is a gasoline driven 110 volt generator housed in a soundproofed box at the stern over the engine-room. Electricity is required to run the fuel oil pump and also the igniter for the boiler burned. The boiler was rescued from a Toledo laundry. The feed water pump is activated from the crosshead on the starboard engine slide, supplemented by an electrically-driven pump. The two "tomato can" engines (as Cap'n Jesse P. Hughes would have called them) are equipped with slide valves operated by inside eccentrics which are gear driven from the paddlewheel shaft. A Chadburn telegraph completes the major engine room equipment.

Whistle blowing can have a deleterious effect upon the performance. Not to suggest that the boat lacks boiler capacity, but she might be overwhistled. She has four whistles, each of which can be blown separately, or in pairs, or all four at once. The frequent waving and auto horn toots from excited shore natives who never fail to be entranced as the SHAWNEE PRINCESS wends her way along the Maumee, sternwheel paddling, plumes of steam from 'scape pipes, twin stacks and all, requires acknowledgement from the pilot's bevy of whistles, singly and in lots. When not overstrained by such tootling the boiler maintains 105 psi. with engines working 1/3 cut-off, the paddlewheel making 22 rpms, and a forward speed of 5-6 mph.

WITHOUT adverse wind the bridge at Damascus can be reached in a little over than an hour. This morning it took an hour and 20 minutes. The village of Damascus must date from canal days for there is not even a dot on the map for the collection of three or four houses, two gas stations (one closed) and The Cedars restaurant. There is a short dock to the landing extending out about 15 feet. Lacking a stage, the PRINCESS was nosed against the dock to discharge her passengers. The two neophyte pilots from Central City, Iowa had become addicted to steamboating and watched longingly from shore as the SHAWNEE PRINCESS backed out into the whitecaps tootling blasts from each of the four whistles.

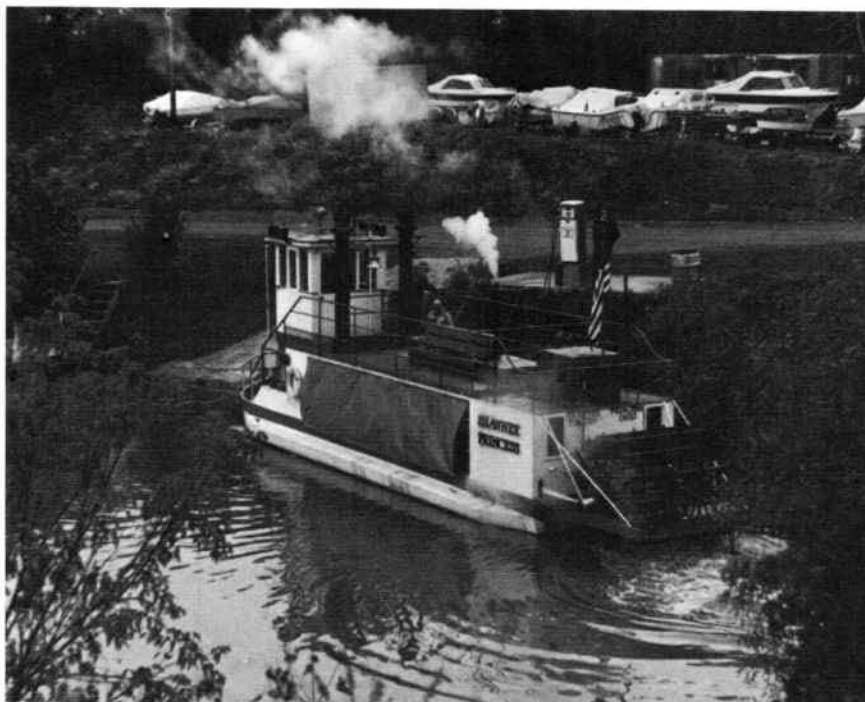


THE BIG WHISTLE blowing as SHAWNEE PRINCESS approaches the Napoleon r.r. bridge. This town of about 5,000 is the county seat of Henry County, O. and is served by the D. T. & I. and Wabash railroads.

Most of this section of the river is clearly visible from the paralleling highway but the perspective is not the same as from a boat. Although I had followed along many times on Rt. 24 looking at the river and searching for remains of the canal, the view from the roof of the PRINCESS seemed to be all new. About 2 miles above the Damascus bridge we came upon a sand digger with its fleet of steel barges and tug. The outfit would not have looked out of place on the Ohio. A short distance upstream was the sand and gravel processing plant on the right bank, all looking very first class. A railroad bridge with rather narrow spans crosses a short distance above the digger. A mile or so beyond are the concrete spans which carry Rt. 6. As we passed under our pilot gave a long blast of the big whistle. Three cars stopped to watch.

The river starts to narrow as we approached Napoleon. We passed three small islands, each with one or two summer cottages jeopardized by caving banks. I asked Les if one of these could be Girty's Island he'd mentioned. He didn't know. We decided to inquire.

There is a marina at Napoleon a short distance up a large creek at the lower end of town. Our arrival was announced by several blasts on the whistle as we turned out of



THE SHAWNEE PRINCESS preparing to depart from the mouth of the creek, heading out into the Maumee at Napoleon, Ohio.

the river channel. A cold rain dampened this historic arrival of a steamboat at the seat of Henry County; no natives in sight; not even a stray dog. A well preserved stone arch culvert built to carry the Miami and Erie Canal over the creek now carries the roadway. Les knocked at the door of the local newspaper office--nobody home. We poured into the warmth of a nearby restaurant.

The operator of the marina said yes, there is a Girty's Island, about 4 or 5 miles upstream. So all aboard for Girty's. Our boiler pressure had dropped to 55 psi. but climbed rapidly as the burner was relighted. Took ten minutes for the steam gauge to show 75 psi and the wheel was ready to roll at about 3 p. m. The watch had been changed and now Engineer Woodyard was at the throttle and Capt. LaFrance was at the pilot-wheel. With the mandatory whistle to warn approaching traffic Pilot Jim took us out into the channel and lined up with the railroad and highway bridges. The channel span on the r.r. bridge was well marked with white letters JIM LOVES SUZY.

THE SUN CAME OUT for a few minutes as the PRINCESS pushed into new territory. The river began to narrow as the smokestack on the Napoleon Water Works disappeared around the bend behind us. Here and there along the north bank were more stone culverts in excellent condition that had once carried the canal over creeks. Audrey Church was the steersman as Jim LaFrance puffed his pipe wondering aloud whether or not Engineer Woodyard was really giving

him full throttle. He was; 22 rpms. The expectation of new sights around each bend ahead just made time seem slower.

Girty's Island was right where we had been told. We got to the foot of it sometime after 4 p.m. It is about 5 or 6 acres in size, in a bend, with the main channel on the south side. Jim headed on slow bell up the north side. Many old drift logs next the island but plenty of room for passage by hugging the shore. Looked like AFRICAN QUEEN scenery, sort of wild. We spotted a rusting mowing machine and evidence of a wire fence on the island, and then scraped over a sunken log, didn't stick, but brought a yell from the vicinity of the engineroom. Also we saw several trotlines supported by bleach bottles. Also a dilapidated house trailer. No sign of Girty's trading post of yore.

This Girty of Girty's Island we've been talking about was Simon Girty (1741-1818), a renegade so infamous that he became famous. He gets plenty of coverage in the Columbia Encyclopedia. Prior to 1812 one of Girty's brothers operated a trading post on this island and some accounts indicate that Simon too lived on the island one winter. Ever since it's been Girty's Island, sort of a monument to the disreputable frontiersman who may have slept there.

With a triumphant long blast of the big whistle we cleared the head of Girty's, rounded to, and were homeward bound. The on-again-off-again sun was making long shadows. The coffee in the engineroom was down to dregs; a stock of wine, that defender against the cold (the non-drinkers called it so) was depleted. The passengers were speculating about supper. Even with the side curtains down the main deck was drafty. The back end of the boiler was the popular spot. Then Les announced a shore stop at Damascus provided that Pilot Jim could find the landing in the dark.

The wind, still strong, was in our favor now. Darkness descended several miles below Napoleon. The searchlight, and a good one it is, got us to Damascus safe and sound. The auxiliary power plant was "cooled down" once we got tied up, and the PRINCESS, so recently full of life and sound, was quiet except for an occasional pop and sizzle from condensate dropping on a hot pipe somewhere. We trooped off the dock beating through horseweeds toward neon lights visible through the trees which proclaimed THE CEDARS.

At 8:15 p.m. on this Saturday night at The Cedars the diningroom was full. People from nearby Liberty Center, Malinta, McClure and Texas. Most of them were well

dressed. One Napoleon native was overheard commenting on our travel-weary crew: "They must have come up over the bank from that paddleboat."

We were made welcome. Several tables were consolidated for us, and complimentary wine appeared. Two hours later, warmed, relaxed and fed, we fired up the PRINCESS. Within five minutes we had 65 psi. on the boiler, and so off to our destination, Providence Park. The wind abated. Stars were out. In many ways this was the most pleasant part of the trip. Pilot LaFrance unerringly spotted the entrance to the canal and backed down to the landing. It was almost midnight. After helping put the boat to bed Bee and I drove back to the modern civilization of Birmingham, Michigan.

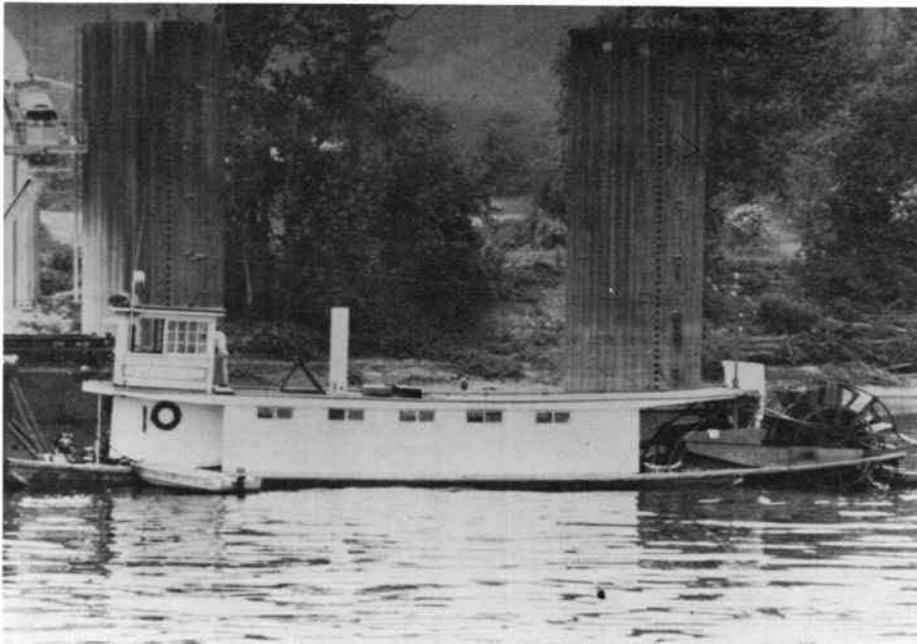
The Odyssey proved that daily round trips in the Grand Rapids-Girty's Island trade are feasible. Now, all that's needed is some business to pay the fuel bill and something for the grub pile. Are there any of the Girtys still around?

Lawrence Peters, Coal Run, O., tells us that the town council at Beverly, O. is looking into the feasibility of adding a small-scale, low-head hydroelectric power plant at the Beverly Lock and Dam on the Muskingum River.



THIS COMES from the files of the U.S. Engineers, Memphis. Ralph DuPae wonders what's going on here. We'll take a chance at it; photo taken at Memphis, no doubt. The packet at the left is the VALLEY QUEEN (ex-JO HORTON FALL) so the likelihood is that the cotton bales are being loaded on the steel

hull of the MAJESTIC (ex-S. S. BROWN, REES LEE 2nd). George H. Partin contracted to deliver cotton from Memphis to New Orleans in the fall of 1931, using the MAJESTIC hull. The first trip was made successfully, and when the second load got to destination the MAJESTIC hull sank, December 16, 1931, fully loaded.



BUD DAILY sends this one along to us with a big (?). We have looked at it upside-right and downside-wrong and still cannot identify it. Anybody know what it is?

Edmund C. (Buss) Stoner, Jr., Temple Terrace, Florida, now retired from International Tel & Tel, recalls having traveled on the TELL CITY with us, Pittsburgh to Lock 3, Ohio River, in 1916. From such a modest start, Buss became a globe trotter, flying his own company plane, into the recesses of mountain areas in South America and Africa. Recently he was certificated as an aviation "Old Timer." Says he: "Anyhow the TELL CITY's pilothouse didn't wind up at Tell City, Indiana--I hand it to S&D as a lively organization."

Capt. Francis Albert Walk, 89, died at his son's farm in Kiln, Mississippi, Sunday, January 11, 1981. We had received a letter from him dated January 1st (see the right column on this page). News of his passing was sent to S&D kindness of Jacques B. Mitchell, 2319 Audubon St., New Orleans 70125, who is a ship pilot in that area, and whose wife is Captain Walk's granddaughter. Also he enclosed a summary of Captain Walk's career prepared by Mrs. Frances Mason, his daughter. From this source we learn that Captain Walk was born February 5, 1891 in Sherwood, Defiance County, Ohio. After his retirement from the Mengel Company, he formed the firm of F. A. Walk and Associates, marine surveyors. He is survived by two children, nine grandchildren and three great-grandchildren.

The Southern Illinois University has announced that the winner of the Donald T. Wright Award for 1980 goes to Dr. William J. Petersen, 329 Ellis Ave., Iowa City, Iowa 52240. Formal presentation was held at St. Louis on February 12th last. The Award, annual since 1972, honors the two books Dr. Petersen recently authored.

Ray Samuel announces the opening of a shop at 2727 Prytania Street, New Orleans, La. 70130 titled J. Raymond Samuel Ltd. Rare prints, paintings and collector's items are featured. Associated with him in the venture is river buff Gretchen Hecht. If we know Ray, and we think we do, river related items will be a specialty of the house.

'Twas the night before Christmas, and all through the house. On December 24, 1980 U.S. President Jimmy Carter attached his signature to legislation which extends the lifespan of the DELTA QUEEN for another five year period. Under the existing legislation the popular cruise steamer was legal into 1982. Now she's all set in Washington, D.C. to operate into 1987. Delta Queen Steamboat Company's Washington attorney William L. Kohler telephoned the good news to Michelle Kingsley. Bill Kohler had been privileged to see and read many of the letters sent to Senator Russell Long (D-La.), sponsor of the bill, urging its passage. Many of these letters, described by Attorney Kohler as "truly excellent," were the result of Michelle's form letters she mailed hither-and-yon at her own

expense. One of these, sent direct to Jimmy Carter, The White House, Washington, D. C. (with, as Michelle says, "scant hope it would reach him") hit the mark on target. Bill Kohler reports that Jimmy's letter to Senator Long was on top of the heap.

A good letter came the other day from Capt. Frank A. Walk, Box 303, Kiln, Miss. 39566 where his son has a country place Walk-A-Way, 160 acres, and betwixt times he drives to and from his apartment in New Orleans, 70 miles, or to Baton Rouge, 120. Capt. Frank Walk is a double-ender holding license as master-pilot all tonnage and chief engineer all hp., certificated for steam. His pilot license covers 3500 miles on 18 rivers.

He started on the river August 27, 1906, aged 16, aboard the U.S. dredge ALABAMA at Lock A, Elk Shoals Canal, Cumberland River; got his 2nd engineer's license on the COLBERT in the summer of 1910, serving under chief Thomas Lovell (whose daddy was the packet-boating Capt. Lovell of Nashville) and got his chief's license in 1911. He ascended to the pilothouse in 1918 and became a captain in 1924.

Capt. Walk didn't say how old he is, but if our arithmetic is what it used to be, he's hitting 90, still drives his own car, and he's been retired since he was 82½. What set him off to write the letter was that he turned on his TV last January 1 and caught about 2/3 of a Studio C national hook-up of a river show taped several years ago, now doing a re-run. Our black dog Wrecks (with a taste for ham) and I showed up on the screen to remind Capt. Walk that he and I have never met face-to-face, and another matter that sort of bothers him is that he to this day never knew what happened to the little towboat McPHERSON, the first boat he was chief engineer on, this in 1911 when he was 20.

We feel we've known Capt. Frank since he lived in Baton Rouge and was skipper on the towboat SEMINOLE for Mengel Box. Capt. Donald T. Wright made his annual rounds in the interest of The Waterways Journal those days exhausting the vocabulary of praise (who invented that term?, probably Will S. Hays) in his write-ups of all and sundry subscribers he'd seen on his rounds, or hadn't seen (he included full names of all office secretaries ("I'm pleased to meet you, I'm sure") and don't knock it, for Donald worked wonders. Donald usually was the guest of Captain Walk there in Baton Rouge either at his home or aboard the SEMINOLE, or both, and so Capt. Walk got type-space equal to the DeBardelebens, the Canulettes, George Whiteman or Billy Bisso. Everybody read all of this, and everybody knew Capt. Frank A. Walk of the SEMINOLE through the columns of The Waterways Journal, we included.

It's pleasant to know that he's very much in circulation still.

Capt. Oliver C. Shearer died, 72, at his home in La Belle, Florida, on November 6, 1980. He had been president of O. F. Shearer and Sons from 1941, when his father retired, until the Shearer river interests were sold in 1973 to Indiana & Michigan Electric Co., Lakin, West Va. Oliver was born November 26, 1908 in Madison County, Ky. across the Kentucky River from Ford, Ky. His parents were the late Capt. Oliver Franklin and Lelia Curtis Shearer, pioneers of the Shearer river operations. He was twice married. Mary Cochran Shearer, Louisville, Ky., who died in 1965, was mother of James, David and Rebecca. In 1975 Oliver married Etta Mae Carpenter, Winchester, Ky., and the couple went to Florida to live.

Other than his wife, Oliver is survived by the three children mentioned above; by four brothers, Capt. Bert Shearer of Charleston, West Va., and James, Ralph and George Shearer of Winchester, Ky.; by five sisters, Mrs. Reba Varlie, Mrs. Freda Creech and Mrs. Lee May of Florida, and Mrs. Virgie Pace of New Mexico, and Mrs. Juanita Walden of Kentucky; also by three granddaughters, two stepdaughters, two stepsons, and by twenty nieces and nephews.

The Shearer family started their river operations on the Kentucky River and Oliver came with them to the Kanawha River in 1933. The 4400 hp. towboat OLIVER C. SHEARER bears his name, built by the Marietta Manufacturing Co., Point Pleasant, West Va. in 1961. The last watches Oliver stood were probably on the BELLE OF LOUISVILLE, where he made a few days for Capt. Doc Hawley. He had two river cruisers named MARY-BECK, and took the second of the name to Florida.

Services were held in Winchester, Ky. and he was buried there in the Shearer family plot. Among the rivermen paying respects were Capt. Merdie Boggs and Nelson Jones.

Sirs: It seems to me that for the preservation, careful editing and publication in the S&D REFLECTOR of the Log of the steamer BOAZ you will deserve a Pulitzer Prize and the magazine due recognition. Also that the material should be published in hardcover book form the better to preserve it for it is a valuable document.

Frank Hubbard,
25 Beech Road,
New Rochelle, N.Y. 10804

The excursion sternwheeler CENTENNIAL, Capt. Everet Ruble, Jr., started making scheduled trips between Parkersburg, West Va. and Blennerhassett Island on July 27, 1980. When the season had closed in October she had handled 7,000 persons. Dan Fowler, director of the Blennerhassett Historical Park Commission, indicates that the success of the venture may lead to augmented scheduling this year.

The Middle Ohio River Chapter of S&D has called an annual meeting aboard the MIKE FINK at the foot of Greenup St., Covington, Ky. on March 28th. Dinner will be served at 6:30. Speaker of the evening is William G. (Bill) Patterson of Richmond, Ind. Advance reservations for the dinner are advised; phone 606-261-8500. Overnight members and guests are recommended to contact the Quality Inn River-view, 606-491-1200 or the Holiday Inn Riverfront, 606-291-4300, both in Covington. Visitors will be welcomed at the Inland Rivers Library, Eighth and Vine, Cincinnati, hours Monday-Friday 9-9 and Saturdays 9-6.

Sirs: Two things about the Dec. REFLECTOR: Tippecanoe and Tyler 2 is one to remember, and Tom Kenny will never have a better portrait than that picture of him on page 5.

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

Sirs. I am like David F. Thomas: I don't care for the Log Book, Str. BOAZ in the S&D--drop it--- know it is hard to get material to suit everyone.

Alene Stottlebower,
614 West Second,
Madison, Ind. 47150

This December morning, colder than a well digger's ankle, it's hard to understand why Howard and Peggy Peabody have announced they are moving, permanently, to a new home in Blue Hill, Maine come the first of June. Their Natchez home, Magnolia Vale, thereafter will be occupied by their son, David H. Peabody.

Betty Blake now resides in an East Third Street apartment, Covington, Ky. Owner is David T. Sheehy of M/G Transport, and in the same building, apartment above, is the McGinnis family of McGinnis Marine, South Point. O. Her business address remains the same, 322 East Fourth St., Cincinnati 45202.

Sirs: I remember seeing a sunken steamboat hull along the left bank of the Ohio River below the mouth of Raccoon Creek in Beaver County, Pa. My father-in-law told me it was the towboat RETURN (I think I remember the name right.) He used the pilothouse windows on the sunporch on the house on the north bank of the river. There were four windows on the front of the porch, two on one end, and one on the other. I remember these little paned windows for I painted them several summers during my school years.

William A. (Bill) Marx,
429 College Ave.,
Beaver, Pa. 15009



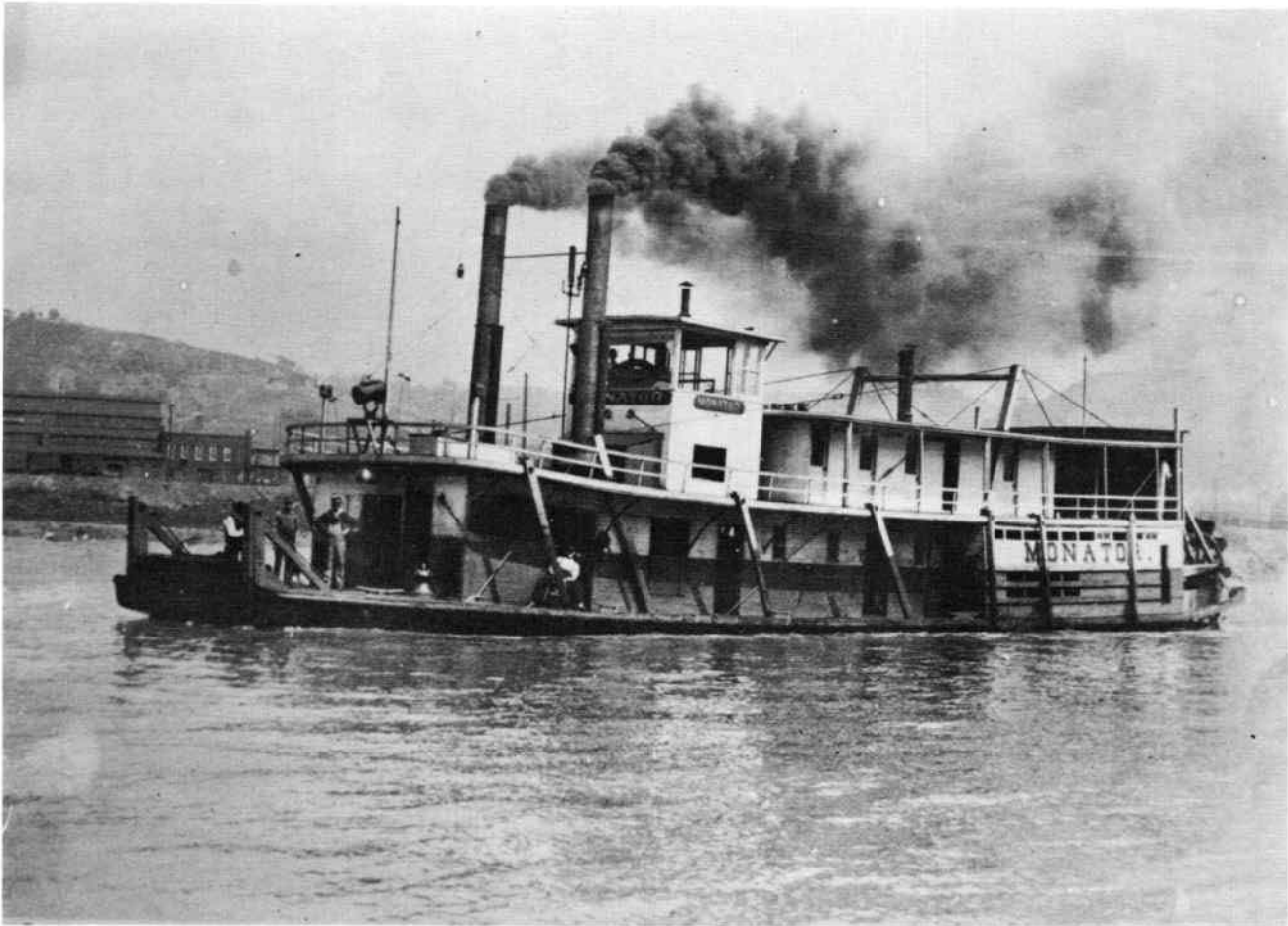
CABIN of the ex-ferry CITY OF BATON ROUGE was dandified for the TV 2-hour special "Life On the Mississippi" in 1980 at Peoria, Ill. Our thanks to Ruth Ferris who took the picture last August.

Harold H. Nichols died, 63, on December 23, 1980 at the St. Marys Hospital, Huntington, West Va. He was long associated with the Huntington Asphalt Corporation. In late years he and his wife Lucy had built and occupied a noteworthy home on a considerable estate at Barboursville, West Va., a showplace of the region. Harold Nichols, a master craftsman in woodworking, did most of the interior finish. His enthusiasm for modest sized sternwheel boats won him a life membership in the American Sternwheel Association. He bought the WINNIE MAE wreck from Capt. Harry White (she had burned) and was converting her into a pleasure craft at the time of his passing. Other than his wife, Mary Louise Webb Nichols, he is survived by one daughter, Melody

C. Nichols of Barboursville: one son, Tim H. Nichols also of Barboursville; one brother, Eustice C. Nichols of Sebastian, Fla. and two granddaughters, Melissa Leigh and Mary Allyson Nichols, both of Barboursville. Burial was in Ridgelawn Memorial Park, Huntington.

The Western Heritage Museum at Omaha, Neb. has issued an appeal for Missouri River related logs, diaries and artifacts. Ronald W. Hunter, president, has researched in St. Louis and elsewhere. The organization is attempting to locate the wrecks of two or three old steamboats sunk over a century ago along the Nebraska shoreline. Mr. Hunter may be addressed at 140 Univac Bldg., 7100 West Center Road, Omaha, Neb. 68106.

Christmas greetings included a note from Paul W. Seabrook, 1119 E. Market St., New Albany, Ind. 47150. "Am still around but slowed down a bit," he says. "Don't think I could have much success tromping the pilotwheel of the old TELL CITY." Neither Paul nor his brother Earl achieved a license but both were rivermen at heart and in fact. Earl was a clerk on the Louisville & Cincinnati Packet Co. packets for five years, serving with purser L. M. Dupraz (a gentleman of the old school) among others. Paul cubbed on the TELL CITY and doubtlessly is the sole survivor who recalls visiting on board the famous "Combine" towboats as they made up tows to depart from the foot of the Falls to southern ports.



THE MONATOR doesn't look like much, but she has a peculiar history. She was built at Point Pleasant, West Va. in 1904 as a job boat, owned equal shares by W. J. Duffy of Marietta, O. and John Prudent of New Richmond, O. Had a wood hull 97.5 x 22 x 2.6, engines 10½'s- 4 ft., and one boiler 44" by 18 ft. So happened that the Cleveland, Lorain & Wheeling RR was running a transfer service with the LIZZIE TOWNSEND between West Wheeling, O. and Wheeling when the LIZZIE burned at the West Wheeling landing during a flood, January 23, 1904. She was replaced by the GAZELLE, former Upper Miss rafter built at Wabasha in 1901 which served until 10:30 p.m. on Sunday, Feb. 12, 1905 when she turned turtle during an ice run-out within 100 feet

of where the LIZZIE had been lost. By now the B&O RR was running the transfer and they bought the MONATOR, subject of this sketch, for the service. Date of sale was May 29, 1905. Eventually other transfer arrangements were made and B&O sold the MONATOR to E. V. Wise, Pittsburgh, March 24, 1914, probably acting on behalf of boat broker John F. Klein who took title to her ten days later, and promptly sold her to Kansas City Bridge Co., St. Louis. They took her to the Missouri River where, at Waverly, Mo. in 1918 they put a steel hull under her 108.9 x 24.6 x 4.2 and by 1923 she was documented at Evansville. Two years later she had been acquired by the U. S. Engineers, Memphis, renamed W. M. GARDNER (see next picture).

Steamboat artist Mrs. Sue Bradford, Harrisburg, Ark., has been commissioned to produce an oil painting of the side-wheel PENNSYLVANIA depicted new at Wheeling, Va. in 1850, the celebrated suspension bridge in the background. The oil goes to the great-great-grandson of Capt. John Klinefelter who was master and owned stock in the steamboat, John W. Panhorst, Jr., Greenville, S. C.

No known authentic picture of the PENNSYLVANIA exists, so artist Bradford is using a very good pen sketch of the PHILADELPHIA, known to have resembled her in most respects. Depicting the Wheeling suspension bridge presents no great problem. It still is in business and has been since 1848, spanning the Ohio River between that city and Wheeling Island. It blew down in a freak tornado in

1854 but the original designer, Charles Ellet, Jr., was called in to promptly rebuild it on the original piers. Ellet gained fame on the rivers in Civil War times when he designed and built a fleet of "rams" which decided the Battle of Memphis for the Yanks.

The PENNSYLVANIA became imbedded in permanent history when Mark Twain's brother Henry was scalded and later died in a Memphis hospital following the explosion of the boat in 1858 below Helena, Ark. Capt. John Klinefelter was in the barber shop having a shave when everything forward of the chair went to kindling, the barber still there, one toe over space, still stirring lather, and Klinefelter sitting there unhurt.

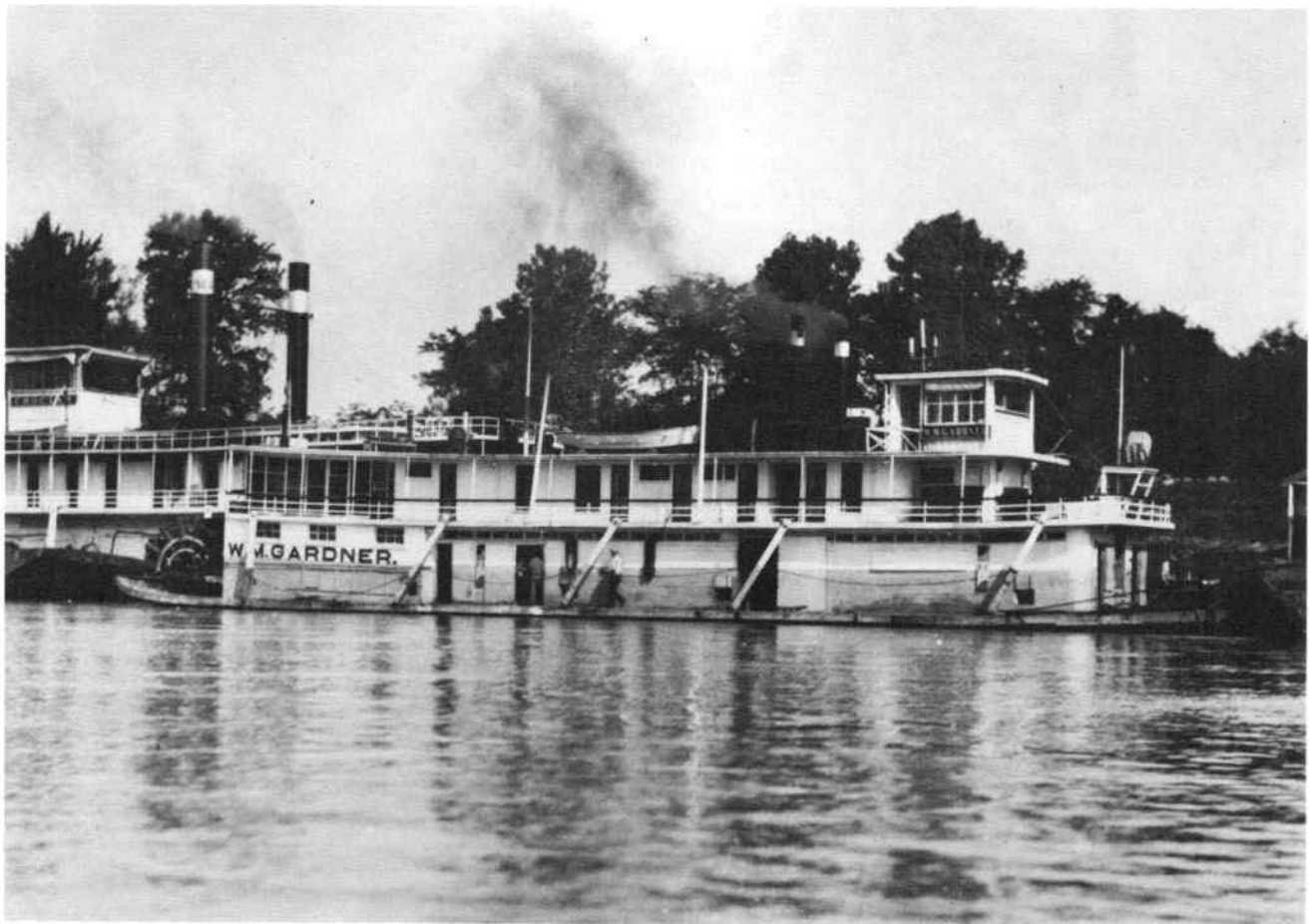
Sirs: I am wondering why the tow-

boat STANDARD is not mentioned in the Fishbaugh book "From Paddle-wheels to Propellers" about the Howards.

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

=Look again, Jack, page 215, under work contracted in 1914. -Ed.

Ed Hill of the Murphy Library's Special Collections and Area Research Center, La Crosse, Wis., is doing an analysis of the average life of old-time steamboats. Based on a liberal sampling he discloses that early-day boats averaged but four or five years. By breaking them into decades the life expectancy rises sharply and by Mark Twain's time was more like ten or twelve years.



THIS CREATURE does not much resemble the MONATOR pictured opposite. When Kansas City Bridge put the steel hull under her they obviously turned her boiler plant around so's she was fired from the deckroom and the stacks were brought up aft of the pilothouse. In this view, which comes to us courtesy of the U. S. Engineers, Memphis, taken at the West Memphis fleet, she has been renamed W. M. GARDNER. Behind her to the left is the U.S.E. towboat CHOCTAW. Ultimately the Engineers sold the GARDNER at public sale and, as the Engineers frequently do, they required the successful bidder to accept her under the boat's original name, in this case MONATOR. And so,

by the early 1930s the MONATOR was operating on the lower Ohio, around Shawneetown, Ill., and then was bought by William F. Archey, Pittsburgh. Archey did contract towing, principally in the Monongahela River, but found that operating a small steamboat such as this one was too expensive for his pocketbook. He toyed with the idea of converting her to diesel, meanwhile keeping her laid up near the Sixth Street bridge in the Allegheny River. Finally in 1941 he retired her for keeps, but as late as 1950 she was still in his fleet disintegrating. Picture credits: The MONATOR (opposite) was photographed by W. C. Brown, Wheeling, and the W. M. GARDNER comes thanks to the Murphy Library collection, La Crosse, Wis.

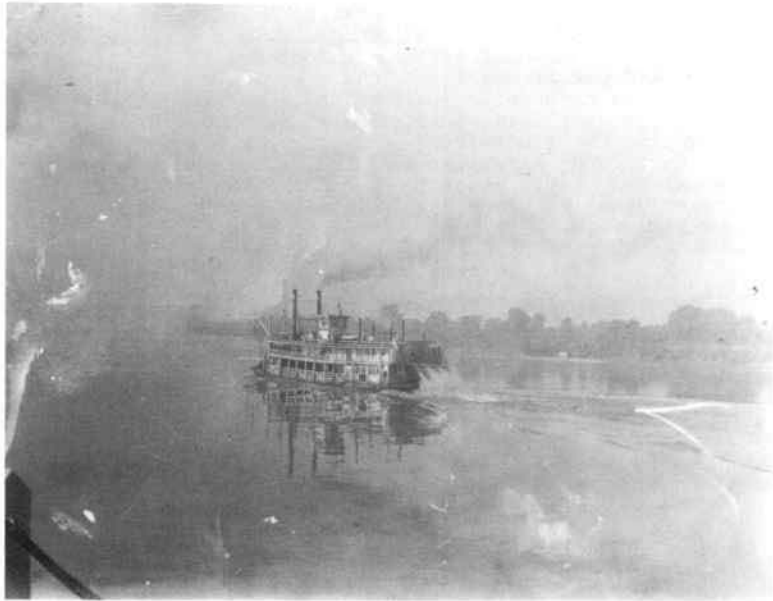
ANDERSON'S LANDING---1920

Dear Mother:- The steamer CORKER is laid up for fog, tied to a tree along the West Virginia shoreline at Anderson's Landing, at least the pilot who landed her here says it is Anderson's, but the mate claims it is McElfresh's. The argument between them started when I asked what name to enter in the Log Book. They are still debating the matter here by the cabin stove just outside of the office, and as it ensues I have taken pen in hand to enter "Anderson's Ldg. for fog, 3:35 a.m."

Incidentally pilots call this stretch of the river "Brick Yard Bend" because of the procession of brick kilns, each with its own landing place, and each with its cluster of yellow brick ovens, all quite alike, built round with domed tops, and each with a cluster of small brick chimneys exuding smoke. I am not quite sure where Brick Yard Bend commences, but according to the list of them posted in the office, they start in Black's Island, several miles up the river from where we are. I'll name them in order descending the river: Globe, Rockside, Union, Eagle, Aetna, New Clifton, Clifton--all of these above New Cumberland, W. Va., and then Shetter Foundry, Chelsea China, Blackhorse, American, Sligo and Lone Star. This takes you to the upper side of King's Creek. These are all on the West Virginia side. To add to the problem, there also are brick yards along the Ohio shoreline; Minor's, Freeman's, O'Connor's and Calumet. In addition we handle freight to and from the towns hereabouts. On upbound trips we load aboard sewer pipe at Empire, O., do very little business at New Cumberland, W. Va., and use the Calumet grade for a considerable business at Toronto, O. and occasionally we drop in at Zalia, the W. Va. ferry grade for Toronto. Anderson's, where we are tonight, as a "has been," everybody moved away I suppose. Tim Standish bragged to me one time that he is related to Capt. Miles Standish and when I didn't look properly impressed he tried me out on what he says is another fact; that his grandmother Standish was born at Anderson's Landing, and she was one of those Andersons. I am less impressed.

When we have freight for these landings, as we often do have, the pilots demand that the clerks hand them a written list well beforehand. Sometimes they can back the boat down from one to another. It's getting so the clerk has to know as much as a pilot---well, not quite so much, for a pilot has to find them in the constant glow of their furnaces at night.

Be that as it may, the reason we are at Anderson's Landing is because King's Creek, just below, is a notorious "fog factory" this season of the year, and a big



CORKER

rock bar juts out into the river there, with Brown's Island just beyond, and it doesn't pay to get lost in the fog amidst such hazards. When Capt. Ebenezer Cline decided to tie up, with the searchlight trained on a ghostly sycamore, the Captain remarked that he could see two miles up the river. Well we are headed down the river, not up the river, about 180° difference, and as the rope was tightened to the tree the fog shut down tight in all directions. Captain Cline usually "blows up" when his judgment is subjected to sarcasm but this time he withheld his fire. He's hard to predict, and I'd wager that this argument about Anderson's Landing vs. McElfresh's is now raging simply because the Captain is trying to get to sleep in his room across from the office here, and probably the last thing he wants to overhear is how it turns out. Capt. Cline now is cataloguing the people who came from Anderson's that he knew personally, all of the Morens in the towboat business, one of them with a cauliflower nose, beet red, like a comic strip character; and how his nose got that way due to his intemperate life. It is odd, dear Mother, that such discourse, or drivel, such as I write you tonight, may well lull you into boredom, if it has not done so already. Take heart, the good Captain has just banged savagely on his bulkhead. Peace suddenly has come. Away below are familiar sounds as the fireman cleans his furnace; you soon get to know upstairs here whether he is using the slice-bar, rake or shovel, and the cabin watchman (he's on the portage book as "lamp trimmer") has brought to me a lighted oil lantern with the news that the engineer is about to shut down the electric lights so's to take some stretch out of the flat belt. Capt. Cline has ascended back to

the pilothouse, carrying with him a dessert bowl of hot coffee laced with chunks of broken bread and, for good measure, most of his left thumb.

Lights on the CORKER don't go out suddenly as when a switch is turned; they fade away slowly, and now all would be darkness save for the oil lantern here on the forward desk. Then, too, there is a yellow flickering on the white walls of the cabin, glow from the stove, its door ajar, plenty comfortable this rather chilly night. It gets great assistance from the boiler heat generated directly under the floor upon which I am standing. That's why steamboat clerks generally get blown to kingdom come when the boilers explode; we live on top of them. We seldom give them a thought. They annoy us only when the engineer takes a notion to "blow out the mud drums" which causes a fearful and sustained roar, with much trembling of the floor, cessation of all normal conversation, a frightful and ominous display of the potential dynamite of 160# of steam. I think the engineer does this job frequently just to "let off steam" and remind the rest of us that he is on the payroll. Why not? The pilot has his whistle and the cook his dinner bell. The mate hollers at his deck crew, and the louder he hollers the better he is regarded. Everybody gets paid to make a noise of some sort or another, except the clerks.

Now that I have been promoted to Second Clerk @ \$75 a month I sent a Money Order to the Cincinnati Regalia Company in Cincinnati and have received my uniform cap, quite some style. It has a black silk top, black patent leather beak, gold anchor, and the word Clerk on the band, size 7 1/8. My "boss" Mr. Wigglesworth has Purser on his but he doesn't wear it much, says it hurts his head.

Captain English has an old battered one, wilted down at the edges, the anchor tarnished, which he got when he was piloting the QUEEN CITY. Pilot Cline wears an old common cap he says he bought in the dime store; says it "suits the occasion piloting this fugitive from the boneyard so-called steamboat with rats running up and down the tiller lines, blowing a whistle somebody stole off a pumpboat, and powered by hot air from the cookhouse." He worries me sometimes.

For it's not all that bad. I am writing to you by lantern light (the engineer just sent word up that he isn't going to start the light plant until the cook is called at 4:30) here in this neat little office, the flickering from the stove brings alive the fancy arches and scrollwork overhead in the main cabin, all of it transplanted to the CORKER from the old LIZZIE BAY, sort of a museum straight from the Twenty Years Ago columns in The Waterways Journal when the Bay Line, and the White Collar Line and the Pittsburgh & Cincinnati Packet Line boats had orchestras. All of this must be brought back, and my ambition is to be a part of it.

The mate just asked me to back a letter for him, which meant supplying him with a company envelope and writing the address thereon, into which he stuffed a message to his wife written in pencil and a \$10-bill about as limp and filthy as the red bandanna around his neck; and then licked the seal and pressed and banged it on the desk unmercifully with his fist, and wondered did I have a stamp to spare; insisted on applying it himself; more thumb-pressing and banging until it was precancelled with his personal thumbprints. He said he would hand it to Mr. Thornily at Steubenville to mail, a decision which surprises me not at all. He has a low opinion of clerks in general and probably of me in particular.

Interruption---

As I was putting the period on this last sentence Mr. Cline, the pilot, whistled down through the office speaking tube. He said he thought he was hearing music from out on shore. "Too chilly for bull frogs, it's got to be music," he said.

"What's he want?" grumbled the mate, now propped in a chair, his feet doubled up on the bottom of the stove.

"He says he thinks he hears music."

"He used to play a drum in the Salvation Army," said the mate. "What's he know about music?"

We went out on the guard. There was music. Out there on the hill, in the fog. Sounded like a bass fiddle, just one instrument. No doubt about it. "I'll be goddamned," said the mate. (Excuse the French but that's what he said.)

So I raised the pilothouse on the speaking tube. "You thought right, sir." Mr. Cline likes that 'sir.' "Hell I know Rock of Ages from a bull frog, of course I'm

right," he interrupted.

So the mate and the cabin watchman and I were back on the starboard guard listening and along came a slow freight on the Pennsy headed upriver making a lot of noise crossing the trestle over the little creek; a yellow glow in the fog from its headlight.

There was a nudge on my arm, and it was George, the cook, white apron on. "What's the matter with the lights?" he croaked, still half-awake, and then added, "What is this convention all about?"

"There's music out there."

"There's what?"

"Music, a bass viol."

"It's the freight train."

"Wait'll it gets by---honest."

"I need light if there's to be rolls for breakfast."

As though in answer to George's wishes the lights indeed came on, accompanied with the tsh-tsh-tsh from the exhaust of the horizontal steam engine activating the dynamo. This exhaust bleeds out under the engineroom guard there on the starboard side. It was making a cloud of steam, pungent in the damp air.

Mr. Cline had turned on the Carlisle & Finch, clicking and blinking and sputtering like George, the cook. The beam swung shoreward into the willow-lined path. The sycamore to which our line was tied glowed ghostly white. Red lights from the caboose played hide-and-seek through the branches upriver.

"There!"

Seated on a folding camp stool was what appeared to be an elderly lady, a man's coat over her shoulders, wearing a man's soft hat; otherwise eclipsed by her enormous bass viol. I did not recognize the hymn until, far above us, came the voice of Mr. Cline singing My Faith Looks Up to Thee (I think the words are right) and then the steam from the light plant blocked the view.

When that was over Mr. Cline led with Flow Gently Sweet Afton and the bass viol took him up promptly. Once in a while the steam would rise high and we could see the performer spot-lighted center stage with glowing willows green overhead and all about, fiddling away, with our pilothouse Caruso singing from the second balcony, so to speak.

I don't know how long this went on, nor can I fathom in retrospect why no one of us went ashore to greet the lady or at least to find out what on earth she was doing it for. Our long-suffering Captain came out on the guard, pants pulled over his long-johns, still fastening his belt. "Get the line in and hyst the stage," he barked at the mate, "hell I can see four miles in all directions; tell that caterwaulin' pilot to ring up the engineer; christ almighty no wonder the coffee isn't made, the cook standing out here...."

The fog had evaporated on its little cat feet as silently as it had come. Mr. Cline tooted vigorously on his pumpboat-oriented whistle, waving from the opened

sash of his domain. "Goodbye my sweetheart!" he shouted. She put the instrument aside, that lady did, and she blew Mr. Cline a kiss. We all waved and cheered.

Mr. Wigglesworth just asked me if I have written up the discharge book for Steubenville. The answer is no, so I must close.

Bye, bye, Fritz.

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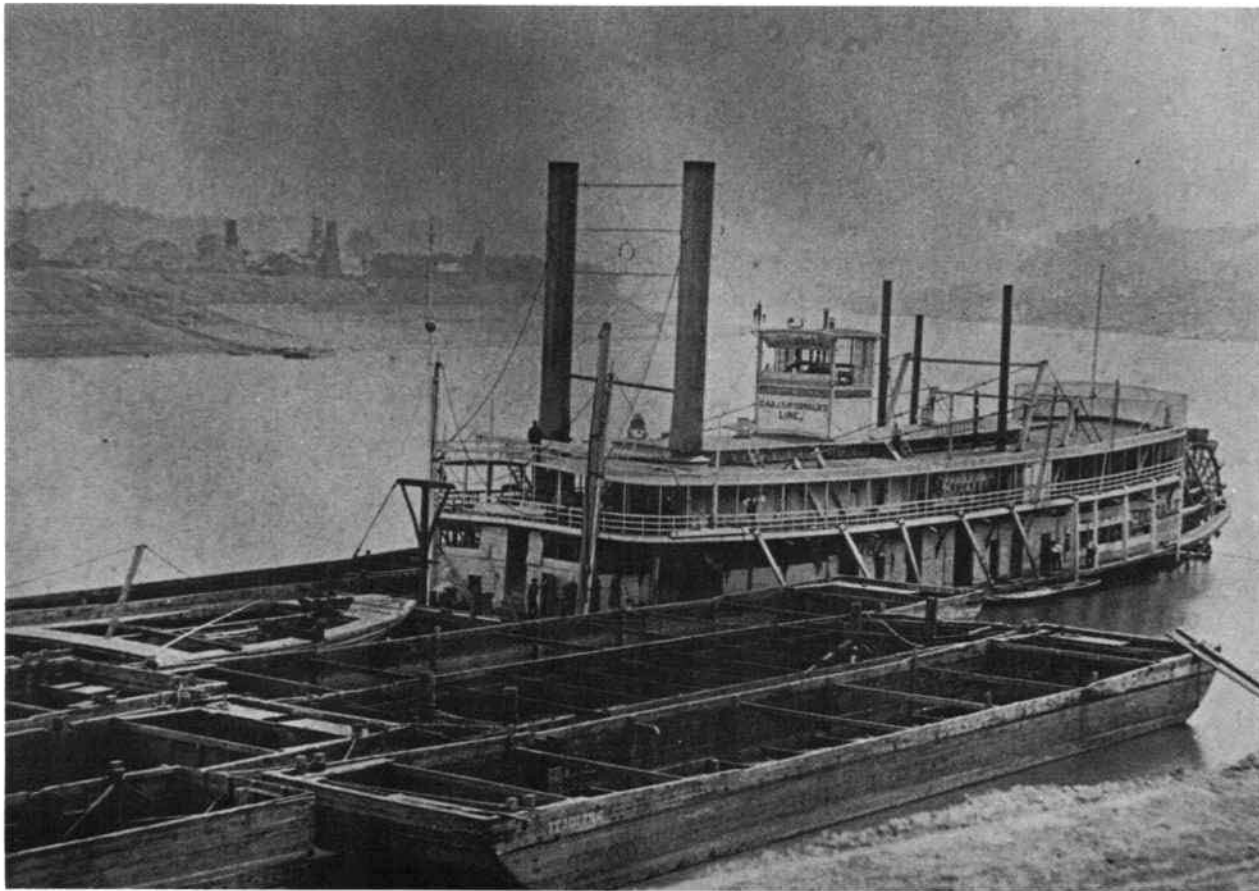
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Hitch a steam locomotive on the front of a passenger train and river persons flock aboard. The Chessie System Safety Express ran a Cincinnati-Ashland, Ky. excursion last November 1st. Seated in the observation-lounge was S&D's treasurer Larry Walker. Among the 746 paid passengers were Bill and MaryBill Bauer, Ann Zeiger and others.

Rich Brown sends us a quote from the November issue of the American Marine Engineer in which the demise of the steam whistle is lamented. Jesse M. Calhoon, president of MEBA, says "the best air whistle is like listening to music on the AM, whereas a steam whistle is like listening to music on stereo--there is no comparison."



OUR THANKS to Mrs. Edward L. Cassier, 175 North Franklin, Delaware, Ohio 43015 for having the above copy photograph made for us from the original which she owns. The subject is the towboat J. SHARP McDONALD moored on the Ohio River in Pomeroy Bend (our surmise judging from the salt wells and buildings on the opposite shore, at Mason City, West Va.). On the front side of the pilothouse are the words D. A. & J. S. McDONALD'S LINE, fair proof that the picture was taken between 1870 and 1874. The boat was built at Pittsburgh in 1870 and the McDonalds lost her to creditors in 1874. This is the first and only picture we have seen of this steamboat taken while she bore her

original name, although in 1882 she was re-named JOHN F. WALTON, and mugged for posterity (see Sept. '76 issue, page 36), surviving into the turn of the century and some after, finally winding up as the wharfboat at Point Pleasant, West Va. Mrs. Cassier, donor of the above picture, is great granddaughter of Capt. Marsh McDonald, whose brothers were Capt. D. A. and J. Sharp McDonald. When the J. SHARP McDONALD was first enrolled in U. S. Customs, Pittsburgh, her master was Capt. Oliver A. Douds, who in later years became celebrated as master of the SPRAGUE when she took 56 loaded coal-boats from Louisville to New Orleans in 1904.

One dreary day last November Alan L. Bates telephoned to say that plans are firm to reprint his Steamboat Cyclopoedum, the "must" book for builders of steamboat models. The new edition will be substantially the same, other than some updating of names. Alan also informed us that he, at that time, was designing three stern-wheel diesel hydraulic excursion boats for Mattie River Yachts, La Crosse, Wis. All three are to have hulls 65 x 19.5 x 3.8. One is proposed for Green Bay, Wis. for the Fox River; another for Henry O. Burch, Evansville, Ind., and the third is for the St. Croix River. The last named must float in 15" of water. Alan was loaded with news; Big Indian Boat Lines, La Crosse, is rebuilding their LA CROSSE QUEEN. She's to have an upper deck and the hull is being widened out from 16 to become 20 feet. By the time we nested the receiver the day looked rosier.

They were having a crisp fall day in Moline, Ill. last November when Alan Bates called Sewickley from his home in Louisville (see item above). Out there in Moline the excursion sternwheeler SPIRIT OF DUBUQUE loaded aboard a group of passengers bent on celebrating the upcoming premiere of the new TV special, "Life On the Mississippi," reviewed elsewhere in this issue.

Among the boarders was Aleene MacMinn, TV editor of the Los Angeles Times, bundled in scarf, jacket, gloves, etc. Immediately after the voyage along the Mississippi Aleene wrote and filed her story which showed up in the November 20th issue. Aleene had not yet seen the show. Stretched over three pages appeared her account of who were aboard the SPIRIT OF DUBUQUE, including the actors portraying Samuel Clemens (Mark Twain) and Mister Bixby. These two actors well may have been get-

ting their initial view of the Mississippi that day, the filming having been done along the Illinois.

We are indebted to Cy Painter of Laguna Beach, Calif. for a copy of the L.A. Times story.

Capt. Joseph Coomer died, 80, on Saturday, January 10, 1981 in the Perry County Hospital, Cannelton, Ind. His wife, Mary Hardin Coomer, died four days later, Wednesday, January 14, 1981, a patient in the same hospital.

Joe Coomer, native of Burnside, Ky., came to the Ohio River as mate on the packet SOUTHLAND in the Louisville-Evansville trade, in the 1920s. He was on the side-wheel AMERICA when she ran excursions, then on the IDLEWILD. After retiring from the river he and his wife ran a general store at Rome, Indiana.

An old clipping showed up lately describing the steam explosion on the packet SIDNEY at Goose Island, West Va. It's the first contemporary account of the tragedy we have seen. This was the same SIDNEY which later became the Streckfus excursion boat WASHINGTON.

She was barely two years old at the time, running between Wheeling and Cincinnati, owned and operated by the List brothers, William M. and Charles D. The calamity happened as she was upbound on the early morning of March 10, 1882. The account follows:

A most distressing accident occurred on the steamer SIDNEY of the Cincinnati, Wheeling & Pittsburgh Packet Line at Goose Island, about 20 miles above Pomeroy, at 3 o'clock last Friday morning. The main steam pipe running from the boilers back to the engines broke under the ladies' cabin, tearing a hole in the floor into which the hot steam escaped. The damage to the boat was not serious. The injuries to the passengers and crew were most appalling. Three persons who were asleep in their staterooms were instantly killed, and as many as thirteen others were more or less seriously scalded, some five or six of whom have since died.

The killed were Mr. Cain, whose residence was near Winfield on the Kanawha River; Mrs. Little and her grandson, whose name was Still, who were going up to Parkersburg to visit friends.

The wife of the pilot, James Stevenson, of Portsmouth, was fatally scalded and died the same evening while on her way home on the EMMA GRAHAM.

Mr. William C. Mills, wife and son, from Bellaire, Ohio, were badly scalded. Mr. Mills and the son have since died.

Mr. Faulkner, of Pittsburgh, who was on his way home from Colorado was badly scalded and has since died.

Mr. Caruthers, a Pittsburgh drummer, was seriously scalded.

Mr. Warrick, of Ohioville, Pa. was injured in the head.

Green Lusters and Toby Nash, deckhands from Middleport were badly scalded. Lusters has since died, and Nash is not expected to live.

Alonzo West, a deckhand from Gallipolis was badly scalded and is reported to have since died.

Mrs. Mills, another of the wounded, died at her home in Bellaire Monday. Her husband and son were buried the same day. She was the last of the family. This makes nine deaths by the disaster.

Two chambermaids from Cincinnati whose names were not learned were also very badly scalded.

The steamer EMMA GRAHAM came down within an hour after the accident occurred, landed alongside, and upon learning the condition of affairs immediately returned to Ravenswood and brought two doctors for the purpose of affording all the relief possible.

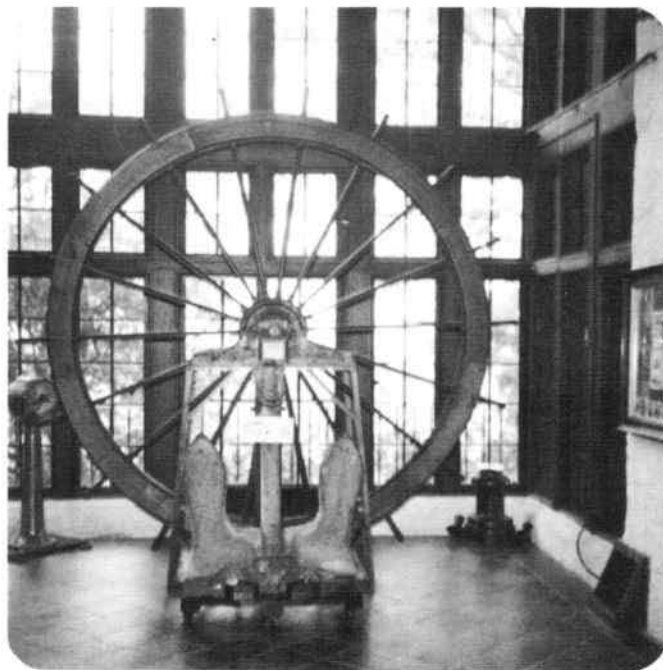
The boat presented a sickening

sight. The coffins for the dead were procured in this city and delivered the same evening by the CHESAPEAKE.

The broken steam pipe was brought here by the EMMA GRAHAM to be repaired, and yesterday morning the SIDNEY was towed to Wheeling by the steamer PITTSBURGH.

Goose Island, location of the disaster, never was an island in the memory of this scribe. The back channel had filled in, and it was part and parcel of West Virginia in Jackson County about a mile above Millwood, West Va. and approximately 9 miles below Ravenswood, West Va. The List brothers, owners, headquartered in Wheeling, also owned and operated the fine side-wheel ST. LAWRENCE between Wheeling and Cincinnati. They sold the SIDNEY to the Diamond Jo Line, which also purchased the PITTSBURGH, noted above, later renamed her DUBUQUE, and still later she became the CAPITOL of the Streckfus Line. There is no clue on the clipping from which the above account is transcribed as to its source, written in great haste as the news was arriving in the editorial office---probably Gallipolis. --Our thanks to Jerry Devol.

Elinor Lee, New Castle, Ind., inquires in the columns of The Waterways Journal, issue of Jan. 24 '81, page 26, for a report on the progress of the new edition of Way's Directory of Western Rivers Packets. The answer provided by the WJ's editors is substantially correct--the manuscript has been completed but the book has not yet been published. The trustees of S&D's J. Mack Gamble Fund have submitted the manuscript to a number of competent university presses, so far with no luck. Meanwhile Ye Ed has been preparing a comprehensive Index of names and places, a "must" for a work of this type, which threatens to contain some 18 to 20 thousand listings. Work on this Index is constantly interrupted by demands of getting out the S&D REFLECTOR, but it's showing signs of completion. So, actually, the manuscript is not quite ready. The J. Mack Gamble Fund persons, Bert Fenn, J. W. Rutter and Andy Anderson, charged with ultimate publication arrangements, are dedicated to the proposition that the Directory will be published without delay, if not by a university press, then by S&D financing. Bulletins will follow in future issues of the REFLECTOR, and meanwhile everybody concerned is heartened by the widespread interest being displayed.



THE PILOTWHEEL of the RIVER QUEEN ex-GORDON C. GREENE, ex-CAPE GIRARDEAU as it appears today, preserved in the Golden Eagle River Museum, Bee Tree Park, St. Louis. Photograph was taken in 1980 by Ruth Ferris.

Sirs: Though it is a little bit hard for me, I would like to offer \$400 for the complete set of 68 issues of the S&D REFLECTOR (Dec. '80 issue, page 38).

Perhaps I should explain why. I am 21 years old and when I saw an article by the hand of our great German friend Manfred Mueller about Western Riverboats, it knocked me right off my feet. That was in 1978 (not so long ago) and ever since that time I have been trying to get to know more about it.

Manfred gave me some addresses

of people in the United States and one of them sent me (I remember exactly) the June '79 issue of the REFLECTOR. It knocked me off my feet again!

I have a complete set now, volumes 9-17. I never hoped I would be in the position to make an offer for a complete set, even though I already have half of it.

I have in mind to promote the Western Riverboats in Holland and to start a club, to build models and have meetings, publish a quarterly, just like you guys (and gals) over there.

I am busy collecting photos to be able to make a file. I have bought books (some of them out of print now) and I have been asked to do an ample article about Western Riverboats for a Dutch hobby magazine.

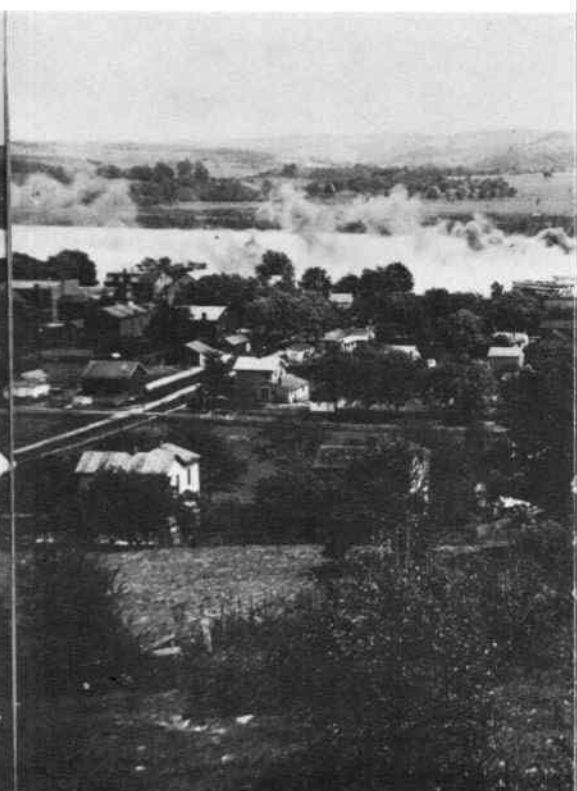
I enjoyed to read about your last meeting in Marietta and I hope to attend it some year. Right now I am not yet in the financial position to come over, but when I am, I will come for three months or so and I hope to meet all the people that I know from photographs and letters.

I hope you will take my offer seriously because it is a serious offer. I will come up with the money even if I have to borrow it. By the way: I think it would be the first complete set in Europe! Hope this letter will come in time.

Willem Van Berkel,
Tuindersstraat 118,
1971 ZS Ijmuiden, Holland.

WARSAW, KY. on the Ohio River nestles in the foreground. Look sharply and you will see the side-wheeler CITY OF LOUISVILLE in all three panels, upbound from Louisville to Cincinnati. This panorama was located by Lloyd Ostendorf who kindly sent it on to the University of Wisconsin's Murphy Library who furnished us with this reproduction. Lloyd had no idea where it was taken, or when, but he did recognize the CITY OF LOUISVILLE. We suspected Warsaw, Ky. because of the topography and also because of the government light on the bluff bank opposite the city landing on the Indiana shore. Then, too, C. W. Stoll looked at it, cold turkey, and instantly said "Warsaw." The date? The CITY OF LOUISVILLE was built in 1894 and, on April 19th that year, made her record speed run Louisville to Cincinnati,

9 hours 42 minutes. Black signs were attached to the sides of her pilothouse bearing white numerals 9-42. These show in the center panel. Hence the time-frame is between 1894 and the date these "brag" signs were removed, approximately 1913. The abrupt bend in the river in the right panel is Sugar Creek Bend, and where the CITY OF LOUISVILLE appears is close to where the side-wheelers AMERICA and UNITED STATES collided and burned on the night of December 4, 1868. A person might reasonably ask how come the CITY OF LOUISVILLE is upbound at Warsaw in broad daylight? A fog delay perhaps, or, more likely, on a Sunday running her meet-the-boat trip with her partner CITY OF CINCINNATI. No clue, so far, of the name of the photographer who took the three-panel view.



P.S.: I have enclosed a photo of myself, taken in the time I was still in the Dutch Army (not voluntary). It was the best I could find. --Willem.

=Willem's letter came in time.
-Ed.

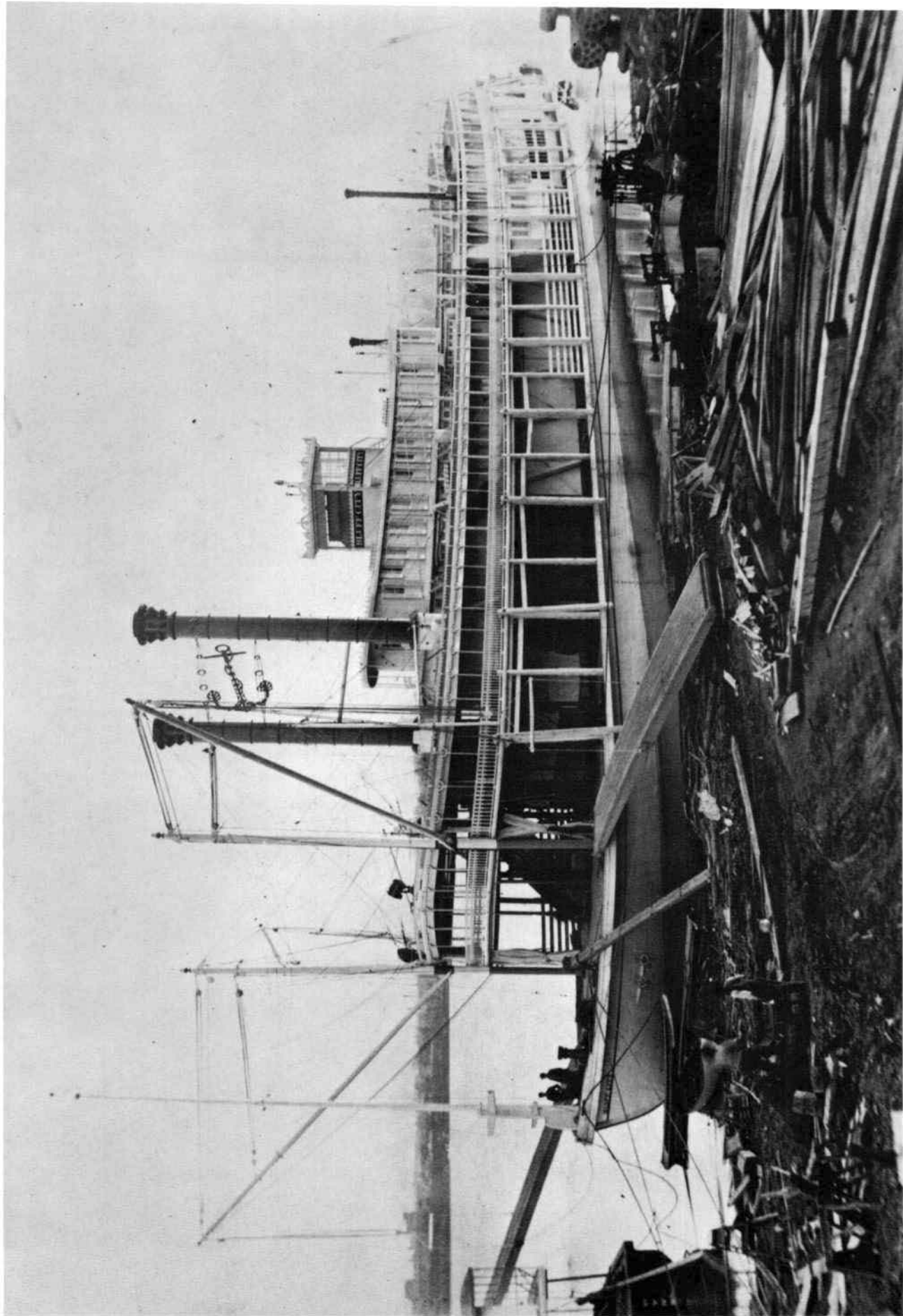
The Waterways Journal carries the news in its Jan. 24, '81 issue that the wood hull sternwheel diesel towboat LOUISE is being rebuilt by Gary Frommelt, Box 118, New Vienna, Iowa 52065. He's getting "good help and advice" from Capt. Walter H. Karnath. (See pages 40-41 this issue for story of Capt. Karnath's eagle.)

The LOUISE was built at Clarington, O. at the Mozena Bros. Yard, in 1923, originally named J. A. CRESAP, named for her owner who lived at Moundville, West Va. A fact little known is that there was a prior J. A. CRESAP, also a sternwheel gasboat, built by the Riverside Mill at Antiquity, O. in 1915 for J. A. Cresap, almost identical in hull size, 65 x 14 x 3.3. Grain Bros., contractors, bought the CRESAP (2nd) from Cresap and renamed her SKIPPER in the fall of 1945, then sold her the following May to Leroy Coss, Rayland, O. She went through a fire, which charred much of the interior, but was rebuilt. In 1967 Leroy had died and Clyde Daily, Toronto, O. bought the boat, renaming her LOUISE. In April 1969 he sold her to Capt. Tom Corley and Bill Kitchens who took her to Florida. Next we knew she was at Chasca, Minn. and in the summer of 1978 was acquired by the Winona County Historical Society.



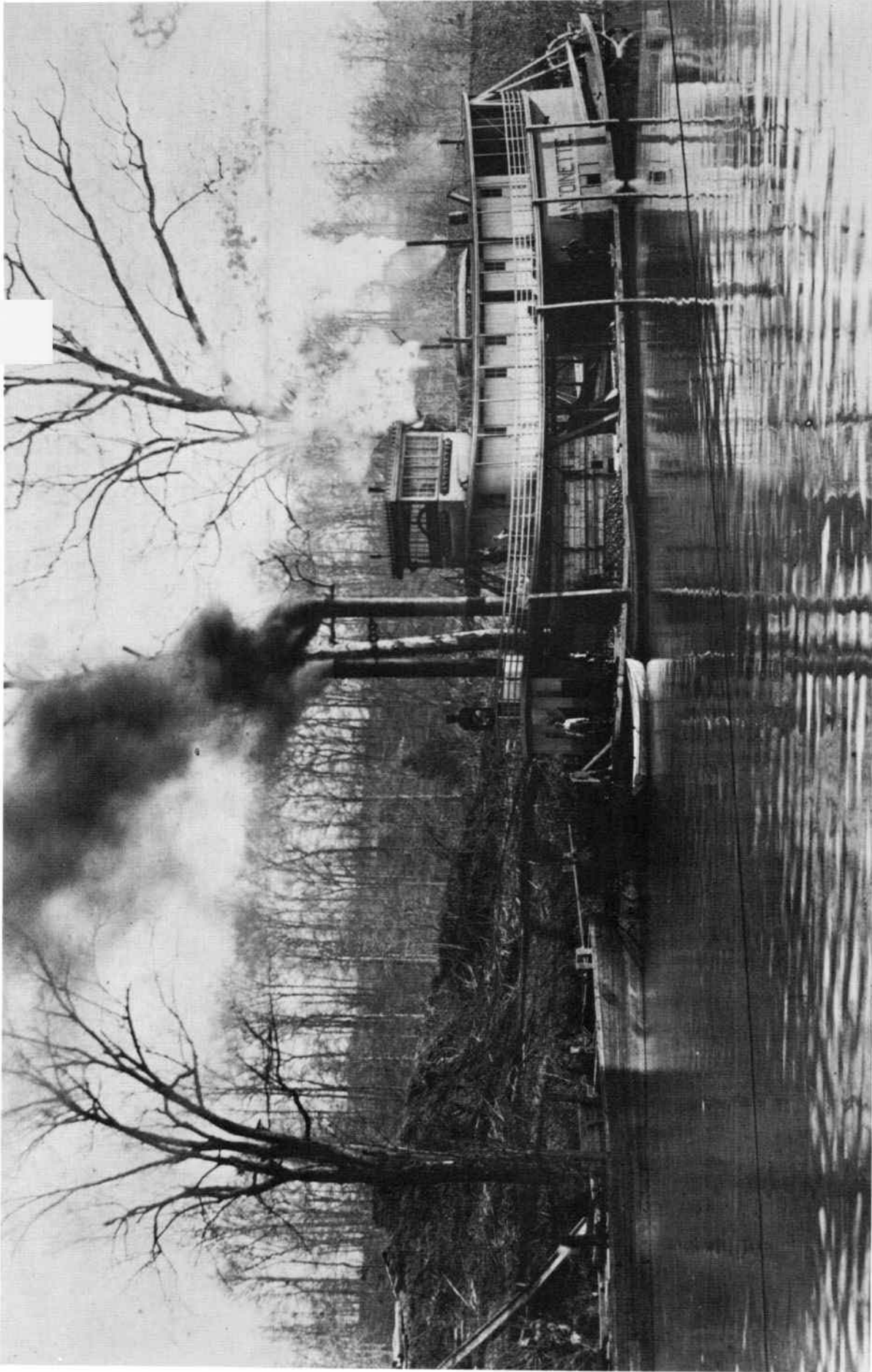
THE UNTIMELY DEATH of Harold H. Nichols (page 18) has focused attention to the WINNIE MAE, pictured here when she was new in 1936. The steel hull was built by Dravo at Neville Island, Pa., 89.9 x 22 x 5. The owners, Monongahela and Ohio Dredging Co., Pittsburgh, named her for the plane flown around the world solo by Wiley Post in 1933. Post and humorist Will Rogers were killed in an Alaska plane crash on August 15, 1935. M. and O. sold her to White Bros., Inc., Belle, West Va., in March 1971. She twice was winner of the Annual Sternwheel Race at Charleston, W. Va., piloted by Capt. Harry White. Early on the morning of June 12, 1974 she was gutted by fire near Crown City, O. on the Ohio River. The wreck was purchased by Harold H. Nichols. She was in process of being converted into a luxurious pleasure craft at Point Pleasant Marine when he died. Thanks to Bill and Marj Smith, Springfield, O., we have a picture made during this conversion showing a trim upper cabin, built sort of like a Texas, with the pilothouse on top of it.





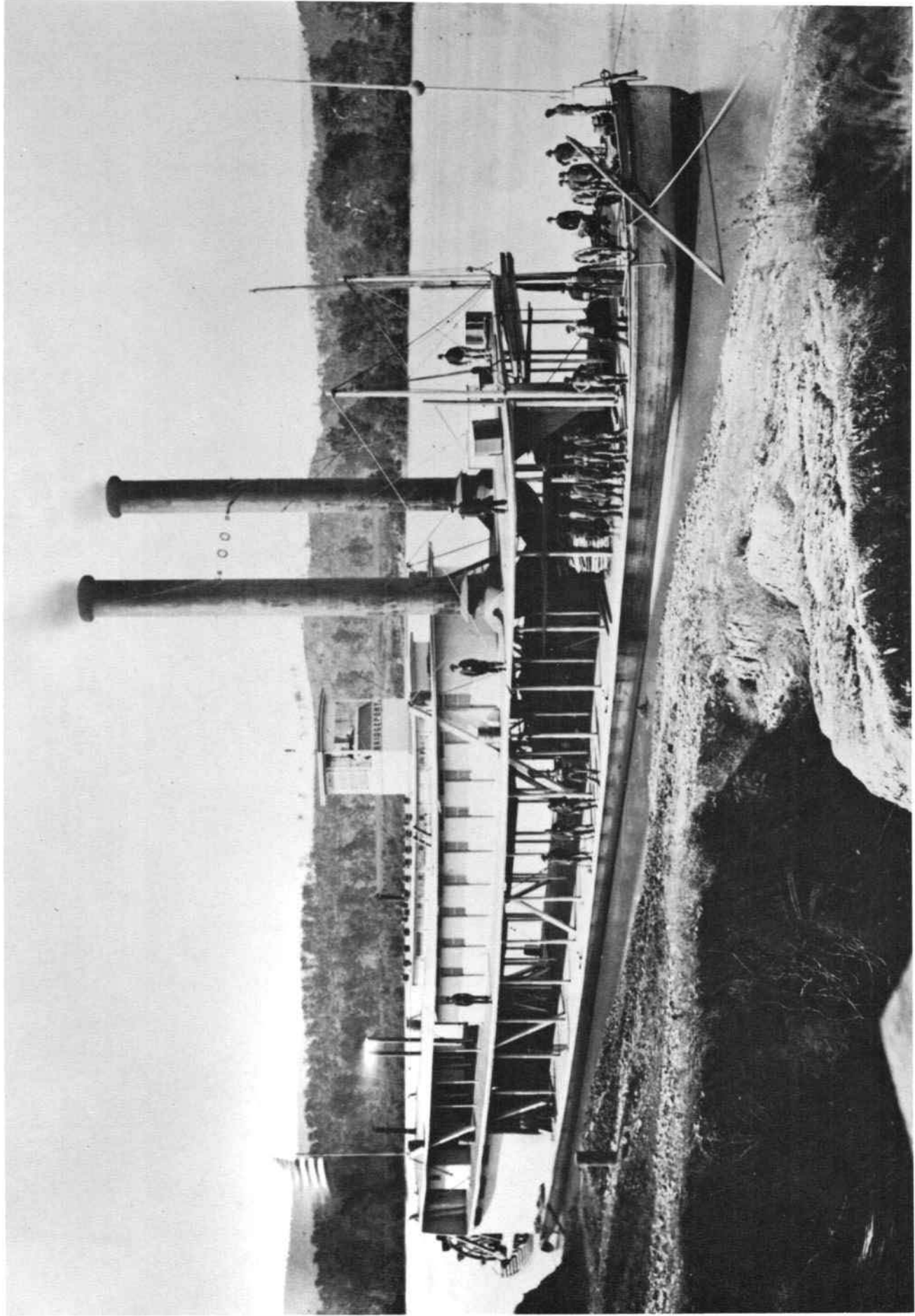
ONLY STERNWHEELER the famed St. Louis & New Orleans Anchor Line built was the BLUFF CITY. An imposing steamer in looks she was somewhat shorter in length than the present-day NATCHEZ, her wood hull 225 x 42 x 7. Engines were 20'-s-7 ft.

with four Western boilers. This picture was taken at the Howard Ship Yard, Oct. 1896 by Capt. Jim Howard, ready for service. One year later, Nov. 18, 1897 she burned at Chester, Ill. (see Dec. '76 issue, page 28). -Photo thanks to the Murphy Library.



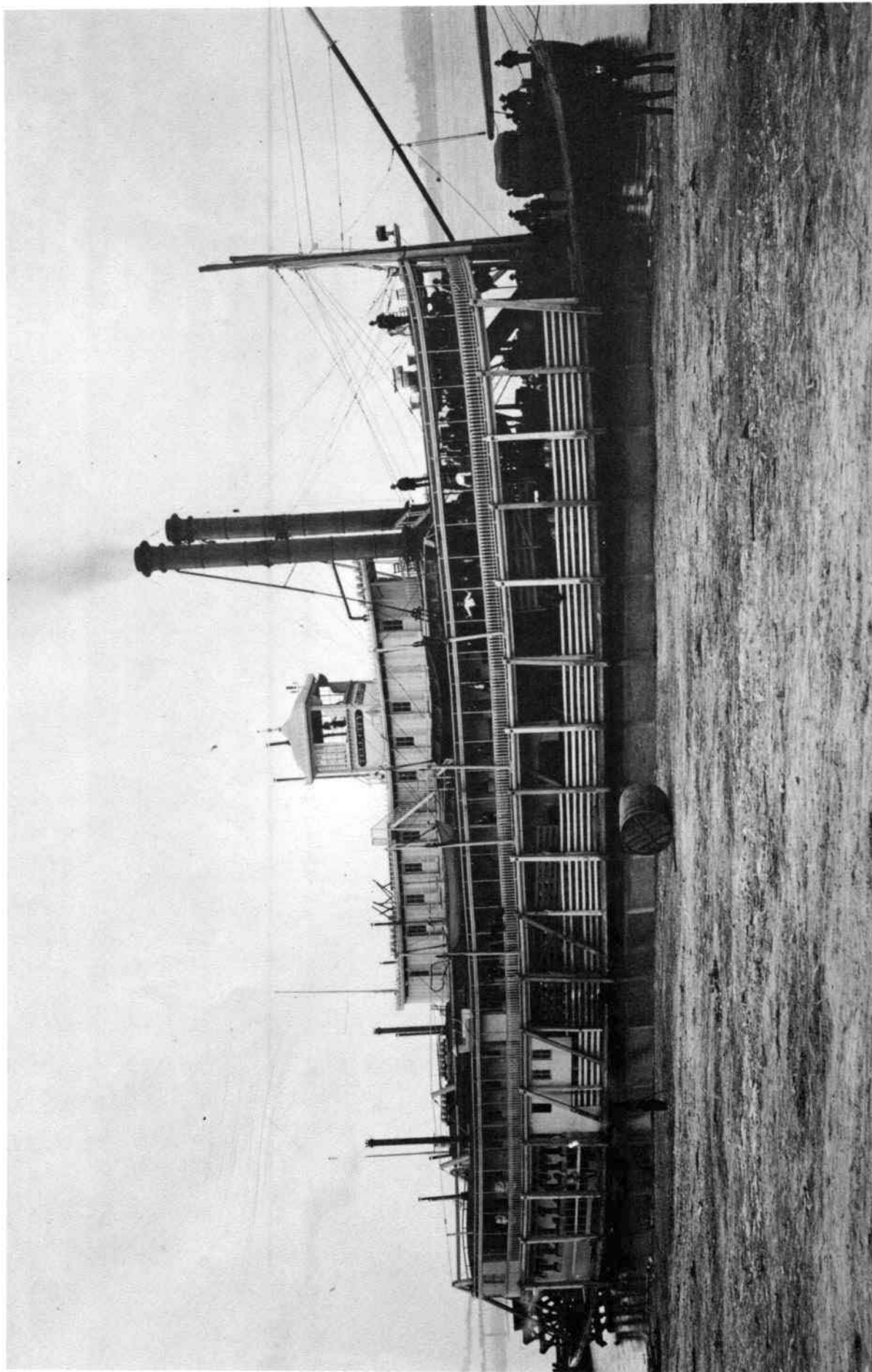
The ANTOINETTE was built at Leavenworth, Ind. and completed at Hawesville, Ky. in 1900 by Capt. Charles McNutt who towed railroad cross ties out of Green River to Evansville. Her wood hull was 100.7 x 19.9 x 3.9. Engines 10's- 4 ft. stroke and she had two boilers, each 40" by 18 ft. In this picture there is a tie chute at the extreme left and the towboat stands by as a flat is being loaded. In Oct. 1903 the ANTOINETTE was sold to showboat owner William R. Markie, Steubenville, O. to tow his FLOATING PALACE. Then in February 1906 Ralph Emerson Gaches be-

came the owner of both the showboat and towboat. In 1912 she was hauled at Madison, Ind., where she got a new hull, new boilers and a new shaft, and was renamed ONWARD. Capt. Dick Willett took her back to the Kentucky River, in partnership with A. J. Slaven. She burned with four barges of crude oil in tow 2 miles above the mouth of Dix River, on the Kentucky, in 1919. The above picture is in the files of the Indiana Historical Society, reproduced by the Murphy Library, University of Wisconsin, and our thanks to both. Anybody have a picture of the ONWARD?



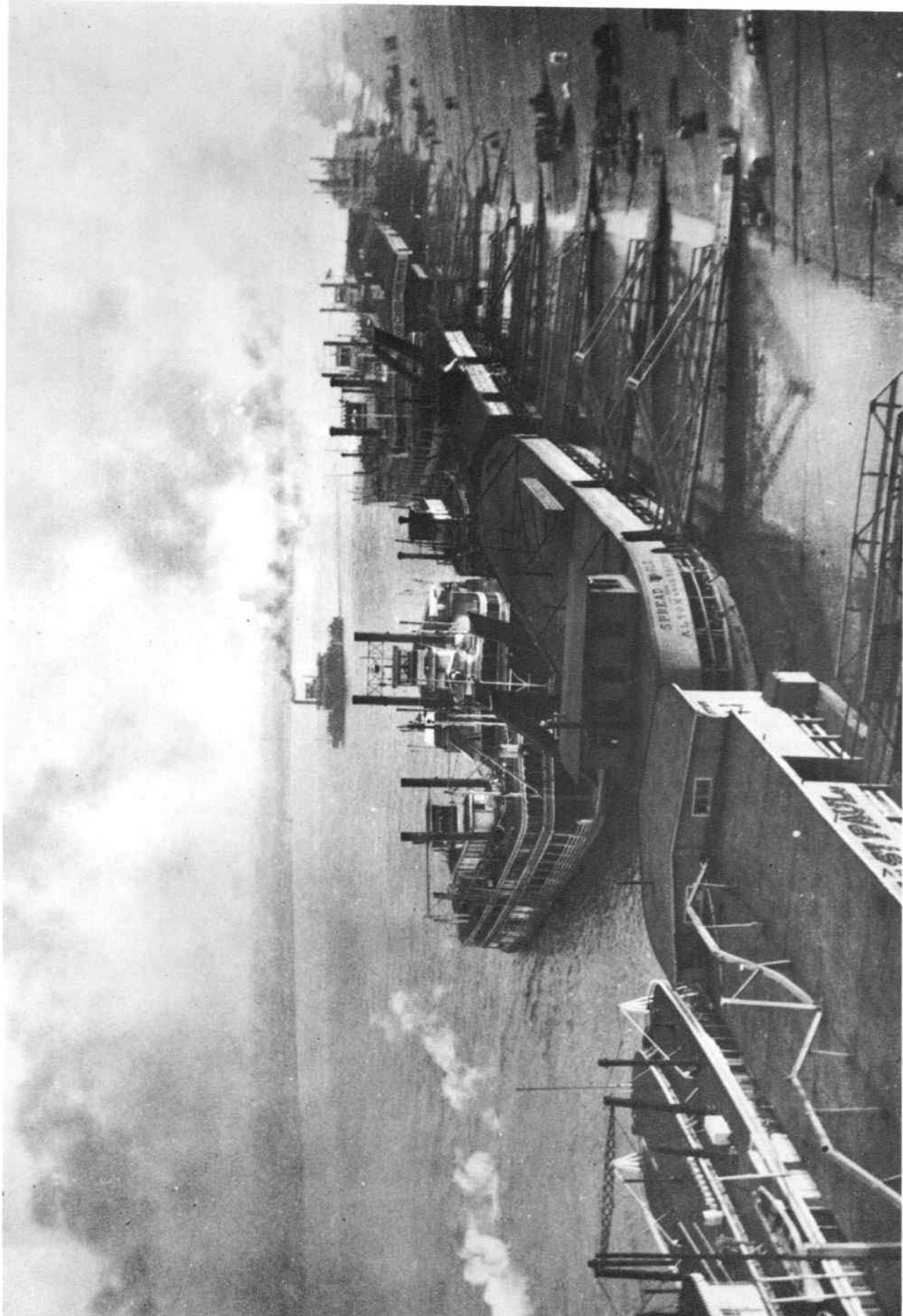
BUILT AT BRIDGEPORT, Ala., near Chattanooga, on the Tennessee River in 1865, the BRIDGEPORT carried supplies for the U. S. Quartermaster Department, then was sold to private owners on April 24, 1866. This picture, originating in the collection of Ed Mueller, was taken at Bridgeport (note the two-wheeled mount-

ed cannon on the forecastle.) She was on the Missouri River with a load of government supplies when snagged and lost 1½ miles below Decatur City, Neb., about half-way between Omaha and Sioux City, on June 1, 1868, Capt. T. L. Chappelle, master. Our thanks to the Murphy Library people for the print.



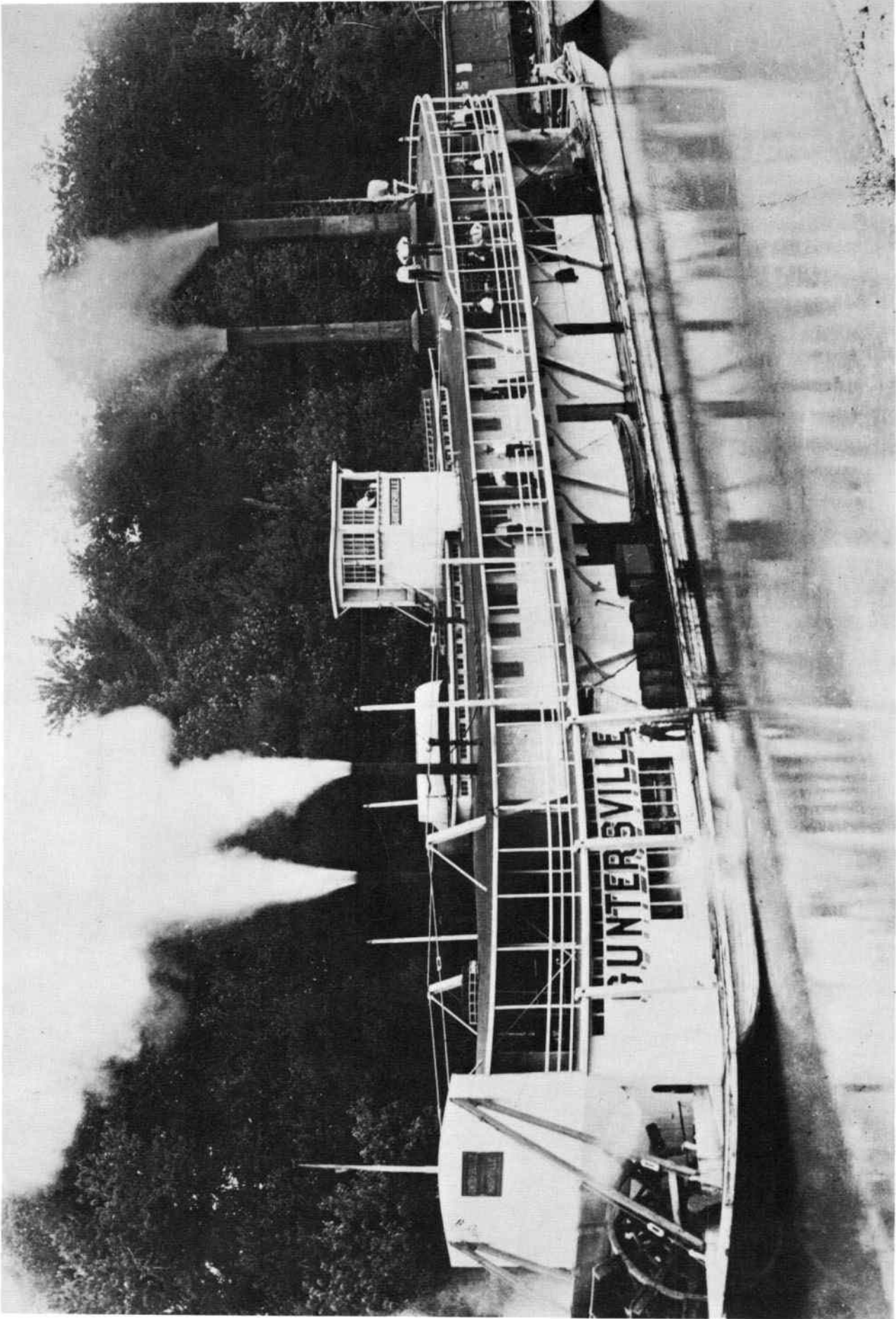
PPOSED PORTRAIT of the TELL CITY at Louisville, Ky. Copy photographs and "penny" postcards of this scene were plentiful several generations back. Then Jerry Sutphin snooped the Library of Congress and located the original from which this is reproduced. It is doubly meaningful to S&D fans who have visited the premises of the Ohio River Museum, Marietta, O. to

see and inspect the original TELL CITY's pilothouse. We have no clue as to the actual date when the above picture was taken, possibly c. 1905. She was posed at a cleared section of the levee for the purpose, no doubt about that, with only a lone hoghead of tobacco in the foreground and crew and passengers quite conscious they're having their picture taken.



ST. LOUIS waterfront about 1909, photographed from Eads Bridge looking down the Mississippi. Foreground left, partly showing, is DUBUQUE of the Streckfus Line. Nosed in at Eagle Packet's wharfboat are BALD EAGLE and CAPE GIRARDEAU (ex-WAR

EAGLE) ILLINOIS, CITY OF PROVIDENCE, STACKER LEE and a St. Louis & Tennessee River Packet Co. sternwheeler, unidentified. A Wiggins ferry in midstream. Photographer and donor are not known but will be credited if they identify themselves.



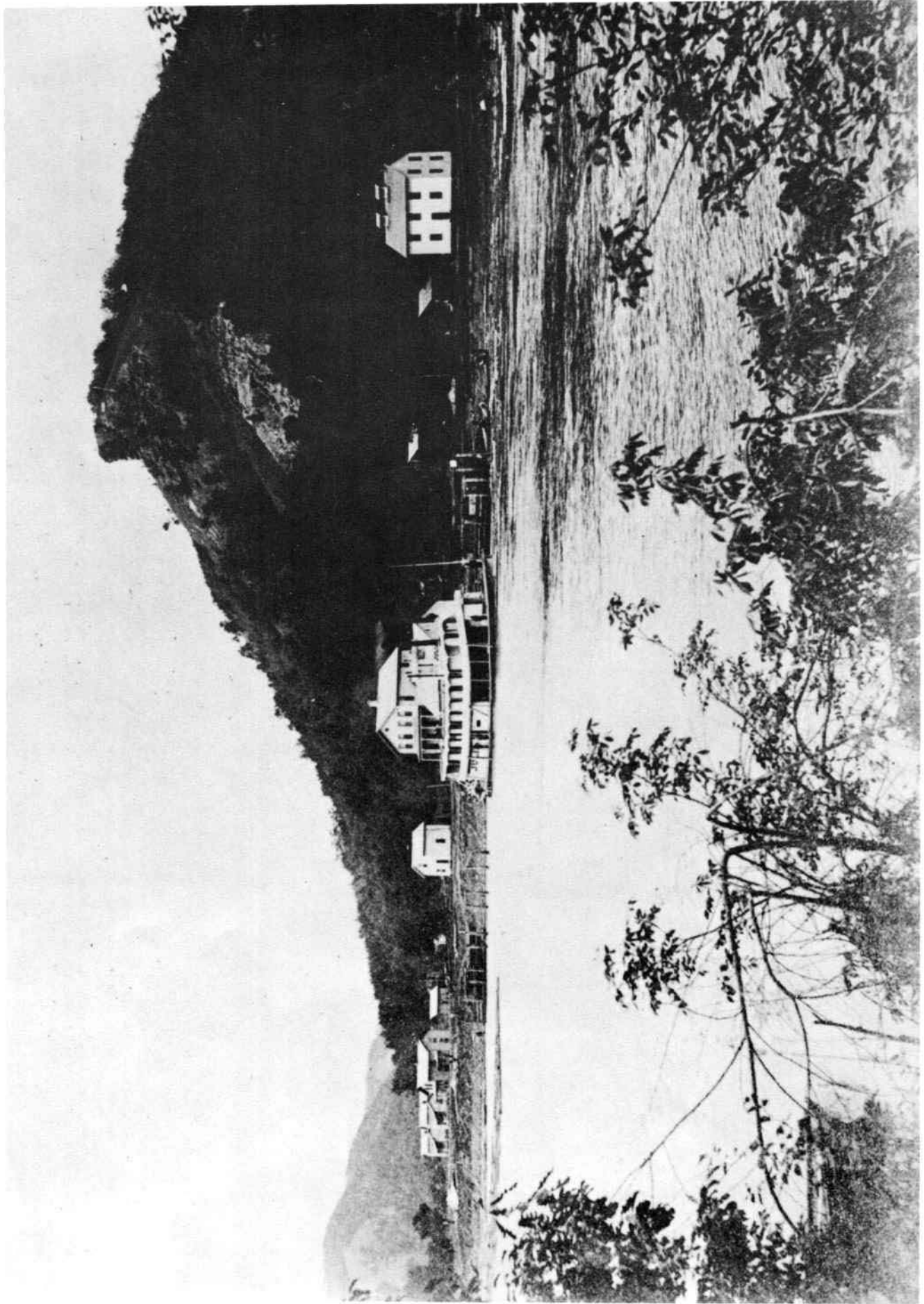
THE NASHVILLE, CHATTANOOGA & ST. LOUIS RR. operated transfer service on the Tennessee between Huntsville and Guntersville, Ala. The GUNTERSVILLE was built by Howard in 1904 and meals were served aboard to train passengers those days. She was 140 x

28 x 4. Engines, 15'-6 ft. stroke, and had three boilers. Passengers were discontinued in 1928 when a bus line was started. The L. & N. RR. operated the freight service after a merger in 1958. A diesel towboat replaced GUNTERSVILLE in 1946.



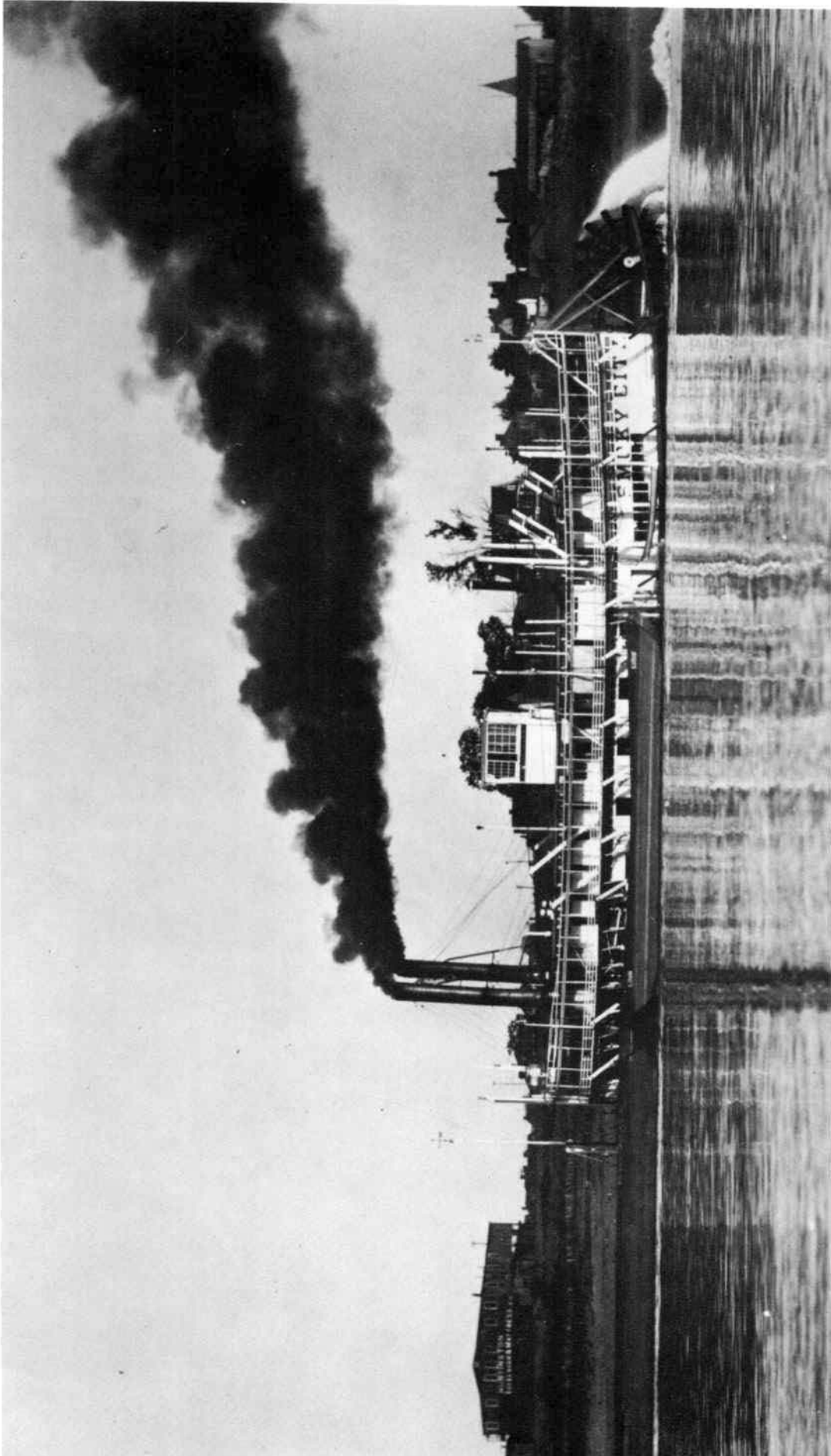
CONVERSION JOB without parallel on the Mississippi System was the transformation of the side-wheel railroad transfer ALBATROSS into the elaborate excursion steamer ADMIRAL. The work was done at St. Louis by Streckfus Steamers, a project so vast that it required over three years to complete. This picture was taken in January 1936 shortly after the ALBATROSS had been moored at St. Louis above the Eads Bridge, having come from the lower

Mississippi under her own steam. The initial work required the removal of all of the superstructure, railroad rails and boilers. The paddlewheels and machinery were retained; she worked high pressure engines, 26' s- 10 ft. stroke. It was in February 1940 when she was christened ADMIRAL with no ceremonies. As most of our readers are aware, she still exists, now dieselized, her overall size a whopping 374 x 92 x 7.6.



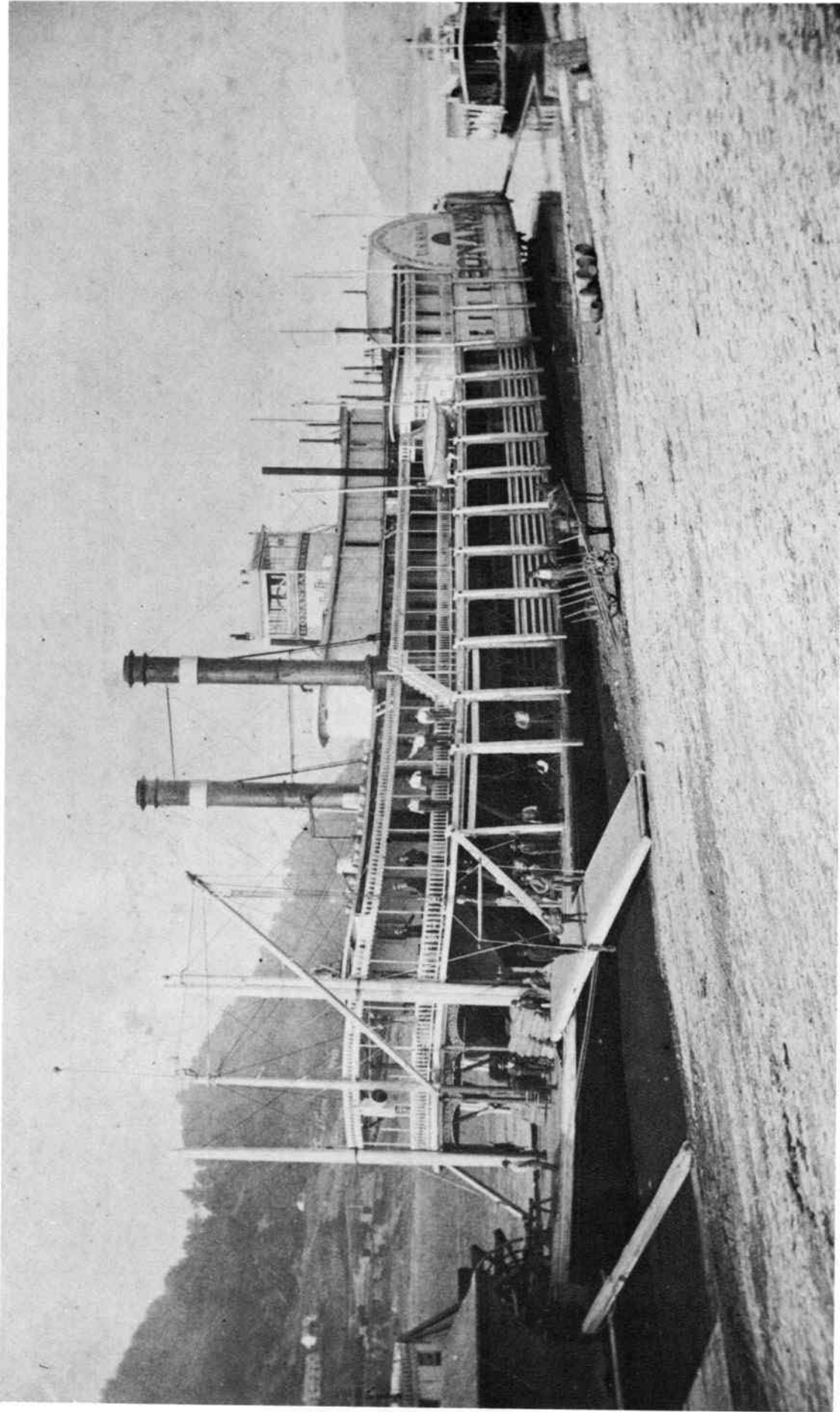
WEST NEWTON, MINN. was the scene of much rafting activity, about 6 miles below present-day Lock 4, right bank, Upper Mississippi River. Raftsmen knew it as Beef Slough. The rafter JULIA built at Dubuque in 1876, owned by George Winans,

is making up a raft in this view. The picture comes from the State Historical Society of Wisconsin, the George B. Merrick collection. The JULIA, 107 x 22 x 3.5, often was used as a bow boat and once hit the Clinton bridge while so engaged.



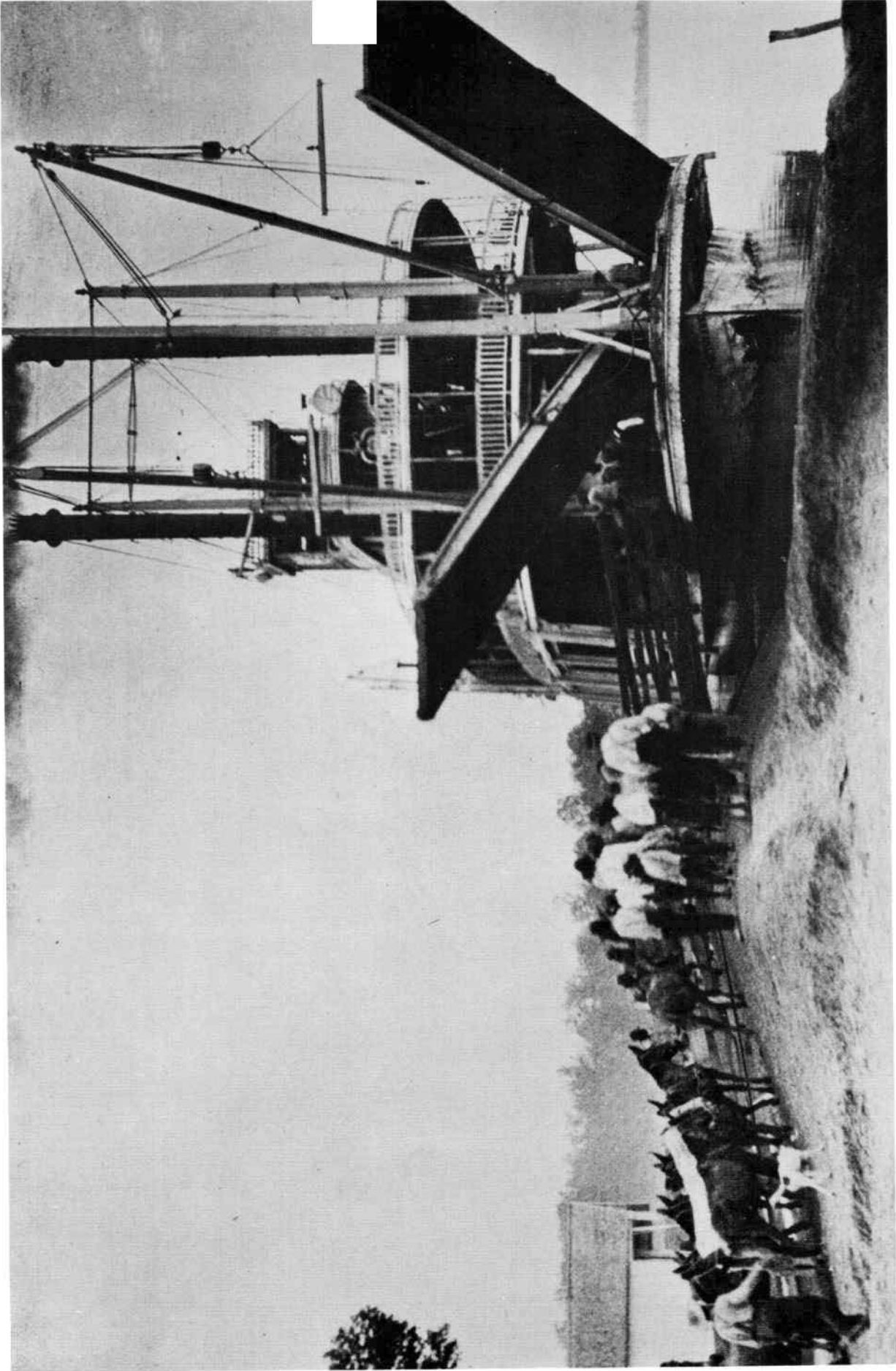
SMOKEY CITY upbound with empties at Huntington, West Va., photo by Thornton Barrette. The sign at the left on the building reads Huntington Excelsior and Mattrass Co. Date is about 1898. This was a "brag" towboat of her day, built in 1872 on a wood hull 194 x 35 x 6. She worked engines 25' s- 8½ ft. stroke powered by six Western boilers. Towed coal from Pittsburgh to New Orleans, and was named for Pittsburgh whose natives equated Smoky City with prosperity. On Feb. 25, 1891 at 11:30 p.m. she ran through herself, downbound with 20 loaded coalboats, 15 miles above Paducah, and drifted 40 miles blowing distress whistles and waving her searchlight beam aloft until rescued by the JOSEPH B. WILLIAMS, without loss or damage to the tow. That same summer she encountered a tornado on July 6th, upbound with empties, at

Conrad's Point, 5 miles above Baton Rouge, stripping off most of her upper works and killing one of the crew. About the time this picture was made she had taken down from Louisville to New Orleans 31 coalboats, 4 barges and 4 fuels, in a single tow, Capt. Frank Hyatt, with Jim Martin and Sam Woods, pilots. She was the first boat on inland streams to break a steel wheel shaft, this in June 1881, quite a shock to rivermen who considered them unbreakable. She burned, laid up in summer hibernation, at Sawmill Run, Pittsburgh, October 24, 1900. This photo is from the collections of Capt. William S. Pollock and C. M. Dowling, courtesy of the University of Wisconsin's Area Research Center, Murphy Library, La Crosse, Wisconsin.



P HOTOGRAPHED by Thornton Barrette at Portsmouth, O., this is the oldest picture so far located of the BONANZA (last) built at Cincinnati in 1885. Every other picture shows her with double white collars on her stacks. Her fore-castle signboards read CINCINNATI (starboard side) and PORTSMOUTH (port side), with BONANZA over the front stairway. Circled around her wheelhouse are the words CINCINNATI, MAYSVILLE, PORTSMOUTH, and lettered across is the brag U.S. MAIL. Capt. E. B. Moore was her master those days, with D. W. and Chris B. Young, clerks, all of Portsmouth. This picture may have been taken in the summer of 1888 inasmuch as the side-wheel RELIANCE, built at Portsmouth that year,

is moored downstream at the right, ready to receive her boilers and stacks. She ran Portsmouth-Rome, O. trade, Capt. Wash Williamson. Also in 1888 the Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Co. acquired the BONANZA and double-collared her stacks, insignia of the White Collar Line. The above print is from the collection of Capt. William S. Pollock and C. M. Dowling, courtesy of the University of Wisconsin's Murphy Library Area Research Center, La Crosse, Wis. Photographer Barrette was Mr. Dowling's grandfather, and Capt. Pollock has many original Barrette prints. The BONANZA (first) was almost identical to the one shown here, but there were distinguishing differences.



THIS LEVEE SCENE comes from the collection of S. Blake McNeely, 12 Turnin Lane, Mobile, Ala. 36608 who was raised in Natchez, Miss. and well acquainted with the BETSY ANN. The river is about to top a levee and the BETSY is preparing to take aboard mules over an improvised stage and deliver them to safer territory. The date necessarily was before 1971 when the BETSY was transferred to the Upper Ohio, and probably was a few years before

that. She brought along these double stages to Gallipolis in 1921 and then was altered to single stage. The sky-piercing jackstaff on her stem also was removed. At the time this was taken, BETSY had a single multi-flued boiler and the draft in her stacks was persuaded by a set of fan blowers in her breechings driven by small steam engines and flat belts. This photograph comes to us thanks to Ralph DuPae and his crew at the Murphy Library.



ROY EMERY, R. R. 2, Box 252, Hanover, Ind. 47243 has provided for us some forgotten information about the HENRY PROBASCO. The above photograph is from the collection of the late Hubert M. Flora, undoubtedly taken at Madison, Ind., his home town, when the packet was built there in 1873. Roy Emery quotes from an account written many years ago, as follows: "One unfortunate venture of Stuart and Fry (owners of the Madison boat yard) was the building of the side-wheel steamer HENRY PROBASCO, 235 x 35 x 6.7, working engines 22's - 7 ft. stroke, at a cost of about \$40,000. Not being able to find a purchaser Mr. Fry hired a captain and crew and ran her himself. As might have been expected from his inexperience the thing was a failure and at the close of a losing trip to New Orleans, she was sunk on the Grand Chain some miles above Cairo, Ill. In addition to his shipyard interests Mr. Fry was interested in the iron shop styled Maxwell, Fry and Thurston, Indianapolis. Owing to a decline in the price of iron, this firm went into bankruptcy in 1876 carrying with it Mr. Fry and the old shipyard, all involved in one financial ruin. The sheriff sold all the personal property

and left the yard as clean as if an army of locusts had passed over it." From other sources dating back to 1873 we learn that the HENRY PROBASCO ran Cincinnati-St. Louis-Memphis, Capt. Lon Bryson, with Alex Young and Frank Bryson, clerks. Capt. Andy Robinson also commanded. She hit rocks in the Grand Chain, Ohio River, and was lost at 6 p.m. on November 14, 1873, scarce one year old. The side-wheel IDLEWILD took off the passengers and crew. Henry Probasco, Esq. is remembered in Cincinnati as donor of the elegant fountain with its dripping nudes which graces Fountain Square. Roy Emery also has supplied us with a short biography of William Henry Fry who, with Stuart and Company, operated the HENRY PROBASCO. Fry was a native of St. John's, Newfoundland, born there in 1799. As British consulate in the Azores he married Lydia Daggett Butts, a Boston girl. Three children were born to them, and they removed to Pomeroy, Ohio where Mr. Fry mined and shipped coal for 16 years, and then the family moved to Madison, Ind. During the Civil War, and in addition to his iron business, he took a one-half interest in the Madison Courier. He died, 82, September 7, 1881.

Sirs: Don't be fooled. The Str. BOAZ Log was really fascinating reading in my humble estimation. As I peruse the daily entries for 1906 I can still hear Bruce Edgington carping in the distance: "Yes, sir, in the old days we had wooden boats and iron men..."

Frank Brockardt's comments on... "the wonderful smell of a river packet" is most perceptive. Those mysterious fragrances of "coal smoke, cylinder oil, oakum, hay and steam," leapt right off the page and into my nostrils. I've noticed this same magical vapor aboard some of the older steamships of the North Atlantic route:

rare and fragrant woods, brewing tea, English lavender soap, fresh paint and food smell from the distant galleys always prevailed the cabins, the corridors and public rooms. Isn't it strange how the printed word can resurrect the olfactory senses?

R. Dale Flick,
1444 Burney Lane,
Cincinnati, O. 45230

A new hotel of the Sheraton chain has opened in Billings, Montana and features a "Josephine Room." The sternwheel "mountain boat" JOSEPHINE, built at Freedom,

Pa. and completed at Pittsburgh in 1873 is some shucks up there on the upper Yellowstone. Billings also has a Josephine Park. Capt. Grant Marsh, raised in Rochester, Pa., in 1875 piloted the JOSEPHINE up the Yellowstone to Hell Roaring Rapids, above Pompey's Pillar, 483 miles up, not quite to Billings but close enough. Donald J. Powers, a talented artist of Billings built a lifelike model of the JOSEPHINE which is displayed in the Western Heritage Center there. The new Sheraton has asked that it have space in their Josephine Room and plans are afoot to move it there.

RING THE BUZZER outside the locked door leading to the stacks of rare literature, and footsteps can be heard resounding off the metal stairs below.

You are on the third floor of the Cincinnati Public Library, at Eighth and Vine, visiting the Inland Rivers Library, the largest collection of its kind in the country.

Curator Yeatman (Andy) Anderson III appears. Short in stature, long on knowledge, for the last 25 years he's been in charge of the public library's department of rare books and special collections, through which the rivers library is funded.

Andy is descended from Griffin Yeatman. "He came to Cincinnati and started the first good bar in town." His historic ancestor is either the curator's fourth or fifth great grandfather. "I always have to stop and figure that out."

Yeatman ran a tavern at Sycamore and Front Streets in the 1790s. It was no wharf saloon frequented by riffraff. The likes of William Henry Harrison, Aaron Burr and General "Mad Anthony" Wayne would stop in.

Anderson, too, is in the company of notables. The relationships, though indexed, are just as intimate. For the lives of river people are chronicled in hip-pocket diaries, scribbled in ship's logs, printed between bindings of cloth and leather.

Capt. Frederick Dippold is down one aisle. From 1861 to 1916, in 35 volumes, the captain penned his daily comings and goings. On gold-leaf pages of a diary wrapped in a smooth, cordovan leather binding, Capt. Dippold tersely recorded the events of Wednesday, March 10, 1892: "...at 3 A.M. Baresville. Windy and Rainy. The BELLE MCGOWAN Landed at Gamble's Ohio Side below Opossum. Off at 6 A.M. Foot of Clines Barr. Windy. Took six hundred bushels of Coal at Bellemont."

The Sewickley, Pa. captain's handwriting looks hurried and in many instances is illegible. His spelling is shaky, too. The faults don't detract from what can be read of Capt. Dippold's life.

"It can tell you a number of things," explained Andy Anderson. "It tells you about the life of a steamboat pilot, the places he's been, the kind of things he did." Capt. Dippold's writings record "the everyday life of an everyday person on the river."

Stored in filing cabinets and hung on walls there are more than 18,000 photographs of river life.

The Inland Rivers collection was acquired in a direct fashion. "Most books come in a very simple, straightforward way, by gift or by purchase. Really no wild tales about them."

Twenty-four years ago last fall, the collection grew out of the friendship of Capt. Frederick Way, Jr., president of the Sons and Daughters of Pioneer Rivermen, and former public librarian Carl Vitz. The public library became the re-

pository of the group's materials, said Anderson. Capt. Way, 80, lives in Sewickley, Pa. Vitz is in his 90s and lives in the Cincinnati suburb of Wyoming.

The plum of the collection, resting inconspicuously under a ratty cloth inside a locked metal cage, is "the world famous, and I'm not joking, panoramic view of Cincinnati done in September of 1848," said Anderson.

The panorama by Fontayne and Porter is a series of eight overlapping daguerreotypes, a primitive form of photograph, in a 6-foot long mahogany frame. The photograph, taken from Newport, Ky., shows more than two miles of the Ohio shoreline. An enlarged reproduction is mounted on a wall of the public library's main level.

Anderson said the work is one of the ten most important photographs in the world today. Has it a price? "Yes, but I wouldn't say."

--The above is extracted from an article by staff reporter Springfield Lewis, Cincinnati "Post," November 27, 1980.

William B. Ailes, 8671 San Marino Drive, Boise, Idaho 83704 is hankering to build a model "of our old family sternwheeler," the towboat JOHN W. AILES. About 20 years ago he visited at 121 River in company with his father, Col. C. C. Ailes, and procured photographs of the boat. Other than these he lacks know-how as to the details of design. We have no recollection of the AILES inasmuch as she exploded boilers about the time we were getting ready to celebrate our first birthday. The accident happened while she was upbound on the Monongahela River awaiting her turn at Lock 2, Feb. 5, 1902, Capt. William Shaw, master-pilot. The AILES was about 10 years old at the time, having been built at the Axton Yard, Brownsville, Pa. in 1892. The wreck was raised and was taken to the marine ways at Elizabeth, Pa., and she was rebuilt to become the RANGER, using the same engines, and was owned by the Combine and Pittsburgh Coal until 1935 when a new sternwheel steel hull RANGER replaced her, built by Dravo.



HISTORY IN THE MAKING: C. W. Stoll sends us this print with the following comment: "Our new U.S. President Ronald Reagan and his wife Nancy in the pilothouse of the BELLE OF LOUISVILLE on October 20th last; I was on watch and took the picture; the Republican aspirant is obviously studying his notes for what he is going to say when he steps ashore at Louisville to address the rally on the Belvedere."



YES, YES, YES, it's a rusty and ruined old steamboat boiler. What's more, it steamed a one-boiler boat. It's right side up, the steam drum on top, ten flues all ten the same diameter, and the large hole at the top was the "man hole" into which the engineer, or preferably his skinny striker, bellied in on "boiler day" to scale the flues. The picture was taken at the old Kahlke Boat Yard, Rock Island, Ill. one Sunday this past December by Judy Patsch. By 1970 the Kahlke Yard had been reduced to junk. The property was acquired by the City of Rock Island and was fenced by concrete flood walls needed to protect industry in that section of the city. More lately the Alter Company bought the former Kahlke property, but has not done anything with it. Low water this past summer and fall exposed half-buried relics, this boiler being one of them. Roy Boyd, who worked at the Kahlke Yard, and lives in Rock Island, identified the boiler in this picture. "That was from the PEARL," he said. She was a small one-boiler one-stack towboat (quite like the GRACE pictured in our June '77 issue, page 8), built and owned by the U.S. Engineers at Keokuk in 1897. Her boiler powered 10's- 4 ft. stroke engines (are they buried under the mud? we wonder). In her latter days she was sold to Capt. Fred Kahlke, and sank at the Boat Yard in 1951. Judy Patsch, with something of a sigh, said: "I could kick myself that I wasn't capturing steamboat history 15 years ago...I remember passing by the old ferry W. J. QUINLAN at the Yard several times a week, and I don't even have a photo of it! ...I can also remember seeing Fred Kahlke sitting outside a dilapidated shack on the property. No picture of that, either...When I took the picture of the PEARL's boiler I was sinking in mud, at times, to my ankles, wondering if I'd get out o.k."

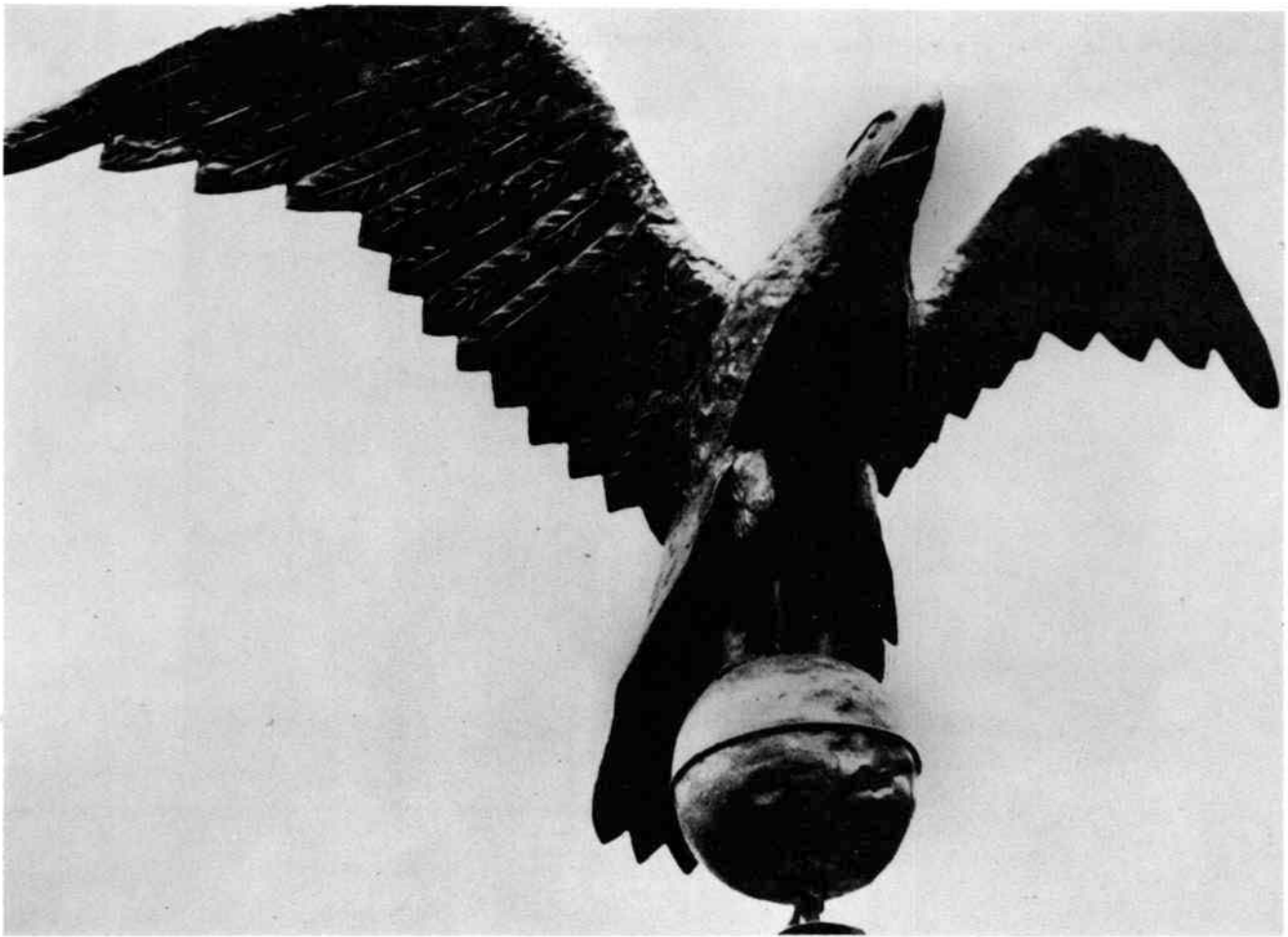
The Lower Miss still shows an inclination to hop back into her prehistoric outlet via the Atchafalaya from the Red River to the Gulf. Some years ago the U.S. Engineers in a crash program built a dam and spillway at Simmesport, La., called the Old River Control Structure, when the Old Lady commenced to show unmistakable signs of making the switch. Had she succeeded the mouth of the Miss would have been at Morgan City, La. and the river at New Orleans would become a salt water filled bayou. A recent study concluded that eventually the switch-over is destined to take place.

Among our recent new S&D members is Eric Leigh, 13401 Liberty Ave., Cleveland, O. 44135. He is a retired widower, living alone, and has made several trips on the DELTA QUEEN. So happens he was at Gallipolis, O. last September to witness the transfer of the DQ's old pilotwheel from the boat to a flatbed trailer, enroute to Marietta. He was recommended to S&D by Mrs. William Plotz, Lakewood, Ohio.

Hal Wilmunder who is building the new sternwheel steamboat at Sacramento, Calif., phoned to re-

port much delay this winter occasioned by rain, rain and more rain. The deck for the Texas is going up and, given some decent weather, the ELIZABETH LOUISE will be structurally finished in another 3½ months. Then for the finishing touches. Hal is much intrigued with the JULIA BELLE SWAIN's whistle, having heard it on TV. When we talked with him he was much in mind to take off for Peoria to get measurements for a duplicate.

The book offer SAGA OF THE DELTA QUEEN, OLDEST PILOTHOUSE and two post cards for \$4 still goes.



TWO FAMOUS EAGLES

The eagle at the top of the opposite page first appeared on the raftboat E. RUTLEDGE, built in 1881, mounted on top of the pilothouse. The Doctors Mayo bought the boat, renaming it ORONOCO, and the eagle went along. They built the MINNESOTA at Howards in 1915 and the eagle perched on the top of her pilothouse. When, in 1922 that boat was sold to the U.S. Engineers and renamed GENERAL ALLEN, the eagle remained on its customary perch. In 1943 the Engineers sold the ALLEN, but before making delivery the eagle went to Capt. Walter Karnath, who today still owns it, at Winona, Minn. Our thanks to the Murphy Library people for the picture.

Below on the opposite page is a much older eagle, said to have been carved from a single block of oak at Cincinnati for the side-wheel WAR EAGLE built there in 1854. Existing pictures show it on top of her pilothouse. Later it fluttered from one boat to another on the Upper Mississippi. Capt. Walter Blair, realizing its worth, acquired it, and today it reposes in the Davenport Museum. Captain Blair once wrote a detailed account of its migrations which, after an exasperating search, we cannot find. Maybe someone with a better filing system than ours can provide the story.

SIGNS AND PORTENTS

Sirs: I am very interested in the river and its boats. I am fourteen years old and live in Greensboro, Pennsylvania (Mile 84.3 on the Monongahela) and I am one block from the river and about a mile from Lock and Dam #7. I have been interested in towboats and steamboats for about four years. I have four albums and approximately 150 different towboat and steamboat pictures. I enjoy going to the Three Rivers Regatta in Pittsburgh, Pa., and I love river cruises. I have received The Waterways Journal for two years and have written many companies on how to become a pilot and eventually a captain on a towboat in later years. I also buy the Inland River Records to keep up to date on the newest boats and boats that were sold. I don't have many steamboat pictures but I am interested in them. The ones I do have include the HOMESTEAD, WARREN ELSEY, ALICIA, CLAIRTON, SAILOR, the packet ADAM JACOBS and some others. Although I take all of my diesel towboat pictures myself, I get most of my steamboat negatives from Mr. Ernest Gabler, a member of your organization, who is working on a $\frac{1}{2}$ to 1' scale model of Lock and Dam #7 on the Monongahela. He is my next door neighbor and is probably the main contributor in my interest in the

river. When I'm able I enjoy assisting him with this project.

His model is located at the Monon Center, about a block from my home in Greensboro. One day I was looking through the S&D REFLECTOR at his house and I enjoyed the pictures and articles, so he suggested that I let you know of my interest in the river. I would like to become a member of the Sons and Daughters of Pioneer Rivermen and membership dues of ten dollars is enclosed. Sincerely Yours,

Kent Ganocy,
P.O. Box 156,
Greensboro, Pa. 15338

Sirs: I was sorry to miss the S&D convention last September. It was impossible for my cousins to bring me. I was in the hospital from the 24th of January '80 until February 29th with a broken right arm, below the shoulder, and my pelvis in three places. Came through the ordeal with flying colors. My sister did not do so good as I did; she was rushed to the hospital for emergency surgery and did not recover as quickly as I did. The year 1980 almost made a wreck out of me but since Christmas is over, am down to earth again and feeling fine, thank God. Think now I will live to celebrate my 92nd birthday. Wishing you a very happy, healthful and prosperous year in 1981---

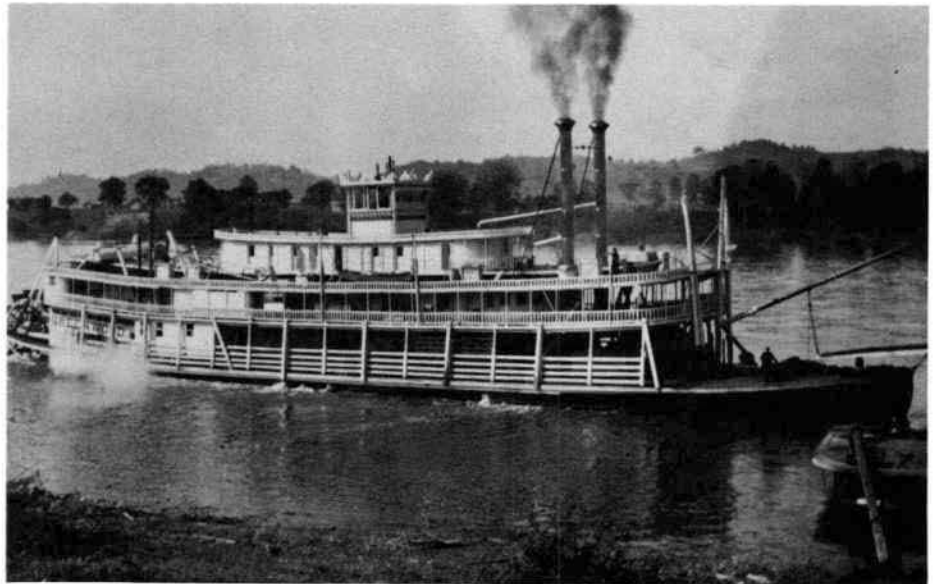
Mrs. Leon (Alma) Ash,
Route #3,
Vevay, Indiana 47043

=The above was addressed to our secretary who joins with us all in greetings to a wonderful lady. -Ed.

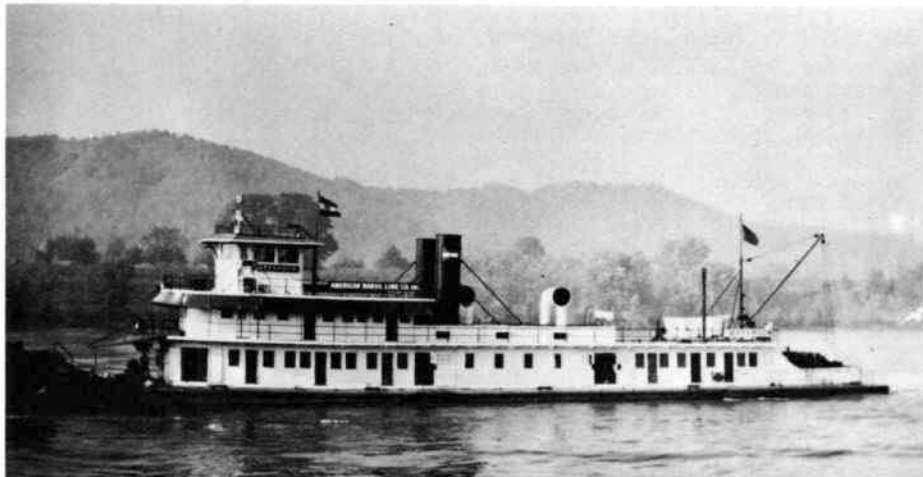
Sirs: My Dad and I were involved on the Monongahela River for over 50 years, starting with the purchase in 1930 of the old Jacobs farm at Mile 72.5. In 1936 we acquired the ferry owned at that time by the late George Kenyon and Capt. Harry Shaw. During this time we owned the gas boat POWHATAN, wood hull 52 x 12, sternwheel, 25 hp., purchased from the Clarington, O. ferry company. We also bought the EUGENE, wood hull, 64 x 14, sternwheel, 40 hp. We had two ferry flats, named DOROTHY and EDGECLIFFE, cable drawn. When cables broke or other emergencies arose we handled the flats with the sternwheelers. The EUGENE was the last of the Little Kanawha gas boat fleet. Last of all we bought a steel hull built in 1940 at the Howard Yard, Jeffersonville, 64 x 18, and made of it a sternwheeler named SU-ANN, 225 hp. diesel. We sold her in 1957 to Capt. Paul Klinepeter, Plaquemine, La. who made a twin prop tug of her. She had equipment on her from the EUGENE which we had dismantled in 1941 when her hull went bad. One of the items was the roof bell engraved Str. LEONE. Another was the anchor from the packet VALLEY GEM. We ran the ferry until about 1948, selling to George Ritchie.

J. William (Bill) Kisinger,
515 Front St.,
Brownsville, Pa. 15417

= "My Dad" to whom Bill refers was Arley W. Kisinger who died in 1959. Good friend of both was the late Dr. Henry D. Wilkins whose avocation was assembling pictures and history of Monongahela steamboats, principally the packets. Bill later had a 35' cruiser which he sold in 1978 and still is somewhat afloat with a 23' Chris Craft he hauls on a trailer. -Ed.



LANDING AT the wharfboat, Point Pleasant, West Va., just off the docks after getting a practically new hull, Capt. C. C. Bowyer took this picture of the GREENWOOD about 1914. The freshly painted stacks are still smoking. After she sank in 1925 her engines, 14's- 6 ft. stroke, served on the towboat JOHN G. BRITTON. Woody Rutter made the print.



THE THREE PICTURES ON THIS PAGE

HAVING SERVED 35 years, the towboat JEFFERSON burned at Eleanor, West Va. on the upper Kanawha River, Dec. 30, 1977. She was built at Jeffboat in 1942 for the American Barge Line and served for them and American Commercial until 1963. The top picture was taken during those early years. Later she was owned by River Transportation Co., Pt. Pleasant, W. Va. and 1968-1970 was in the M/G Transport fleet. In April '70 she was sold to G. & C. Towing Co. of Point Pleasant who operated her until the fire. Pitmarine Corp. bought the wreck in 1979 and took the burned boat to their landing at old Lock 7, Ohio River. The middle picture shows her moored there, the forward section and the pilothouse showing the effects of the blaze. Bub Crain and his crew tore her down to the hull and made of her a landing barge in 1980, subject of the lower picture. The original bow-end is against the lockwall, and we'll venture the opinion that no barge 170 x 35 has more levels on it than this one.



John and Marie Barrett Hartford were married on Sunday, December 28 last at the groom's home along the banks of the Cumberland River near Madison, Tenn. The bride wore a long off-white gown of elegant lace. The ceremonies were held on the lawn. Benny Martin and Shel Silverstein asked the vows and Judge Hamilton Gayden Jr. performed the ceremony. Among the many guests were John's parents, Mr. and Mrs. Carl Harford, St. Louis. (John changed his name to Hartford early in his music career). Also John's celebrated 5th grade teacher, Ruth Ferris, came over from her home at Brentwood, Mo. accompanied with her sister Frances. The occasion was accented with songs and music performed by celebrities of the entertainment world. Our thanks to Jack E. Custer and Alan L. Bates for many details.



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. SPECIAL NOTICE: Due to the popularity of binders noticed above we have decided to delay having made permanent hardback bound volumes of our issues Vols. 15-16-17. We still have on hand three (3) such professionally bound books containing Vols. 12-13-14, bright red covers, title imprinted on front and side in gold; priced \$40 each, available from F. Way, Jr.

In our last issue we presented a brief sketch about Capt. Jim Sandford, remarking among other things that he had steambated on the Magdalena River in South America. Not so. Thanks to Jerry DevoI we now have read a considerable correspondence, letters he wrote to his sister Mrs. E. W. Cole residing in Marietta, O.

Jim Sandford, who had cubbed with Capt. Nick Witten ("old enough to be my grandfather") on the EMMA GRAHAM and W. P. THOMPSON on the upper Ohio, wrote his sister in September 1911 from Puerto Cortes, Honduras. He was piloting on the Ulua River for the Monte Vista Transportation Co. of which L. M. Thornburgh, Paterson, N. J. was president and general manager. Quoting from a letter dated June 17, 1914:

"We are hustling bananas. We delivered over 18,000 bundles yesterday to the S.S. FORT MORGAN. And you have no idea what a big tow of barges it takes to carry that many. We had 21 barges and another 2,000 bundles on the steamboat. However, the barges are small, 50 and 60 feet long, by 15 feet wide. But built stout, for towing through surf and standing punishment at ship-side, as we sometimes load when there is a pretty heavy sea on. The size of the barge has to be right to meet the requirement at ship-side, and we load at four hatches at once, two on each side of the ship. The ship lays off about ½ mile from shore. We load the ship in one day. We will add the new steamer ULUA to our working fleet in about two weeks. She is looking fine, and our ocean service tug MINNIELEW, which is building at New Orleans, will be here in about two weeks, coming here by her own steam. She takes the place of the first MINNIELEW that blew up and burnt up about six months ago. There were several injured but no one killed. It is hard to get reliable help; engineers are very much in demand. We get 10¢ gold per bunch just for the towing, the barges are loaded by the planter and unloaded by the ship's crew. The captain of the FORT MORGAN spent the afternoon with us yesterday and I often spend part of the lay on his ship, which is some change, and relieves the monotony of the steady grind to some extent. We are expecting some of the President's cabinet for a trip on our boat next week, or the week after. Among them will be Senator Rosalis, the prospective next president of Honduras. So there will be great doings. There are many bright and capable natives here, many of them educated in the universities in the States, and in Europe. These Central American countries could be well governed if the masses could be governed. But it takes force. Any one can start a revolution here in Honduras. Just go to a town, get a jug of rum, and a fire brand and start down the street waving the fire brand. Shout to the masses that they are being imposed upon, and a revolt will start, and it

will last as long as the rum holds out. Our low water season is now past and we will have good water for about nine months. PS: The Panama hat is a native of this country and they are ripe at all seasons. I am going to send you a very nice woman's hat at the first chance. I had an order for one from the engineer of the snagboat E. A. WOODRUFF, and so I picked up both from a pedlar very cheap. Our purser helped me select them, and says the value of yours is \$16 (gold) by dealer. Add duties of 40% advalorum and a U.S. store's profit and you commence to appreciate the value. Hope it may please."

The Honduras correspondence continues until mid-summer 1919. Cap'n Jim continued hauling bananas throughout WWI, lauds the Honduras contributions to the Red Cross, and remarks on large shipments of palm nuts which, reduced to charcoal, are used in gas masks due to their superior absorption. A letter dated October 4, 1918 to his sister was taped shut, the tape marked OPENED BY CENSOR.

Sirs: If the MINNEAPOLIS (last issue, page 19) is moored at the metropolis she's named for, she then is tied up at what is now the "west bank" area of the University of Minnesota, a stone's throw from St. Anthony Falls.

My guess is that she is at Fort Snelling. There was a lot of activity around the "old fort" in those days. Judging from the uninhabited area on the opposite side of the river, it is quite possible that the photograph shows

the Fort Snelling landing with the fort itself up atop of the high cliff above, where it remains to this day.

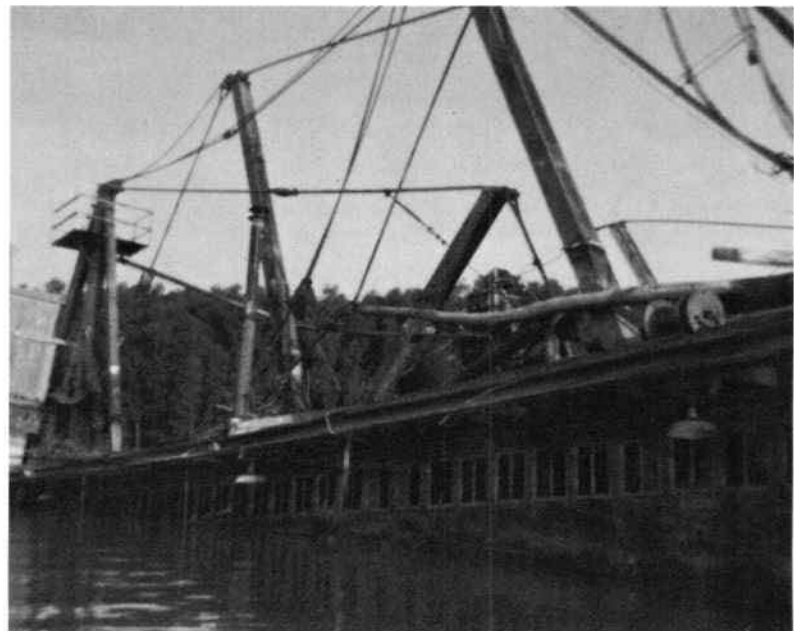
Bob Niemeyer,
1125 Agate St., Apt. 1,
St. Paul, Minn. 55117

=Sure enough there is a fort, or some large structure, right up there where Bob says. -Ed.

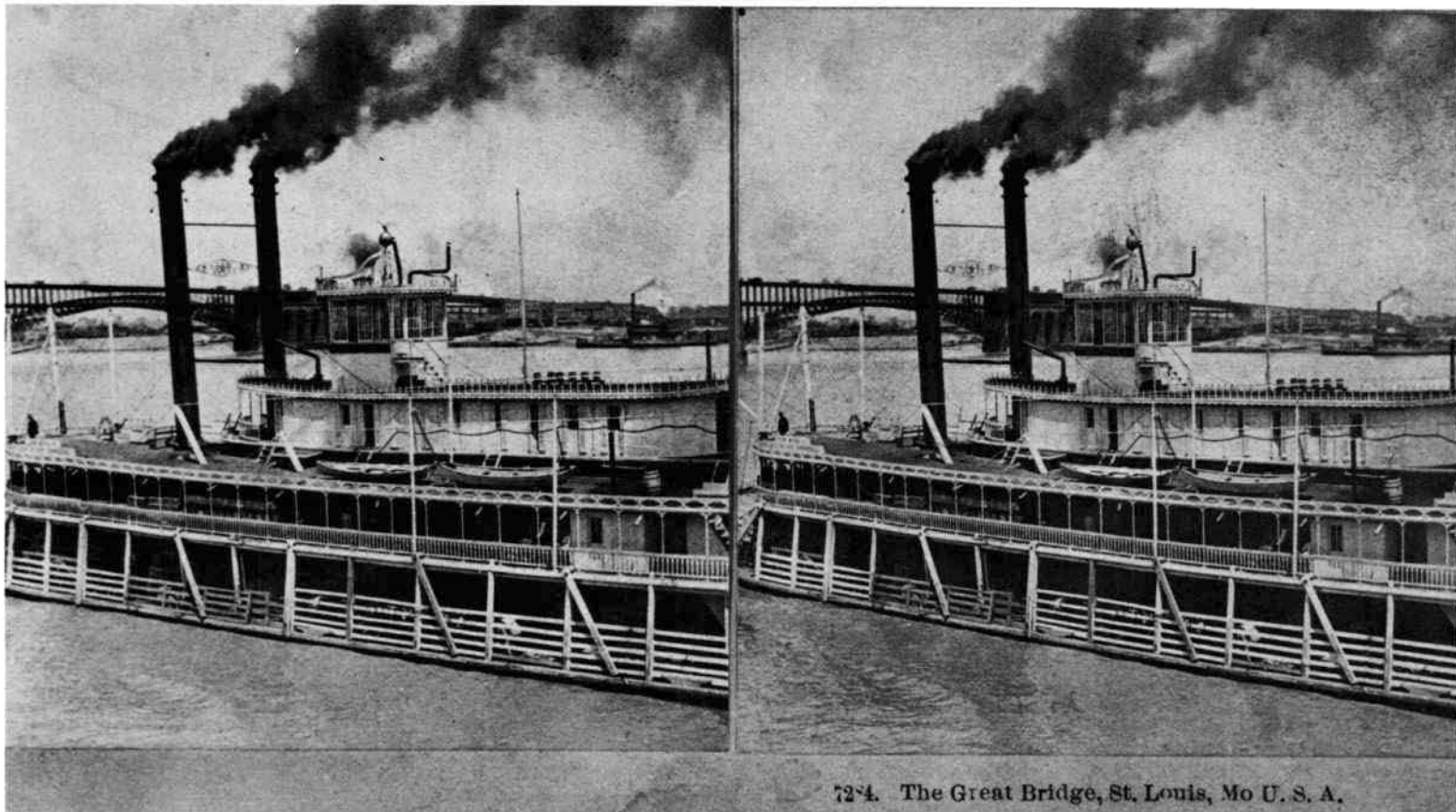
Jeff Spear has a paperweight with the name Capt. A. J. Slavin on it in script. So who was Capt. A. J. Slavin? We did not know the gentleman personally but he was a resident of Parkersburg, West Va. and good friend of Capt. Ed B. Cooper. Slavin was purser on the ANDES, EMMA GRAHAM, FASHION, HUDSON and others in the Pittsburgh-Cincinnati trade. He owned stock in the ANDES for a time. When not boating he frequently clerked in Parkersburg hotels, and in 1915 he was reported to be the owner of the Colonial Hotel, that city.

A ripple of excitement attended the unveiling of Postal Service's first illustrated aerogramme, combination stationary and envelope, at San Francisco's plush St. Francis Hotel last December 29th. One of the decorative pictures is a stern quarter view of the BELLE OF LOUISVILLE.

Charles (Ed) Tinsley, 84, retired ferry and towing company operator of Tobinsport, Ind., died December 20, 1980. Ed Tinsley was associated with the Tobinsport-Cloverport ferry 1925-1943. Also he was active in the T. & S. Towing Company 1948-1964.



JUDY PATSCH and Lexie Palmore borrowed a yawl from the DQ last June 19th and rowed up the Yazoo for a look at the leavings of the SPRAGUE. Their aim was to scavenge some souvenirs but they had no luck. Judy took the picture. They visited the paddlewheel nearby, at that time about half exposed, and got a couple of stirrups.



724. The Great Bridge, St. Louis, Mo U. S. A.

STEREOSCOPIC SLIDE photographed and originally published by S. W. Kilburn, Littleton, New Hampshire. This is the IDLEWILD, the first sternwheeler of the name. The signboards on the roof rail (where the captain is standing) read SEMI WEEKLY, ST. LOUIS & CAPE GIRARDEAU. She was built at Cincinnati in 1879, first named ARIADNE, and ran in the peanut trade, Cincinnati-Tennessee River. This didn't last long, probably due to the building in 1881 of the larger sternwheeler JOHN GILBERT for the same purpose. The handsome side-wheel IDLEWILD (pride of Paducah) had been sold to Memphis. The ARIADNE was renamed IDLEWILD and ran Evansville-Paducah for a time (the Paducah Fowler family built the JOE FOWLER in 1888 for that trade) and then the IDLEWILD, subject of the above slide, was bought by the T. J. Moss Tie Co. who settled her down in the St. Louis-Cape Girardeau trade where she remained until she sank and was lost at Kimmswick, Mo. about

1893. To pursue the story a moment, the Tie Company then bought the side-wheel CITY OF NEW ALBANY, brand spanking new (and when someone discovers a photo of her we'll hand them a prize), renamed her NEW IDLEWILD, and ran her St. Louis-Cape Girardeau. The upshot is that this slide was made in the late 1880s or early 1890s. Those stove pipes on top of the pilothouse certainly do not add to the elegance of the decorative woodwork surmounted by the gilded ball with an eagle on top, and two of the stationarys have been bashed in, requiring temporary cattle racks where the bull rails popped out. Your guess as to why the stacks tilt forward in a look of expectancy is as good as ours, and that fancy spreader bar has our curiosity peaked, same design as was on the HUDSON and the QUEEN CITY. We are grateful to John Hartford for permitting the Murphy Library crew, La Crosse, Wis., to make this excellent copy of his original stereoscopic slide, and to both for making possible our use of it.

Sirs: What was the first inland waterway towboat to use radar for navigation?

A 1947 magazine article says it was the TRI-STATE, owned by Ashland Oil & Refining Company. During the winter of 1946-47, radar units furnished by Sperry Gyroscope Company were installed on the TRI-STATE and rigid test runs under supervision of the Army Corps of Engineers and the U.S. Coast Guard were conducted. Sperry had previously conducted trials with identical radar units on the ore-carrier ARMSTRONG on the Great Lakes and the yacht WANDERER in the Atlantic.

Capt. Kent Booth, master of the TRI-STATE, said the radar showed clearly the shoreline of the river, approaching craft, bridges and power lines, locks and dams, and other riverside features. Robert

L. Gray, marine superintendent of Ashland Oil, said that three other towboats would be equipped with radar in the autumn of 1947.

Any additional details or comments?

Leland R. Johnson,
1401 Blair Mill Road,
Silver Spring, Md. 20910

=Right as rain. The Sperry equipment was placed at the Dravo Yard, Neville Island, Pa., November '46. Capt. T. (for Thomas) Kent Booth was master-pilot of Ashland Oil's TRI-STATE; not the present-day TRI-STATE, the original one, which became the RELIABLE, DIANE BOWORTH and today is the SUSAN C. McBRIDE. Captain Booth now is retired and may be addressed at 100 S. Tremain St., C-2, Mt. Dora, Fla. 32757. -Ed.

Sirs: I wish I had been born back at the turn of the century to experience the things I read about in the S&D REFLECTOR. To smell the smoke and steam, hear the engines and water, chat with the crew, and sit in the pilothouse. I can think of only seven steamboats I have either seen or been on while they were operating.

Fred M. Rutter,
Box 193,
Lithopolis, Ohio 43136

=For a guy who'll be 30 this coming July 31 you've been around and on more steamboats than most your age. Hang in there kiddo. As long as we have Dennis Trone, Wilbur and Bill Dow, C. W. Stoll and a few more there'll be steamboats. -Ed.

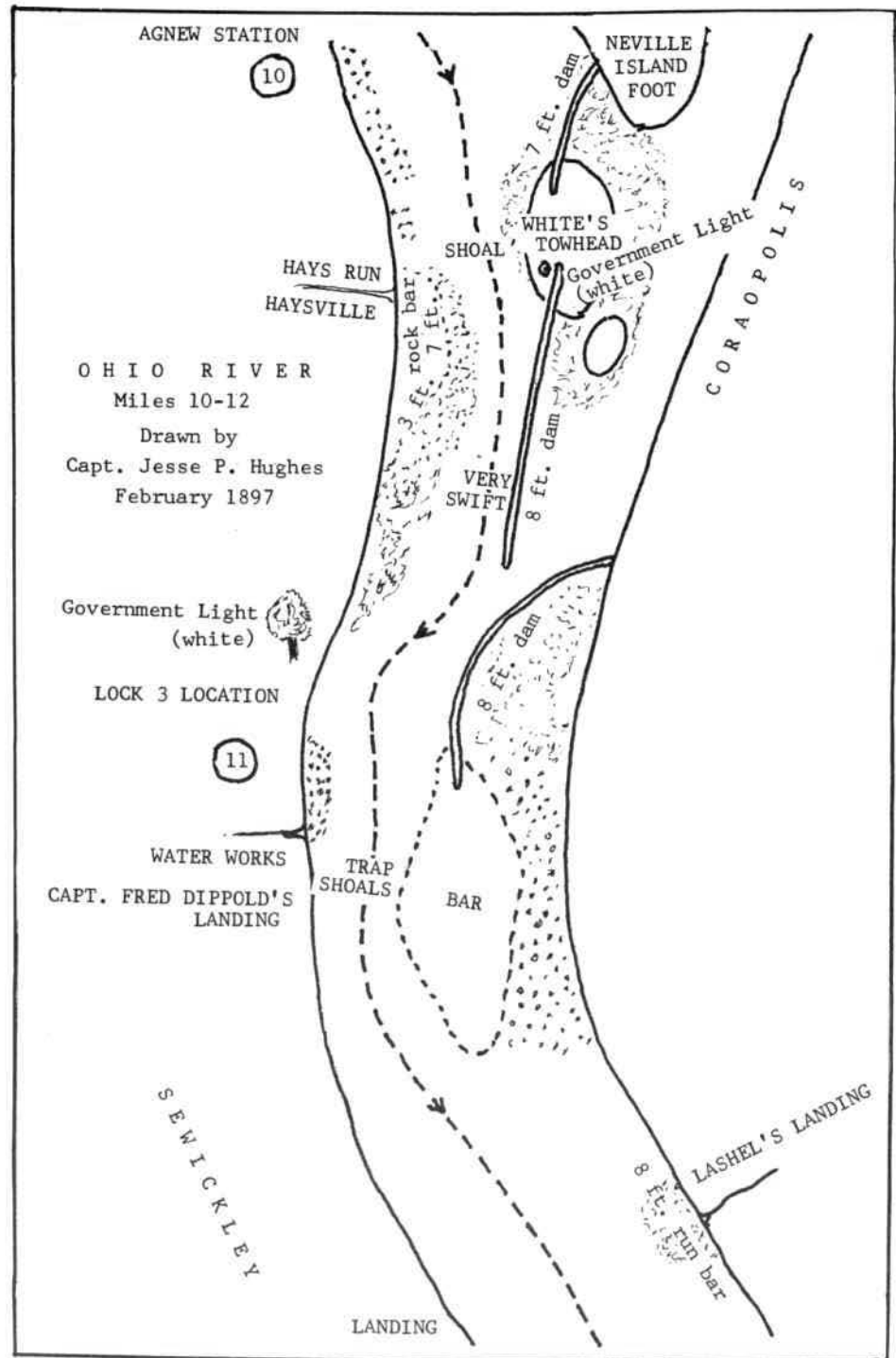
THE TRAP

Sirs: In a future S&D REFLECTOR would you please, kind sir, elucidate on what and where was "The Trap?"

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

=Doubtlessly C. W. has noticed references to "The Trap" while reading the BOAZ Log. Inasmuch as there was only one swift chute on the Ohio River to bear that name, or on any other of the Western streams, we'll give it attention here. Both in The Navigator and in The Western Pilot, early river chart books, it is identified as "Woolery's Trap," below Neville Island on the Ohio River. Even in that early time the name had been corrupted. The name of the German sea captain responsible for the naming of The Trap was Henry Ulery, the first white settler on the land now Sewickley, Pa. Ulery bought a considerable parcel of land in the locality, fronting on the river, in 1798. The proper spelling of his name is attached to the deed in the Recorder's Office of Allegheny County, Pa., vol. 8 at page 111. Ulery built a wood-house near the river about a good stone throw from 121 River Ave. and, being a sea captain, he observed that keelboats were having a hard struggle, during low water times, getting up through the swift and narrow channel just below the present-day U. S. Coast Guard Depot. He anchored a long manila line at the head of the chute and led it down to the foot of it. When these upbound keels were unable to "make the grade" on their own, by poling and other persuasion, Ulery let them use his rope for a price. Apparently the price fluctuated to suit the occasion, and to suit Ulery. Hence it became known as "Ulery's Trap" later, corrupted to "Woolery's Trap."

Ulery's undoing locally was all due to the stone-lined water well he constructed with typical German efficiency. During its construction, and before the stone work had been placed, one of his small children fell in the excavation, partly filled due to recent rains, and was drowned. Ulery had to bring the stone for the lining from a quarry-site below the mouth of Narrows Run, downstream along the opposite shore, and used a canoe. A squall foundered the canoe one day and drowned a boy who was helping with the stone. Other than these calamities, the well was a masterpiece of the art, and when the "great commotion of the earth" came in 1811, an earthquake epicentered near New Madrid, Mo., his was the only local well which didn't cave in. But Ulery wasn't here to witness the triumph of his masonry. Much as he admired his water well, his good wife



could not abide it. Every time she drank its waters she was forcefully reminded of her drowned son, and of the other lad of the capized canoe. Captain Ulery and wife sold his holdings and moved away in 1810. "The Trap" became a place-name on the Ohio River. The water well was still being used in the 1890s, the property then owned by Mrs. Jacob Ringley. It too now is history.

To better locate The Trap for C.W. and our other readers we have traced a map-section drawn by the late Capt. Jesse P. Hughes, noted for his meticulous art-work. He

marks The Trap a short distance above Capt. Fred Dippold's landing and a short distance below the present U. S. Coast Guard Station which today is at the location of old Lock 3. Mention is made elsewhere in this issue of the many diaries kept by Cap'n Fred, now housed in the Inland Rivers Library. In those diaries Cap'n Fred makes frequent mention of fording the Ohio River during summer low water "with horse and buck wagon" enroute to and from Frankfort Springs. The crossings were made just above his home, at The Trap. White's Towhead also was called Hog Island.

PROGRESS REPORT:- These pictures show John L. Fryant's model of the ROB'T E. LEE under construction in his basement ship yard, 6508 Dorset Drive, Alexandria, Va. 22310. She is six feet long with an over-all width of 21 inches. The top view was taken Thanksgiving week-end showing the boiler deck framing in place. The center view was taken one Sunday night in early December 1980 on the occasion of a visit by Ralph DuPae (right), photo scout with the University of Wisconsin. The boiler deck, now in place, is cargoed with Murphy Library 8x10's temporarily holding up production. Model builder Fryant (left) says if he looks somewhat weary it's 12:30 a.m. and he's been wearing that NATCHEZ sweat shirt since early morn. The lower view, taken in the first week of January '81 shows cabin construction well in progress. The sweet sixteen y.l. is Janna Lynne Fryant.

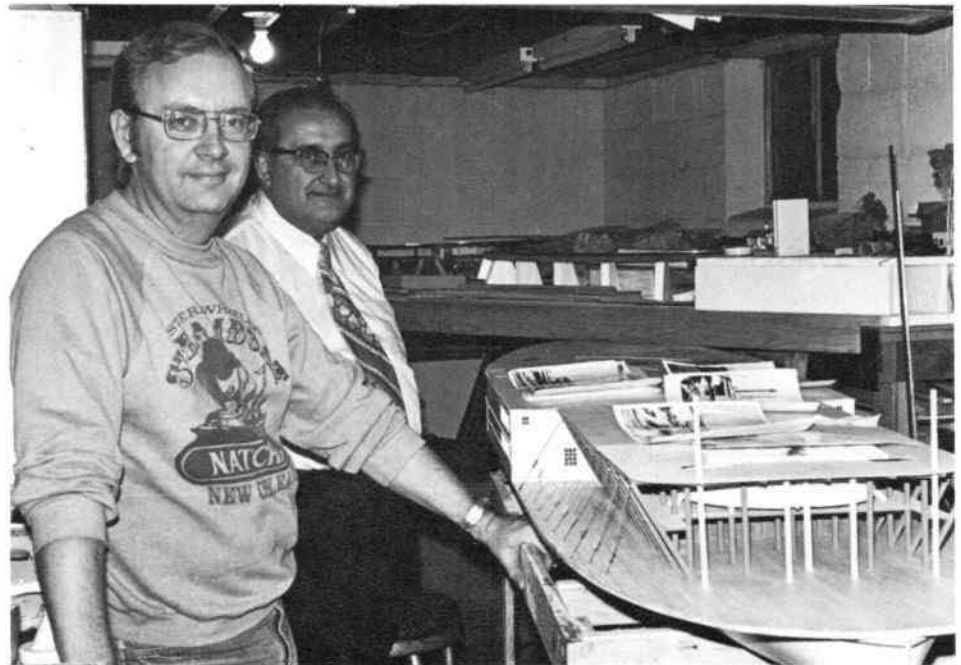
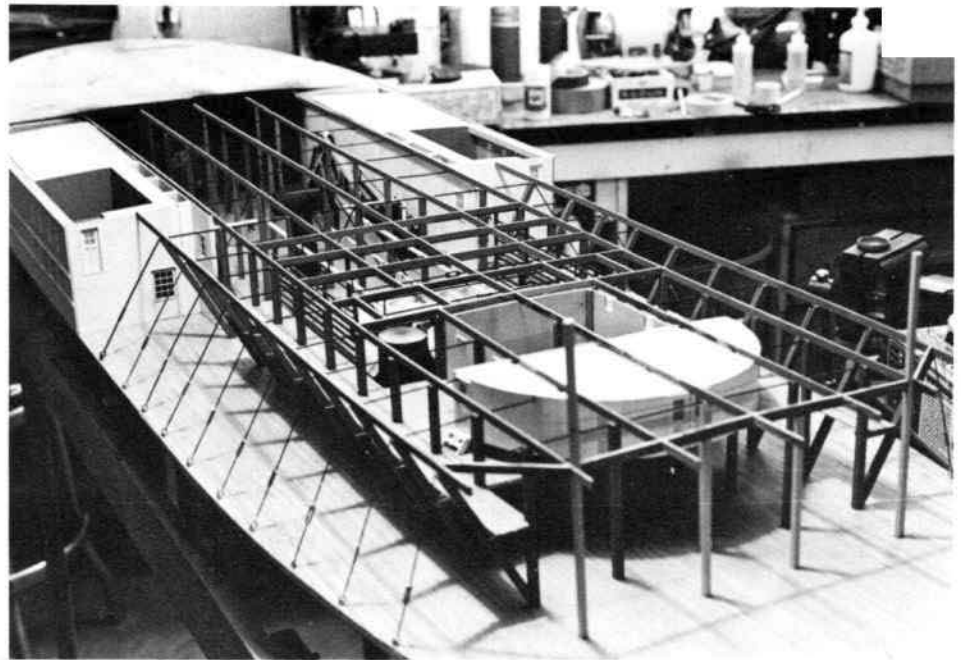
John is under contract to deliver this "racer" LEE model, and also one of the steel-hull packet S. S. BROWN (see June '80 issue, pages 46-47) to the Mud Island Navy's Mississippi River Museum.

Memphis, slated to open July '82, a \$60-million, 50 acre showcase of the Mississippi on old Mud Island just off of the main part of the town. Visitors will be handled via a monorail car 60 feet above the water to and from the island, or by ferry. The car lands its passengers on the top floor of the Museum building.

The three-floor Museum building will display a dozen or more model boats ranging from early days to present-day types, film presentations in a 105-seat theater, the 1811 New Madrid earthquake in action, audio visual display of some of the worst river steamboat disasters, a restaurant, gift shop, and other features "too numerous to mention."

One of the attractions on the premises will be a scale working model of the Lower Mississippi paralleling a five-block walk.

According to projections the river complex will be a year-round affair, daily in all but the winter months. The entire Mud Island Project is being financed by the city of Memphis, presently housed in the City Hall, 125 N. Main St., Memphis, 38103.





SOMETIME, SOMEWHERE, somebody's going to see this picture and will be wondering what it's about. There's been a fire and there are the toppled smokestacks and, behind them, the paddlewheel. The packet LORENA, built in 1895 and long a fixture (until the disastrous 1913 Flood) in the Pittsburgh-Zanesville, O. trade, burned at Point Pleasant, West Va. on February 2, 1916. When the blaze was discovered she was at the Smith Docks undergoing repairs. Realizing the fire was out of control the dock workers turned her loose. She drifted across the mouth of the Kanawha River and beached herself on shore at Henderson, West Va. and what you see here is the wreck. The picture was snapped by Capt. C. C. Bowyer and our thanks to Woody Rutter for the print.

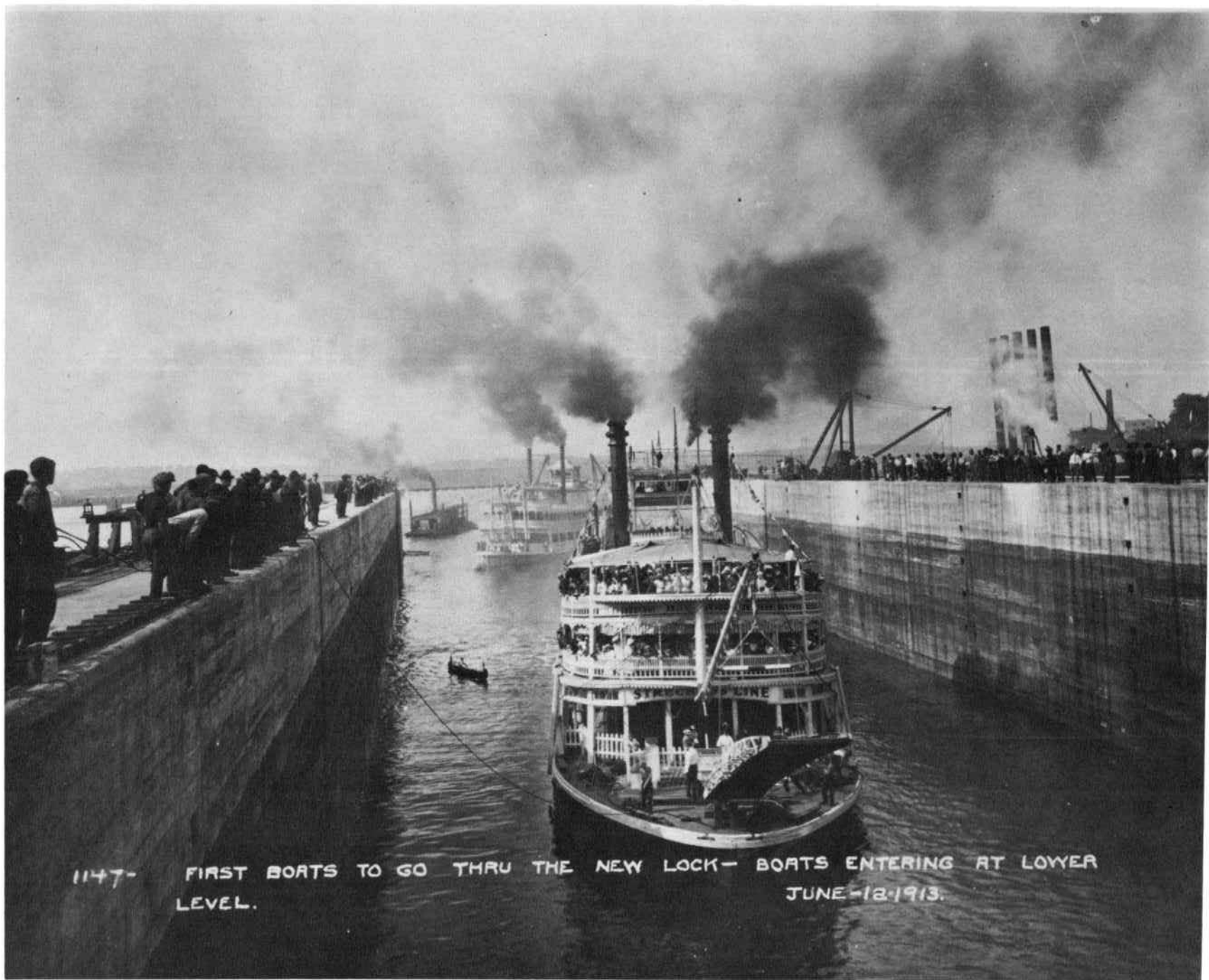
BELOW: The Murphy Library, La Crosse, Wis., added this one, a scene at Memphis, showing the IDLEWILD (left) and the HARRY LEE 2nd. Both were steel hull steamboats, as were the KATE ADAMS 3rd and the S. S. BROWN (later renamed REES LEE), all of them Memphis-based. A U. S. dredge is working in the mouth of Wolf River, and the IDLEWILD is easing up to take coal from the barge moored outside of the LEE.

BACK COVER'S ROYAL RECEPTION

THE SALE of the side-wheel PRESIDENT reported in this issue tempts us to nominate the CINCINNATI (her original name) as the brag overnight passenger packet built for Mississippi River System service in the 20th Century. This picture was taken at the aft stairway in her main cabin which led up to an ornate and spacious balcony. Both the main cabin and the balcony were flanked with staterooms, remindful of Fall River and Great Lakes luxury steamers. The present occasion is a Mardi Gras ball held on board in 1930 when she made her last cruise, Cincinnati-New Orleans and return, for the Crescent Cuty festivities. Standing between the King and Queen is Capt. James E. (Jimmy) O'Brien, master. Above him are Frank H. Buening, purser (left) and Volney E. (Stogie) White, clerk. The royalty, jester and escorts are not identified. A modern steamboat buff well may wonder how these gentlemen managed to scare up dress suits. Such attire was part of all well-equipped male wardrobes in that day-and-time, worn on just such auspicious occasions, especially in prospect of Mardi Gras formal affairs. This exceptional view is from the collection of C. W. Stoll, and our thanks also to our friends at the Murphy Library, La Crosse, Wis. for providing us with this copy of C.W.'s original.







1147- FIRST BOATS TO GO THRU THE NEW LOCK- BOATS ENTERING AT LOWER
LEVEL. JUNE-12-1913.

Sirs: Though it is a little bit hard for me, I would like to offer \$400 for the complete set of 68 issues of the S&D REFLECTOR (Dec. '80 issue, page 38).

Perhaps I should explain why. I am 21 years old and when I saw an article by the hand of our great German friend Manfred Mueller about Western Riverboats, it knocked me right off my feet. That was in 1978 (not so long ago) and ever since that time I have been trying to get to know more about it.

Manfred gave me some addresses

of people in the United States and one of them sent me (I remember exactly) the June '79 issue of the REFLECTOR. It knocked me off my feet again!

I have a complete set now, volumes 9-17. I never hoped I would be in the position to make an offer for a complete set, even though I already have half of it.

I have in mind to promote the Western Riverboats in Holland and to start a club, to build models and have meetings, publish a quarterly, just like you guys (and gals) over there.

I am busy collecting photos to be able to make a file. I have bought books (some of them out of print now) and I have been asked to do an ample article about Western Riverboats for a Dutch hobby magazine.

I enjoyed to read about your last meeting in Marietta and I hope to attend it some year. Right now I am not yet in the financial position to come over, but when I am, I will come for three months or so and I hope to meet all the people that I know from photographs and letters.

I hope you will take my offer seriously because it is a serious offer. I will come up with the money even if I have to borrow it. By the way: I think it would be the first complete set in Europe! Hope this letter will come in time.

Willem Van Berkel,
Tuindersstraat 118,
1971 ZS IJmuiden, Holland.



WARSAW, KY. on the Ohio River nestles in the foreground. Look sharply and you will see the side-wheeler CITY OF LOUISVILLE in all three panels, upbound from Louisville to Cincinnati. This panorama was located by Lloyd Ostendorf who kindly sent it on to the University of Wisconsin's Murphy Library who furnished us with this reproduction. Lloyd had no idea where it was taken, or when, but he did recognize the CITY OF LOUISVILLE. We suspected Warsaw, Ky. because of the topography and also because of the government light on the bluff bank opposite the city landing on the Indiana shore. Then, too, C. W. Stoll looked at it, cold turkey, and instantly said "Warsaw." The date? The CITY OF LOUISVILLE was built in 1894 and, on April 19th that year, made her record speed run Louisville to Cincinnati,

9 hours 42 minutes. Black signs were attached to the sides of her pilothouse bearing white numerals 9-42. These show in the center panel. Hence the time-frame is between 1894 and the date these "brag" signs were removed, approximately 1913. The abrupt bend in the river in the right panel is Sugar Creek Bend, and where the CITY OF LOUISVILLE appears is close to where the side-wheelers AMERICA and UNITED STATES collided and burned on the night of December 4, 1868. A person might reasonably ask how come the CITY OF LOUISVILLE is upbound at Warsaw in broad daylight? A fog delay perhaps, or, more likely, on a Sunday running her meet-the-boat trip with her partner CITY OF CINCINNATI. No clue, so far, of the name of the photographer who took the three-panel view.



P.S.: I have enclosed a photo of myself, taken in the time I was still in the Dutch Army (not voluntary). It was the best I could find. --Willem.

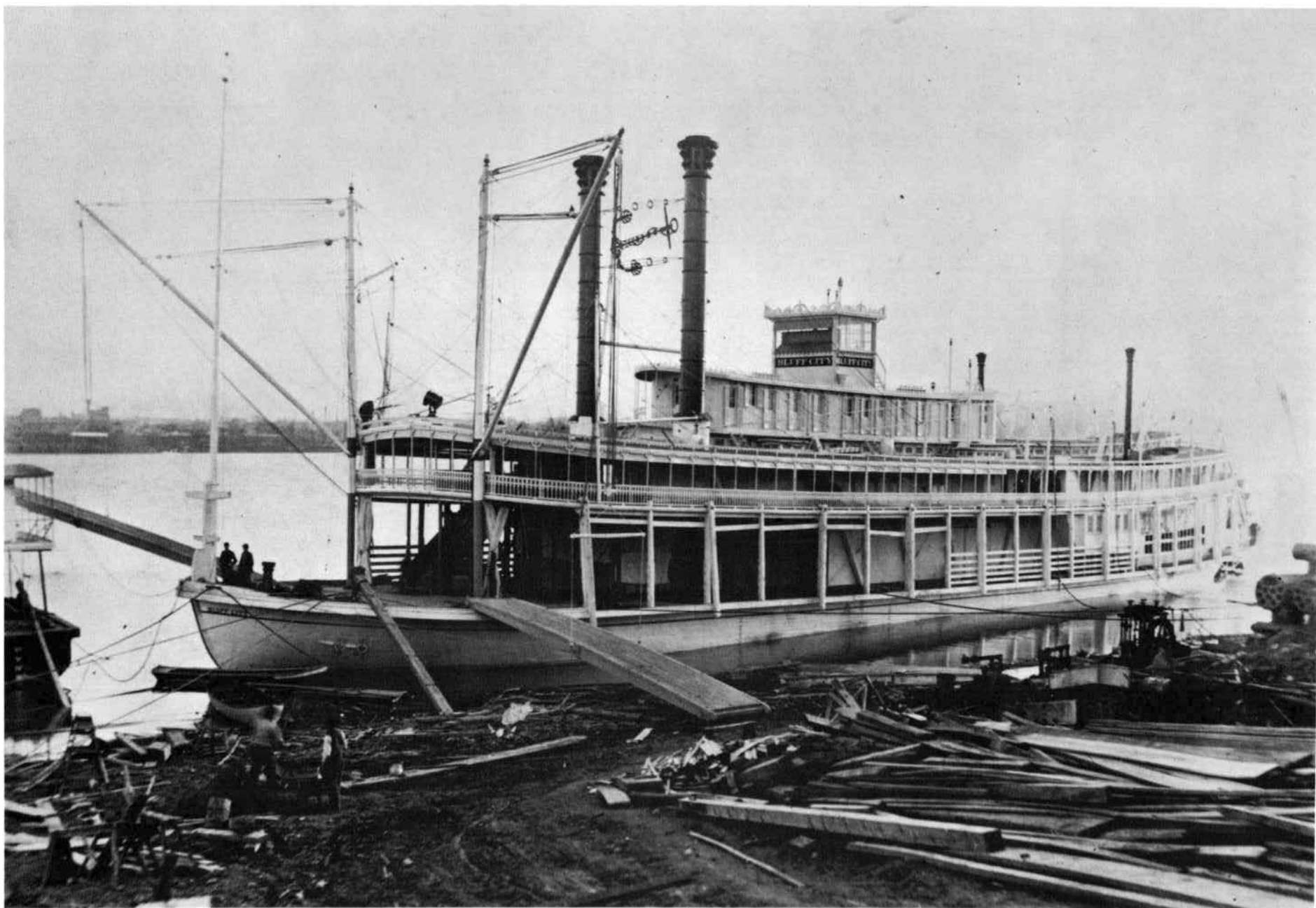
=Willem's letter came in time. -Ed.

The Waterways Journal carries the news in its Jan. 24, '81 issue that the wood hull sternwheel diesel towboat LOUISE is being rebuilt by Gary Frommelt, Box 118, New Vienna, Iowa 52065. He's getting "good help and advice" from Capt. Walter H. Karnath. (See pages 40-41 this issue for story of Capt. Karnath's eagle.)

The LOUISE was built at Clarington, O. at the Mozena Bros. Yard, in 1923, originally named J. A. CRESAP, named for her owner who lived at Moundsville, West Va. A fact little known is that there was a prior J. A. CRESAP, also a sternwheel gasboat, built by the Riverside Mill at Antiquity, O. in 1915 for J. A. Cresap, almost identical in hull size, 65 x 14 x 3.3. Crain Bros., contractors, bought the CRESAP (2nd) from Cresap and renamed her SKIPPER in the fall of 1945, then sold her the following May to Leroy Coss, Rayland, O. She went through a fire, which charred much of the interior, but was rebuilt. In 1967 Leroy had died and Clyde Daily, Toronto, O. bought the boat, renaming her LOUISE. In April 1969 he sold her to Capt. Tom Corley and Bill Kitchens who took her to Florida. Next we knew she was at Chasca, Minn. and in the summer of 1978 was acquired by the Winona County Historical Society.

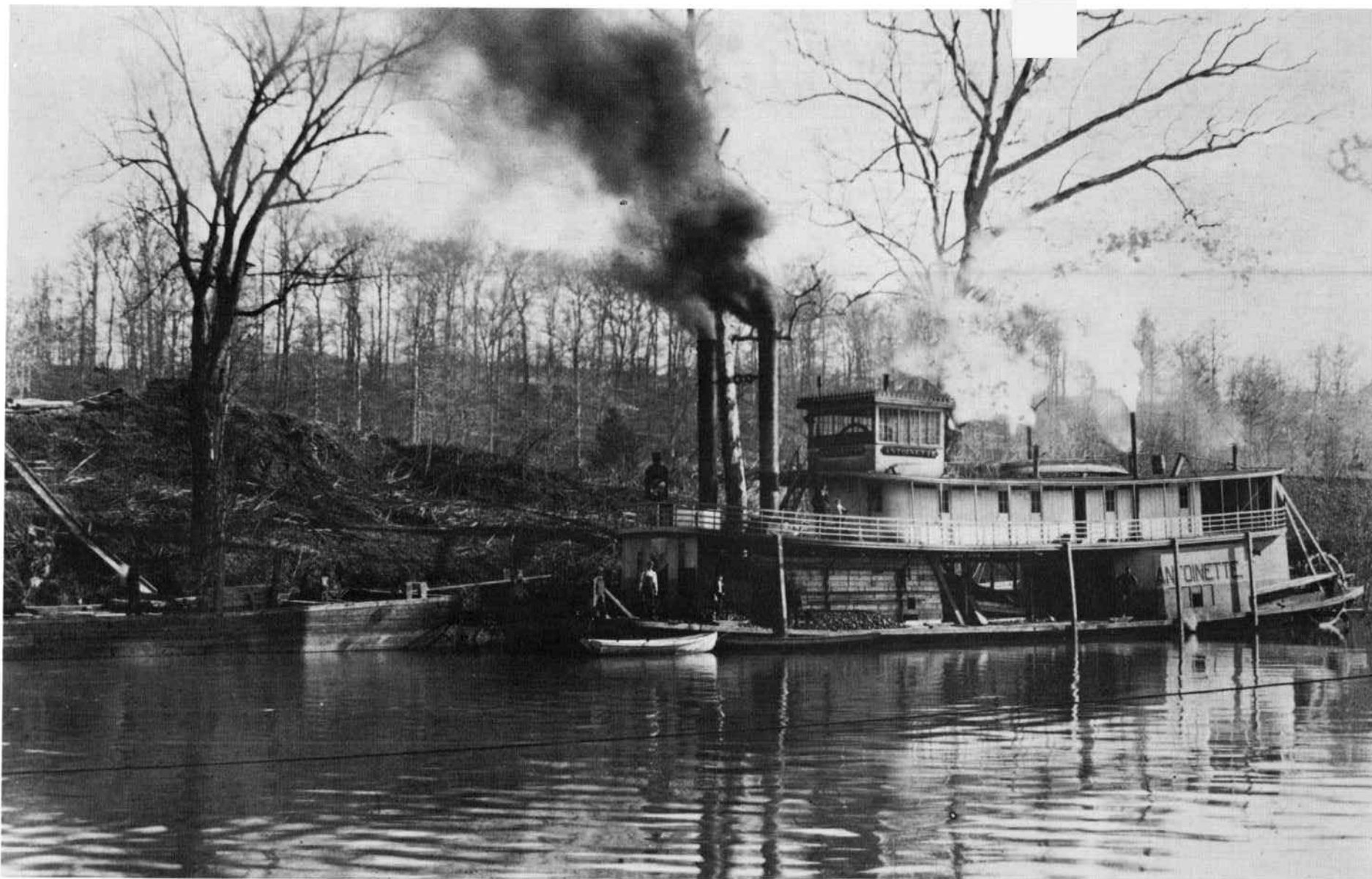


THE UNTIMELY DEATH of Harold H. Nichols (page 18) has focused attention to the WINNIE MAE, pictured here when she was new in 1936. The steel hull was built by Dravo at Neville Island, Pa., 89.9 x 22 x 5. The owners, Monongahela and Ohio Dredging Co., Pittsburgh, named her for the plane flown around the world solo by Wiley Post in 1933. Post and humorist Will Rogers were killed in an Alaska plane crash on August 15, 1935. M. and O. sold her to White Bros., Inc., Belle, West Va., in March 1971. She twice was winner of the Annual Sternwheel Race at Charleston, W. Va., piloted by Capt. Harry White. Early on the morning of June 12, 1974 she was gutted by fire near Crown City, O. on the Ohio River. The wreck was purchased by Harold H. Nichols. She was in process of being converted into a luxurious pleasure craft at Point Pleasant Marine when he died. Thanks to Bill and Marj Smith, Springfield, O., we have a picture made during this conversion showing a trim upper cabin, built sort of like a Texas, with the pilothouse on top of it.



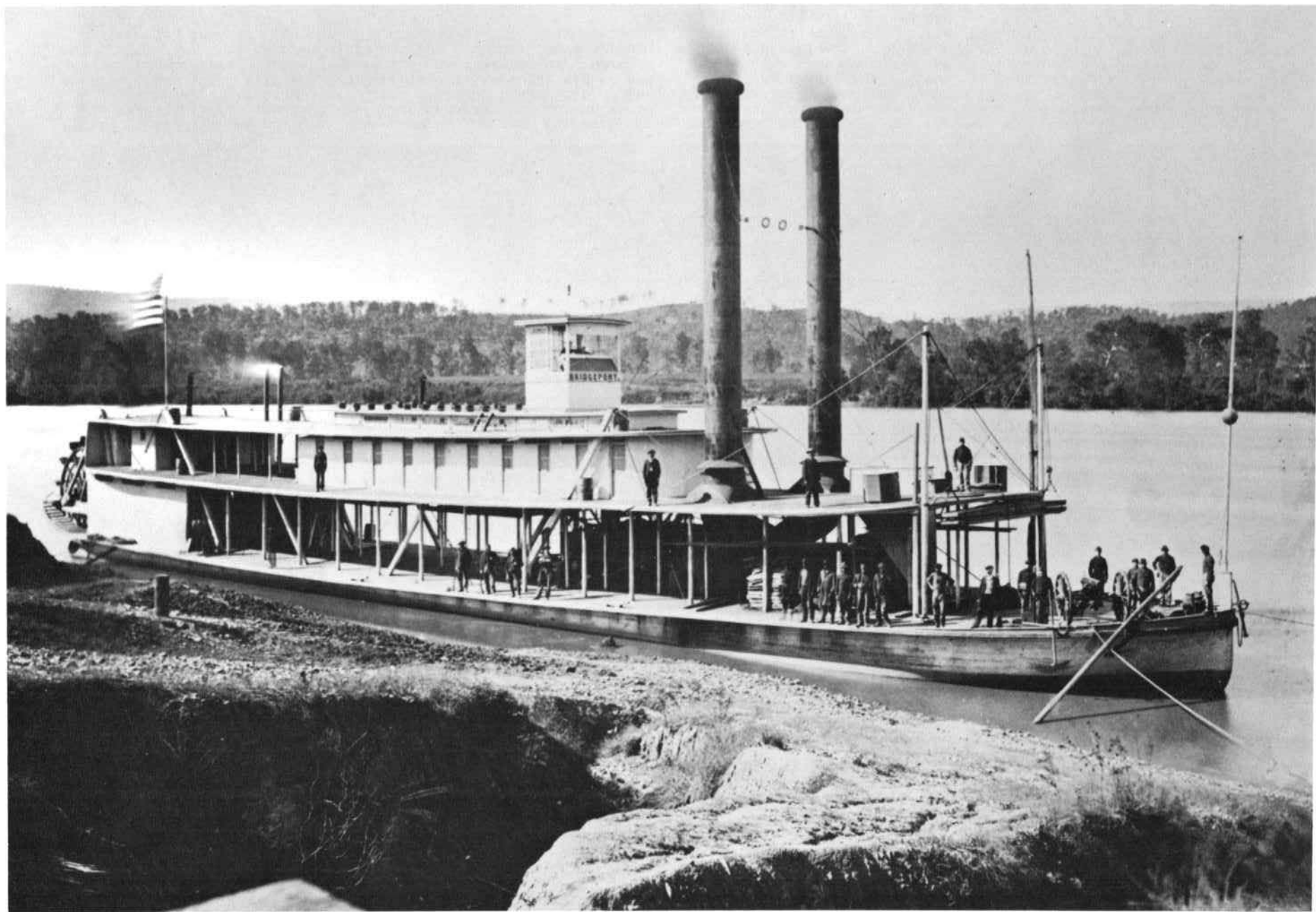
ONLY STERNWHEELER the famed St. Louis & New Orleans Anchor Line built was the BLUFF CITY. An imposing steamer in looks she was somewhat shorter in length than the present-day NATCHEZ, her wood hull 225 x 42 x 7. Engines were 20's- 7 ft.

with four Western boilers. This picture was taken at the Howard Ship Yard, Oct. 1896 by Capt. Jim Howard, ready for service. One year later, Nov. 18, 1897 she burned at Chester, Ill. (see Dec. '76 issue, page 28). -Photo thanks to the Murphy Library.



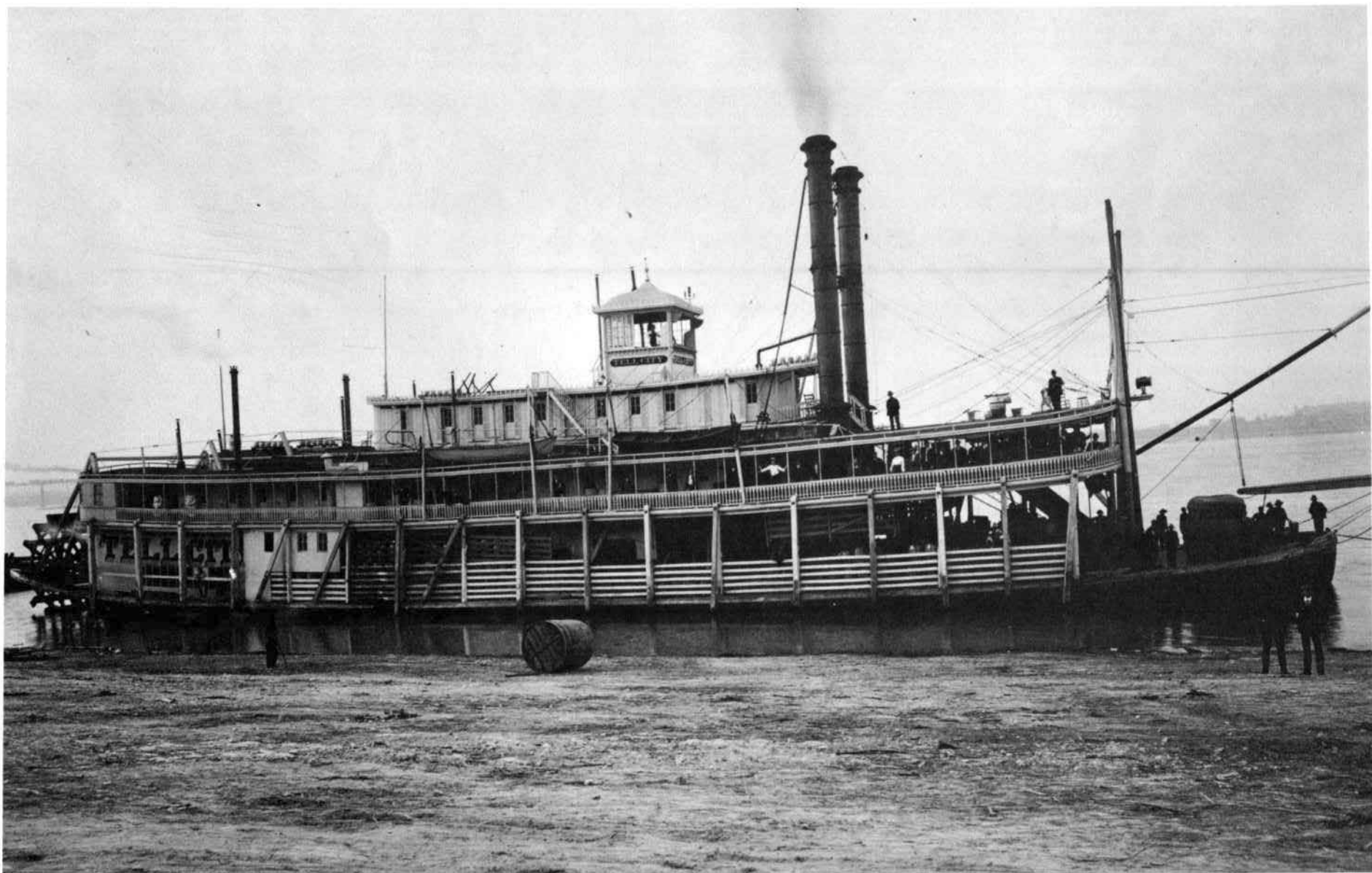
The ANTOINETTE was built at Leavenworth, Ind. and completed at Hawesville, Ky. in 1900 by Capt. Charles McNutt who towed railroad cross ties out of Green River to Evansville. Her wood hull was 100.7 x 19.9 x 3.9. Engines 10's- 4 ft. stroke and she had two boilers, each 40" by 18 ft. In this picture there is a tie chute at the extreme left and the towboat stands by as a flat is being loaded. In Oct. 1903 the ANTOINETTE was sold to showboat owner William R. Markle, Steubenville, O. to tow his FLOATING PALACE. Then in February 1906 Ralph Emerson Gaches be-

came the owner of both the showboat and towboat. In 1912 she was hauled at Madison, Ind., where she got a new hull, new boilers and a new shaft, and was renamed ONWARD. Capt. Dick Willett took her back to the Kentucky River, in partnership with A. J. Slaven. She burned with four barges of crude oil in tow 2 miles above the mouth of Dix River, on the Kentucky, in 1919. The above picture is in the files of the Indiana Historical Society, reproduced by the Murphy Library, University of Wisconsin, and our thanks to both. Anybody have a picture of the ONWARD?



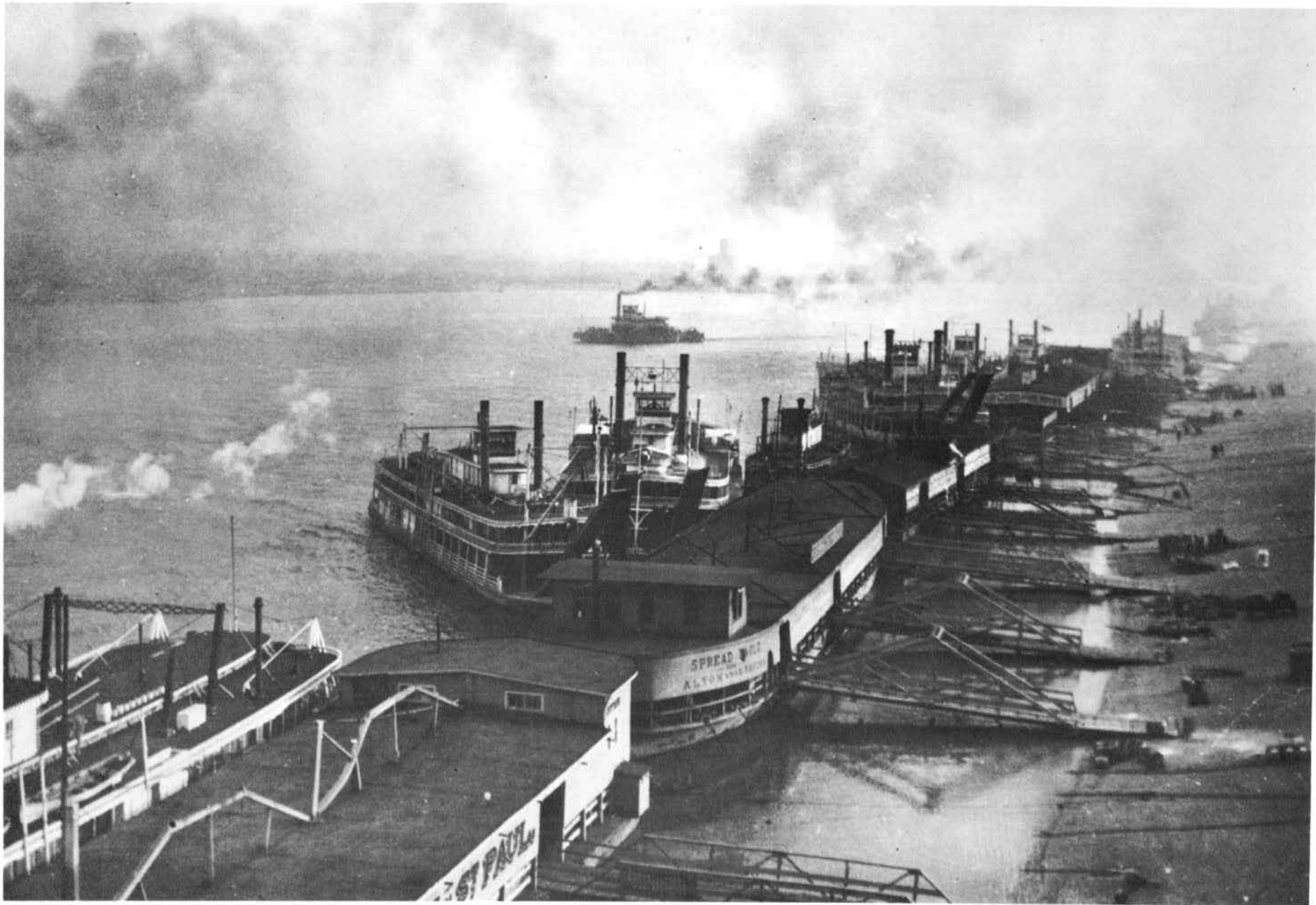
BUILT AT BRIDGEPORT, Ala., near Chattanooga, on the Tennessee River in 1865, the BRIDGEPORT carried supplies for the U. S. Quartermaster Department, then was sold to private owners on April 24, 1866. This picture, originating in the collection of Ed Mueller, was taken at Bridgeport (note the two-wheeled mount-

ed cannon on the forecastle.) She was on the Missouri River with a load of government supplies when snagged and lost $1\frac{1}{2}$ miles below Decatur City, Neb., about half-way between Omaha and Sioux City, on June 1, 1868, Capt. T. L. Chappelle, master. Our thanks to the Murphy Library people for the print.



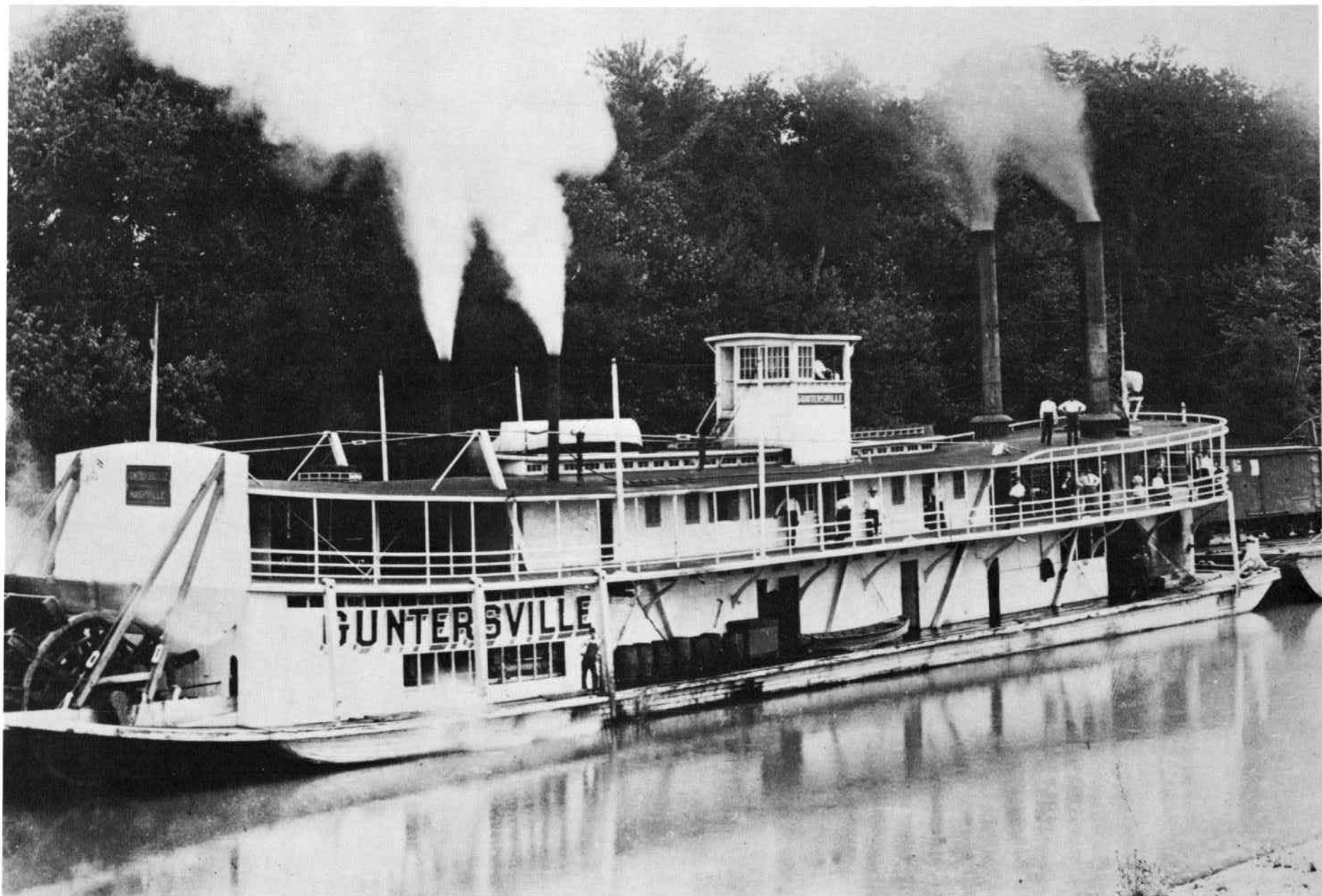
POSED PORTRAIT of the TELL CITY at Louisville, Ky. Copy photographs and "penny" postcards of this scene were plentiful several generations back. Then Jerry Sutphin snooped the Library of Congress and located the original from which this is reproduced. It is doubly meaningful to S&D fans who have visited the premises of the Ohio River Museum, Marietta, O. to

see and inspect the original TELL CITY's pilothouse. We have no clue as to the actual date when the above picture was taken, possibly c. 1905. She was posed at a cleared section of the levee for the purpose, no doubt about that, with only a lone hogshhead of tobacco in the foreground and crew and passengers quite conscious they're having their picture taken.



ST. LOUIS waterfront about 1909, photographed from Eads Bridge looking down the Mississippi. Foreground left, partly showing, is DUBUQUE of the Streckfus Line. Nosed in at Eagle Packet's wharfboat are BALD EAGLE and CAPE GIRARDEAU (ex-WAR

EAGLE) ILLINOIS, CITY OF PROVIDENCE, STACKER LEE and a St. Louis & Tennessee River Packet Co. sternwheeler, unidentified. A Wiggins ferry in midstream. Photographer and donor are not known but will be credited if they identify themselves.



THE NASHVILLE, CHATTANOOGA & ST. LOUIS RR. operated transfer service on the Tennessee between Huntsville and Guntersville, Ala. The GUNTERSVILLE was built by Howard in 1904 and meals were served aboard to train passengers those days. She was 140 x

28 x 4. Engines, 15's- 6 ft. stroke, and had three boilers. Passengers were discontinued in 1928 when a bus line was started. The L. & N. RR. operated the freight service after a merger in 1958. A diesel towboat replaced GUNTERSVILLE in 1946.



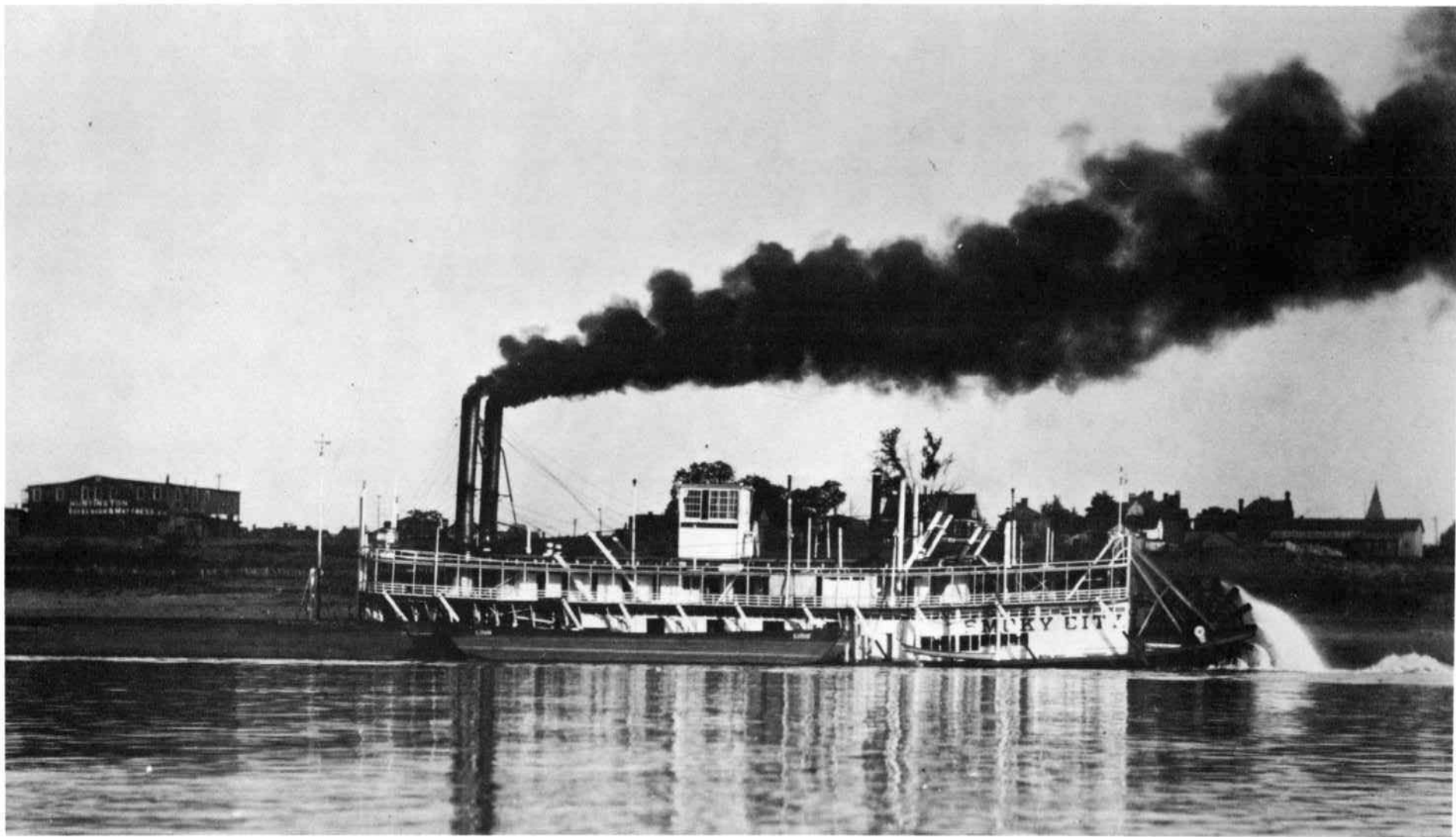
CONVERSION JOB without parallel on the Mississippi System was the transformation of the side-wheel railroad transfer ALBATROSS into the elaborate excursion steamer ADMIRAL. The work was done at St. Louis by Streckfus Steamers, a project so vast that it required over three years to complete. This picture was taken in January 1936 shortly after the ALBATROSS had been moored at St. Louis above the Eads Bridge, having come from the lower

Mississippi under her own steam. The initial work required the removal of all of the superstructure, railroad rails and boilers. The paddlewheels and machinery were retained; she worked high pressure engines, 26'-10 ft. stroke. It was in February 1940 when she was christened ADMIRAL with no ceremonies. As most of our readers are aware, she still exists, now dieseled, her overall size a whopping 374 x 92 x 7.6.



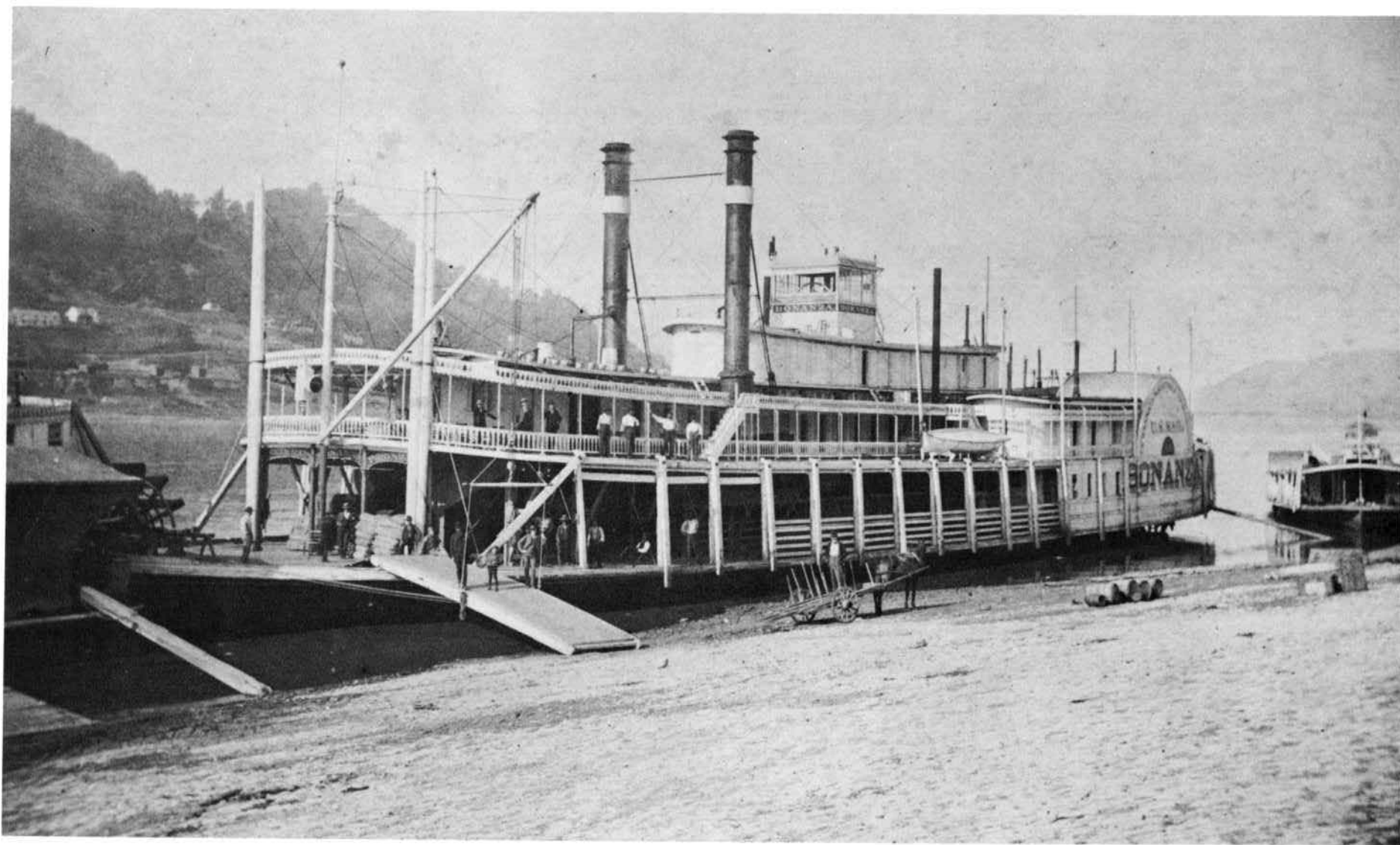
WEST NEWTON, MINN. was the scene of much rafting activity, about 6 miles below present-day Lock 4, right bank, Upper Mississippi River. Raftsmen knew it as Beef Slough. The rafter JULIA built at Dubuque in 1876, owned by George Winans,

is making up a raft in this view. The picture comes from the State Historical Society of Wisconsin, the George B. Merrick collection. The JULIA, 107 x 22 x 3.5, often was used as a bow boat and once hit the Clinton bridge while so engaged.



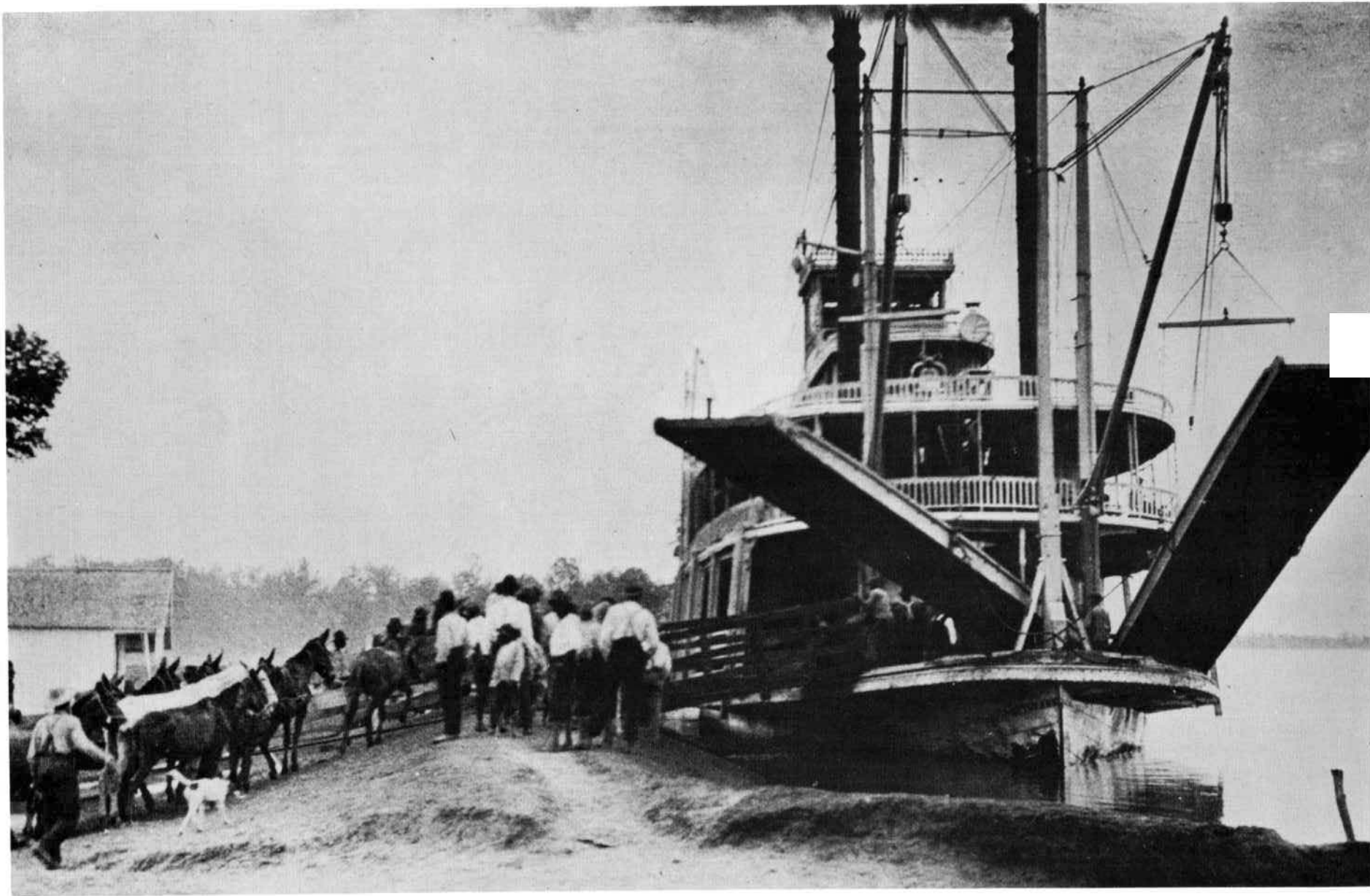
SMOKY CITY upbound with empties at Huntington, West Va., photo by Thornton Barrette. The sign at the left on the building reads Huntington Excelsior and Mattress Co. Date is about 1898. This was a "brag" towboat of her day, built in 1872 on a wood hull 194 x 35 x 6. She worked engines 25's- 8½ ft. stroke powered by six Western boilers. Towed coal from Pittsburgh to New Orleans, and was named for Pittsburgh whose natives equated Smoky City with prosperity. On Feb. 25, 1891 at 11:30 p.m. she ran through herself, downbound with 20 loaded coalboats, 15 miles above Paducah, and drifted 40 miles blowing distress whistles and waving her searchlight beam aloft until rescued by the JOSEPH B. WILLIAMS, without loss or damage to the tow. That same summer she encountered a tornado on July 6th, upbound with empties, at

Conrad's Point, 5 miles above Baton Rouge, stripping off most of her upper works and killing one of the crew. About the time this picture was made she had taken down from Louisville to New Orleans 31 coalboats, 4 barges and 4 fuels, in a single tow, Capt. Frank Hyatt, with Jim Martin and Sam Woods, pilots. She was the first boat on inland streams to break a steel wheel shaft, this in June 1881, quite a shock to rivermen who considered them unbreakable. She burned, laid up in summer hibernation, at Sawmill Run, Pittsburgh, October 24, 1900. This photo is from the collections of Capt. William S. Pollock and C. M. Dowling, courtesy of the University of Wisconsin's Area Research Center, Murphy Library, La Crosse, Wisconsin.



PHOTOGRAPHED by Thornton Barrette at Portsmouth, O., this is the oldest picture so far located of the BONANZA (last) built at Cincinnati in 1885. Every other picture shows her with double white collars on her stacks. Her forecastle signboards read CINCINNATI (starboard side) and PORTSMOUTH (port side), with BONANZA over the front stairway. Circling around her wheelhouse are the words CINCINNATI, MAYSVILLE, PORTSMOUTH, and lettered across is the brag U.S. MAIL. Capt. E. B. Moore was her master those days, with D. W. and Chris B. Young, clerks, all of Portsmouth. This picture may have been taken in the summer of 1888 inasmuch as the side-wheel RELIANCE, built at Portsmouth that year,

is moored downstream at the right, ready to receive her boilers and stacks. She ran Portsmouth-Rome, O. trade, Capt. Wash Williamson. Also in 1888 the Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Co. acquired the BONANZA and double-collared her stacks, insignia of the White Collar Line. The above print is from the collection of Capt. William S. Pollock and C. M. Dowling, courtesy of the University of Wisconsin's Murphy Library Area Research Center, La Crosse, Wis. Photographer Barrette was Mr. Dowling's grandfather, and Capt. Pollock has many original Barrette prints. The BONANZA (first) was almost identical to the one shown here, but there were distinguishing differences.



THIS LEVEE SCENE comes from the collection of S. Blake McNeely, 12 Turnin Lane, Mobile, Ala. 36608 who was raised in Natchez, Miss. and well acquainted with the BETSY ANN. The river is about to top a levee and the BETSY is preparing to take aboard mules over an improvised stage and deliver them to safer territory. The date necessarily was before 1921 when the BETSY was transferred to the Upper Ohio, and probably was a few years before

that. She brought along these double stages to Gallipolis in 1921 and then was altered to single stage. The sky-piercing jackstaff on her stem also was removed. At the time this was taken, BETSY had a single multi-flued boiler and the draft in her stacks was persuaded by a set of fan blowers in her breechings driven by small steam engines and flat belts. This photograph comes to us thanks to Ralph DuPae and his crew at the Murphy Library.

