

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 18, No. 2

Marietta, Ohio

June, 1981



The West Virginia State Police at Morgantown, West Va. (Monongahela River Mile 102) received a classified phone call from The White House, Washington, D. C. on the evening of Sunday, March 22, 1952.

"The presidential yacht WILLIAMSBURG with U. S. President Harry S. Truman aboard will be passing under the Morgantown bridge at 10:30 tomorrow morning. Secure the bridge and notify Lock No. 10."

The desk officer at police headquarters figured it for a hoax. But stranger things had happened, so he reported the call to his superior officer. A squad car was dispatched to Lock No. 10.

The lockmaster at No. 10 had his doubts, but nevertheless made a few discreet phone calls to learn that the yacht WILLIAMSBURG was 243 x 36 x 15, drawing far too much water for the likes of No. 10. "She's got masts, what's more; how about your bridge there at Morgantown?"

Seems the bridge would clear only 48½ feet.

It had to be a hoax.

The State Police at Morgantown put through an emergency call to White House Security.

"Confirm," came the gruff reply. "Yes, we called you. Get busy with security preparations for the President's safety. 10:30 tomorrow morning."

The lockmaster at No. 10 was fit to be tied. There were only two ways to get this 1,500-ton yacht to Lock 10. One would be to pack-horse her over the mountains from the Potomac, and the other would be via the long route up the Mississippi and Ohio.

"Maybe it's not the WILLIAMSBURG; maybe it's a local yacht," suggested somebody. Neither the Highway Patrol nor the U.S. Engineers had reports of a Presidential yacht bearing down on Morgantown, West Va.

"We've got orders; secure the bridge; nobody crosses after 10 a. m. until this thing is cleared up." The State Police were not to be caught napping.

The lockmaster at No. 10 commenced wondering about his pension fund what with the WILLIAMSBURG stuck on the sill with Harry Truman on board. Life at Lock No. 10 had been serene until this incredible impossibility had thundered in from Washington, D. C.

Word didn't take long to spread around Morgantown that the bridge was being closed to traffic Monday morning at 10. President Truman was passing up the river in his private yacht. As the sun rose the police, the officials, the press and finally the populace gathered by the river to see the spectacle.

Shortly before 10 a slow-moving towboat shoving one barge appeared around the bend. And that was all.

Such a disturbance could only originate in Washington. Yes, the President was aboard the WILLIAMSBURG and was due at Morgantown, Md. at 10:30 a. m. Monday. The Secret Service had ordered secur-

ity at the bridge there. The officer receiving the call was new on the job, native of Morgantown, West Va., the only Morgantown he had ever heard of. Never once did it enter his head there also was a Morgantown, Md. Hence he put through the alert to the State Police in his home town.

The error was detected that Monday morning at the White House when the day duty officer checked the log of the night before and came upon the mistake. He called the State Police at Morgantown, West Va. to notify them that the WILLIAMSBURG was about to berth in Washington, D. C.

Admiral Robert L. Dennison, on board the WILLIAMSBURG when this comic opera occurred, later wrote an unofficial report of the incident which far surpassed the usual literary quality of such documents. The editors of "The New Yorker" considered it for publication until the good Admiral had second thoughts and squelched it.

-Our thanks to Jim Wilson and files of the New York Tribune for the above.

The Ohio University Press, Athens, O., is willing to publish the new and vastly expanded Way's Directory of Western Rivers Packets. On April 17th last J. W. Rutter met with Mrs. Pat Elisar, editor of the Press, for a discussion of the procedures.

Mrs. Elisar said that the Uni-

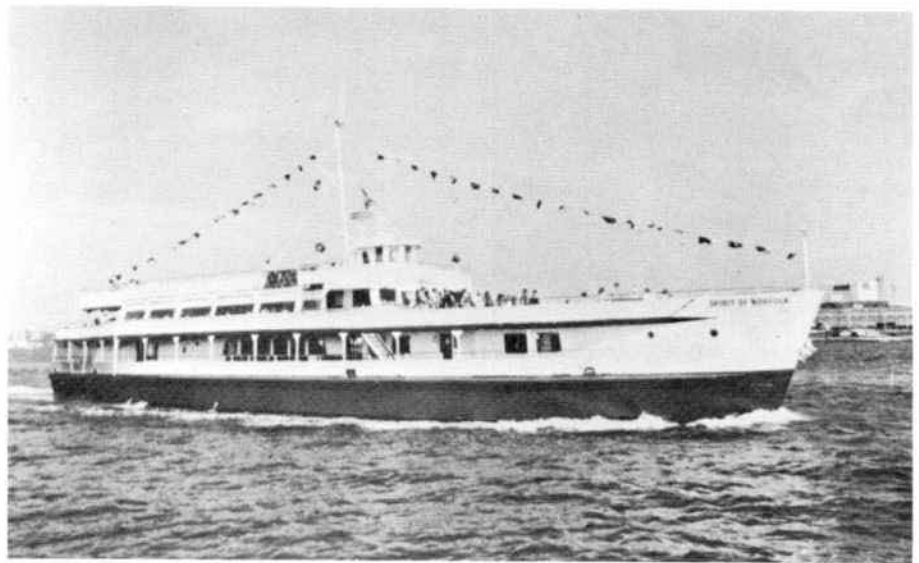
versity Press's editorial board had examined the text and was prepared to submit a contract to S&D's J. Mack Gamble Fund trustees who are charged with finding a means of publication.

As we go to press the trustees, J. W. Rutter, Bert Fenn and Andy Anderson, are examining the contract.

Mrs. Elisar hopes that arrangements can be finalized in time to place the new volume on the Press's Spring 1982 listings.

The three-deck mini-ocean liner, now renamed SPIRIT OF PITTSBURGH, (reported in our March issue, page 3) made a safe Gulf crossing in charge of Capt. Jack Goessling, and Jim Swartzwelder was her pilot to Evansville, Ind. We had a card from Jim dated April 3rd, mailed at New Orleans. "Our trip across the royal blue waters of the Gulf of Mexico was beautiful and the vessel really handled well," was his message. "Took 45 hours 42 minutes from Tampa Sea Buoy to the South Pass, Mississippi River."

Jim Lyons came aboard at Evansville. The steel hull 1,600 passenger liner paused at Ashland (Ky.) Drydocking, operated by Doug McGinnis, for adjustments and possible alterations before continuing to Pittsburgh where she will join the fleet of Gateway Clipper, Inc. At press time her ETA at destination was in mid-May.



SINCE writing about the SPIRIT OF PITTSBURGH (above) we have received this post card from C. W. Stoll. It shows the mini cruise-liner as the SPIRIT OF NORFOLK. The post card Jim Swartzwelder sent is identical, only on it her name is SPIRIT OF MIAMI. C.W. reminds us that in Sept. 1979 the Steamship Historical Society scheduled a ride on her as SPIRIT OF NORFOLK. He and Lucy Stoll were among the delegates boarding at Norfolk for a ride down the bay. Prior to that time, says C.W., she was running excursions out of Detroit, Mich. to Bob-Lo Island with still another name and, originally, she was a Navy craft doubtlessly with s.a. name. "The boat is unusual to say the least," remarks C.W. So much so that C.W. asked Don Ringwald for her pedigree, got it promptly, and filed it in a safe place he's forgotten.

DELTA KING SINKS

The DELTA KING, former partner to the DELTA QUEEN, sank during the first week of April at a dock in Richmond, Calif. She went down in relatively shallow water, the main deck under, and listed somewhat to starboard. Richmond is on San Francisco Bay, north of Berkeley. Plans had been pending for some time to convert the stern-wheel steamer into a floating restaurant. We are indebted to Cy Painter for a clipping from the Orange Coast Daily Pilot dated April 7, 1981 showing a picture of the accident.

LATER on the DELTA KING: According to the San Francisco Chronicle, April 7th issue, high spring tides hung the KING up on a dock late Friday evening, April 3rd. As the tide fell she heeled at an angle allowing water to pour in opened hull port holes. She sank just before dawn the next morning.

Her owner, M. K. Sun, who had bought the KING two years ago for \$35,000, died early this spring. He is survived by five sons. One of them, Chase Sun, had discovered a foot of water in the KING's hold several days prior to the sinking. Apparently it did not concern him, and nothing was done to remove it.

Randall Crane, an attorney who represents the Sun brothers, said he thought his clients would try to raise the boat and go ahead with their father's restoration plans. "Whatever it takes to raise it, they'll do it," he is quoted having said.

The KING was berthed in the Lauritzen Channel, a small waterway just off Cutting Boulevard in Richmond. Our thanks to Richard E. Brown, Pico Rivera, Calif. for clippings.

According to the Sacramento Union, April 8th, negotiations with officials at the Port of San Francisco are proceeding regarding installing the KING at Pier 3, now being refurbished.

The KING has been variously a floating barracks, and then a semi derelict in the California river towns of Stockton, Sacramento, Broderick, Rio Vista and Collinsville. She has been set on fire, vandalized, sold at auction, and once was stolen by riverboat fans bent on preserving her. Some of the machinery was transported east for use on the DELTA QUEEN. The paddlewheel shaft from the KING was placed on the QUEEN just last year. Our thanks to Hal Wilmunder, Carmichael, Calif. for other clippings.

As we go to press April 30th the outcome of the ADMIRAL's situation at the Avondale Shipyard remains shrouded in mystery. According to James S. McClelland, attorney for Streckfus Steamers, Inc., the big excursion boat has been sold to a purchaser who does not wish to have his name or future plans divulged. The purchase price was said to be "far less than the \$800,000 Streckfus was seeking."



DELTA KING, photographed April 20th last, sunk at a Richmond, Calif. dock. Ye Ed made an inspection of her 34 years ago this spring in behalf of Capt. Tom Greene, at which time she still had wire-mesh railings and was virtually intact physically. We are indebted to Hal Wilmunder for sending this picture.

The transfer was made on an "as is, where is" basis.

Sale of the ADMIRAL and the office wharfoat at St. Louis to Roland A. Gallant, Alton, Ill., was cancelled earlier when Gallant did not produce \$100,000 down payment as stipulated.

Also announced is that ADMIRAL's new owner will not be sending her to the scrapyards, nor will she be returned to St. Louis service.

Meanwhile Streckfus Steamers, according to William F. Carroll, president, will operate the diesel excursion boat HUCK FINN at St. Louis. She began one-hour trips on Friday, April 17th, 11 to 5, week-ends only, Fridays through Sundays. Inasmuch as she does not comply with sanitary requirements, the Coast Guard said her toilets would be locked. Streckfus Steamers were hopeful that this edict would be modified once the equipment is contracted for and installation scheduled.

Streckfus still owns the diesel excursion boat TOM SAWYER, which will augment their St. Louis service later in the season. They have sold the SAMUEL CLEMENS to undisclosed parties.

At one time Streckfus owed the Boatmen's National Bank, St. Louis, \$3.2 million for past repair work. The sale of the PRESIDENT (see March issue, pages 9-10) pared the debt to \$1.4 million, and sale of the ADMIRAL and SAMUEL CLEMENS is expected to further reduce the indebtedness. Boatmen's has cut off further loans meanwhile. President Carroll and other key employees were working without salaries this April 30th as we go to press.

LATEST ON THE ADMIRAL: News travels fast along the rivers. No sooner had we completed the foregoing account when we received a phone call from C. W. Stoll. "The ADMIRAL is coming to Pittsburgh," he reported. "I don't know why, but she is," he added. If you have read the WILLIAMSBURG story on page 2 you have a glimmering of our skepticism; somebody had goofed. Nevertheless we investigated.

Yes, Streckfus Steamers, Inc. sold the ADMIRAL, as-is-where-is, at the Avondale yard in the New Orleans area, to Gateway Clipper, Pittsburgh. John Connelly, who heads up the Clipper fleet of excursion boats at Pittsburgh firm-ed the deal at Avondale with William F. Carroll of Streckfus. The reported figure is \$700,000. Connelly immediately arranged with Avondale to haul out the river's largest excursion boat for long overdue repairs, and at this writing she is being prepared to proceed to Pittsburgh under her own power.

Two possibilities are being considered. Most likely of these is that ADMIRAL will be permanently moored at Pittsburgh adjacent to the expanding P&LE Station complex where Gateway Clipper plans to base its excursion operations. There she would be a land-based ballroom and contain their offices. The alternative is to operate her on excursions based at Pittsburgh, same as Streckfus used her at St. Louis.

During her lengthy lay-up at Avondale the ADMIRAL sustained some damage when struck with a barge. Vandals threw rocks and broke many windows. Some of her equipment is reported pilfered.

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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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WE WERE about to write a profound editorial to fill this five inches when Bob Smith walked in the back door. He handed us a sheaf of penciled notes--32 pages of them--so no editorial. Sample: 8-9-30: The packet GENERAL PERSHING being dismantled at Point Pleasant, W. Va. after having been tied up there since 1922. Well, well, well. Sure, we were on her as clerk in 1922 when this happened. Another item also dated 8-9-30: A miniature golf course has been installed on the Texas roof of the BETSY ANN. More well, well, well. That's a fact, and you can ask Bob McCann if you have doubts. Today the DQ and MISS-Q stage kite-flying but even Betty Blake never dreamed up a miniature golf course. Another item dated 8-23-30 says the QUEEN CITY was damaged when she raked the upper guide wall at Lock 4, Ohio River. She took off most of her outrakers on the starboard guard, if you call that being damaged--hard onshore wind and she was downbound. Another item dated 8-30-30 says Charleston, W. Va. still has three packets a week, TOM GREENE, CHRIS GREENE and LIBERTY. A bulletin dated 7-12-30 announces that Capt. William S. Pollock and Miss Elizabeth Lyon were just married. --And still are, living at Beaver, Pa. Finally here is a notation dated simply 1917: Miss Alene Stottlebower, Madison, Ind., first met Capt. Jesse P. Hughes on the packet TACOMA. We're only on page 3 but that's all, folks, we're out of space.

SONS AND DAUGHTERS OF PIONEER RIVERMEN

Your President and the Board of Governors call you to the ANNUAL MEETING to be held the week-end of Saturday, September 19th, headquartered in the Hotel Lafayette

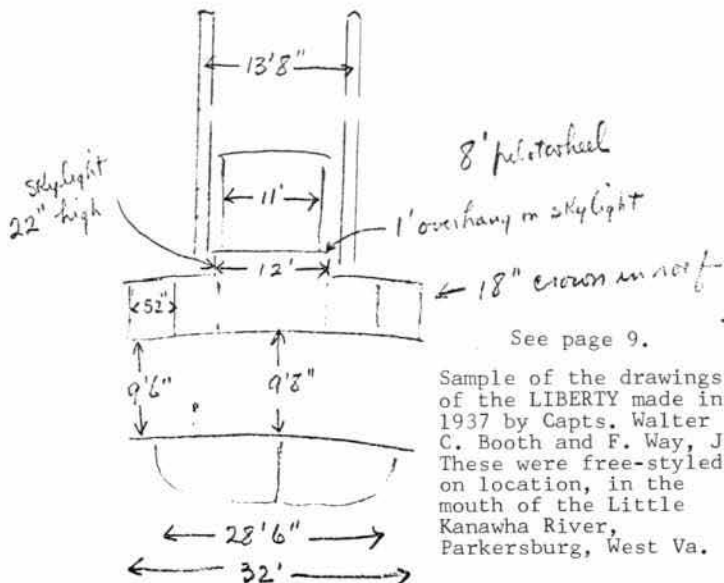
Marietta, Ohio

Phone 614-373-5522.

No advance banquet reservations required until 2 p.m. that Saturday. Programs all day Saturday 19th.

Special reception Friday evening, 18th.

Board of Governors meet in the Sternwheel Room at 9:30 Saturday morning.



William E. (Slim) Brandt, 637 N. 6th St., Steubenville, O. 43952, has sent to us the pictures shown here, which he took, which might be called "the last chapter of the MONATOR." What stirred Slim up was, of course, the picture story of the boat in the last issue, pages 18-19.

Slim says that in 1956 a Steubenville sporting goods gentleman, Walter Reducha, bought the MONATOR at Pittsburgh where she had been laid up since 1941, and had her towed to Steubenville by the towboat CLAUDE L. PRINTZ. He took off the pilothouse and further remodeled her into a local boat club moored at the foot of Market Street just under the bridge.

In doing this remodeling Mr. Reducha told Slim he could have the pilotwheel if he'd remove it, which Slim did. Slim, his brother, Bob Markle and Ernie Smith took the pilotwheel to the Wellsville (Ohio) River Museum rigged on a steel base so's it could be turned by observers. It was put in the original stone building on the hill which ultimately was torn down to make way for improved Route 7. When that happened, Bob Markle, Ernie Smith and Slim took it back to Steubenville and put it in Slim's garage.

Now it turns out that Slim's son Robert Brandt has opened a shop in his home called "Brandt House of Antiques." The wheel will be displayed there, but not for sale.

The final chapter came to the MONATOR when the Boat Club sank in 1959. Walter Reducha pulled the wreck out on the wharf, cut up the steel for scrap and burned the wood.

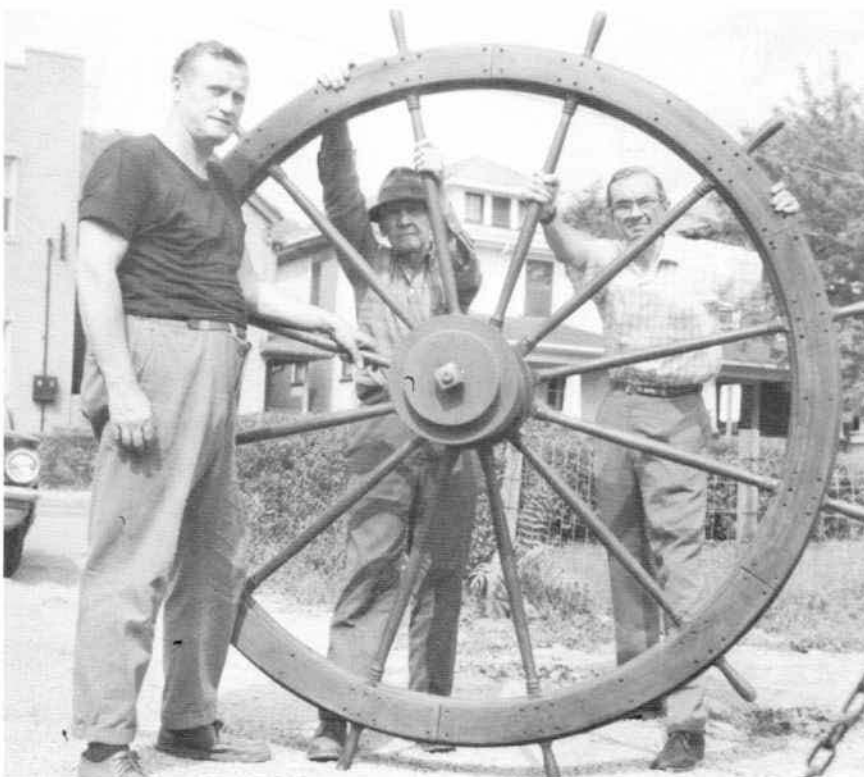
- OBITUARIES -

Capt. Merdie Boggs, page 39
 Mrs. Nellie Engelke, 28
 Mrs. Carl G. Harford, 28
 Robert E. Kennedy, 24
 Alene Stottlebower, 39

On Saturday, March 14th last the Sternwheelers convened at Marietta to celebrate their 5th Annual Meeting. We attended the dinner held in the Lafayette's Sternwheel Room mc'd by Harry Robinson. Some 60 were there, Alabama to the Great Lakes. Gene Fitch and Nelson Jones were recognized as the Daniel Boones who had blazed the trail. Most of the banquet program was given over to two talented entertainers, piano and song. Primo and Jan Di Carlo were looking fit. John Briley is now the treasurer of the Sternwheelers. Lawrence Peters presented us with two copies of a 1970 magazine called "Ohio River" which we had plumb forgotten ever existed. Our dinner partners were Capt. and Mrs. Jim Sands who persuaded us to partake of some solid food, the first down our gullet in two days, following a bout of the flu or an unreasonable facsimile. Nobody came by sternwheel. Not in mid-March.



The MONATOR fell apart, bit by bit, moored in the Allegheny River at Pittsburgh. See story in left column, this page. Why-for did the original builders spell the name "Monator?" Maybe somebody knows. Our Webster's doesn't. This photo and the one below courtesy of William E. Brandt.



The MONATOR's pilotwheel pictured in front of Slim Brandt's home in Steubenville after its return from the Wellsville, O. River Museum. From the left: Slim Brandt, Robert Markle and Henry McFadden.

DOWN THE RIVER WE SWIFTLY GLIDE.

HURRAH FOR THE ROBERT BURNS.

Down the river we swift-ly glide,
Our hearts are light and free;
Stranger or friend we kind-ly greet,
With hos-pi-tal-ity:

Let the lightning flash and
the thunder roar,
Tho' dark and drear the night,
The Pi-lot guides us safely on,
With speed of ar-rows light.

Down the river we swift-ly glide,
Our hearts are light and free;
Stranger or friend we kindly greet,
With hos-pi-tal-ity.

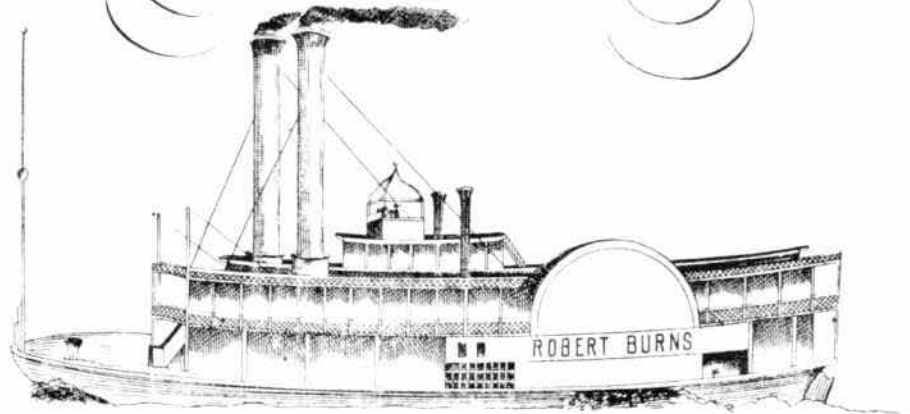
Up the river, a-against the stream,
The Cal-li-ope oft plays
When nearing some good old theme,
Of Bob-bie Burns' lays

And as we pass all oth-ers by,
'Tis cheering to the mind,
to know the hal-lo o'er our boat,
Breathes mu-sic on the wind.

Down the ri-ver we swift-ly glide,
Our hearts are light and free;
Hurrah! Hurrah!
For our boat each bosom yearns;
Hurrah! Hurrah!
Hurrah for the Robert Burns.

The Captain is a man beloved,
The Pilot's firm and true,
The Officers all are gentle-men,
A hap-py mer-ry crew;
Then pleasantly the evenings pass,
The ladies' eyes en-trance,
And every heart is fill'd with glee,
With music, song and dance.

Down the river we swift-ly glide,
Our hearts are light and free;
Hurrah! Hurrah!
For our boat each bosom yearns;
Hurrah! Hurrah!
Hur-rah for the Robert Burns.



Composed for and Respectfully Dedicated to

CAPT. R. W. TERRY.

OF THE STEAMER ROBERT BURNS

BY

NELSON KNEASS.



Published

By A. C. PETERS & BRO. — J. L. PETERS & BRO. ST. LOUIS

1887



Down the riv-er we swift - ly glide, Our hearts are light and free;

Stranger or friend we kind - ly greet, With hos - pi - ta - li - ty: Let the

lightning flash and the thun - der roar, Tho' dark and drear the night, The

Pi - lot guides us safe - ly on, With speed of ar - rows light,

Down the river we swift - ly glide, Our hearts are light and free;

Stranger or friend we kind - ly greet, With hos - pi - ta - li - ty.

A letter came to us the other day from Mrs. Charles (Doris) Danner, 108 Lauderdale Drive, Montgomery, Alabama 36116. Turns out that Mrs. Danner is granddaughter of Capt. Ellison M. McGuire who piled up an impressive record as pilot in the Cincinnati-New-Orleans trade although, admittedly, we had not heard of him.

For one thing, and no small potatoes, he was one of the pilots who brought down the HENRY FRANK to New Orleans with her record 9,226 bales of cotton and 250 tons of assorted cargo, a feat never topped by any other packet. Also he logged 67 round trips as pilot on the GOLDEN RULE.

Capt. Ellison M. McGuire was born in Switzerland County, Ind. in 1861, son of Ambrose and Amelia McGuire. For many years he lived at Florence, Ind., along the Ohio River opposite Warsaw, Ky. He died in 1946, aged 86, at Lewisburg, Ohio of complications resulting from a broken hip. His wife, the former Jennie Hatton, preceded him in death two years prior to his passing. Of the three children surviving him was Mrs. Charles Hardin of Florence, Ind., mother of Mrs. Danner, our correspondent.

His last renewal of license was issued at Cincinnati in 1917, signed by Capt. John K. Peyton and George W. Dameron.

Sirs: What was a "mud drum?"

Richard O. Davis,
305 Hillcrest Drive,
Edinboro, Pa. 16412

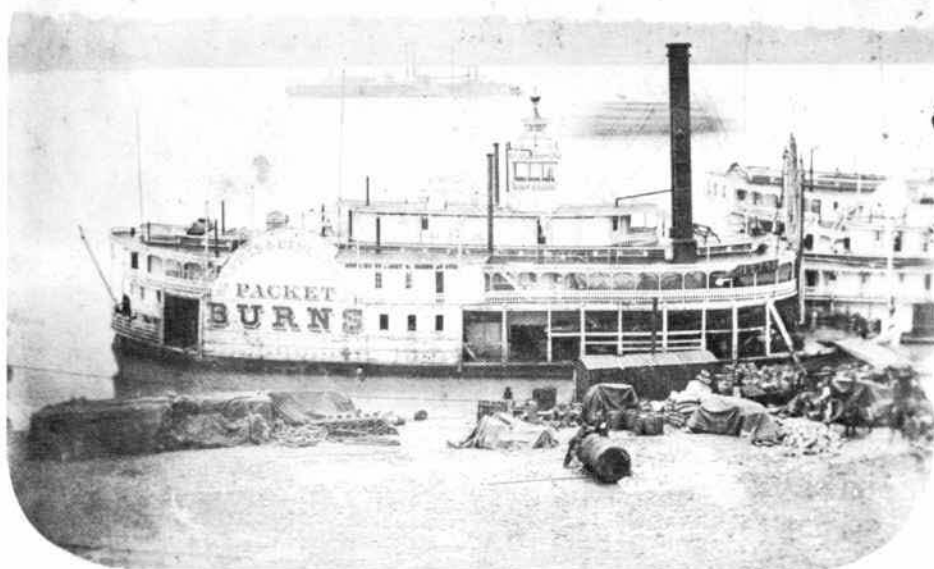
=When people ask what's a mud drum we're older than we realize. -Ed.

Sirs: I am looking for information on the towboat JOHN A. WOOD, such as the size, and about the engines. My grandfather Capt. A. J. (Lee) McKean was captain on her for a long time. I have a large picture of the boat but no data. Thank you.

A. J. Swetland,
46 Stewart Ave.,
Pittsburgh, Pa. 15227

Mrs. James (Helen) Carden, 100 N. Rodeo Gulch Road #46, Soquel, Calif. 95073, tells us that at the age of nine she was aboard the St. Louis & Tennessee River Packet Company's steamer SAINT LOUIS when the packet was snagged and wrecked on the Mississippi at Sulphur Springs, Mo., 22 miles south of St. Louis, on September 2, 1918. Her mother was drowned. "I clearly recall it all," she says. But the reason she writes is to inquire about her great-grandfather, R. L. Nonce (born c. 1810) who steamboated on the Tennessee and possibly was associated with the packet line named above. She has had correspondence with Mrs. E. F. Stuessie, the former Jane Massengale, of Webster Groves, Mo., but so far no clues.

The musical score consists of two systems. The first system has a vocal line with the lyrics: "Hur-rah! Hur-rah! For our Boat each bosom yearns; Hur-rah!" and a piano accompaniment. The second system has a vocal line with the lyrics: "Hur-rah! Hur-rah! Hur-rah for the Robert Burns." and a piano accompaniment. The piano part features a rhythmic pattern of eighth and sixteenth notes.



DOWN THE RIVER WE SWIFTLY GLIDE" had its origin in Georgetown, Pa. when in 1864 Capt. George W. Ebert and purser Standish Peppard, both natives of that place, decided to build a Cincinnati-Memphis side-wheeler. They contracted the job at Eversoll's Yard, Cincinnati, launched her that May, and christened her ROBERT BURNS for the Scottish poet. She was entered in the trade as an "independent," running competition to the regularly established Memphis & Cincinnati Packet Co. which ran the ALICE DEAN, SILVER MOON, etc. The venture was profitable and, that December, they sold out lock, stock and barrel to Capt. Robert W. Terry who had been playing mate on the BOSTONA NO. 2, and purser J. A. Stonebreaker, late clerk of the COLOSSUS. These two climbed aboard and continued her in the trade. Just when the calliope was added is not clear but there

it was, as the song says. These events serve as a clue as to when the song was written, 1865, when Terry was running her. The organized M&C Line had her in 1866 with Capt. E. Eugene Bowers, master, and William Dunlop, head clerk. Also that year she ran the trade with Capt. M. L. Virdin, master, and A. D. Wilson, clerk. New and better boats caused her retirement in 1867 when she was retired into the mouth of the Licking River, still operative, where she lay about a year, and in mid-May 1868 they slapped some paint on her and ran a few "pic-nic excursions" in the Cincinnati vicinity. In 1872 the Line dismantled her along with the ALICE DEAN and SILVER MOON. The sheet music reproduced here showed up in Marietta lately and our thanks to Jerry Devol for stat copies of the pages. The above photograph was made at Memphis, copied from an original print, photographer unknown.

Sirs: In reading the article about the PEARL (last issue, page 39) a question was asked about the machinery. In June '76 our Midwest Riverboat Buffs met at Davenport the week-end of 5-6. That Sunday a bunch of us went to the Kahlke Boat Yard to hunt around for relics. A rock levee had been placed in its middle. The river was low and so a lot of equipment was exposed. Walking out on the inlet to the Yard was no problem since it was dried up from the summer heat.

An old barge was still there, and looking toward the river to the left was a steam engine. Part of the cylinder-head was showing, and also some of the valve gear. On top of the valve gear was an acorn. Judging from the cylinder-head the engine was high pressure. My speculation is that this was one of the engines from the PEARL. While at the Yard a gentleman appeared and was talking about getting a crane or something of the sort to salvage the engines and take them to West Des Moines, Iowa and build him a little private steamboat. This has been five years ago and from what friends near Davenport say, this gent from Des Moines never did get them.

So it would not be surprising if the engines are still there at Kahlke's Boat Yard.

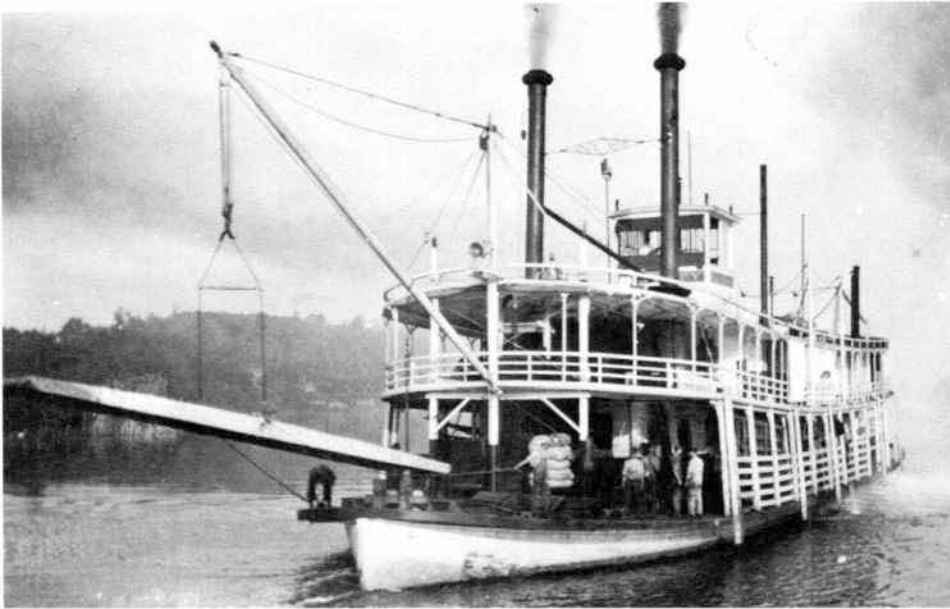
John R. Miller,
729 Hazelhurst,
Keokuk, Iowa 52632

Sirs: I was interested in the story of the SIDNEY exploding her steam line at Goose Island on page 23 last issue. Had not heard of this. I was born at Millwood, West Va., a short distance below Goose Island, in 1907. I guess Goose Island might have been an island at one time but in my day corn was raised back of it. I got my first German carp back of there with a pitchfork as high water left fish back there. Killed my first mallard duck at Goose Island and had to swim out to get it; this was in winter and the water sure was cold, but seems I survived it. Capt. "Bill" Brookhart, for whom I am named, told me he once took a boat up behind Goose Island. During the 1913 Flood Millwood became an island and we had to move to the hill as our home had 4 feet of water in the upstairs. The Baptist Church floated away and for a time you had to be a Methodist or nothing.

My father Capt. Hiram A. Roush piloted towboats while Ohio River Lock and Dam No. 23 was being built at Millwood. I was 14 and carried water. They had the ADMIRAL DEWEY, JOHN ROSS, SPEED and MAGGIE MAY on the job, and that's where I got my first boat rides. My father landed the JAMES RUMSEY at Cincinnati, walked out of the pilothouse, and dropped dead in 1925.

William B. Roush,
62 Pleasant Drive,
Wheeling, West Va. 26003

LIBERTY



PHOTOGRAPHED with a Brownie box camera at Parkersburg, W. Va. on a hot summer morning in 1918 as the LIBERTY was leaving for Wheeling. Much of the detail can be picked up on the front cover of this issue. In this, her seventh year, very little wear-and-tear is apparent save for a few brackets knocked off the tops of several boiler deck stanchions and a temporary repair-band clamped at the top of her starboard stack. Pictured by Ye Ed.

by the Editor

SHE was called the "last LIBERTY" inasmuch as she was descended from a family line of side-wheel and sternwheel progenitors dating back to 1857. There was scarce a time in over a century without a LIBERTY based at Wheeling, Clarington, Parkersburg or Cincinnati, all of them, in turn, watched over by members of an extensive family named Booth even unto the third and fourth generation.

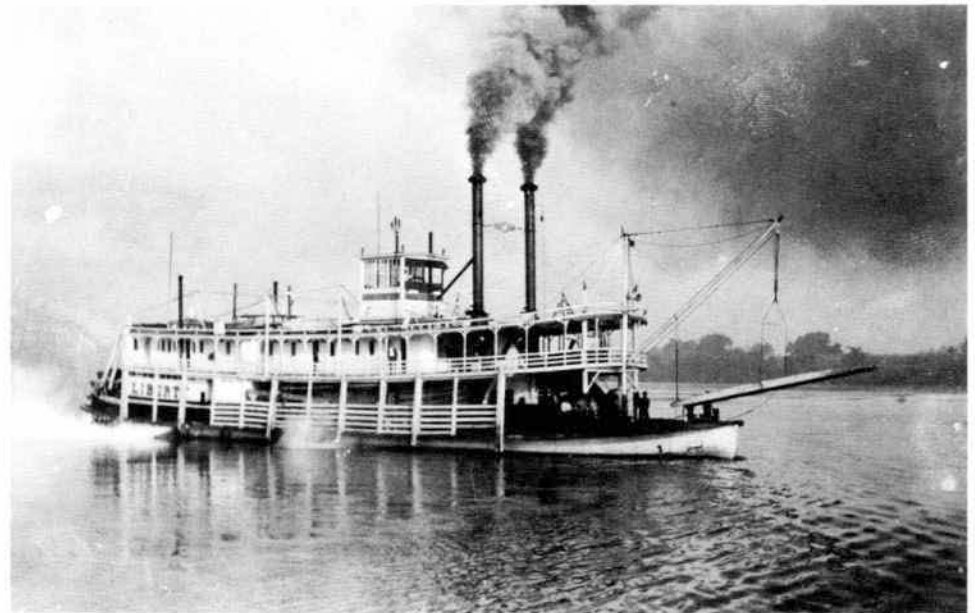
In 1937, realizing that the "last LIBERTY" was not long for this world, laid up in the mouth of the Little Kanawha River at Parkersburg in a state of limbo, I went aboard accompanied by Capt. Walter C. Booth, and the two of us took her measurements from stem to stern. My idea was to make a model of her, a project which never came to pass, but Woody Rutter took up the project, aided by these measurements, and turned out a neat $\frac{1}{2}$ " scale model which he still treasures.

Capt. Walter C. (for Charles) Booth told me while we were measuring the boat that he had gone out in the woods back of Clarington, O. and helped select and fell the trees for her hull back there in 1911-1912 when she was built. He was one of the original crew,

and had been associated with the boat during most of her 1912-1937 life-span. Walter (who died in 1952) was old enough to recall the "big LIBERTY," so called, built in 1889 for the Wheeling-Clarington trade, and had clerked on her for his grandfather Capt. John Kent Booth who built the boat at the age of 66.

This Capt. John Kent Booth was a son of the river patriarch Asael Booth who settled on Sunfish Creek within the present corporate limits of Clarington, Ohio (which was first dubbed Sunfish) in 1825 when John K. was two years old. John K. had two older brothers, Charles H. and William F. Charles was destined to become president of the Wheeling-Parkersburg Line best remembered for the side-wheelers COURIER, EXPRESS NO.2 and DIURNAL. William F. ran the Booth House at Clarington and also owned a large freight warehouse there. Capt. John K. Booth's first river investment probably was in the small packet VIROQUA making daily rounds between Sunfish and Wheeling in the mid-1850s with Jacob Cramer as pilot and Jeremiah Steenrod the mate. Clarington never has completely lived down its original name of Sunfish although the official change was made in 1832 and Asael Booth was the first postmaster.

So Charley Booth lived in Wheeling where he became a pretty big wheel, Bill Booth stayed in Clarington, and John K. lived in Clarington, later in Cincinnati, and ultimately over in Wells Bottom, on the West Virginia side below



TAKEN just a few moments later than the one on the left, the LIBERTY is headed up the Ohio River and the engineer is coming ahead on her, the cylinder cocks hissing steam from under the starboard guard. A pea-soup fog has not yet been burned off the background hills, and barely a breath of air is stirring. In some respects Ye Ed considers this to be one of the more fortunate pictures he ever took, loaded as it is with animation and atmosphere.

Clarrington, where he had a red brick home of some consequence and a considerable farm. John K. was responsible for many of the LIBERTY flock of steamboats, and his grandson Walter remembered the old gentleman quite handily. One night, groping around in the dark, John K. mistook the cellar door for a pantry door, fell headlong down the stairs, fractured his skull and died the next evening. That was in 1900.

So the "last LIBERTY," built at Clarrington in 1912, came along 12 years after Capt. John K. had been laid to rest in the Marshall County (West Va.) Booth family cemetery. She was designed for the Clarrington-Wheeling daily trade, where the VIROQUA had run so long ago. --And, by a strange play of Fate, in that same year--1912--the "big LIBERTY" built by Capt. John K. in 1889 reappeared on the Upper Ohio, headed for the Dravosburg, Pa. docks where she got some brass doorknobs and fancy wire railings, to be known for some time thereafter as the CITY OF PARKERSBURG. Another oddity was the arrival of a smallish excursion sternwheeler in Pittsburgh in the fall of 1919 named GOLDEN FLEECE which had started out in life as a side-wheeler named LIB-

ERTY, built in 1900 (the same year Capt. John K. died) by Capt. Asail (Asa) Booth of Wheeling, John K.'s nephew.

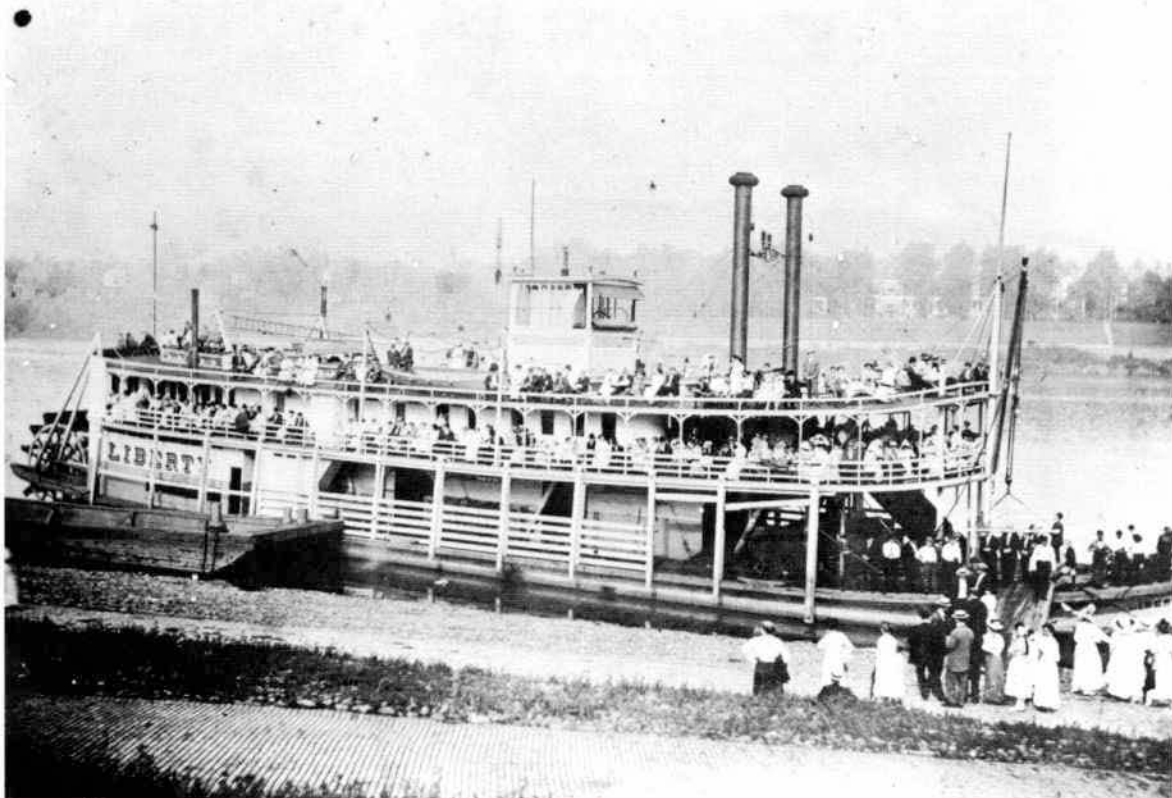
Capt.'s. John K. and Asa during the oil boom along the Upper Ohio, jointly formed the Liberty Oil Company (this just several years before John K. fell down the cellar stairs), leased land in Monroe County, O., and drilled 14 wells. The average was good, and both came off with profit. As you may presume, the wells were numerically designated Liberty #1 and so on through #14.

OHIO RIVER Lock and Dam No. 13 had been completed in 1911, assuring navigation those last 5½ miles from McMechan's Landing to Wheeling during low water times. The most critical shoal was downriver and in full view of the Wheeling wharf. Dam No. 14, just above Clarrington, and Dam No. 15, 11½ miles below, were still in the blueprint stages when the last LIBERTY was built. Optimism was running high for the rapid completion of the "slackwater project." In July 1911 a large delegation of the U. S. Rivers and Harbors Committee had boarded the KANAWHA at the Crockard & Booth wharfboat,

Wheeling, and had bumped bottom all the way to Cairo during dead low water. The Congressmen were convinced. What the Congressmen did not know (and well they didn't) was that one year later, in July 1912, when the LIBERTY first tried her wings, the Ohio River rose to a beautiful summertime high and stayed that way all of the balance of the year.

This 1912 LIBERTY's hull measured 141.8 x 28.7 x 5, no big shucks to a generation geared to taking the waves of the QUEEN CITY and the VIRGINIA (lately renamed STEEL CITY) both in the 235-foot class, or even of the old BEN HUR, 165 feet long, lately run by the Clarrington Cramers. But she was new. The erstwhile Wheeling "locals" fresh in memory, RUTH, ROYAL, JEWEL, LEROY and BESSIE SMITH dated back into the 1890s. The LIBERTY was the first brand new packet for the Clarrington-Wheeling run since Capt. John K. Booth had built the "big LIBERTY" in 1889.

Mechanically she wasn't so new. Her 12's- 5 ft. stroke engines had come from the T. N. BARNSDALL built in 1890. And that's kind of a story too. The BARNSDALL, renamed ROYAL (the same ROYAL mentioned above) ran Wheeling-Clarrington, Capt. George H. Urpman,

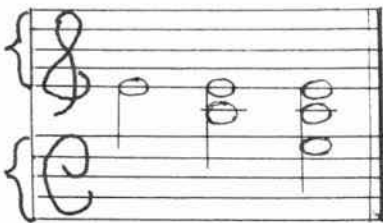


EARLIEST known picture of the LIBERTY, taken at Wheeling on the Fourth of July 1912. Excursionists are aboard and the weatherman has provided a nice, warm sunny holiday. As the observer can see, the whistle originally was above the spreader bar between the stacks, the steam line piped up through the starboard stack. Closer scrutiny convinces us this

was not the celebrated whistle for which she became noted. The argument can be made that the owners short-cutted on the building costs by giving her a "lowboat" railing around the boiler deck, and many thought this stinginess cheapened her appearance. Believe it or not that railing is 28 inches high, deck to captop.

changed hands, and for a brief year or so kept the same schedule with Capt. Walker Litten, master, and Frank Humphrey and Walter C. Booth, clerks, now renamed LIBERTY. Peculiar as it may be, no photograph is known of this LIBERTY with this name on her, although she was well attended to as the BARNSDALL and ROYAL. She gave up her machinery to the 1912 LIBERTY, plus other appurtenances, and then her carcass was taken up the Muskingum River to Beverly, still with the complete cabin on her, where it became a clubhouse and motorboat livery. The 1913 Flood draped her across the canal at Beverly, broke her back, and she was wrecked on the spot. There does exist a photograph of this grotesque scene which shows no pilothouse, which leaves one to wonder if perhaps the 1912 LIBERTY also inherited, along with the machinery and things, the BARNSDALL pilotwheel. Walter Booth would have known about this point, but I didn't think to ask him.

Another hand-me-down was the whistle. It had been on the BESSIE SMITH, and before that on the BEN HUR and, according to lore and legend, had been on the ELAINE and originally on a short-trader named GEORGE STRECKER. Be this so, and there is no valid reason to argue it, the birth date was in the early 1880s. According to the gospel of Robert H. (Bob) McCann, with the mind of a walking tape recorder--plug him in and these things come out--the whistle was made by a mechanic-turned-farmer who was living above Waverly, West Va., in the vicinity of present-day Willow Island Locks and Dam. Bob had not learned the man's name and Capt. Jesse P. Hughes, raised in that general area, didn't know, either. Whoever, he had a perfect ear for pitch coupled with the mechanical ingenuity vital for successfully combining steam pressure with the twenty-and-one variables of metal components. The pleasing result could not have been accidental. What he came up with was this:



Lib - er - ty

Official records kept at Wheeling disclose that the ROYAL was renamed LIBERTY on December 11, 1909, owned by the Liberty Packet Company, Frank Humphrey, secretary-treasurer, Clarrington, Ohio.

From the same source, the "last" LIBERTY was enrolled at Wheeling on May 12, 1912, owned by the Liberty Packet Company, Frank Humphrey, secretary-treasurer, with Capt. Samuel W. Litten, master.



IN THE SUMMER of 1934 C. W. Stoll, celebrating his 18th birthday, rode the LIBERTY from Pittsburgh to Huntington, thence to Charleston and out to Point Pleasant. He took this exceptional shot of her whistle on the Kanawha River at St. Albans, West Va.

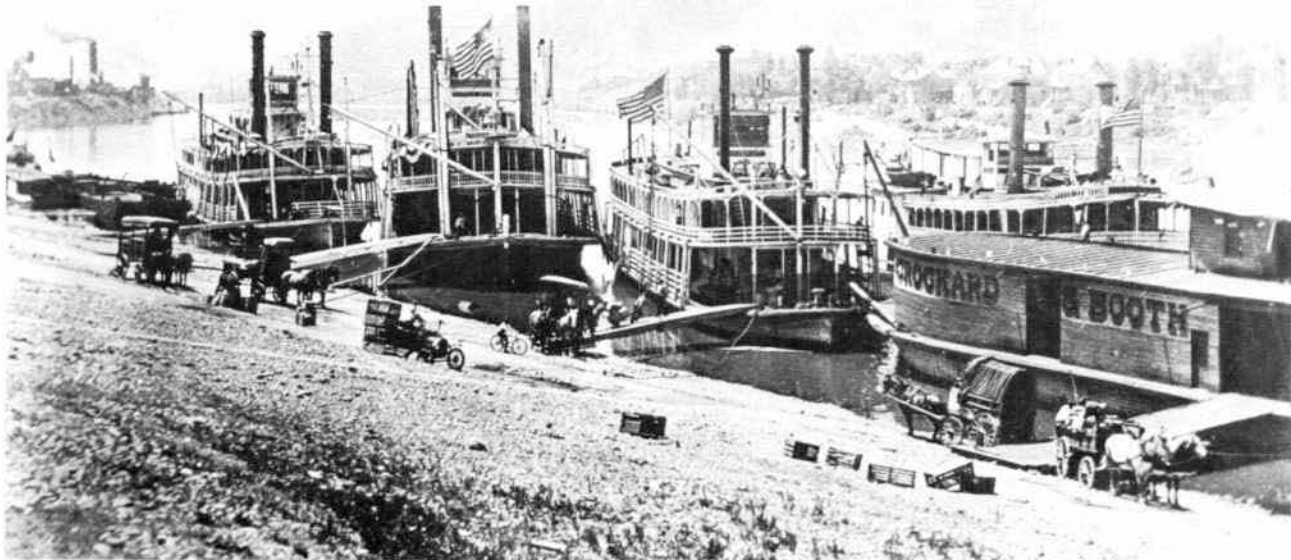
THIS 1912 LIBERTY is ancient history to my grandchildren, but plenty recent to be recalled by their parents. And plenty enough recent that persons who worked aboard this last LIBERTY still see lightning and hear thunder (among them some of the Booths of course) and others, youngsters at the time, who either remember seeing the boat or who may be pardoned when they brag modestly of having taken a trip on her.

Capt. William S. (Bill) Pollock reminded me the other day at his home in Beaver, Pa. that he had been clerk on the LIBERTY for over one hundred round trips in the Pittsburgh-Wheeling trade.

Clarrington, O., ex-Sunfish, is 27 miles down the Ohio below Wheeling, founded in 1799, of such small consequence that Zadok Cramer passed it by without mention in his "Navigator" chart books. Samuel Cummings in his "The Western Pilot" (1847) identifies Sunfish as a hamlet along the upper side of Sunfish Creek with no fur-

ther elaboration. Ethel C. Leahy's "Who's Who On the Ohio River" (1931) mentions two boat-building plants and says the principal industries are produce and butter making, population 506, a decline of 101 since 1920. All the more wonder then that a community so small could and did sire a steamboat named LIBERTY in 1912.

Or was this such a wonder? Newport, Ohio (pop. 306) in 1890 had planted the seed which by 1912 had become the Cincinnati-based Greene Line Steamers. But this was a horse of another color, a family enterprise of similar names, Greene and Greenwood, both of Newport, with no other local participation. In contrast, the LIBERTY was a municipal adventure at Clarrington, built from logs dragged from local hillsides, by local shipwrights, with local owners, and, for the most part, a local crew. Walter C. Booth and Mason Thomas were crew members on her maiden voyage. When she ran her last packet trip in 1936 her skipper was Capt. Walter C. Booth, and



TAKEN at Wheeling on "West Virginia Day," Friday, June 20, 1913, celebrating the 50th anniversary of statehood. Lack of hotel accommodations (the Windsor was under construction) was cared for by bringing the STEEL CITY (ex-VIRGINIA) and the side-wheel I. C. WOODWARD down from Pittsburgh to provide overnight accommodations for guests. From the left:- JOE FOWLER, there to run excursions; STEEL CITY, LIBERTY and the I. C. WOODWARD. The LIBERTY was preparing to depart on a regular packet trip to New Matamoros and a wagon is being loaded over the stage. Sharp-eyed observers will note that between her stacks is the whistle pictured and described on the last page. The Crock-

ard & Booth wharfboat (right) was built at Moundsville, W. Va. in 1892, 170 x 35, model bow and stern, and served at Wheeling until 1918 when it was rammed and sunk by the Liberty Transit packet S. L. ELAM, later renamed GENERAL WOOD. Perhaps you can see on the opposite hill, about over the LIBERTY's stacks, an advertising sign composed of large white letters, CHAS. N. HANCHER, DIAMONDS and WATCHES. One Hallowe'en young men turned the W upside down and for some time thereafter it read MATCHES. Wheeling's preferred residential section was on Wheeling Island and had been clobbered that 1913 spring with a high flood. Some of the homes are visible here.

Mason Thomas was chief engineer. Pete Keller, pantryman, was on the portage books the whole 24 years she was in packet service. All three from Clarington.

The LIBERTY was built at the Mozena Bros. Boat Yard below Gardner Run. All traces of the site were obliterated when Route 7 was modernized and four-laned to parallel the riverfront at Clarington. Elmer Thomas, father of S&D's former Board member and model builder Bob Thomas, was in charge of loft and lay-out, doubled as ship carpenter and also was licensed as a river engineer. Capt. Walter C. Booth, mentioned frequently in this tale, married Elmer Thomas's sister Lydia. Mason Thomas, the LIBERTY's engineer, was of this same Thomas connection.

Eugene Mozena, second generation of the boat-yard Mozenas, started out on the LIBERTY as deckhand, won his mate's and master's li-

censes, and got himself solidified into a book, "The Log of the Betsy Ann" under an alias. I called him Jim Jones in Chapter 13 where he had an encounter with sharp-nosed Mrs. Myrtle R. Goodwall. Gene Mozena was still living when I wrote that piece and it seemed to me more charitable to disguise him, having portrayed him unmercifully. This was a mistake, in retrospect, robbing him of inalienable rights. While Gene and I steamboated, he talked about the LIBERTY a good bit; about how she left Clarington daily at the crack of dawn doing her daily stint to Wheeling and back, poking her nose in to the willows every half-mile answering a hail or putting ashore a parcel of freight, many of them 25¢ missions, all of them so vital to their friends, the customers. The LIBERTY was a way of life until the improved roads came.

During the 1920s and early '30s

when I was running the BETSY ANN, Gene Mozena, Walter Booth and Bill Pollock, LIBERTY graduates all, were crew members from time to time. During the deepest days of the Great Depression I stood pilot watches on the LIBERTY, and was in Charleston, W. Va. soliciting freight for her the day Charles A. Lindbergh, Jr. was kidnaped.

ENTRY in the Log Book kept by a thirteen year old boy enroute down the Ohio River aboard the steamer JOE FOWLER: "Sunday, June 7, 1914-- Met the KANAWHA coming up at Clarington. The liberty was at Clarington also."

This lad had gazed upon the KANAWHA many times, but from the decks of the JOE FOWLER he was getting his first glimpse of the LIBERTY. Maybe he wrote hurriedly and neglected to capitalize the word. Maybe he wasn't impressed

with the LIBERTY. Now, these 67 years later, the penciled notation defies analysis, but we can interpret that the LIBERTY was cooled down while the crew enjoyed a Sabbath lay-over at the home town.

One year later, on Sunday, June 13, 1915, this same lad, on board this same JOE FOWLER, again enroute down the Ohio, again keeping a Log Book, penciled this notation:- "Liberty- Wheeling & Matamoras packet. Passed her at Matamoras 4:00 p.m. Grated bottom several times above light 512 below Matamoras. No. 16 under construction."

Let me again interpret. The LIBERTY had changed trades. The daily go-around Clarington-Wheeling wasn't paying out. Her owners stretched her Wheeling-New Matamoras, 52 miles, up one day and down the next. "Light 512" was on the bank at the lower end of New Matamoras at the head of Grandview Island, all government lights numbered by the U.S. Lighthouse Service in upstream sequence from Cairo to Pittsburgh with #601 at "Glass House," abreast the head of Brunots Island.

The "big LIBERTY" of 1889 also was too big for the Wheeling-Clarington trade. After a year or so she ran Wheeling-Parkersburg. Our 1915 Log Keeper, passing Vanceburg, Ky., noticed at the landing the CITY OF PARKERSBURG, ex-"big" LIBERTY, towing the Rice & Dore Water Carnival.

All wasn't peaches and cream for the 1912 LIBERTY in the Matamoras trade due in no small part to world events. Deckhands were hard to get as young men were lured to more attractive wages in industries and in 1917, when the U.S. went to war with Germany, the scarcity became so acute that the boat's officers pitched in to help tote freight, shovel coal aboard, and otherwise do the deck work.

The LIBERTY's problems were compounded in 1916 when a gentleman with the improbable name of John Ueltschy contracted for and had built at Clarington an oil engine packet, 100 x 18.2 x 3, which he named MILTON. She had an upper cabin, bullrails, swinging stage and all such trappings. What little fuel she used arrived at the Wheeling wharf in metal drums, easy to roll aboard. Ueltschy was no riverman and soon turned her over to Brady Litman on some type of lend-lease arrangement, and Brady Litman operated her Wheeling-Matamoras.

In the summer of 1918, the war raging abroad, and a new disease named influenza scourging the U.S. with able-bodied men most vulnerable, your scribe and a couple of cronies borrowed a canoe with the idea of "exploring" the Little Kanawha River. To get to Parkersburg we went Sewickley to Wheeling on the side-wheel VERNE SWAIN, to New Matamoras on the MILTON, paddled the canoe to St. Marys--13 miles--and were so tuckered out that we asked the wharfmaster at St. Marys when the next boat would be along for Parkersburg. He said at about midnight and it would be

the LIBERTY. He said we'd have to hail her, in all likelihood, for he had no freight for her.

Such proved to be the case. No problem keeping awake on the stern end of the St. Marys wharfboat, the mosquitoes attended to that. We got the canoe and duffle on board, groped up the front stairs, registered, and made dives into the assigned berths. Next I knew we were landed at Parkersburg soon after sun-up, a journey of less than 30 miles. This was my first trip on the LIBERTY, and having been unconscious for the whole of it, there is nothing much to add, except that we did "explore" the Little Kanawha to the head of slackwater (there were five locks and dams then), 48 miles to Creston, West Va., the canoe and us riding aboard the gas packet CHASE all the way. Once in a while we did use the canoe on that trip, but its bottom was dry most of the record 102-106° days up there.

So by 1918 the LIBERTY had stretched again, running Wheeling-Parkersburg.

JACK GARDEN was here at 121 River the other day. Jack often rode the LIBERTY between Wheeling and Witten's Landing, O. "Yes, I remember the MILTON," he said. "She was the slowest, next-to-nothing boat in our territory."

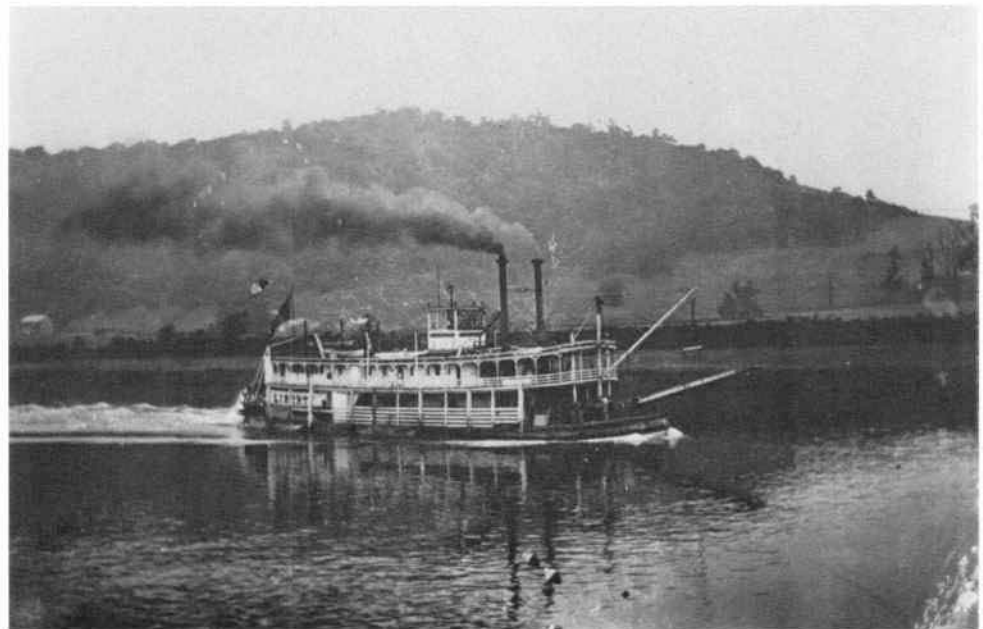
A dexterous and speedy little steamboat named the HELEN E. put out her shingle in the Wheeling-Matamoras trade in the mid-summer of 1918, owned by the Williamson family, steamboaters all. Brady

Litman knew he was licked and Mr. Ueltschy sold the MILTON in February 1919 to Little Kanawha River persons who pared off the guards so's she could squeeze in and out of the small locks in that stream.

On Monday, July 14, 1919 your scribe was on board the packet KENTUCKY, bound from Pittsburgh to Cincinnati. "We landed at Wheeling at 7:30 a.m., the LIBERTY and VERNE SWAIN in port." The notebook then adds: "The LIBERTY is preparing to leave for Zanesville at noon."

She had stretched again. The LIBERTY's owners had decided to try their luck on the Muskingum River. This picturesque watercourse once had supported a rather thriving commerce for packets, the last consequential one being the LORENA which had plied Pittsburgh-Zanesville 1895 - 1913 when, in March, a stupendous flood devastated the Muskingum Valley, taking out all of the bridges wholesale and making a shambles of the dams, locks and canals. The stage at Marietta, March 29, 1913, lapped at 58.7 feet, a crest of such distinction that the lobby floor of the Hotel Lafayette was filled with river water floor to ceiling, and lapping at the first room-floor above. In recorded history there had been nothing its equal, nor has there been since.

The U. S. Engineers patched, dredged, rebuilt and got traffic moving again. Even when the LIBERTY first poked her nose into the Muskingum, September 1918, she was unable to get above McConnellsville due to a lock closure. Even with this foot-in-the-door ap-

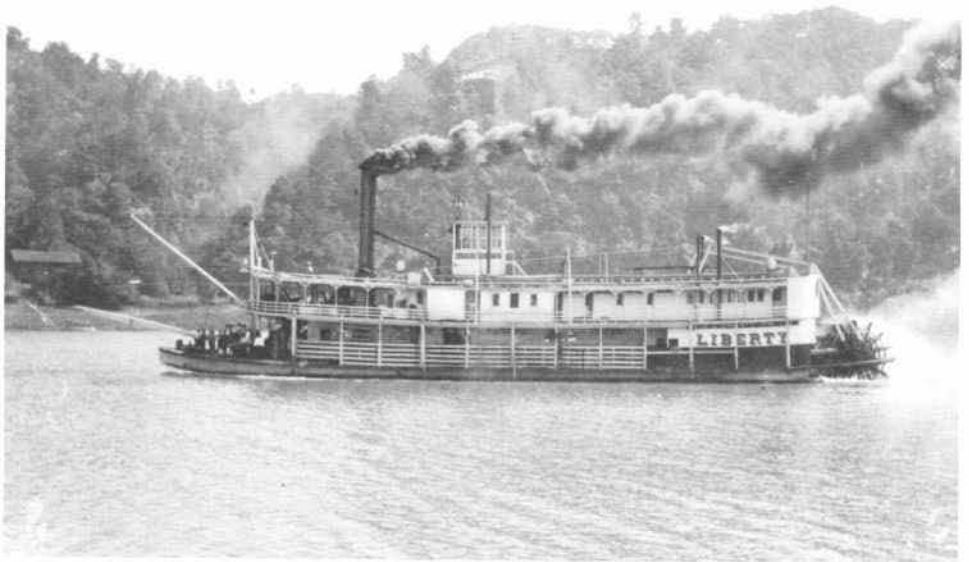


FIRST picture your scribe took of the LIBERTY, shown here, was in June 1916 from the roof of the TELL CITY. I have forgotten the location and, aside from the sentimental attachment, it doesn't tell much. The negative was developed in one of the TELL CITY's staterooms that night using river water for the solutions and wash. Now, 65 years later, Woody Rutter made this print from that same old negative.

proach to a temporary destination, (48.2 miles Marietta to McConnellsville) Capt. Walter C. Booth, now master-pilot, found good reason for optimism. Business was picking up. The next year, 1919, she ran Pittsburgh-Zanesville, one round trip weekly, 184.9 miles down the Ohio to Parkersburg, then 12½ miles Parkersburg to Marietta, then 76 miles to Zanesville, and so back to Pittsburgh 247.4 miles. The LORENA had used this same scheduling.

And, speaking of the LORENA, the LIBERTY was no unworthy successor. The over-all dimensions of both boats were identical within inches, the maximum practical size for the small Muskingum River locks. Whether this similarity was premeditated at Clarington when the LIBERTY was built seems a fair question to ask, and is one to which I have no answer. Upon entering the Muskingum Capt. Booth landed the LIBERTY at the foot of Washington Street, Marietta, and left the swinging stage on shore, to be picked up again upon her return. She didn't really need it inasmuch as most of the freight landings were in the canals where long planks carried on the forecastle sufficed for a gangway, and during lockages the swinging stage was, or would have been, a constant nuisance.

Another expedient which Capt. Booth adopted early-on was to back the LIBERTY into Lock No. 10 on her upbound approach, a maneuver of some delicacy what with swirling currents and no lower guide wall to line up on. No. 10 has tandem locks, the only one of its



As a model-builder's aid, this full broadside could have its uses. This was taken in the summer of 1918 and shows the location of the galley (cook-house on the LIBERTY and her kin) with its three windows on the port boiler deck guard. The square white canvas curtain ahead of the galley shields a make-shift pantry occupying the guard which was 52 inches wide from the cabin bulkhead to the railing. The tall pipe alongside the pilothouse is the cook-house stovepipe. Typical of packets her size, the boiler deck staterooms ran back to about where the L is in her name and thence aft to the stern enclosure is a ladies' parlor fitted with side windows and double door, a carpeted cabin space with comfortable chairs. The ladies' facilities are aft of that.



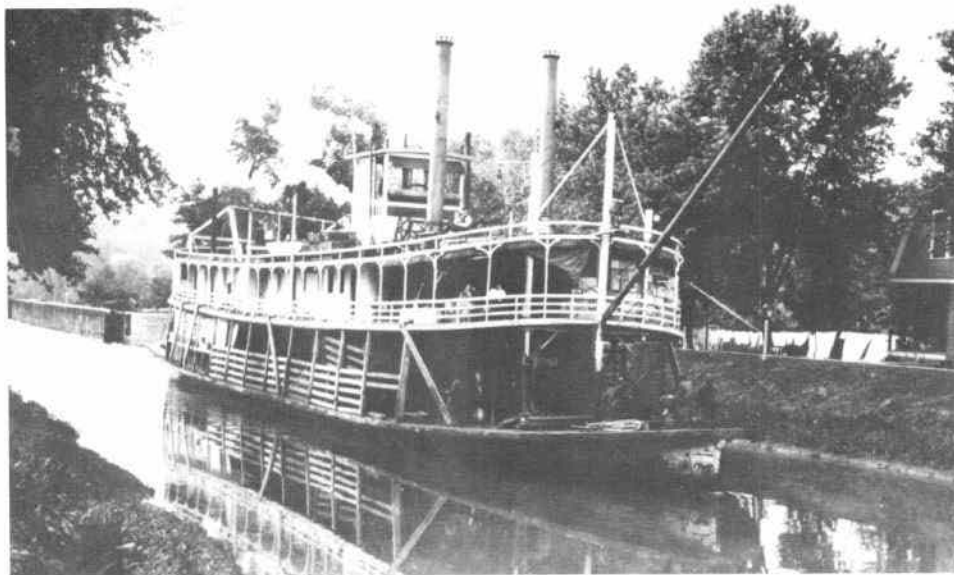
WHEN the LIBERTY entered the Zanesville trade, the ladies' parlor (described above) was eliminated and additional staterooms took the place of it, as this picture shows. The boiler deck was 7 feet high at the guard, and the main deck 9'6". The 'scape pipes were 11 feet tall from the roof. Bill Pollock took this shot in a Muskingum canal, 1921.

sort on the Muskingum. Having been elevated in two steps, the packet then backed her way for several city blocks through a narrow canal to the Zanesville city steamboat landing. There, moored along the canal shore, she put out her planks. Most of her freight was received or disposed of as she lay there. A primitive wood shack in the proximity served as a warehouse if weather protection was needed. At departure time she was properly aimed to retrace her way through the canal and the tandem locks, again in the blue Muskingum.

CAPT. WILLIAM S. POLLOCK, then a young man of 18, rode the LIBERTY on one of her regular Zanesville trips in May 1921. He was an adept photographer using post card size film and various of his pictures accompany this article. He was present at "the fire" (afterwards so called) which came perilously close to ending the LIBERTY's career.

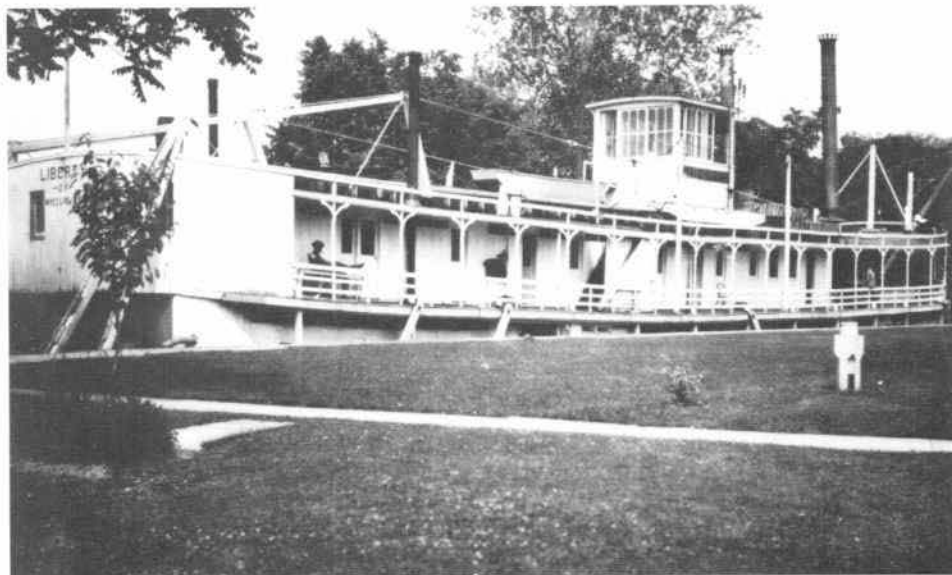
Upbound on the Muskingum, and transacting business at McConnellsville, a shipment of baled hay stowed on the starboard guard took fire. The cause never was pinpointed, but probably was the result of one or more of the deckhands having crawled up on top of

Continued on page 16.



The river distance from Marietta to Zanesville is 75.8 miles, requiring passage thru 11 locks (two in tandem at No. 10). Due to rapids, river traffic is handled thru short lateral canals at the Lowell, Beverly, McConnelsville and Zanesville locks. The system still operates today. The canals have not much more than 4½ feet depth, are quite narrow and, in the LIBERTY's day, houseboats were moored here and there along the canal banks with people living in them. In this view the LIBERTY is virtually in someone's front yard, the wash out to dry, and the pilot talked with people watching from the second story windows.

Here she is in one of the canal locks. Many of the Muskingum packets of yore had a gate provided in the boiler deck railing used in handling passengers to and from the lock wall, although the LIBERTY had none. Although the locks and canals are still maintained it would be impossible today for the LIBERTY to go to Zanesville due to modern low bridges with no draw spans. Today's traffic is limited almost entirely to pleasure craft. During the heyday of packet traffic, and it was considerable, no buoys or other navigational aids were provided. Most of the locals ran daylight schedules.



The red-stacked LIBERTY, her stage having been dropped off at Marietta, proceeds gingerly along the course of a canal in the Muskingum. She is 'scaping out on the roof. Note the rise in her forward deck and roof structure, an inexpensive ostentation in her day of wooden construction, giving her sort of a jaunty look. If her pilot house looks large it is because it is large, eleven feet across and eleven and a half feet long, housing an eight-foot pilotwheel. All three pictures by Capt. William S. Pollock, taken in June 1921.



LIBERTY moored at the public landing, Zanesville, headed downstream in the lateral canal. The picture was taken from a low bridge spanning the canal about midway between the landing and Locks 10 by Bill Pollock on May 24, 1921. The Muskingum River is off to the left. The canal makes a sharp right above where the LIBERTY is moored and reenters the Muskingum, pro-

viding slackwater via Ellis Lock and Dam (No. 11) to Dresden, O., 15 miles above Zanesville. In early days the Ohio & Erie Canal connected with the Muskingum navigation and through traffic was carried via Massillon and Akron to the Great Lakes at Cleveland, Ohio. The LIBERTY was the last steam packet to visit Zanesville.

the bales smoking a cigarette or so.

This happened in board daylight, everybody up and about. On a wood steamboat you never argued with an ignited hay bale. You pitched it overboard as quickly as possible. Capt. Booth and his crew jumped to the task. The local fire department arrived in nothing flat and in another moment the river was filled with charred bales and hoses were playing on the overhead carlins.

After the boat proceeded on up the river Bill Pollock remembered he had hung his hat on a post out there on the McConnellsville landing at the first cry of "fire!" He had been so busy helping pitch bales that he forgot his hat. On the return trip next day, the hat was still hanging on the post.

"The coolest character was old Capt. Walker Litten," Bill recalled recently. "He was stretched on a chair forward on the boiler deck when the excitement started, and was still sitting there stretched out when we drowned the last blazing bale."

Opposition raised its ugly head. The Liberty Transit Company, a Wheeling inspired corporation which had no connection with the

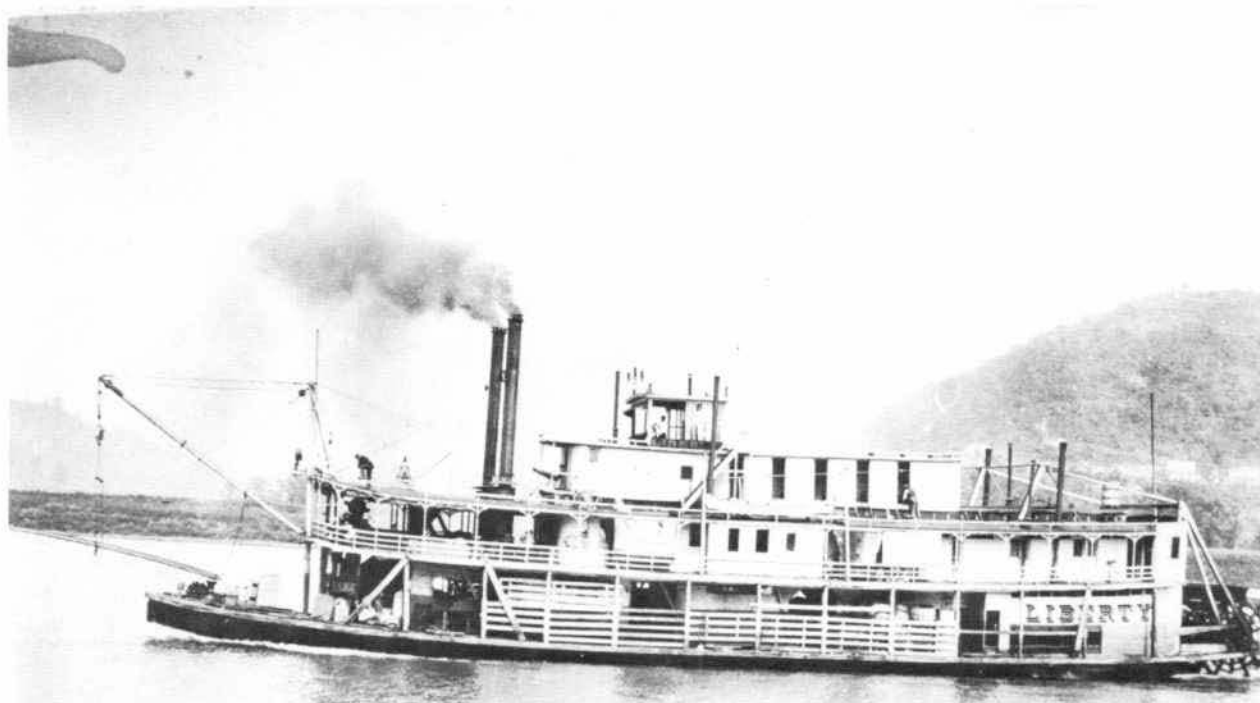
packet LIBERTY, not even remote, launched forth to revive packet traffic Pittsburgh-Cincinnati and points between. Four packets were purchased, revitalized, and put to work. One of these, the smallest of the lot, was assigned to the Pittsburgh-Zanesville trade in the spring of 1921. Her name was GENERAL BEACH. Her skipper was Capt. Hiram A. Douglass of Parkersburg, who had run and owned the small steamboat LOUISE in the Little Kanawha. Her purser was Homer Mozena of the Clarington Mozenas and his assistant in the office was J. Mack Gamble, also of the Monroe County hills in the Clarington vicinity, his first job afloat.

The BEACH's pilot was W. Scott Heatherington, 44, who until now had piloted on the LIBERTY but no longer was needed there since Walter Booth had obtained a Muskingum River extension to his license. Scott did things a bit differently on the BEACH. She carried her swinging stage to Zanesville and back, for one thing, and didn't do the LIBERTY's unique crab-crawl up through the tandem locks of No. 10. Instead, she crab-crawled from the Zanesville canal back to the river.

After a month or so Mack Gamble

tendered his resignation as second clerk on the BEACH, packed up his duds and walked ashore at Gamble's Landing. That's sort of a story, too. Capt. Douglass decided that Mack could very well get off at Clarington and walk the two miles downriver to his farm landing. Whereupon Mack entered in the boat's passenger register "1 fare Clarington to Gamble's Landing, \$1 paid," put his dollar in the cash drawer, and routinely called to the pilothouse, "Passenger for Gamble's Landing." All legal and tidy-like. The point being---that Mack's replacement was the writer of this story. While I served as second clerk under Homer Mozena, the purser on the LIBERTY was Henry W. Mozena, also of the Clarington line. The LIBERTY never once from start to finish cut the umbilical ties with Clarington.

The BEACH didn't make it; that much is for sure. I didn't stay to the bitter end, but by late summer 1921 the novelty of two Pittsburgh packets snooping up and down the Muskingum's canals was terminated when the BEACH was withdrawn. The LIBERTY, looking fresh as a daisy, her smokestacks painted red, attracted so much passenger traffic that in 1922



The LIBERTY with texas added upbound on the Ohio River, photo by Bill Pollock.

Capt. Booth added a texas to house the crew, hoisted the pilothouse up on top; and did all of this under way.

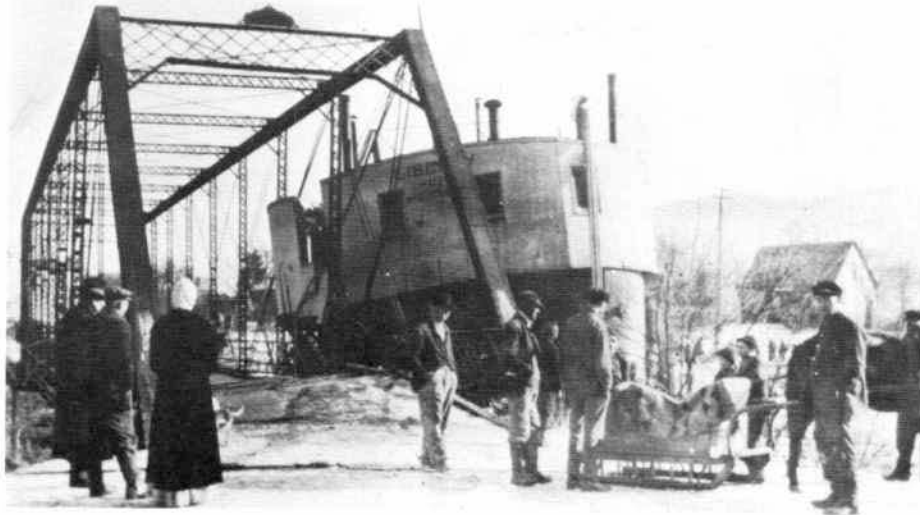
Robert H. (Bob) McCann recalls that the exodus of the LIBERTY from the Muskingum came unexpectedly. A storm of some proportion caused a flash flood in one of the Muskingum's tributary creeks, forming a bar which blocked the main channel. Fortunately the boat was upbound when she encountered this obstacle, and she was turned back to Marietta. The U. S. Engineers had other dredging priorities at the moment, with the end result that the LIBERTY abandoned the Zanesville trade.

TRAFFIC on the Ohio River, on a downgrade for two decades, got its first dramatic shot-in-the-arm on December 28, 1917 when U. S. President Woodrow Wilson proclaimed that the federal government had taken possession and control of all railroads located wholly or in part within the boundaries of the continental United States.

The railroads went to war. High priority was given to the movement of troops and military supplies of such huge proportions that the usual commercial rail traffic was severely crippled. Shippers and customers flocked to the Ohio River packets for relief. The weath-

erman that winter of 1917-1918 dealt the most savage blow in years. Frigid temperatures choked the channels with ice jams and gorges. The LIBERTY was moored in the mouth of Sunfish Creek, Clar- ington, for safe haven in the early weeks of December. When the February thaw finally came, the pressure of the gorged ice shoved

her up under the highway bridge where she wedged. The river continued to rise, squeezing the LIBERTY into the worst jeopardy she was to encounter in her career. Instead of being pushed to the bottom by the weight of the bridge the exact reverse happened; the LIBERTY raised the bridge from its stone piers. The gorge ground its



LIBERTY takes on the Sunfish Creek bridge.

way on down the Ohio, the river fell, the bridge settled back to its business of being a bridge and the LIBERTY was released with only minor damage.

The sum total of packet losses 1916-1918 by accidents, fire and the coup de grace of these ice jams was unprecedented; the LORENA, KANAWHA, OHIO, TELL CITY, CITY OF PARKERSBURG (ex "big LIBERTY"), RUTH, VALLEY GEM, CITY OF LOUISVILLE, CITY OF CINCINNATI, GREENLAND--all of these above Louisville; plus a staggering number on out to Paducah and Cairo and on down the Mississippi to Memphis.

The Liberty Transit Company was organized at Wheeling almost of sheer necessity to move commercial freight along the Upper Ohio clogged because of the overburdened railroads. Although the war ended Nov. 11, 1918, the railroads were not returned to private ownership until March 1, 1920. The chaos of rail service took a big turn for the worse.

Although the LIBERTY was running Pittsburgh-Zanesville at the time, the Great Atlantic & Pacific Tea Company, supplying its retail stores from a Pittsburgh warehouse to Ohio River towns down to and including Parkersburg, appealed to her owners, in a desperation born of necessity, for service. The Liberty Transit Company was in no position to handle such volume.

Hence when the red-stacked LIBERTY left Pittsburgh for Zanesville she was dragging her guards, loaded flat with A&P groceries. That fall of 1921 Capt. Walter Booth and others went to Natchez, bought the iron-hull BETSY ANN, ran her Pittsburgh-Portsmouth, to



"Come on, Bill, take our picture," said LIBERTY's purser Henry Mozena (center) so Bill Pollock obliged. On the left is Capt. Walter C. Booth, and on the right is boat's watchman Jake Litman. Taken at Pittsburgh while she was in the Wheeling trade.



Looking aft in the LIBERTY's cabin after the rear staterooms were added. Cabin was 12 feet wide and from roof to

floor about nine feet high. The overhead cross guy rods were added. Office door is open at extreme left.

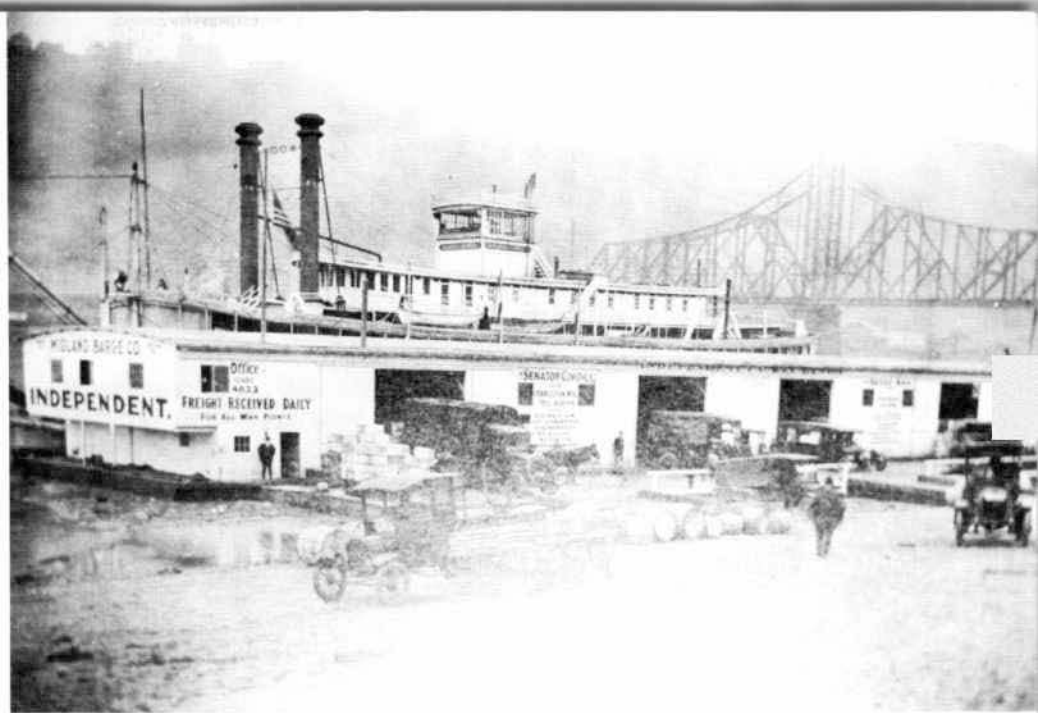
better serve this lucrative grocery traffic.

Even after the railroads returned to normal the grateful A&P Tea Company continued shipping by river, providing substantial revenue, a nest-egg which resulted in steel wharfboats built new for Pittsburgh, Steubenville and Wheeling, the purchase of the SENATOR CORDILL and, in 1924, the addition of the GENERAL WOOD. Liberty Transit, mission accomplished, quietly folded its wings and quit business in 1923.

And so it was, the LIBERTY was entered in the Pittsburgh-Wheeling trade, three rounds a week, handling the A&P for East Liverpool, Steubenville and Wheeling. The BETSY ANN departed Pittsburgh on Saturdays handling A&P for New Martinsville, Sistersville, Marietta and Parkersburg. The GENERAL WOOD ran Pittsburgh-Cincinnati, departing Pittsburgh on Thursdays, and the SENATOR CORDILL left every Tuesday for Charleston. All four packets were under individual ownerships, and the three steel wharfboats were separately owned.

To say a plateau of prosperity followed would overstate the case, but in the main this daily service from Pittsburgh was dependable and well patronized. The LIBERTY once racked up an entire year's operation without missing a single trip and when, by reason of accidents or boiler troubles, a boat was temporarily out of service, she was replaced on charter basis by one of the Louisville & Cincinnati Packet Company's "extra" boats, the JOHN W. HUBBARD or the KENTUCKY, and once the GREENWOOD of the Greene Line.

Capt. Henry Kraft, a veteran of New Matamoras, O., was usually on the LIBERTY standing pilot's watches with Capt. Walter Booth. In winter months Capt. Henry E. Holloway replaced Kraft. Henry Mozena was purser and Bill Pollock was clerk. Bill Pollock recalls that Henry Mozena had a mortal fear of being swept over the Emsworth Dam and, when the river was



SOON after the LIBERTY started coming to Pittsburgh, her owners bought an old Combine towboat, the J. A. DONALDSON, and used it as their wharfboat near the foot of Wood Street along the Monongahela River waterfront. It served its purpose but was woefully inadequate. When these "Independents" (distinguishing themselves from the Liberty Transit Company) added the BETSY ANN and SENATOR CORDILL, they contracted with the Midland Barge Co., an offshoot of the Treadwell Construction Company, Midland, Pa., for a large all-steel wharfboat and a shore-side drive-on platform barge. All freight was received and discharged from the four main wharfboat doorways, the trucks on the platform barge. The same plan had been in use at the Parkersburg, W. Va. wharfboat for some years previous. In the background is the old Wabash RR. bridge.

up, would invent all manner of excuses to absent himself at departure time from Pittsburgh, and catch the boat while she was safely in the lock or below there. Henry Holloway regularly was pilot on the HOMER SMITH, which, being an excursion boat, was laid up in winter. This fact made him available on the LIBERTY in winter, quite agreeable with Kraft who had lost stomach for winter steamboat-

ing. Capt. Harry C. Donnally, who managed the Wheeling steel wharfboat, at this time was a strong stockholder in the LIBERTY, then incorporated as owned by the Ohio & Muskingum Transportation Co.

THIS horn of plenty, the A&P grocery business, ended as suddenly as it had arrived. The construction of modern highways in the state if Ohio persuaded A&P to distribute to its chain stores along the Ohio River from their Columbus, O. warehouse. The switch-over was not announced beforehand. One fine day the usual A&P deliveries at the Pittsburgh wharfboat ceased. Although this loss of revenue was not a mortal wound to the LIBERTY and the BETSY ANN, it eliminated the comfortable profit margin both had enjoyed.

Capt. Walter Booth had been unhappy with the Texas he had added to the LIBERTY in the Zanesville trade. It was a wind-catcher, no doubt of that. Also it was a jerry-built affair with no center fore-and-aft hallway, each room entered from the outside skylight roof, no heat, and Bill Pollock still laughs at the thought of pilot Henry Holloway bundled up like an Eskimo and with stocking hat pulled about his ears retiring to his igloo-room in that Texas in winter. Walter Booth took it off, and put the pilothouse back to its



Interior of the Pittsburgh steel wharfboat.



LIBERTY in the Charleston trade. Yes, she's showing visible signs of age, somewhat tattered and worn. New smokestacks are one ring shorter than the originals. Each ring was 5'8½" tall; originally she had five above the roof, now four. The acorn adornments on the pilothouse roof have been sawed off, probably of necessity to clear a bridge somewhere, and the railings and bullrails are dingy. Empty chicken coops are piled on the roof and empty egg cases are piled (certainly not stowed) on the boiler deck. Capt. Walter Booth at the time of her last trip calculated she had covered 550,000 miles in her 24 years of service without a serious accident.

original position. As I recall the red war-paint on the stacks was removed about this same time, and again they were black.

In 1929, an apex of damfoolishness, Capt. William E. Roe, manager of the Louisville & Cincinnati Packet Co., persuaded Pittsburgh capitalist John W. Hubbard to buy the SENATOR CORDILL and the steel Pittsburgh wharfboat. They formed the Ohio River Transportation Company and placed the QUEEN CITY (owned by Hubbard) and the CORDILL

in the Pittsburgh and Cincinnati trade. This move eliminated the GENERAL WOOD and the BETSY ANN as regulars, both destined to pick crumbs for the next year or so. The LIBERTY was adopted into the new regime as the regular Pittsburgh-Charleston packet, taking the Tuesday slot out of Pittsburgh.

So the LIBERTY now was in the "huckster trade," bringing weekly to the Pittsburgh wharf crates of poultry and wooden cases of eggs

gathered aboard from rural landings from the Pomeroy Bend to Hockingport, with additions at Parkersburg, Marietta, and to and including Clarington. The volume of this traffic, which only several years before had sometimes taxed the capacity of the much larger SENATOR CORDILL, diminished not so much from the Great Depression, but as the result of the state of Ohio's modernized highway system. By 1932 the LIBERTY was paying her bills and the crew with very little profit margin, if any. Due to vicissitudes woven into events mentioned so briefly in the last paragraph Capt. Fred Hornbrook had come aboard the LIBERTY as master-pilot. He and I were not the best of friends to the point that were I to describe our relationship as arch enemies the case would closer approximate the truth. These unbridgeable differences had arisen when he was running the GENERAL WOOD and I the BETSY ANN in the Pittsburgh-Cincinnati trade some years prior. Now in 1932 the BETSY ANN was laid up at Memphis, for sale, and I needed a job, any sort of work with a pay envelope at the end of each week. The one prospect, and a lame one at that, was to apply to Capt. Fred Hornbrook.

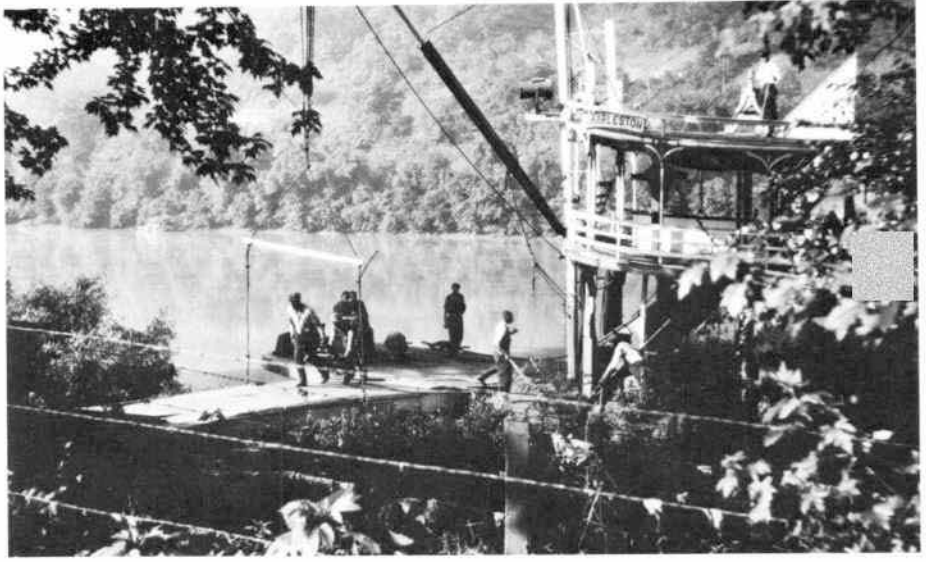
"Get your clothes and catch us at Dashields Lock this evening; I don't know what sort of work it will be, but it'll be something," he said.

The "something" was piloting on Capt. Hornbrook's watch. He had no taste for the art, always in his fabled career having avoided taking spokes in hand, in this case literally so, for the LIBERTY was hand-steered. A hand-steered packet of any consequence, if not properly designed as to stern rake and rudders, is a devil's invention. But the LIBERTY had been built with loving care, the rudders balanced to a T, so's the pilot and the steamboat after a bit of initial experimenting, became a single entity, part and parcel of one another. Such communion is not possible on mechanically steered river boats where the pilot doesn't have the feel of the spokes and what they're telling him.

Yes, she was primitive by modern standards. Open front pilothouse; a Burnside coal stove to singe the pilot's coattails on cold nights, and freeze his whiskers at the same time; signal bells to the engineer hand-pulled; a carbon-arc searchlight mounted forward of the stage mast, raised, lowered or turned by baling wire and sash cord; foot-leverage brakes clamped under the pilothouse to the pilot-wheel rim; speaking tubes to the office and to the engineer; a return trumpet carrying the sound of the signal bells in the engineroom back to the pilot; a water cooler chunked with ice; a copious lazy bench elevated at the rear; a hickory chair with woven cane seat (property of the Captain); coal box and fire tools; a megaphone; the Pilot Rules framed under glass screwed to the ceiling carlins and a piss-can shelved handy but not

too conspicuous. I don't recall a cuspador in the LIBERTY's pilot-house but chances are it was there and used.

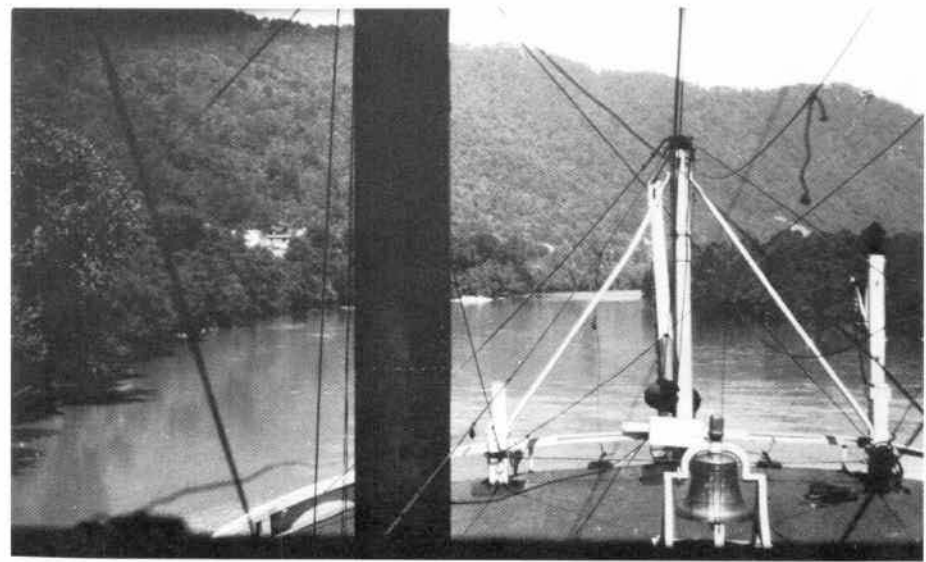
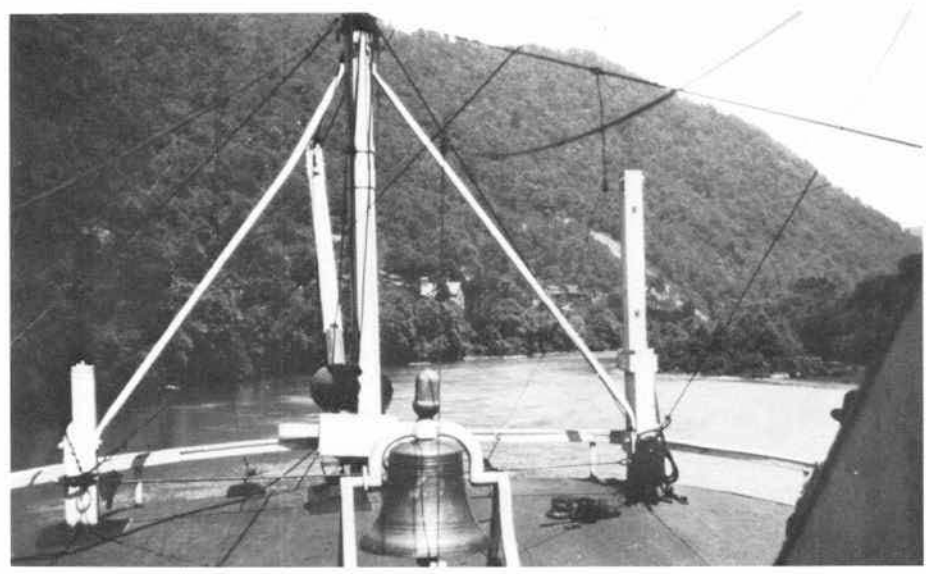
Of course it was there. My partner pilot was "Bear" Martin, growling and chewing, native of Malden, West Va. who twice took the LIBERTY 31 miles above Charleston, loaded with iron castings, to Boomer, West Va., 4 miles above Montgomery, and this before the modern Marmet and London Dams were operative. Bear Martin took great glee in this exhibition of his Upper Kanawha savvy, drove the boat full head, cursed roundly when he saw buoys at the foot of Wheeler's Islands, voiced his unstinted opinion of the nincompoops who had put them there, and drove the LIBERTY around the wrong side of two black buoys at the foot, exclaiming "This is the channel if anybody wants to know." No harm came of it, at least. Let me make a point: the LIBERTY never once sank from cradle to grave.



ABOVE: Unloading castings at Boomer, West Va.
BELOW: Downbound through the narrow channel at Wheeler's Islands after unloading the castings. See Text at upper left on this page.

SEVERAL YEARS before I cast my slot with the LIBERTY she had been seized at Charleston by Federal prohibition officers who charged that several of her crew, and others, had on more than one occasion brought to that city from Pittsburgh shipments of whiskey. Her purser, Roy Collett; second clerk Herbert Swann; Charleston wharfboat proprietor Warren Burns, and a St. Marys, W. Va. huckster, Peck East, were named and charged with the crime. Allegedly they had arranged to deliver the liquor in barrels marked "chinaware" consigned to a Charleston Street address. No doubt it was good whiskey, Golden Wedding bonded, and no doubt it was delivered. From there on the picture is hazy, save that the case went to Federal Court in Charleston and was tried before a jury about a week before Christmas in 1930. The LIBERTY's owners were put to a great expense in the defense, six attorneys on the payroll. They produced extenuating circumstances in plentiful supply, proof aplenty that the prohibition officers had, at great public expense, set up the entire transaction and had, in fact, received the whiskey at the address aforementioned. The jury believed the boat people.

Roy Collett was still the LIBERTY's purser while I was aboard in 1932 and stayed in charge of the office until she quit being a packet. Peck East, the St. Marys huckster, out of the goodness of his heart, presented me with a white feathered, blue-eyed goose to take home to my young daughter. He wrapped it carefully in burlap, it's head sticking out, for it was very much alive, so's I could get it safely to destination. It was late at night, me on shank's mare and the goose under my arm, when we got off the boat at Dashields Locks, walked the P&LE tracks and across the Sewickley bridge. So far all was well. Once within the borough limits of Sewickley the



goose set up a great squawking like to waken the dead, and which no persuasion or cajoling on my part could calm. Dogs barked, lights came on. I thought of running for it but such course would smack of absconding with stolen property. When I returned to the LIBERTY at Pittsburgh Peck East was solicitous to know how things had gone. The joke was on me, for he had loaded it with a liberal slug of whiskey just before he had handed it to me the night before. Golden Wedding I would presume, but that is a guess. My young daughter adored that goose and maybe it was one of the best presents ever I brought to her. Positively it was the noisiest. Peck East later became the sheriff of Pleasants County, headquartered there at St. Marys.

Speaking of whiskey, and at the risk of belaboring, one fine cold night in 1932 I was steering the LIBERTY, downbound, through Ravenswood Bend. She was chuffing along in fine style, 'scaping in her stacks like she meant it, when over the point I saw the lights of a towboat headed my way. She waved her headlight around and blew the distress signal. It was the A. B. SHEETS and she was stuck solid on the flat shelf rock there on the West Virginia side. They wanted a pull. Captain Hornbrook said, "Well, let's see what we can do," so we rounded to and came gingerly alongside, lest we get stuck ourselves. By now Capt. Walter Booth was stirring and suggested first we go aboard the SHEETS and talk this thing over with the captain before we started

jerking at this wood hull towboat. Which we did.

Up in the SHEETS's cabin Capts. Hornbrook and Booth were laying out a plan of action. The pilot who had run her out on the rocks was slumped over in a chair at the cabin stove, disheartened at the magnitude of his error, trying to explain the unexplainable, and in his travail he had just swallowed a pint of whiskey and still had the empty bottle in his left hand. It was 100-proof Old Granddad. He wasn't drunk nor stupefied, but he had lit the fuse for an imminent internal jolt which arrived quicker than it has taken the reader to cover these lines of type; he vomited on the red-hot stove. The alcohol he had so lately swallowed took fire, blue filmy flames and steam appeared, some cool character emptied a Pyrene extinguisher into the conflagration, and by the time we escaped to the guard that pilot was out there with us cold sober. I mention these matters as such a thing is a bit unusual. Wish I could remember that pilot's name.

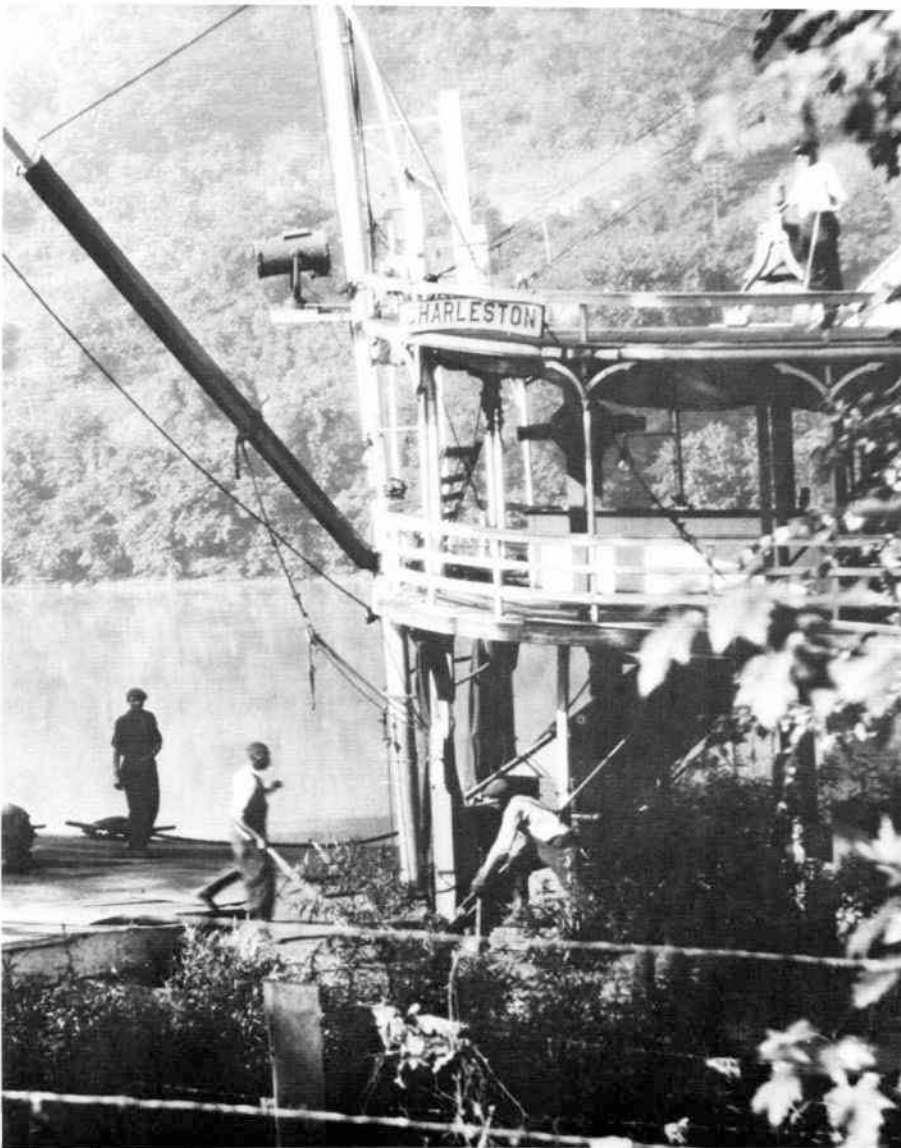
The SHEETS came off at the first pull, sliding off those flat rocks like her hull had been greased, and went on her way rejoicing. We rounded to and headed on down to Pleasant View Light. The whole affair didn't occupy more than 30 minutes.

One afternoon Captain Hornbrook was sitting there in his pilot-house chair. Nobody else was around and there had been a lull in our conversation. "Fred," he suddenly said in his deep deliberate voice, "at first I had you figured as a cocky smart aleck; now I've changed my mind; I want you to know that." Fortunately for both of us we were about to arrive at New Martinsville and I bore down on the whistle treadle. If ever she blew a true bel canto landing signal it was that one.

IN THE SPRING of 1936 the LIBERTY still was in the Pittsburgh-Charleston trade having survived her contemporaries. The QUEEN CITY, shorn of pilothouse and texas, minus boilers and engines, was a wharfboat at Pittsburgh. The SENATOR CORDILL had been scrapped. The BETSY ANN had been "sold down the river" to become a menial towboat. The GENERAL WOOD, serving as a wharfboat at East Liverpool, O., had been crushed in ice.

Capt. Walter Booth, while holding the spokes of the LIBERTY's pilotwheel, had witnessed the rise and fall of the Liberty Transit Company, the Shipper's Packet Company, the Pittsburgh & Cincinnati Packet Line and the Ohio River Transportation Company.

Now it was the LIBERTY's turn. In early June 1936 Capt. Harry C. Donnally announced she was on her last trip in the packet trade. He had contracted to tow a showboat with her. Major Edward Bowes had been running a popular radio show called Major Bowes' Amateurs. He decided to take it on the road, or more properly on the river, and



It's wonderful what an enlargement will show. Woody made this, a section of one of the pictures F. Way, Jr. took at Boomer, W. Va. in 1932 with a Graflex. I had forgotten about the sign CHARLESTON nailed to the forward roof rail. It was originally used as a forecabin nameboard. Capt. Fred Hornbrook brought it aboard and had it placed as you see it, but I don't recall what boat it came from.

had chartered the GOLDENROD showboat for the purpose.

Bill Pollock and I were co-pilots on the excursion steamer WAHINGTON that spring. We met the LIBERTY downbound on her last packet trip just above the Sewickley bridge. There was much tooting of whistles back and forth, and waving, a farewell to an era.

The showboat tour first played the Monongahela River, up to Star City below Morgantown. The showboat calliope had been mounted on the LIBERTY. Capt. Joe McLaughlin, doing the piloting, moored the showboat at Star City, then took the LIBERTY on to Morgantown, tooting the calliope.

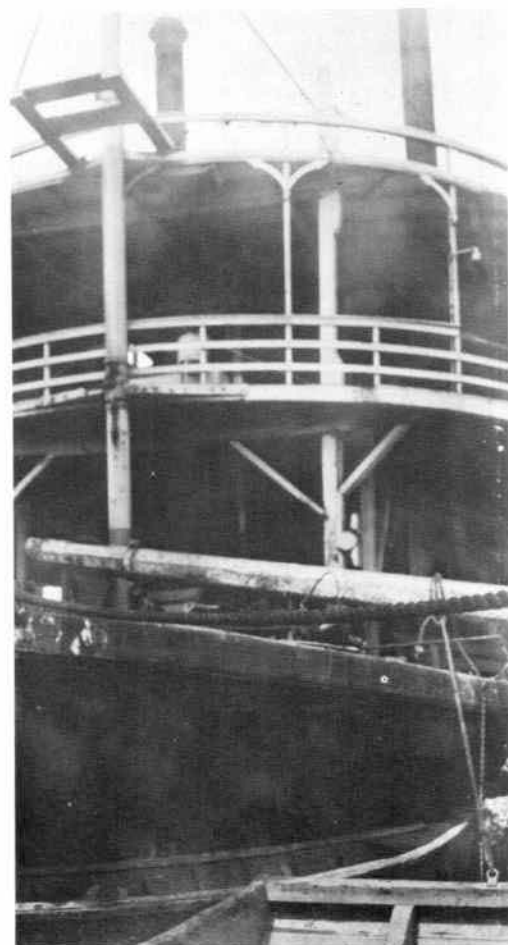
That summer the tour proceeded leisurely down the Ohio and wound up the season near Cairo. I would suspect that the venture was less than profitable. No attempt was made to bring the LIBERTY "back home." Moored down there somewhere in the boondocks, apparently without adequate watchman service, she was stripped by vandals. Walter Webster, her engineer, put her back together after a fashion, got a permit from the Inspectors to raise steam, and brought her back up the Ohio to Parkersburg daylight only. During this trip she met the 1937 Flood in the vicinity of the Tennessee River and a whole month elapsed before she was moored in the mouth of the Little Kanawha River in latter February, 1937.

There she languished until the summer of 1938 when she was sold to Capt. Ben Raikie, Kanauga, Ohio, for \$195. He towed her to his landing at Kanauga, opposite Point Pleasant, West Va., and dismantled her. Her engines went to the old VALLEY BELLE and the much-admired whistle showed up on Earl Webster's towboat MILDRED built in 1939.

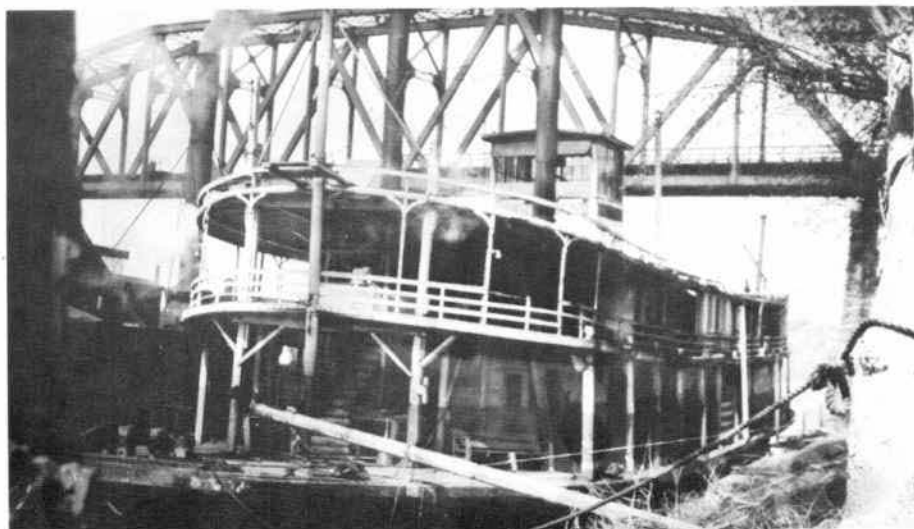


LAST DAYS OF THE LIBERTY:- Photographed in the mouth of the Little Kanawha River, Parkersburg, W. Va. by Harold Weatherall, the negative loaned to us by Jerry Devol. Date, 1937.

During the preparation of this story great assistance came from Capt. T. Kent Booth, who worked on the LIBERTY, as did his brother Mark. Telephone conversations with Robert H. (Bob) McCann were quite helpful. Bob clerked her in the Wheeling trade, and also when she ran to Charleston. Repeated visits with Capt. William S. Pollock recalled to mind various of the incidents related. Woody Rutter furnished many of the photographs made from negatives taken by William S. Pollock and by others credited in the captions.



Another R. K. Wells photo in the mouth of the Little Kanawha.



Photographed by the late R. K. Wells, Charleston, W. Va. while at Parkersburg in 1937.

Robert E. (Bob) Kennedy, columnist for The Waterways Journal and Big Sandy River historian, died in King's Daughter's Hospital, Ashland, Kentucky, on Monday, April 20, 1981. He was 72.

In addition to the above Bob ran a local history program on a radio show in his home area, and for 30 years had written for the Ashland Daily Independent, and more lately for the Wayne County (West Va.) News. Since retirement from the Ashland Oil & Refining Company he had, since 1973, been office manager for Merdie Boggs & Son at Catlettsburg, Ky.

At one time he served on council at Kenova, West Va. Also he was past president of the Boyd County (Ky.) Historical Society and was president of a chapter of the Propeller Club. Long a member of S&D Bob once was the speaker at an annual meeting. He taught Sunday School at the United Methodist Church, Kenova.

Bob Kennedy was born August 22, 1909 at Catlettsburg, Ky., son of the late Robert E. Lee Kennedy and Amanda Ward Kennedy. His wife, Ora Lee Damron Kennedy, died in 1967.

He is survived by two sons, Robert E. Kennedy, Jr. of Clearwater, Fla., and Richard L. Kennedy of Tampa, Fla.

Services were conducted at the Kilgore & Collier Funeral Home, Catlettsburg, with Rev. Clifford Shell officiating. Burial was in the Dock's Creek Cemetery, Kenova.

John and Marie Hartford honored us with a visit at 121 River the evening of April 22nd last, coinciding with a visit from Mrs. Harold C. Putnam who drove down from her home at Warren, Pa., and Mrs. Bill (Anne) Mallinson, her daughter, who arrived from her home at Roxberry Road in Pittsburgh. Mrs. Putnam ran by the landing coming down U.S. 79 and found herself at an Arco garage in Heidelberg, Pa., where John and Anne and I retrieved her without too much trouble, thanks to proper directions telephoned to us. The idea was for all of us to stage a dinner party at a nearby Red Bull Inn, guests of Mrs. Putnam. But we had reckoned wrong. When my good friend Tom Walker, now 92, heard of these arrangements he commanded us to appear at his 20-room 1810-built mansion along the Beaver Road in Edgeworth, Pa. for Delmonico steak and trimmings of equal calibre to and including vanilla ice cream on patty shells. His household hostess Patricia Spahic was having the night off but after engineering the invitations and arrangements, placed us under the stewardship of her daughter Michelle. Robbers had broken in through a rear window about two weeks prior, had jimmed their way into the dining-room, and had made off with silver heirlooms of size and consequence, omitting the knives, forks and spoons and the like. The home had been crawling with detectives and finger-prints and the like (no



CHARLES M. OSHEL, 3564 Rt. 75, Huntington, West Va. 25704 was driving north on U.S. 52 paralleling the Big Sandy River on the West Virginia side last December 10th. He spotted a sternwheeler downbound light near Prichard, about at the location of old Lock and Dam 2. He raced ahead, parked, loaded his camera. It was the LADY LOIS owned by Merdie Boggs & Sons, Flatwoods, Ky. His query: What was the handsome little sternwheeler doing some 12 miles up Big Sandy? Answer: We don't know. The LADY LOIS dates back to 1928 when she was built at Nashville Bridge named CATHERINE D. for the Alpha Portland Cement Co. Later renamed C. A. IRVIN, and became the GRACO of the Bedford-Nugent Co., Evansville. Then she migrated south to Panama City, Fla. and was brought back to the Ohio River by Jacobs Towing Co. The present owner bought her in 1976 and gave her the present name. "She was quite a sight," writes Charles Oshel; "We don't often see towboats this far up the Big Sandy, especially one with a big red sternwheel."

arrests or recoveries as this is typed) but the diningroom was in business as usual even unto a gorgeous floral centerpiece of tulips and all accessories to and including crystal fingerbowls couched on lace doilies, a lemon slice floating free-astray. John Hartford later liberated his musical talent and sang all 19 verses of "Virginia In the Cornfield" which he whomped up lately, the entire 1910 tale accurate to the minute details including Halley's Comet, a delightful accomplishment. John was over in these parts to fulfill an engagement the following evening in Beaver Falls, Pa., which he did, and in the course thereof got himself spread into the Pittsburgh Press when a bomb threat, announced during the course of his performance, required the evacuation of the building. John continued the show in a parking lot, and when a sudden downpour promised to drench his audience, moved to the porch of a nearby motel to the tune of Gentle On My Mind. There was no bomb, but the whole business was kind of different for everybody.

HAPPY BIRTHDAY TO PAT CALHOUN, JR.

Mr. Pat on April 30th last celebrated his 90th birthday. He was born in 1891 at Atlanta, Ga., son of Pat Calhoun of Calhoun, South Carolina, and Sallie Porter (Williams) Calhoun. He graduated from Yale and Sheffield Scientific. His father acquired a coal yard at Frankfort, Ky., and started towing coal down the Kentucky River from Beattyville to Frankfort. Two brothers joined with him, Andrew P. and John, to expand this humble start into what has become the world's largest barge line plus one of the most active shipyards in the U.S.

Although Texas Gas now owns the whole kit-and-kaboodle, headquartered at Owensboro, Ky., the new generation of management headed by Joe Bobzien and Robert W. Greene III were planning, as we go to press, to take Mr. Pat for a tour of the Jeffboat Yard where he was to be greeted by older employees and associates.

S&D joins with his many friends in a hearty salute to Mr. Pat, a gallant eagle indeed.

STORY OF CHARLESTON, WEST VA.
FEATURES O-K BRANCH MEETING

by Jim Wallen

Charleston, West Va. during its packet era, was portrayed by slides at the March 15th meeting of the Ohio-Kanawha Branch of S&D, in the Putnam County Public Library near Hurricane, West Va.

Charleston grew steadily during the packet era. There were many homes and business buildings of substantial and attractive architecture. Also the city was the focus of Kanawha River coal mining and distribution.

Harry Brawley, Charleston, who presented and narrated the program, is a recognized historian of the region, retired associate professor of political science and geography at Morris Harvey College, former commentator on WCHS radio, and is presently councilman-at-large in the city.

His 100 slides led off with a sketch of Fort Lee facing the Kanawha at Brook Street in 1788, erected as protection against marauding Indians, and progressed through a 1920 panorama of Charleston's downtown.

Mansions of an earlier day were those of John Q. Dickinson and C. C. Lewis. The Lewis residence was the girlhood home of Caroline Lewis who married Reed Hatfield, the general manager at Campbell's Creek for the Ohio & Kanawha River Transportation Co. The home still exists, now moved from its original location along the river to South Ruffner due to the widening of Kanawha Boulevard.

The construction of the present capitol building required the removal of homes from that area, some of them transported across the Kanawha cribbed high on barges to new locations, widely publicized because of the unique engineering involved.

Slides were shown of the St. Albert Hotel, the Hale House, and its successor, the Ruffner Hotel which had its own steamboat landing at the foot of Hale Street.

An interesting slide was that of the collapse of the Lovell Street bridge crossing Elk River in 1904, with the loss of several lives, a suspension structure dating back to 1852, built to carry the Point Pleasant Pike across.

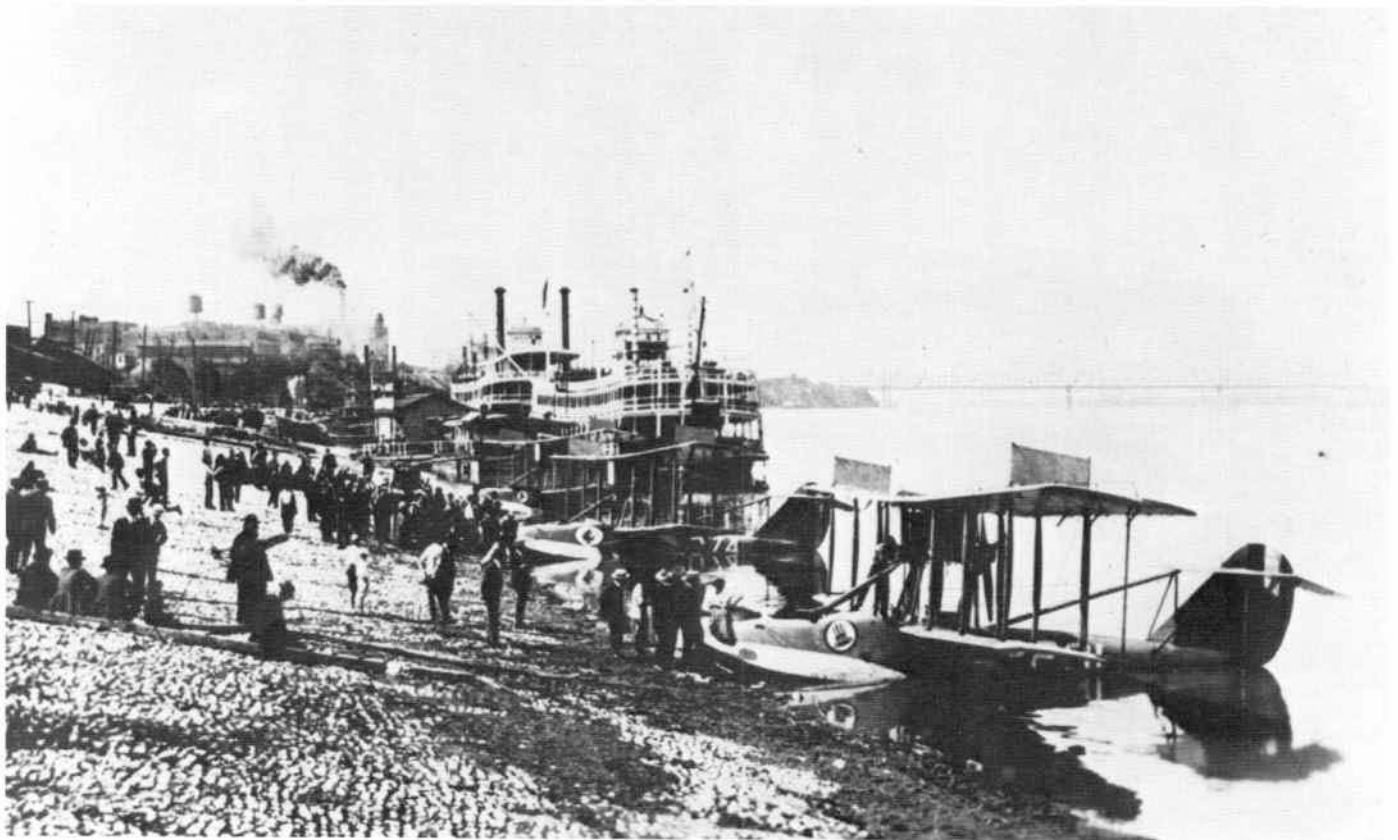
Also shown was a good shot of the Ward Engineering Works on the South Side, below the C&O depot, which terminated its business in 1930. Spectacular fires included one of the destruction of the old brick capitol building. The old Kanawha & Michigan RR station, handling twelve daily passenger trains, was architecturally interesting.

The opening invocation for the meeting was given by Capt. Charles H. Stone. R. Jerome Collins, presiding, noticed with regret the passing of Harold Nichols. He also reported a favorable response to the plan of a joint meeting with the Middle Ohio River Chapter next year. Jerry Sutphin and Bill Barr are handling the arrangements.

Twenty-nine were present.

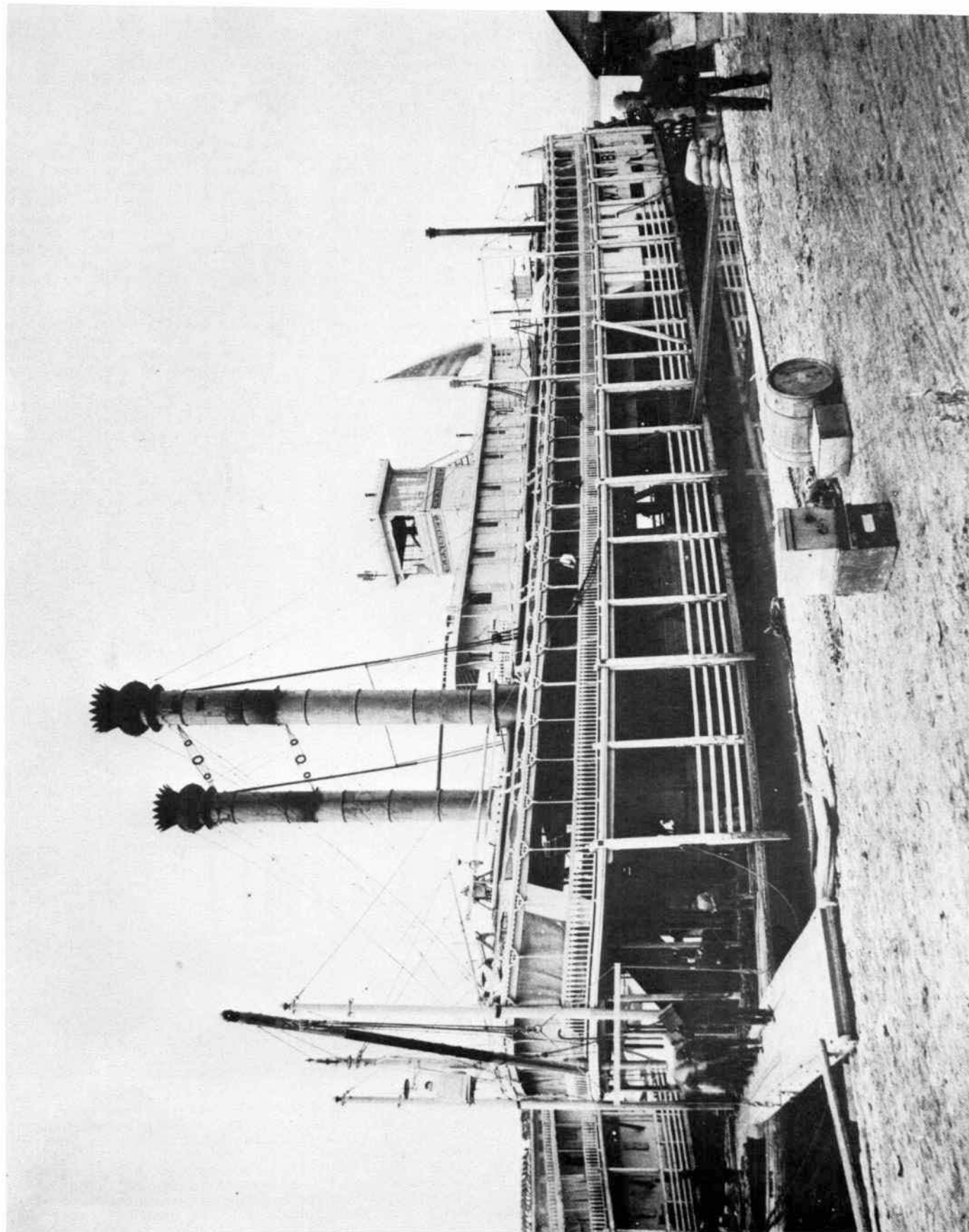
The next meeting was announced for 2 p. m., Sunday, June 7, 1981, at the Mason County Public Library, Point Pleasant, West Va.

Richard E. Brown, Pico Rivera, Calif. has our thanks for a new 30c USA Aerogramme with BELLE OF LOUISVILLE's picture on it.

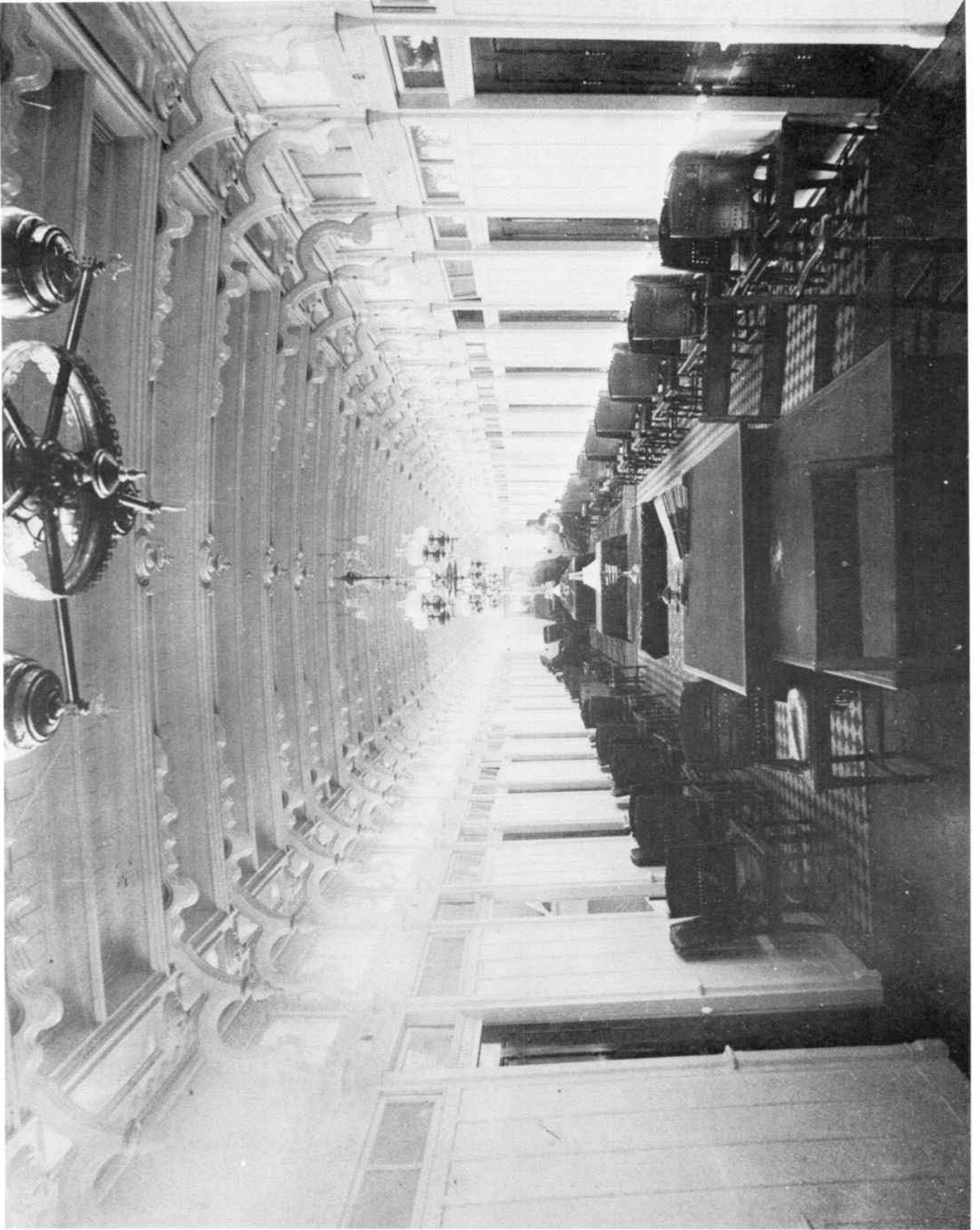


THE LATEST in seaplanes tethered along the Memphis levee. John Fryant was looking for something else when he happened on this picture in the files of the U.S. Naval Historical Center, Washington, D.C. The original file-print identifies these as a group of Curtiss (Gallaudet) HS-2L planes, the two in the foreground being Bu#s A-2274 and A-2231, picture taken circa 1919. John dug out a copy of "Annual Reports of the Navy Department 1919" and sure enough on page 82 found this paragraph: "As the Navy in seeking recruits must compete to some extent with the demand for

men in civilian employments, it has been necessary to use special efforts to stimulate recruiting. An antisubmarine flotilla, which includes patrol boats and aircraft, was sent up the Mississippi River and tributaries, and aroused great interest in that region." As sort of incidental haberdashery in the picture are two excursion boats. The one in the foreground is the PRINCESS (ex-H. W. BUTTORFF, JOHN LEE) and behind her is the IDLEWILD which became the AVALON which today is the BELLE OF LOUISVILLE. A third boat, moored below, is too hazy for us.



W. F. NISBET



W. F. NISBET's Cabin

W. F. NISBET and Cabin View

THESE are from the collection of Dr. Carl A. Bogardus, Warsaw, Ky. with our thanks both to him and to the Murphy Library Collection sponsored by the University of Wisconsin, La Crosse. The W. F. NISBET was a product of the Howard Yard, Jeffersonville, Ind., built in 1883 for the Evansville & Tennessee River Packet Co. The picture was taken at Evansville, Ind. The details bear striking resemblance to the CLYDE (first) also Howard-built three years prior for the same trade and owners, although CLYDE was 20 feet shorter. The NISBET's wood hull was 200 x 35 x 6.1, and she ran Evansville-Florence (Ala.) until sold in October 1895 to Commodore Fred A. Laidley's Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Co. On New Year's Day 1900 she was sunk by ice at Wellsburg, Ky., about 5 miles below Augusta, Ky. Everybody got off safely and there was very little loss, if any, to the cargo. Later on the wreck was dismantled.

The cabin scene, looking aft, discloses a complete lack of electrical fixtures. Five oil lamps are bracketed in each chandelier, and shaded oil lamps appear on several of the dining tables.

MOR CHAPTER PLANS TOUR OF GREEN AND BARREN RIVER LOCKS THIS FALL

The Middle Ohio River Chapter of S&D has announced Oct. 3, 1981 as the date for exploring the upper locks on Green River and several on Barren River. The group will convene at Bowling Green, Ky. Details will be expanded in our next issue. In the fall of 1976 MOR explored the first three locks and dams on Green and the breached dam on Rough River.

MOR's annual meeting was held aboard the MIKE FINK at Covington, Ky. this past March 28th. Officers elected for the ensuing year: Jack E. Custer, president; Fred R. Donsback, 1st v.p.; Michelle P. Kingsley, 2nd v.p.; Sandra R. Miller, secretary; Gordon W. Reed, treasurer; Lloyd Ostendorf and Dolly Robertson, board members-at-large.

William G. (Bill) Patterson was the speaker at the March 28th dinner meeting. He showed a fascinating series of slides from the early 1960s taken during a trip from Cincinnati to New Orleans on board the DELTA QUEEN. DQ fans saw many physical changes the boat has undergone in the past twenty years. The 1961 decor of the DQ's boiler deck with pastels and linoleum antedated the memories of the younger members present. The voices of many former crew members including Capt. Paul Underwood and watchman Bruce Edgington were heard as their portraits were screened. The SPRAGUE was shown in excellent shape at Vicksburg,

and the GORDON C. GREENE docked at New Orleans.

Announcement was made that the joint meeting tentatively planned with the O-K Chapter of S&D has been cancelled. A meeting this summer at Metamora, Ind. on the White Water Canal was discussed by MOR's Board, the date to be announced shortly.

Mrs. Nellie Engelke, ill for some time past at her home in Glenville, West Va., died in the Camden-Clark Hospital, Parkersburg, West Va., on Friday, January 16, 1981. Mrs. Engelke was a contributor to these columns since 1972 and provided many interesting photographs taken years ago along the upper reaches of the Little Kanawha River. She was a native of Creston, West Va. and long was associated with the book shop of the Glenville State College. She is survived by a son, Alvin L. Engelke, P.O. Box 123, Creston, West Va. 26141 to whom we are indebted for the sad news of her passing.

John Hartford's mother, Mary Cowan Harford, died of injuries sustained when the car in which she was riding was struck by another car. John's father, Dr. Carl G. Harford, accompanied by Mrs. Harford, had attended a St. Louis Symphony concert and had stopped in at a Howard Johnson's restaurant for a snack. They were back in the car and were leaving near Clayton and Linden Avenue, near the restaurant. An approaching car, out of control and running at a high rate of speed, hit them. The impact occurred late Friday night, February 20th last in a St. Louis suburb.

Both Dr. and Mrs. Harford were taken to St. Mary's Health Center on Clayton Road. Mrs. Harford died at 1:15 a.m., Saturday, February 21, 1981, about 90 minutes after the collision. She was 69.

Dr. Harford, 74, also was treated at St. Mary's, having sustained minor injuries.

The driver of the other car was taken in serious condition to the St. Louis County Hospital in Clayton, Mo. He was booked suspected of driving while intoxicated, destruction of property and having an expired state license plate. The Clayton police sought warrants on manslaughter charges.

Mrs. Harford was a former occupational therapist at Barnes Hospital and served as a reader for the Talking Tapes for the Blind for about ten years. She also was an avid painter and photographer and sang in the First Presbyterian Church for many years.

Surviving, in addition to her husband and son, are two daughters, Gayler Harford of Buffalo, N.Y., and Carolyn Harford of Madison, Wis.; a sister, Quinette Jens of University City, Mo.; and two grandchildren.

Memorial services were conducted at the First Presbyterian Church of St. Louis on Tuesday, February 24th last.



FEATURED in our last issue, page 5, is an article devoted to steamboat bells manufactured by a Cincinnati firm, Vanduzen & Tift, Buckeye Bell Foundry. Above is one of their larger bells mounted at the fire department, Loveland, Ohio, a Cincinnati suburb. It was cast in 1879 for the large Cincinnati-New Orleans side-wheeler R. R. SPRINGER, Capt. Henry U. Hart. When the boat was wrecked in 1885 at Waterproof Cut Off, 30 miles above Natchez, the bell was recovered. Capt. J. D. Hegler, a resident of Loveland, presented it to the local fire laddies who used it for alarms until it was replaced by an electric siren in 1934. Our thanks to Charles D. Davis, 912 W. Loveland Ave., Loveland, O. for the photo.

Capt. William H. (Bill) Tippitt, 188 Hollysprings St., Hernando, Miss. 38632 took these pictures at Cairo, Ill. on November 11, 1924, well over a half-century ago. He sent the negatives to Woody Rutter just recently, and Woody made from them these prints. Bill did not know who owned this outfit with GLASSWARE-&-QUEENSWARE neatly lettered on the side of the trading boat SUNNY SOUTH, but he does remember seeing it at Cairo, where he then lived, every year or so when it paused at the wharf, two or three times at least.

It's an extensive fleet:- the SUNNY SOUTH; a well-built flat with decked ends, painted top gunnel, and white canvas wall tent; a housed-in motor launch; two handsome johnboats, spars, several poles and the like.

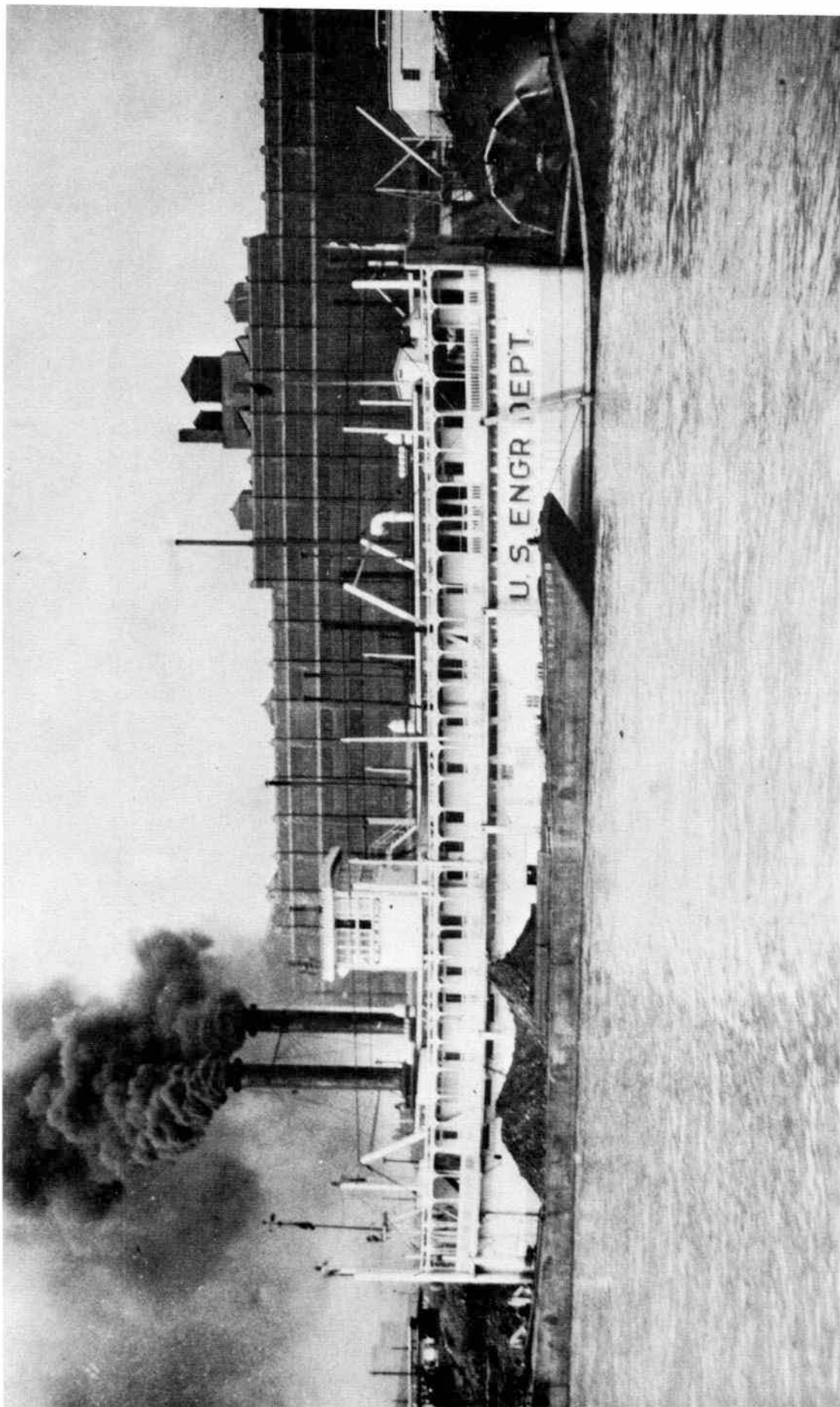
Once such enterprise as this was commonplace, and the arrival of such a "dish boat" at the local



landing brought the neighborhood housewives swarming. Cash was not essential. Old iron, discarded copper and brass fittings and the like could be bartered for brand spanking new East Liverpool tableware, Monongahela River jugs and crocks and Wheeling glassware.

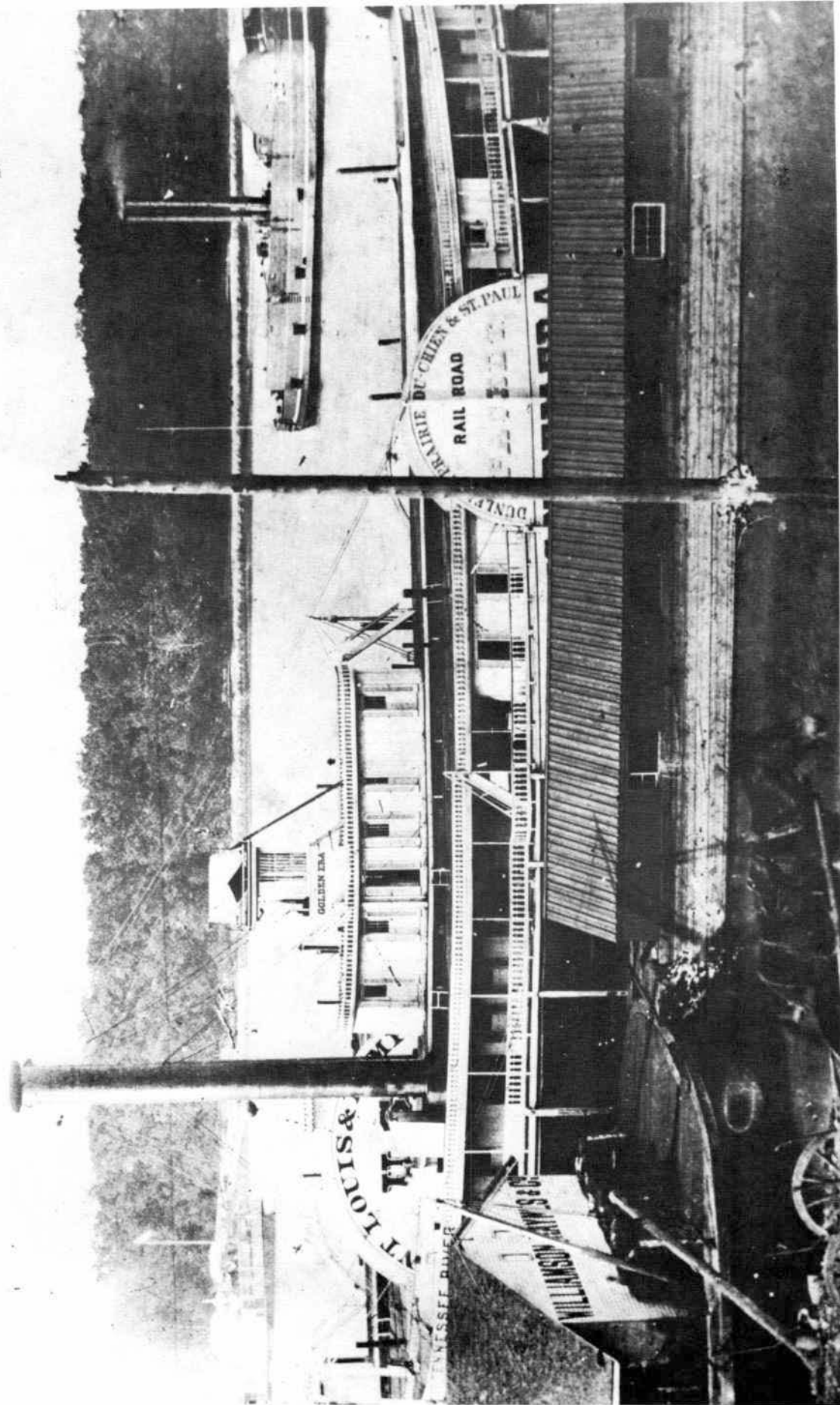
Monkey-Ward and Sears doubtlessly made serious inroads with the prized Mail Order Catalogue. The "dish boats" ceased coasting down the Ohio and the Mississippi. We know now what Bill Tippitt did not know as he took his pictures--he was capturing on film the sunset scenes of a way of life so commonplace that other photographers seldom bothered capturing it. A surprising number of such jugs, plates, saucers and candy dishes are still preserved, handed down from great-grandmothers and their mothers. But as for photographs of the actual "dish boats," almost none at all.





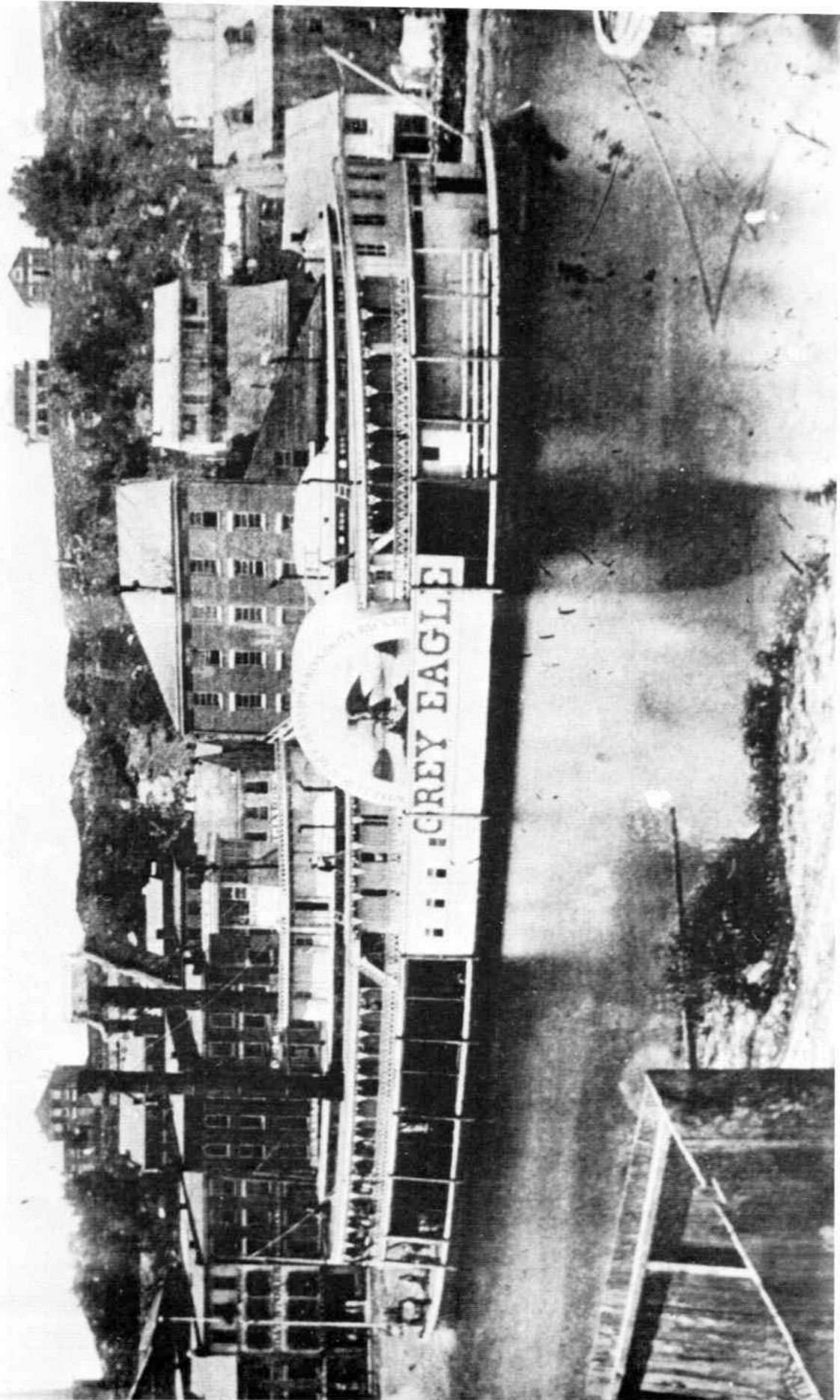
WHEN the Howard Ship Yard, Jeffersonville, Ind., built the steel hull towboat WM. R. KING for the U.S. Engineers, pictured above, they--and all other inland yards as well--were in a state of transition. Three generations of the Howard craftsmen had worked almost exclusively with lumber, acknowledged masters of the art. In 1898-1899 most of Howard's customers still ordered wood hulls and superstructures but the demand for steel hulls was pointedly on the increase. The Howard Yard met the challenge. During those two years they successfully bid and built the WM. R. KING, ARTHUR HIDER and KATE ADAMS, all three with steel hulls and wooden superstructures. In the same period the all-wood steamboats they contracted were

the BELLE OF THE BENDS, GEORGIA LEE, JULIEN POYDRAS, CITY OF MEMPHIS, HENRY HARLEY, GEM, AMERICA, J. B. RICHARDSON, MARY, CITY OF CINCINNATI, OUACHITA, RED RIVER, PETERS LEE, REES LEE, BAYLESS LEE and ROWENA LEE, packets all. As matters turned out the WM. R. KING was the largest steel hull towboat they built, 190 x 41 x 5.6, and the KATE ADAMS the largest steel hull packet, 240 x 40 x 7. The KING saw most of her service, if not all of it, on the Mississippi. About 1930 she was sold to the Patton-Tully Transportation Co., Memphis, who renamed her CHARLES NORVELL. In 1932 they were using her as a quarter-boat, and in the fall of 1936 they dismantled her at Memphis. This picture comes from the Winona County Historical Society, and our thanks also to our Murphy Library friends, La Crosse, for the print.



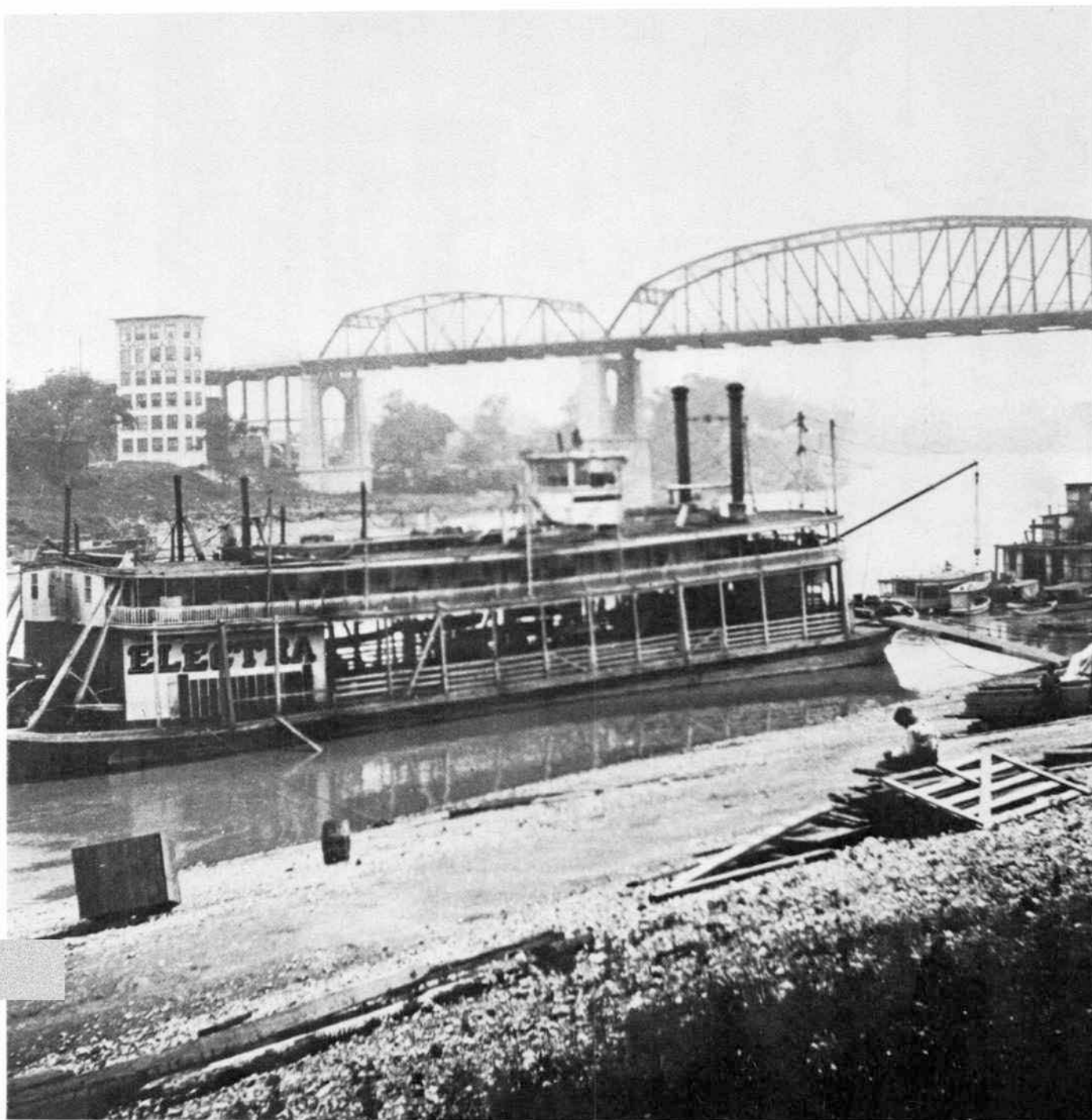
RALPH DUPAE handed us this one, which he procured from the U.S. Engineers, Memphis. The GOLDEN ERA is at the Williamson, Haynes & Co. wharfboat (location?) obviously in Civil War times inasmuch as the U.S. gunboat A. O. TYLER is moored in midstream at the right. The GOLDEN ERA was built at Wheeling, 1852, 178 x 29 x 6.1, for the Minnesota Packet Co. and her wheelhouse is inscribed DUNI.EITH. PRAIRIE DU

CHTEN & ST. PAUL - RAILROAD PACKET. She was commandeered by the U.S. during the hostilities as a transport. Close inspection of the odd-looking top on her pilothouse reveals it to be a temporary tent with a ladder up to it, probably to shelter the look-out. She handled many troops to the Vicksburg area during the siege. Later she ran out of New Orleans with several owners and was dismantled in 1868.



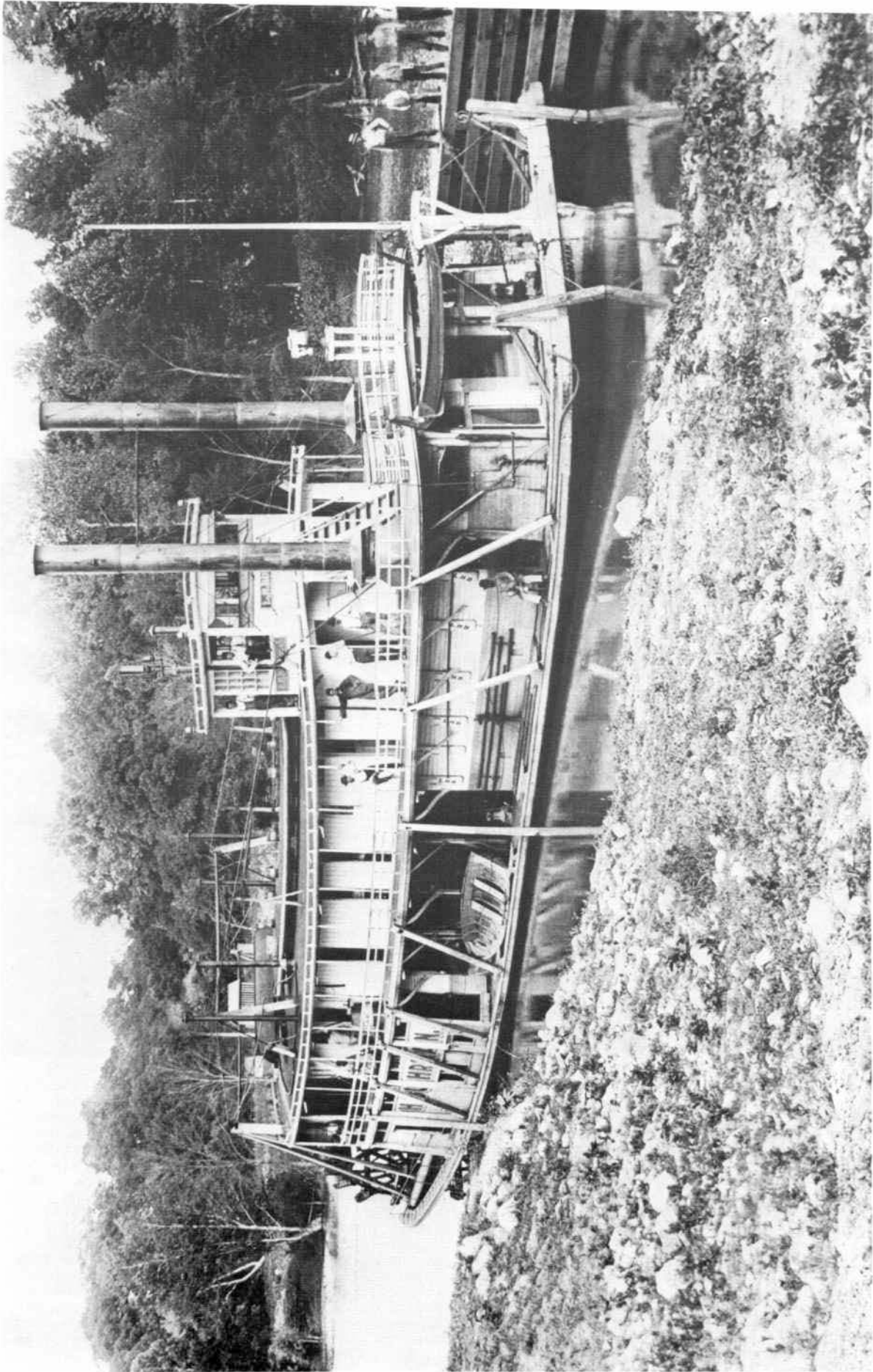
OUTSTANDING on several counts, this picture is copied from an original daguerreotype taken at Galena, Ill. The GREY EAGLE was built at Cincinnati in 1857. Circled on her wheelhouse are the words GALENA, DUBUQUE, DUNLEITH & MINNESOTA PACKET. She was the racehorse of the Upper Miss, built on a hull 250 x 35 x 5; four boilers working engines 22', s-7 ft. stroke. She made the earliest spring arrival at

St. Paul, March 25, 1858, a record which stood until Federal Barge's CAIRO brought in a tow March 19, 1947. A celebrated race with the ITASCA is Upper Miss lore. Hit the Rock Island bridge May 9, 1861 and was demolished. The picture is from the collection of the Minnesota State Historical Society, thanks also to the generosity of the Murphy Library, University of Wisconsin, La Crosse.



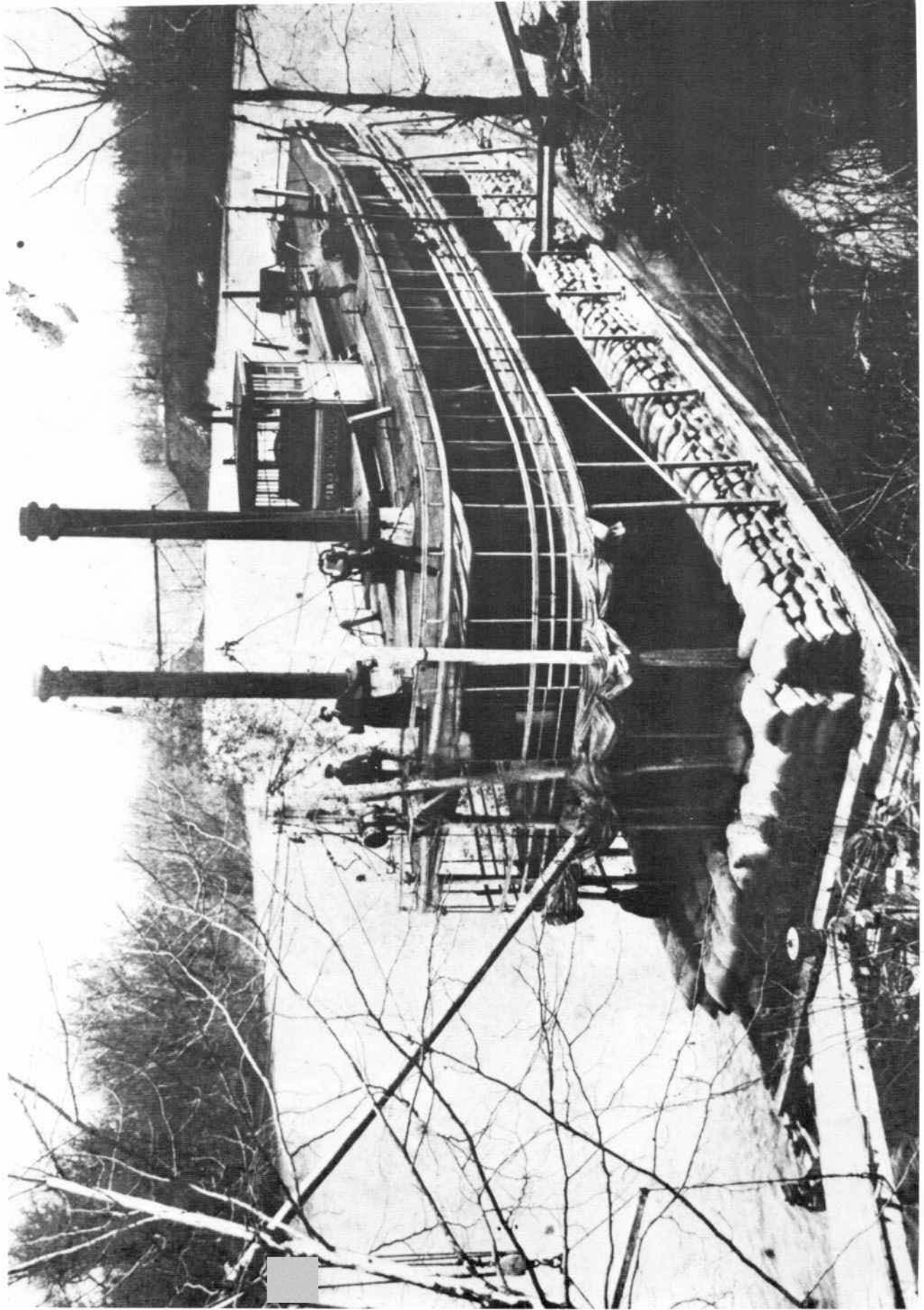
RALPH DUPAE brought this picture to our attention one day this past April while he was visiting at 121 River. He said Jack Custer had located it. Maybe Jack knows the date it was taken. What gave us something of a start was to see the packet ELECTRA at the Nashville landing and in the same scene, across the Cumberland River, is the tall, white office building of the Nashville Bridge Company. According to our sources, the ELECTRA departed from that region in the fall of 1911 never to return. Yet it does not seem possible that Nashville Bridge existed that early--but there it is--so it did. The ELECTRA was built by the Howards at Jeff in 1897 for the Red River Line; tall stacks and cotton guards, bringing out cotton from Shreveport. By 1904 the Line was in financial troubles and in the following year the ELECTRA and two of her partners went to Nashville, operated by Cumberland River Packet Co. This is

the only picture we've seen of her after she was rebuilt with enclosed main deck and the roof extended out. She was taken to Mobile in November, 1911, ran briefly Mobile-Montgomery, got in more financial troubles and was bought in by Capt. Owen Burke in May 1912, who rebuilt her and in 1914 renamed her SUNNY SOUTH, still running out of Mobile. Captain Burke sold her to New Orleans parties in 1916 and on the delivery trip, still in Mobile Bay, she capsized April 26, 1916 at 6:30 a. m. Now then, somebody is invited to produce a good picture of this SUNNY SOUTH; all we have is a poor specimen but enough to show that she was done up real pretty-like, long texas with porches on each end of it, high fancy feathered stacks, fancy bracket-work over the boiler deck stanchions, and her name on the engineroom bulkheads styled like she was a first-class showboat.



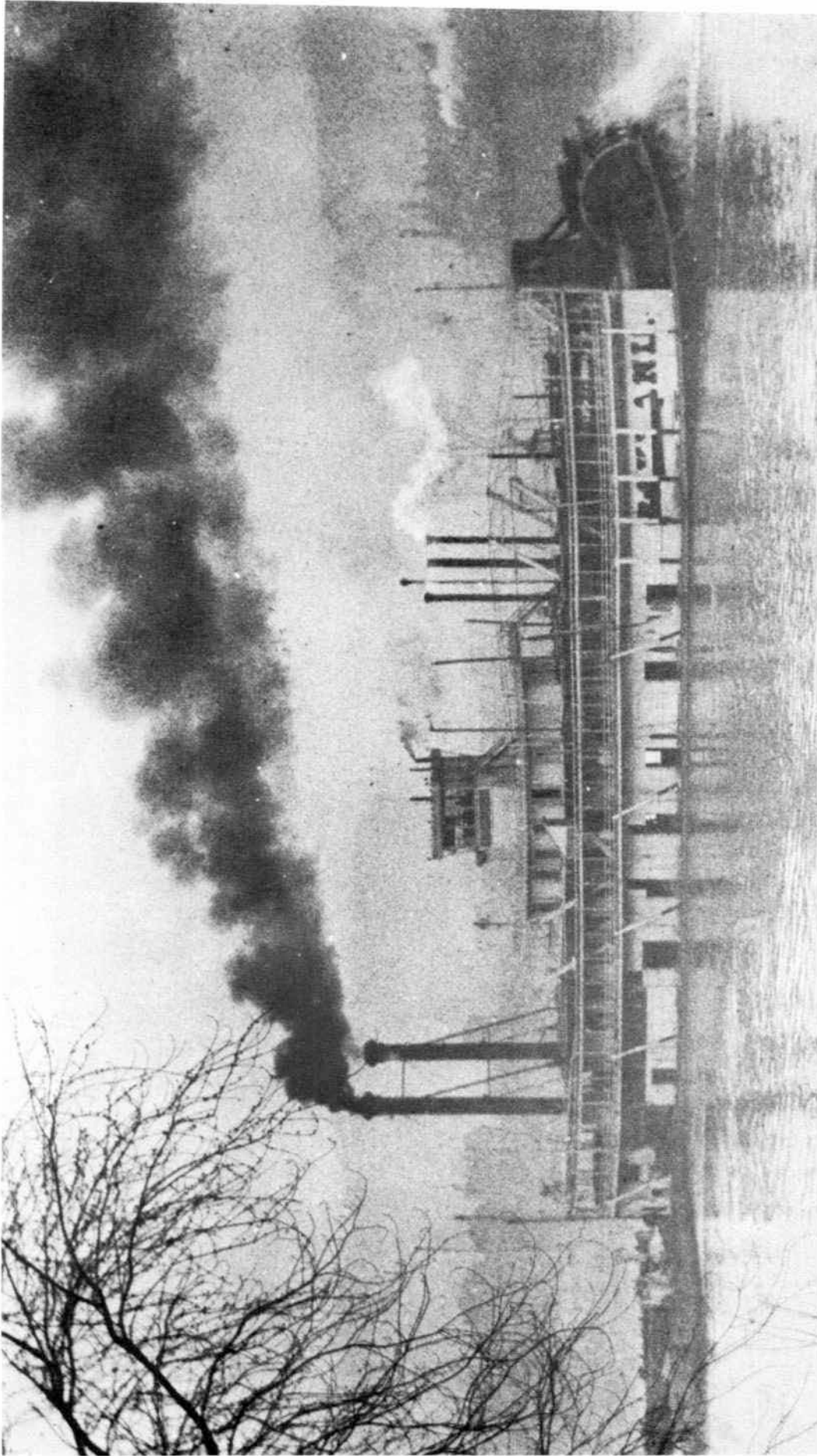
THIS comes from the Indiana Historical Society, the first picture we've seen of the L. H. BUHRMAN. She is documented as built at Hawesville, Ky., 1899, on a wood hull 112.6 x 23.2 x 4.9, with Evansville, Ind. as home port (as of 1902). Engines 12's-6 ft. stroke powered by three boilers. She burned in March 1903 near Stevenson, Ky., then owned by the Cincinnati Cooperaage Co. who had used her in towing logs and timber from the Mississippi River to Cincinnati. In 1904 she was rebuilt at Evansville

by J. J. Hennen & Bro. and renamed MARTHA E. HENNING. They sold her 1909 to Pickley Bros., Mobile, Ala. for Warrior River service where she operated until July 5, 1916 when she came to some drastic end marked simply "Dead" on the records. The only Stevenson Landing, Ky. we know about is just below Harlan Hubbard's Payne Hollow; is that where she burned? Where was this picture taken? Ralph DuPae and the S&D REFLECTOR will appreciate enlightenment on these questions and further details.



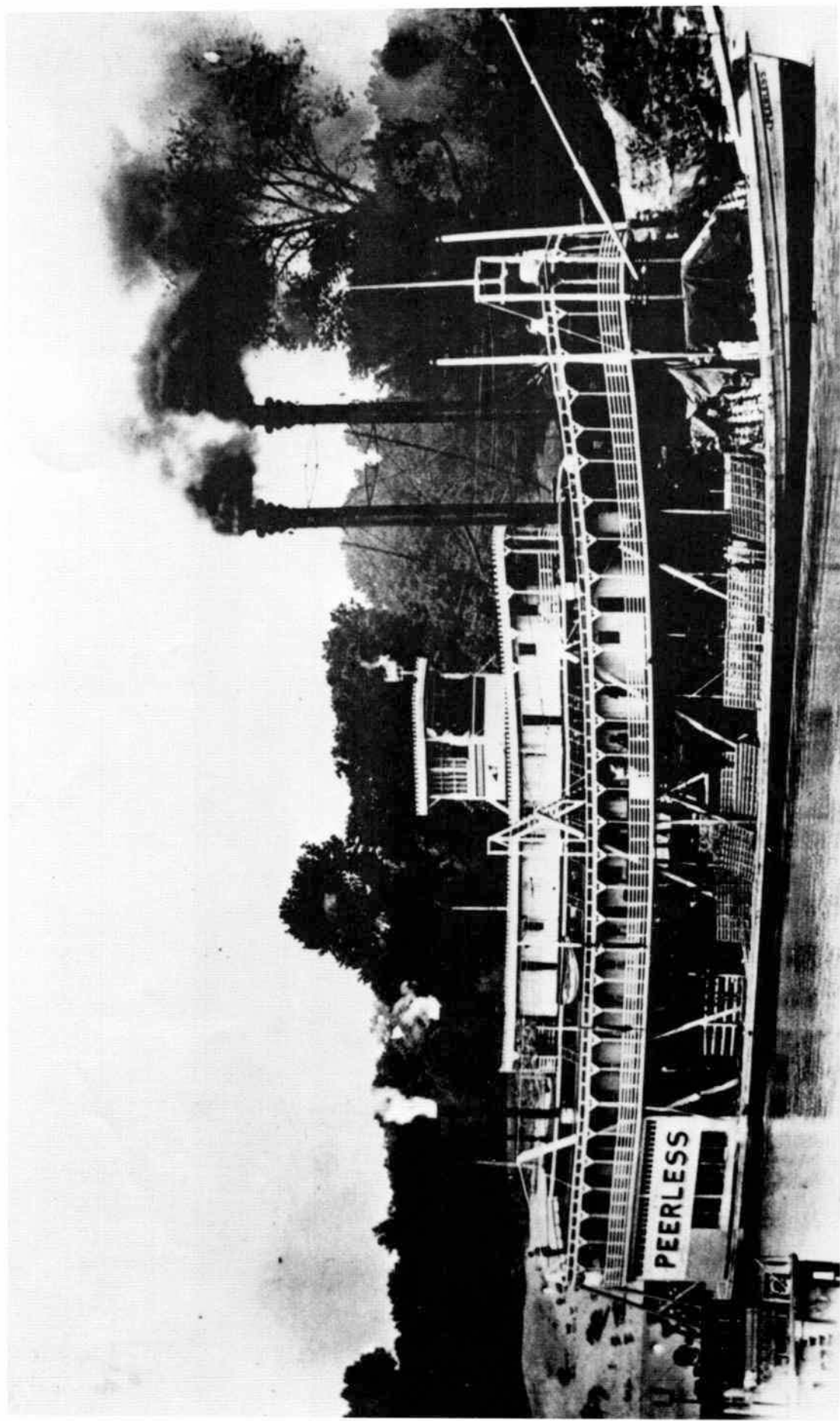
WHAT we'd like to know is where this picture was taken? It is the CITY OF MUSKOGEE built by the Howards at Jeff in 1908 for the merchants of Muskogee, Oklahoma--which is away and gone above Fort Smith on the Arkansas River. Query: Was this taken

at Muskogee? The photo comes from the Howard Tilton Library, Tulane University, the Donald I. Wright collection, thanks to the Murphy Library, Area Research Center, La Crosse, Wis. If this was taken at Muskogee it's a rather rare documentary.



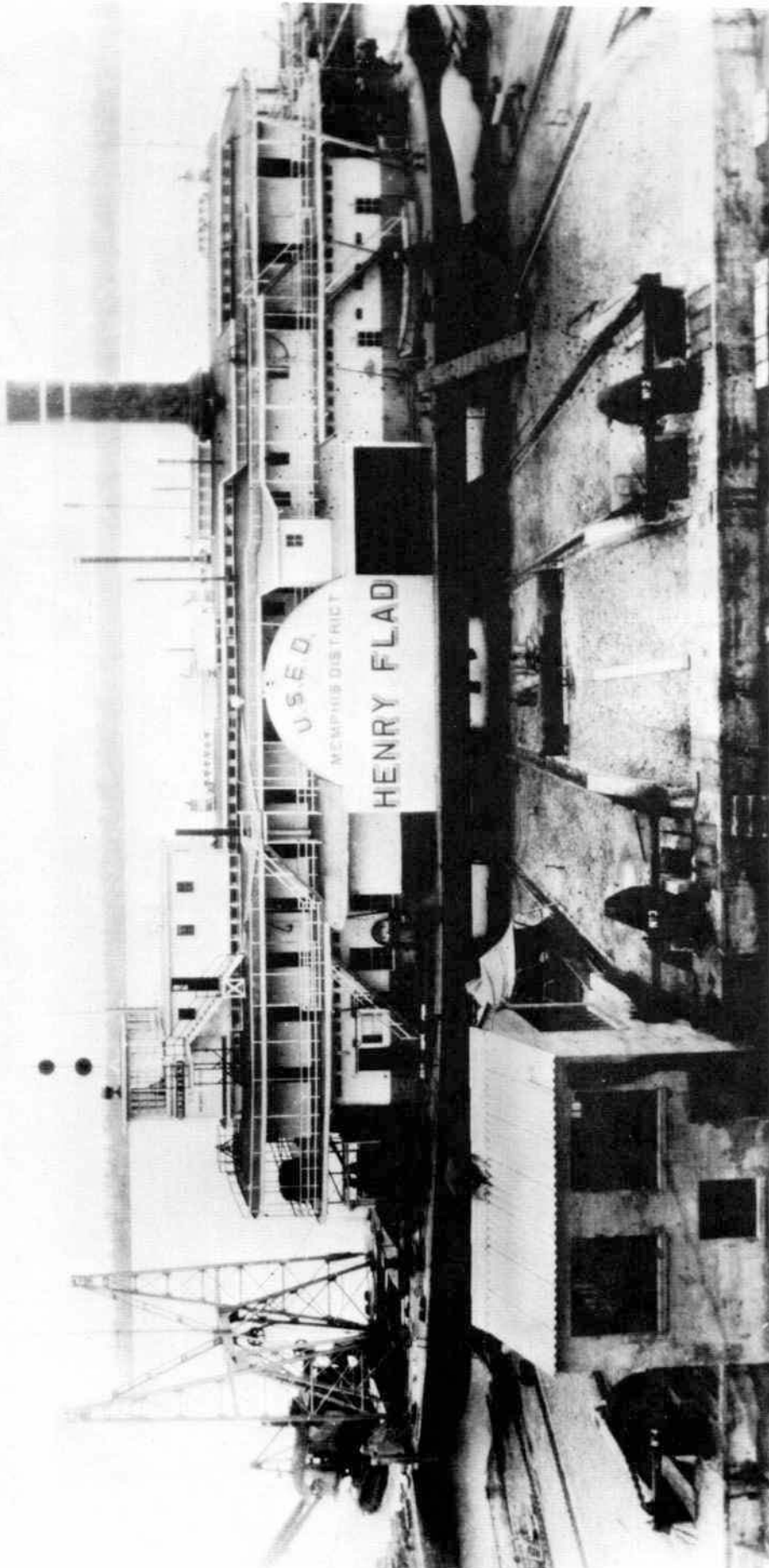
THORNTON BARRETTE took this shot of the OAKLAND downbound on the Ohio River near Ironton, O. one hazy day in the early 1900s. She had been bought by C. Jutte & Company from the Mississippi Valley Transportation Company in October 1901 to tow Monongahela River coal down the Ohio and Mississippi. It was something of a novelty to Ohio River boat-watchers to see a tow-boat with a Texas in 1901. It may have been added when she was sold at Madison, Ind. in the summer of 1880 to tow grain down the Mississippi, but then again she may have had it when originally built in 1872---apparently no photographs survive showing her in that 1872-1880 period. If she looks big it's because she is--- built on a wood hull 210 x 35 x 6. Her high pressure engines were 26 s- 9 ft. stroke. In 1902 she got six new boilers, each

40" dia. by 30 ft. long. On watch in the pilothouse when this picture was taken were Capt. Cal Blazier and Ben Stout who had signed up with the Juttes on a two-year contract. She nearly got her ever-lasting at Rochester, Pa. in February 1905 when an ice gorge let go. Somehow the news was circulated to Valley newspapers of her complete destruction, making headlines even in Marietta, O. In 1907 she was sold to the Combine, Texas still on her, and she kept it until the Combine rebuilt her in 1913. When she emerged with a new name, F. M. WALLACE, in January 1914 the Texas had been removed. Your scribe has no recollection of her as the OAKLAND, but as F. M. WALLACE, yes. When we went to work for the Campbell's Creek Coal Co. in 1919 the WALLACE was laid up in the Kanawha River at Point Pleasant.



ONE OF THE major tragedies on the Alabama-Tombigbee Rivers was the explosion (boilers) of the 200-foot sternwheel packet JAMES T. STAPLES on January 9, 1913. The boat had been built at Mobile 5 years previous. Among those killed were the captain, chief engineer, mate and the 2nd clerk. New cabin, etc. were built on the hull in 1915 and so emerged the PEERLESS pictured above. She was being operated Mobile-Alabama River by W. N. Little and Martin Van Heuvel when, in Oct. 1917, she was purchased by Capt. Owen F. Burke, Mobile, who headed up the Burke Packet Co, which also operated the M. A. BURKE (which became the JOHN W. HUBBARD) and HENRY BURKE. In 1918 they ran her Mobile-Lower Peach Tree (about half way to Montgomery), Capt. L. J. Keene. After selling the other two, the PEERLESS became the flagship of the Line and in the early 1920s was renamed HELEN BURKE still looking as good as she does in this view, same fancy-topped stacks and all. About the time of the Depression in 1930 she was laid up at 12-Mile Marsh, above Mobile 12 miles, where she gradually rotted down. Our thanks to the Howard Tilton Library, Tulane University, for loaning their print of the above to the University of Wisconsin's Murphy Library people, La Crosse, who furnished the above excellent copy.

Lower Peach Tree (about half way to Montgomery), Capt. L. J. Keene. After selling the other two, the PEERLESS became the flagship of the Line and in the early 1920s was renamed HELEN BURKE still looking as good as she does in this view, same fancy-topped stacks and all. About the time of the Depression in 1930 she was laid up at 12-Mile Marsh, above Mobile 12 miles, where she gradually rotted down. Our thanks to the Howard Tilton Library, Tulane University, for loaning their print of the above to the University of Wisconsin's Murphy Library people, La Crosse, who furnished the above excellent copy.



HENRY FLAD (1824-1898) assisted James B. Eads in the construction of the Eads Bridge, St. Louis. His portrait, an oil painting, today is hung in the Missouri Historical Society's river exhibits, Jefferson Memorial, St. Louis. The steam side-wheel dredge HENRY FLAD was built at Grafton, Ill., 1901, on a steel hull 199 x 44 x 7. The above picture was taken at the U.S. Engineer marine ways, West Memphis, Ark. Ultimately the dredge

was sold at public sale and was brought to Pittsburgh owned by Charles Zubik. He removed the boilers and machinery and used her for his storage and office boat in the Allegheny River along Pittsburgh's North Side. The above picture is from the collection of Capt. Thomas E. Kenny who procured it from the U.S. Engineers, Memphis District, and the print is the handiwork of William E. Reed; our thanks to all concerned.

Alene Stottlebower, 614 West Second Street, Madison, Indiana died Saturday evening, March 28, 1981 aged 84. She had been an off-and-on patient at Kings Daughters Hospital in that city for the past several years and had been readmitted only a short while before her passing.

Alene developed an interest in the river at an early age and often rode the local ferry TRIMBLE where her father, Mike Stottlebower, was engineer. She and the late Earl Seabrook co-authored a column in The Waterways Journal called "City 'Neath the Hills," signing themselves "Little Mike and Ike," the "Little Mike" being Alene. She carried a camera on her many river trips and did what most amateurs did not do--she took many pictures of the officers who manned the packets. Alene was the prime mover and secretary of the short-lived Madison Chapter of S&D with the goal of establishing a River Museum in her home town, the project thwarted by WW2.

She was bookkeeper for several Madison firms. Following her retirement she was active in senior citizens' projects, but never too busy to share her fund of local river history with researchers and historians. She leaves many, many friends who will be a long time adjusting to the fact that Alene Stottlebower just isn't there at 614 West Second Street anymore.

Three nephews and two nieces survive her: Joseph Stottlebower, Cupertino, Calif.; William S. and Robert Stottlebower, both of Covington, Ky.; and Mrs. Ann Steinhart, Madison, Ind.; and Mrs. Alice Peterson, San Antonio, Tex.

Eastern Star services were held at the Lytle Mortuary and burial was in Springdale Cemetery, Madison.

Capt. Merdie Boggs died on Thursday, March 26, 1981 after a brief illness. He was 73, having been born June 18, 1907 in Carter County, Ky. He was founder and chairman of the board of Merdie Boggs & Son Harbor and Towing Service in the Catlettsburg, Ky. area, took great interest in the American Sternwheel Association, ran his pleasure sternwheeler LADY LOIS and was widely respected for his river know-how. He is survived by his wife, Memphis Pickle Boggs, at home, 1619 Diederich Blvd., Russell, Ky.; three daughters, Mrs. Faye McKenzie of Russell; Mrs. Lois Wilson of Rush, Ky., and Mrs. Joanna Snider of Ashland, Ky.; and by four sons, Clarence, Frank and Albert, all of Ashland, and Earl Boggs of Marion, Ky. One brother, Clarence Boggs, Catlettsburg, 13 grandchildren and two great-grandchildren also survive. Following services in Catlettsburg, he was buried in Rose Hill Burial Park, Ashland, Ky.

Paperback edition of SAGA OF THE DELTA QUEEN, full text, illustra-



SOON AS our last issue was released we got eagle-squawks from the Upper Miss. The stately wooden bird shown at the bottom of page 40, March issue, is more venerable than we said. It dates back to 1845. Today it resides in the beautiful new building of the Putnam Museum, Davenport, Iowa. Various accounts written over the years call it a "chicken cock," a golden eagle and a bald eagle, but all agree it was carved at Cincinnati in 1845 for Capt. Daniel Smith Harris who built the side-wheel WAR EAGLE there at the Best & Company Yard. It has a wing spread of 54 inches. A widely accepted notion is that it was carved from a single block of oak, but we also have heard that it may be laminated white pine, painted and gilded. Nobody knows with certainty the name of the artisan who created it, although R. Taylor Drake and his wife came up with two names, Henry L. Fry, an English woodcarver who worked in Cincinnati in the 1840s, and Alonzo W. Anderson, another Cincinnati woodcarver of that day. Judy Patsch sends us the bird's portrait shown above and also a copy of the Museum Quarterly, April 1956, which confirms that it first appeared on the WAR EAGLE of 1845, and thence to the SENATOR, DR. FRANKLIN NO. 2, WEST NEWTON, WAR EAGLE (2nd) and then to the GREY EAGLE which was wrecked while running the draw span of the Rock Island bridge, May 9, 1861. At that time Captain Harris retired to Galena, Ill. and took the bird with him, where it remained until 1919 when Mrs. Irene Harris Gillette, his daughter, gave it to Capt. Walter Blair. Blair mounted it in the cabin of the HELEN BLAIR briefly, and then gave it to the Davenport Public Museum. While at Galena it adorned the archway to Grant Park, weathering the elements, until Galena went modern and replaced it with an electric light. In 1949 it showed up as an exhibit in "Mississippi Panorama," a show staged by the City Art Museum of St. Louis. In 1953 it went on loan to the Smithsonian Institute and was displayed by them in Germany and at the Brussels World's Fair. Currently it is listed as one of America's art treasures in the Index of American Design. To paraphrase the comment of Calvin Coolidge, "Some bird."

ted with maps, drawings and photographs, the story of bringing the DQ from California to the Mississippi River. Retail at \$4.

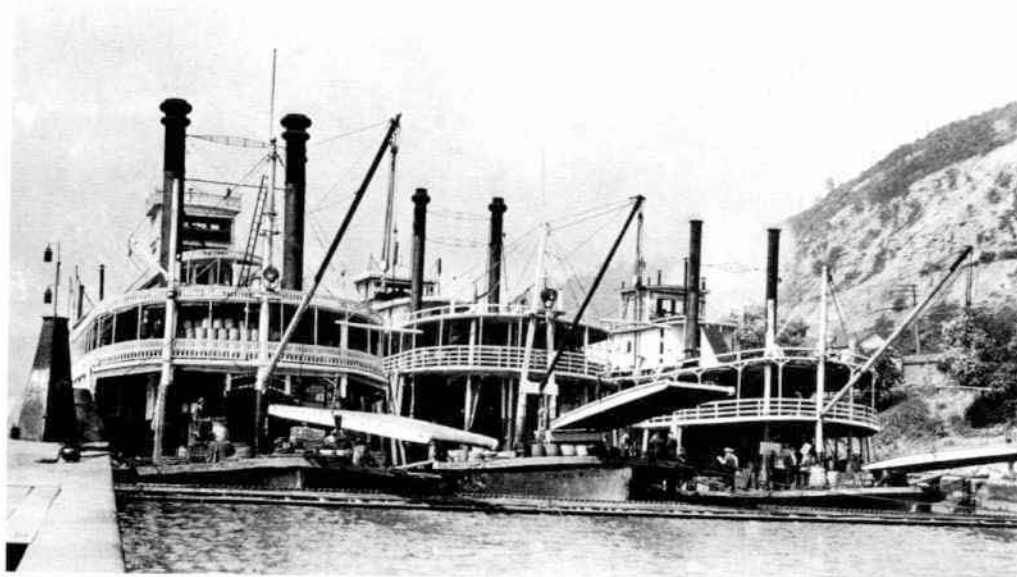
This plus OLDEST PILOTHOUSE, the history of the packet TELL CITY and how her pilothouse landed on the lawn of the Ohio River Museum, Marietta; copiously illustrated. Book form, color cover, retails at \$2.

These two books plus two color post cards of the TELL CITY's pilothouse, for \$4 postpaid.

Send check to Frederick Way Jr., 121 River Ave., Sewickley, Pa. 15143.

The record low stages in the Mississippi River remind us of an old Victrola record song, vintage perhaps 1913. The words went something as follows:

The ol' Mis-sip she got so low
On the bottom of the river
The dust would flow;
And all the pikes and cats
Had to be acrobats
And stand on their heads
To wet their gills
In the good old steamboat days.



CAPT. William S. Pollock handed us this picture while we were assembling information about the packet LIBERTY for this issue. He took the scene at old Ohio River Lock #6, known as the Merrill Lock and Dam, below Beaver, Pa. Bill was second clerk on the GENERAL WOOD at the time, in 1924, when the SENATOR CORDILL (left), WOOD (center) and LIBERTY (right), all upbound, were unable to get through the lock because of a flash flood. The storm, moving south-east from the Great Lakes, struck Lorain, O. on Sunday, June 29, 1924, causing heavy loss of life and property due to tornadoes. Seventy nine were killed and one thousand others were injured. Property loss later was estimated at \$25 million. That evening the storm arrived at Beaver, Pa. in the form of high winds and torrential rain, and downed shade trees along the main streets for which the town was

noted. The Ohio River rose so fast that various of the wicket dams could not be lowered in time, resulting in damage and in cessation of traffic. The WOOD and LIBERTY transferred their freight to the CORDILL there at Lock #6 and headed back down the river. Soon as the locks were operative the CORDILL went on to Pittsburgh. Enroute back to Wheeling the LIBERTY discovered that Dam No. 11 below Wellsburg, W. Va. also had been caught with the wickets up, the lock inoperable. Capt. Walter Booth ascertained that the chanoine weir, a 120-foot section between the West Virginia shore and the beartraps, was clear. He took dead aim and ran the LIBERTY down through the weir. There may be other instances where weirs have been run but this is the only case your scribe ever heard of. Our thanks to William E. Reed for this print made from Bill's negative.

In our June '79 issue, page 19, we were wondering what happened to the steel hull built by Ward at Charleston for the steam prop towboat CLAIRTON in 1918. Bill Judd says it was sold to Charles Zubik, then to Frisbie Engine & Machine Co., Jess Coen, Cincinnati. From there it went to Monsanto at Ad-dyston, O., then to Jubilee Excursion Boat Co., Cincinnati, and in 1969 to Jess Tucker, Tucker Marine, Cincinnati. It was cut down by ice Jan. 26, 1978 and today the hull is beached below Tucker's launching area, Ohio River Mile 464.

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 two (2) 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.

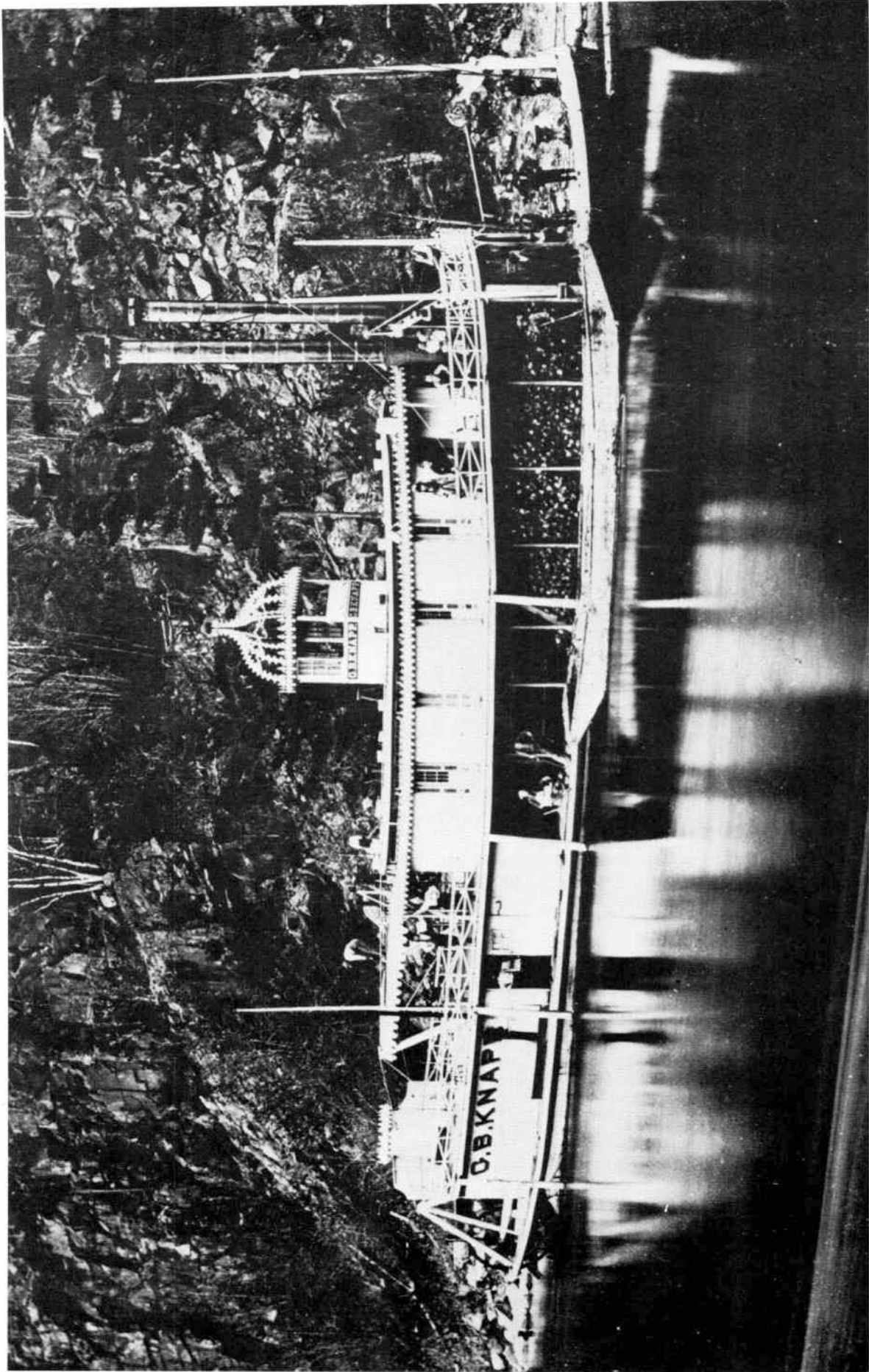
SEE YOU ALL AT S&D, WEEK-END OF SATURDAY, SEPTEMBER 19TH.

The name of Mozena, frequently mentioned in the LIBERTY story told in this issue, comes to better focus thanks to correspondence just in from Norma Stetson Burk, 2224 Jefferson Ave., Washington, Pa. 15301, who is Mozena related.

The Mozena Boatyard, Clarington, O., dates to the early 1870s when Louis (or Lewis) Mozena commenced building river craft south of Sycamore Street. Sons Marshall and William Henry, employed in a shipyard at Baltimore, Md., came to Clarington, and later were joined by a third son, Dennis, all of whom worked as boat builders.

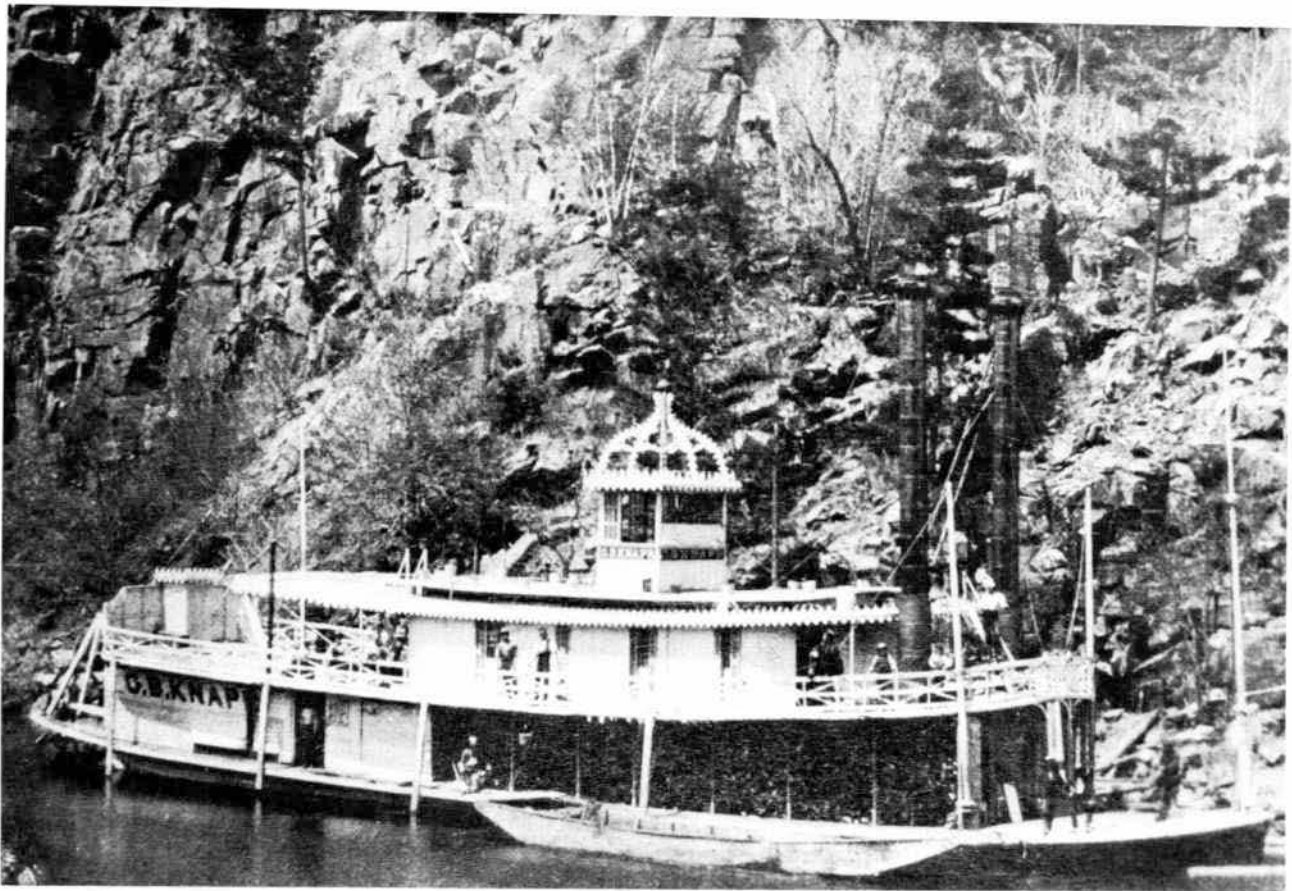
Marshall, nine years younger than William Henry, died in 1942. William Henry survived until the age of 94, passing away in 1944. The biggest steamboat they built was the sternwheel packet CITY OF WHEELING, although the AVALON, later renamed OHIO, ran her a close second. One of the last to be launched at their yard was the diesel towboat JUNE, built in 1924.

The Mozenas are of French extraction. John Mozena came to the U.S. with General Lafayette, married Hannah Foote in Connecticut, and removed to Monroe County, O. The couple had nine children.



WITHOUT much doubt this picture was taken on the St. Croix River. An original print is owned by the Minnesota Historical Society and is marked "John Runk, photographer." The G. B. KNAPP was built at Osceola, Wis., 2½ miles above Stillwater on the St. Croix. The photograph may have been taken at Taylors Falls, Minn., 6.8 miles above Osceola. She was built in 1866 on a wood hull 130 x 20 x 4, and had engines 9' s-4 ft. stroke built by the North Star Iron Works, Minneapolis. She was a wood burner and you can see the fuel stacked alongside the boilers. This rather

fancy short-trader was owned by Capt. Oscar Knapp who ran her on the St. Croix most of the time but had her in the Minnesota River several spring seasons. She and the NELLIE KENT ran some hot operation on the St. Croix in May 1876 and 25¢ fare would take you most anywhere, meals included. George B. Knapp, for whom she was named, son of Capt. Oscar, later was the U.S. Hull Inspector at Dubuque. Capt. Oscar was squeezed out by other stockholders about 1878, and in 1882 the boat was given bigger machinery, 12' s-6 ft. stroke. Dismantled in 1890.



WHEN RALPH DUPAE handed us the G. B. KNAPP picture shown on the opposite page we got to thinking we had one just like it in our fabled negative file. But no, as you see above, not quite. The angle is a bit different. The normal deduction would be that the photographer, in this case one John Runk, took them both. No doubt both were taken at the same time, same place. The trouble with deductions is that they can mess up the truth. In this particular case the truth is that the above picture is made from an original stereoscopic slide made by an itinerant named J. P. Doremus who hailed from Paterson, N.J. On the back of the original slide is this printed information:

"The subscriber has built a Floating Photograph Gallery, at a cost, with its appurtenances, of over \$4,000, intending to take views of the Mississippi, and its tributaries, from the Falls of St. Anthony to the Gulf of Mexico." Not only did Mr. Doremus unfold his bold plan, but he troubled to mark down the date he took this G. B. KNAPP picture--August 17, 1875. Next question: Was John Runk associated with J. P. Doremus? Maybe so, and maybe not; we don't know. It sounds to us incredible that two experts, working independent of one another, were taking pictures of the same steamboat away up the St. Croix River on August 17, 1875, or on any other day.

The mysterious diesel sternwheel towboat on page 16 in our last issue turns out to have been the GUY L built at Brookport, Ill. in 1947, owned and operated by the Shawneetown (Ill.) Ferry. Dan Owen recognized it right off, as the picture was one of his. The boat had several owners. John J. Frank, Georgetown, O. owned her at one time and changed her name to MILLIE F, but eventually the original name was restored. In a conversation with Bill Judd at Marietta lately, Bill says the last he saw of her, several years ago, she was beached at Arnolds Creek on the Ohio River below Rising Sun, Ind, a sad sight, as only the hull and paddlewheel remained. Bill hasn't been down that road, (Ind. 56) since, but says now that his curiosity is up, he will do a follow-up. Dan Owen included her in INLAND RIVER RECORD-1980 in his scrap pile at the

end of the listings, page 320. Says he knew she wasn't towing any more.

Sirs: Thanks for sending the old steamboat freight bills (offered on page 10, last issue.) If you have any quantity left over after your ad response, would you be interested in selling a quantity at a cheaper price? Let us know.

Neil and Diana Sowards,
548 Home Ave.,
Fort Wayne, Ind. 46807

=Heavens to Betsy no, we have a quantity of COURIER, GREENWOOD and TACOMA, and not so many as all of that of GREENLAND and HENRY M. STANLEY. That's five for \$5 while they last. The response to the notice was surprisingly large, and in some cases a few substitutions had to be made. Didn't dawn on us so many persons would know what a

freight bill is, or was. -Ed.

Sirs: I have just learned that the pilotwheel of the BETSY ANN, owned by the Golden Eagle Club and since 1945 exhibited at the National Park Service Museum at the Old Court House, St. Louis, has been delivered to the Golden Eagle River Museum at Bee Tree Park.

It's a beautiful park overlooking the Mississippi, but is, perhaps, not as conveniently reached as the Old Court House downtown.

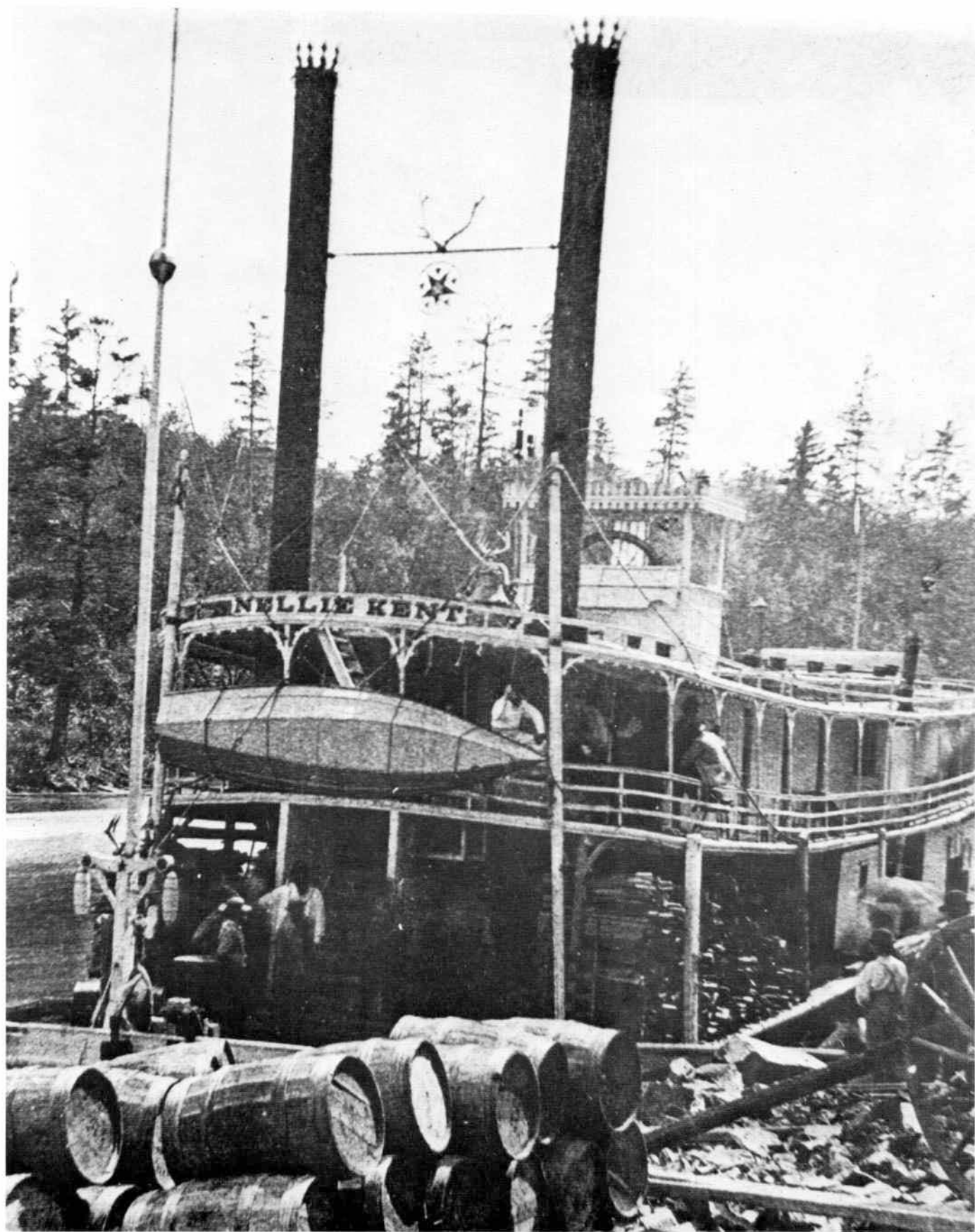
The owner of the GORDON C. GREENE pilotwheel shown on page 23 last issue, removed it to his home recently, and the BETSY ANN wheel takes its place in the Golden Eagle River Museum.

Ruth Ferris,
9381 Parkside Drive,
Brentwood, Mo. 63144



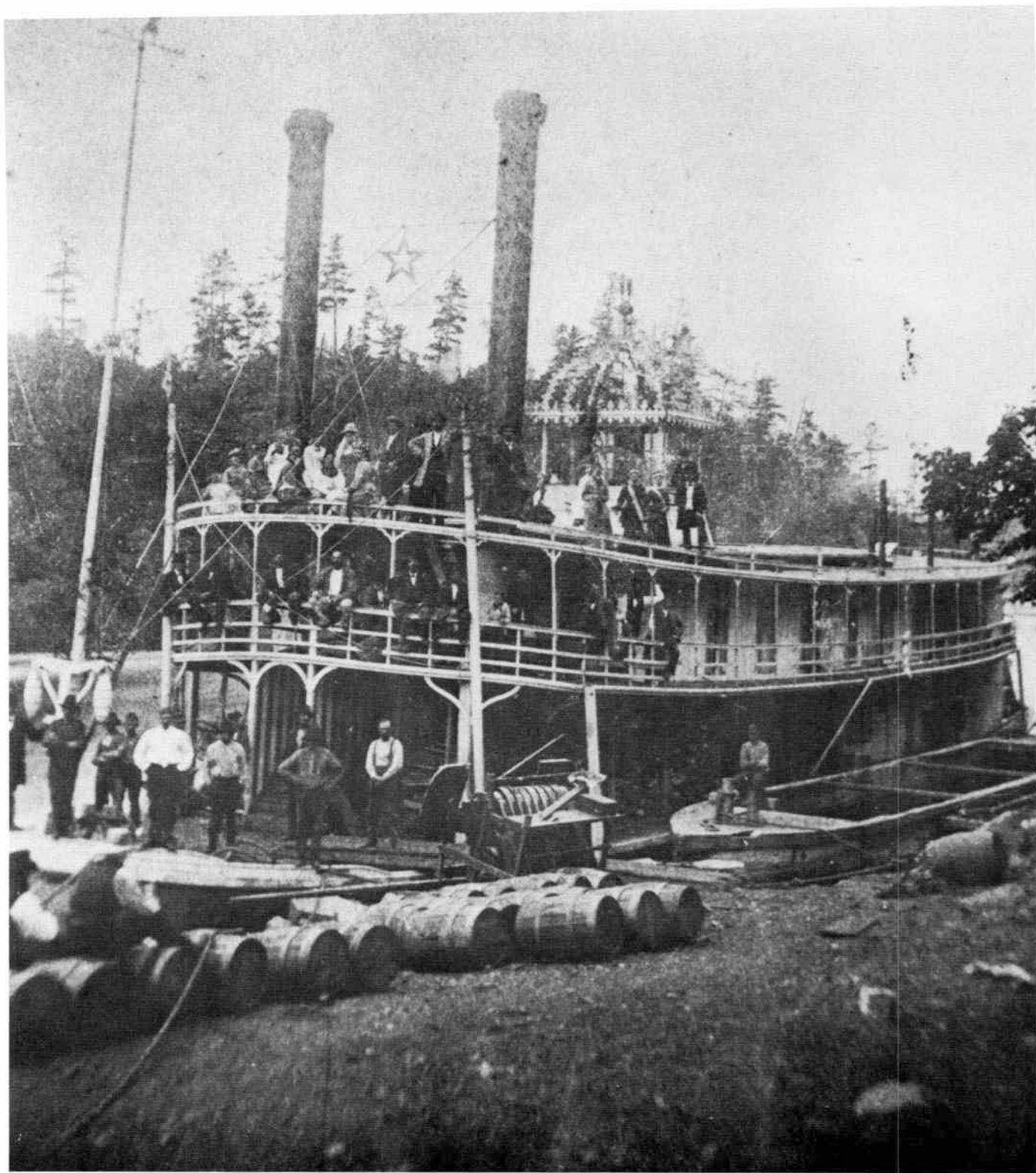
SERENDIPITY is the middle name of the S&D REFLECTOR! No sooner had we nailed down the pictures of the G. B. KNAPP on the foregoing pages when along comes Ralph DuPae with this one. "Ever hear of the Doremus Photograph Gallery?" he asked. Incredible. Ralph tells us that the original is a stereoscopic slide loaned to the Murphy Library by Sig K. Rimestad, 791 River St., Taylors Falls, Minn. 55084. It was taken on the St. Croix River near Taylors Falls. So here is the new \$4,000 Photograph Gallery working its way from "the Falls of St. Anthony to the Gulf of Mexico," as noted in the foregoing caption. Date, August 1875. The shirt-sleeved gentleman standing on the fore end at extreme right has one hand on a big, old-time

plate camera mounted on a tripod, probably used for portrait work. The triangular affair on the roof is glass-paned to admit daylight to the mid-section studio, and our bet is that the two port holes are in the bulkhead to the darkroom. We would further go out on a limb to nominate the chimney-looking square box on the roof as a fresh water reservoir, so vital to photographic work. Obviously the Floating Gallery has no power of locomotion, and hence must be towed or floated. It will be interesting to learn, if ever we do learn, whether J. P. Doremus achieved his ambition to take pictures out to the Gulf. Also to learn, if ever we do, what connection John Runk had with the above operation, if any?



THANKS AGAIN to the Minnesota Historical Society for coming up with this view of the NELLIE KENT built at Osceola, Wis. in 1868 for the St. Paul-Taylor's Falls tri-weekly trade. When Capt. Oscar Knapp was squeezed out of his G. B. KNAPP by stockholders he

stepped aboard the NELLIE KENT, ran hot opposition, and gave them what-for. After steamboating for 50 years Knapp retired to a farm at Maiden Rock, Wis. His son George B. married the daughter of George Wilson, clerk on the KENT.



SO NOW, the Minnesota Historical Society comes up with this portrait of the G. B. KNAPP, although you'd hardly recognize her from the other two views in this series, save for the fancy-topped pilothouse. She has acquired a full boiler deck. At the base of the forward jackstaff is a cross-bar arrangement called the gallows frame and on each extremity is a tear-drop wooden buoy, painted white. Gene Fitch please take note; for Gene has one of these on the CLAIRE-E and not so long back Gene was asking us what they were used for. They were attached with a

handy line to a sunken obstruction to keep some innocent pilot from running over the wrecked object or snag. We'd suppose this alteration to the KNAPP was a practical move, but let's quickly add that if our ship ever comes in we'd like to build a steam stern-wheel pleasure boat almost exactly like the way she first looked, even unto and including the backyard utility at the extreme rear of the boiler deck with the fancy palings around its roof. That's real class. Capt. Oscar Knapp must have been quite a person to dream up a boat so unique she's unforgettable.



JERRY PETZ has our thanks for these pictures of the JULIA BELLE SWAIN hauled at Lemont, Ill. for hull painting and inspection last fall, Mile 300 on the Illinois Waterway. Yes, you see correctly; she's riding on a railroad, the flanged wheels and trucks under the hull. An end-loader is used for the locomotive. In the lower view is the stalwart crew minus Bob Anton: from the left; Paul Anton, Dorothy Anton, John Hartford, Melanie Judd, Janet Zehr, Tom McMillan, Jerry Petz and Capt. Dennis Trone.

In case you haven't heard, the BELLE OF LOUISVILLE won the race with the DELTA QUEEN at Louisville on April 22nd by two lengths, maybe a bit more. Already these two are figuring on a repeat in 1982 at Louisville and the NATCHEZ may join them in the contest. And that ain't all: the MISSISSIPPI QUEEN may be there too.

Latest from the press of Young & Klein, Inc., 1351 Spring Lawn Ave., Cincinnati, O. 45223, is a handsome folio of four sectional maps of the Ohio River, source to mouth, the handiwork of General Georges Henri Collot. This finely engraved work was made in France after General Collot had surveyed

the river in 1796. One of the original French edition reposes today in the collection of the Cincinnati Historical Society.

The text was translated into English at an early time. Nearly all of the tributary rivers and creeks carry the same names as they do today. Some identifications are slightly misplaced, such as the Great Muskingum is marked alongside the Little Muskingum's course, and at Marietta the Great Muskingum lacks its rightful identification. Parkersburg, W. Va. did not exist, but Belpre, O., opposite, is very much in evidence. The only habitation between Belpre and Point Pleasant is Belleville located "in part of Virginia." Gallipolis is there, and the wilderness thence to Portsmouth which isn't there is marked "Uninhabited Country." The first identified town below Gallipolis is Vance's Burgh, then Manchester and Lime-stone. And so it goes. One would wonder how Collot procured the names of all the creeks, but he did.

Our thanks to Benjamin F. Klein for this eminently worthwhile addition to our library. He neglected to inform us of the retail price.

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of Vols. 12-17

Any or all of these will be carefully wrapped and mailed to you at the going price, \$3.00 per copy. Address Frederick Way, Jr., at address on page 4.

Inasmuch as Alan Bates has contracted to build a gee-whiz model of the packet BERTRAND, to become sort of a centerpiece for the exhibits at the DeSoto National Wildlife Refuge where the bones of the old steamboat lie buried, and artifacts and cargo dating back to the time of her snagging, April 1, 1865, are preserved in abundance, Alan is leaving no stone unturned to assure accuracy.

The BERTRAND was built at Wheeling in 1864, the machinery from the A. J. SWEENEY put into her. Nobody had bothered, apparently, to record her engine size. Alan wrote to James R. (Jim) Paisley in sort of a desperate hope that Jim, who is somewhat of a buff on early Wheeling river events, might shed some light.

"Ever hear of a Wheeling-built packet named ARGIOTA, 1864?" Alan asked us over the phone.

No we had not, and would almost guarantee no such boat existed.

"Why for, then, was this steamer given a lot of news space--here, let me read to you what Jim Paisley has uncovered."

The ARGIOTA, wood hull built by Wilson, Dunlevy & Co., Pittsburgh-built cabin, machinery by Sweeney of Wheeling, was about ready to take off for St. Louis, Capt. Ben Goodwin, with Jerry Cochran in the office. Hull 162½ ft. by 33 ft. wide by 5 ft. depth. Two boilers and engines 16's- 4 ft.

Same hull, same crew, same time the BERTRAND departed in 1864. So there you are. She was built with the intention of naming her ARGIOTA. At almost the last minute she became the BERTRAND. Engines, 16's- 4 ft. Alan knew the stroke had to be 4 feet inasmuch as he had measured the slides out there near Omaha. But he didn't know the diameter. And of course he didn't know of the name-switch, nor did I.

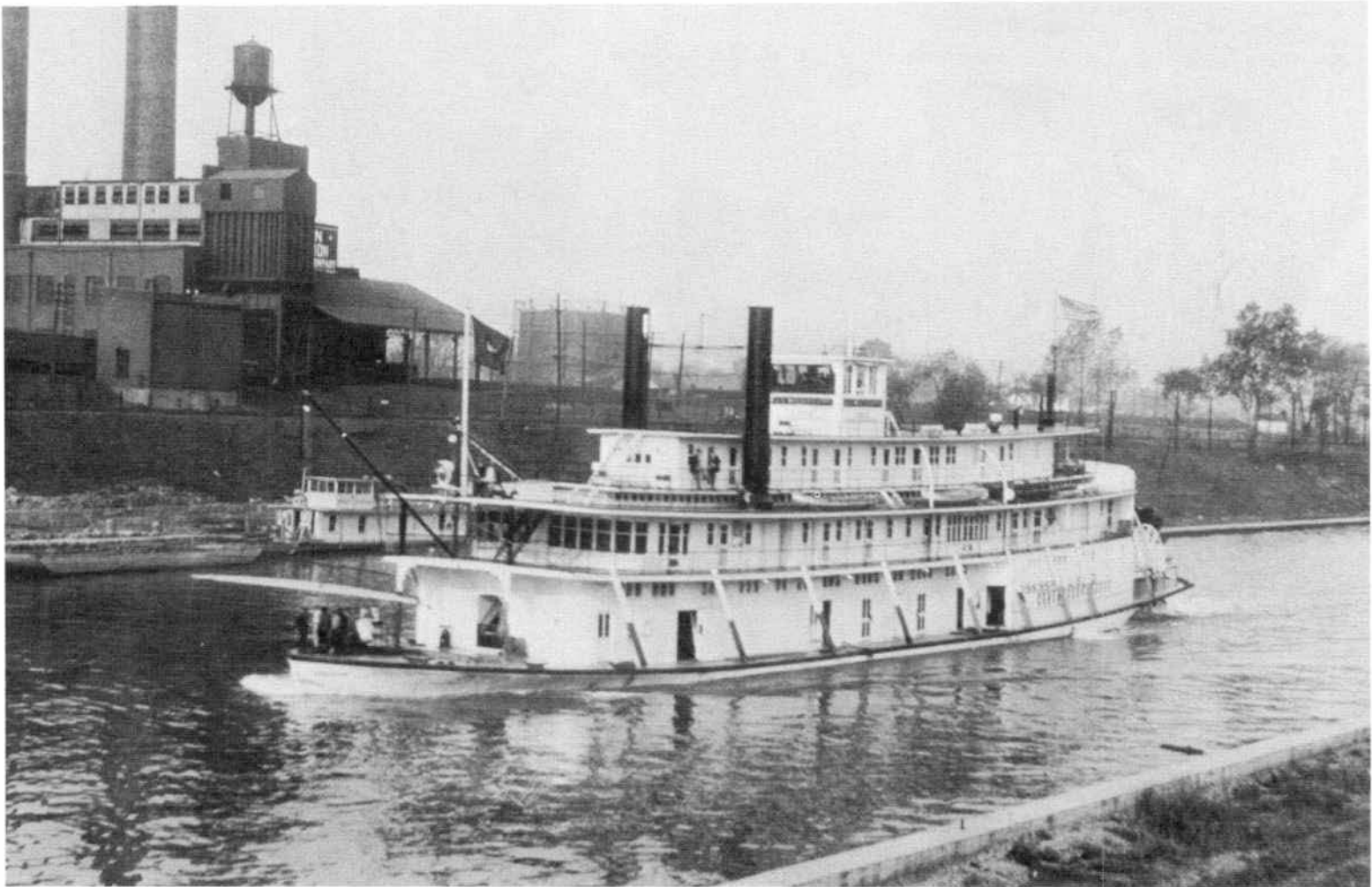
A neat bit of detective work by Jim Paisley, we'd say.

The Christian Board of Publication, St. Louis, has our thanks for a new slickstock hard cover album of watercolors written and illustrated by Marilynne Bradley.

THE BACK PAGE

The LIBERTY, downbound on the Muskingum River, is entering one of the canals in this unusual view which shows the river off in the distance. This was taken by Capt. William S. Pollock in May 1921. Bill and his wife Betty reside at 140 Dravo Ave., Beaver, Pa. 15009. The enlargement from Bill's original neg was made by Woody Rutter.

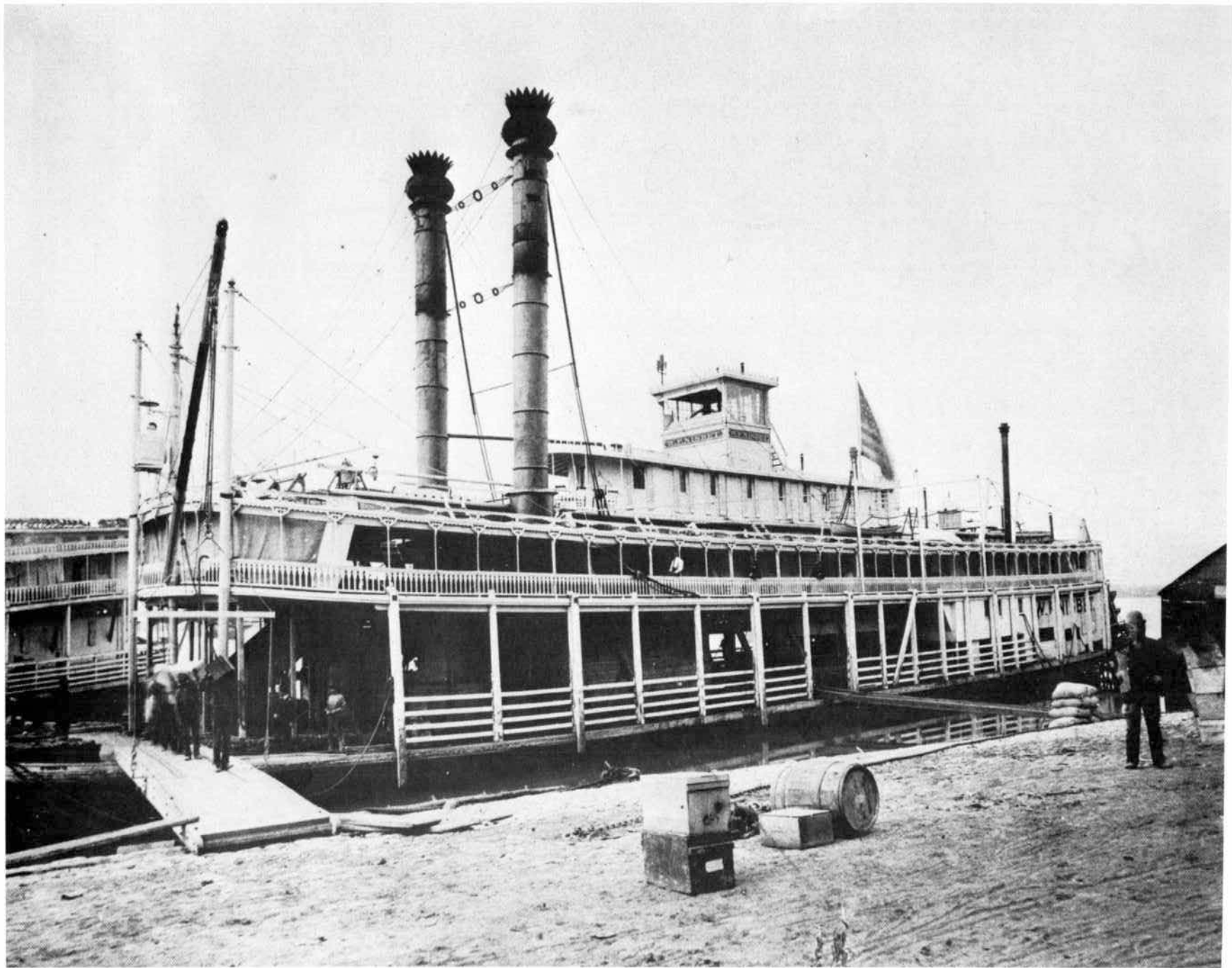
It is titled "Packets On Parade" and concentrates on the Eagle Packet Company. Marilynne works in watercolor, the most tricky of mediums. One dozen of her paintings are reproduced full color, each 8½ x 11 inches, all of them eminently suitable for framing. She credits Ruth Ferris as a source of assistance and advice, so first chance we plan to ask Ruth where this talented lady came from, and how the book may be procured.



THE U.S. inspection steamer MISSISSIPPI (now the restaurant and theater BECKY THATCHER in the Muskingum River at Marietta) is photographed here in an unusual setting, passing through the canal at the McAlpine Locks, Louisville, Ky. C. W. Stoll, who furnished the print, speculates the picture might

have been taken in 1929 shortly after U.S. President Herbert Hoover rode the GREENBRIER from Cincinnati to Louisville during the celebration marking the completion of the Ohio River's canalization. The MISSISSIPPI was supposed to have done the honors, but got delayed on the lower Ohio and didn't make it in time.

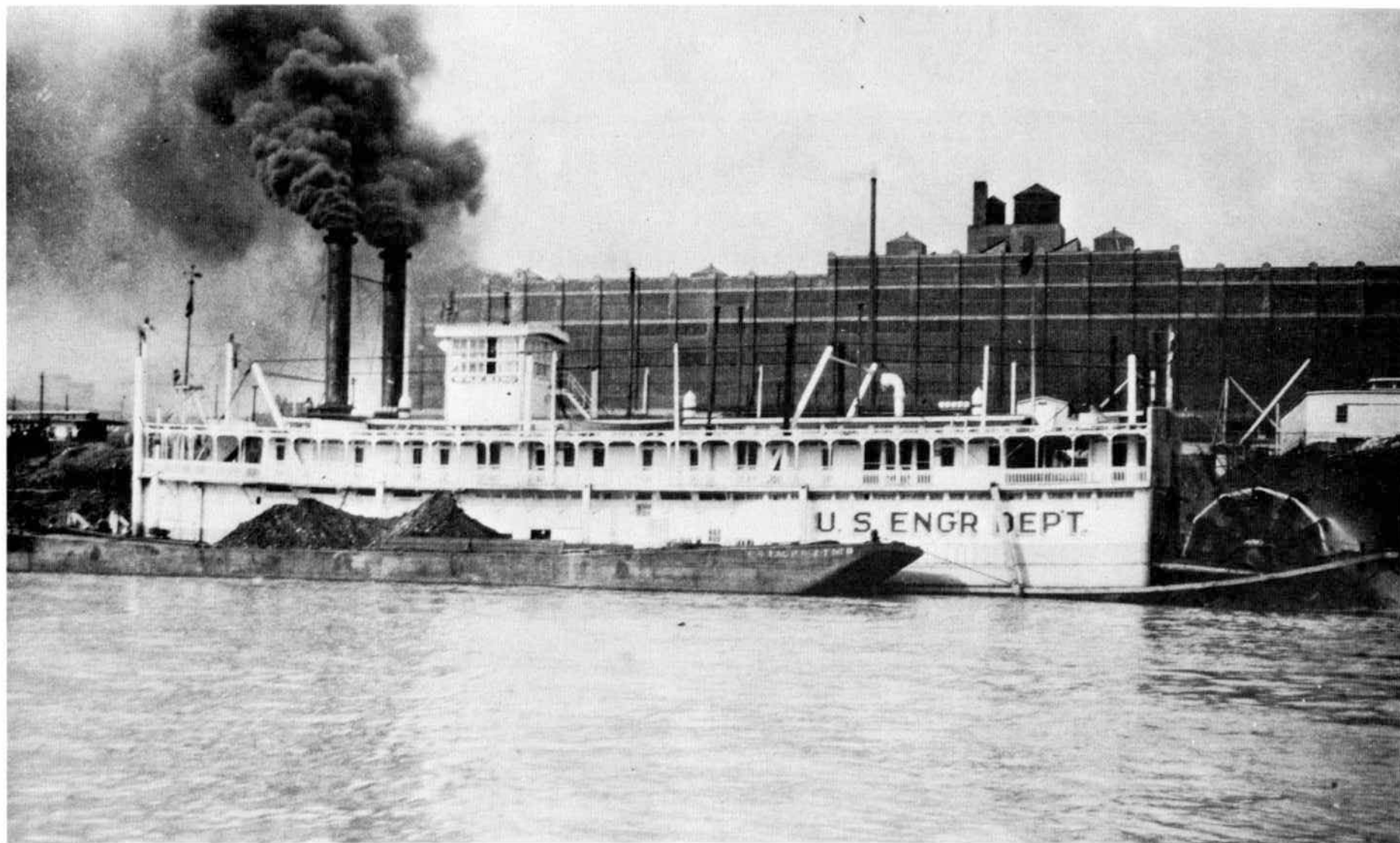




W. F. NISBET

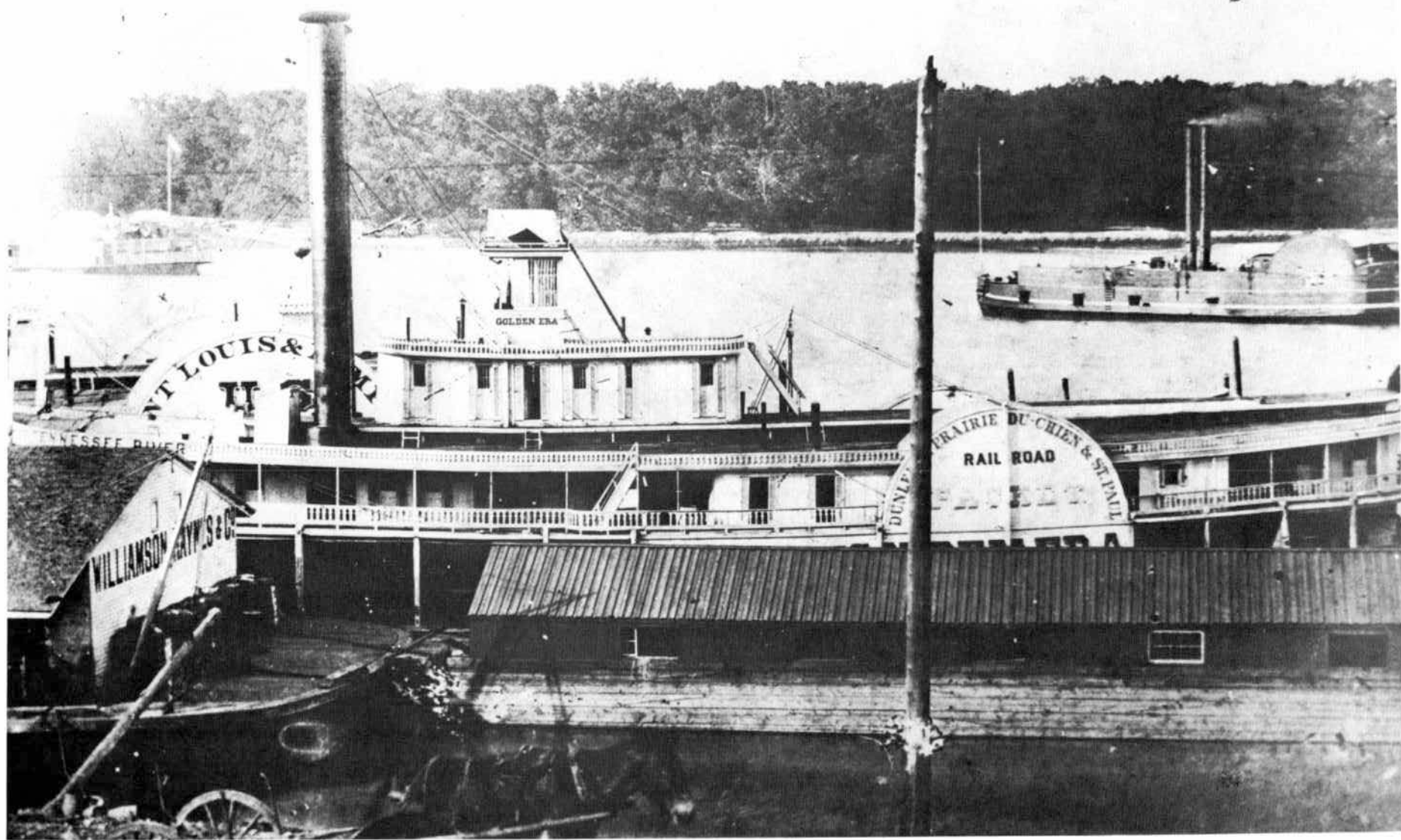


W. F. NISBET's Cabin



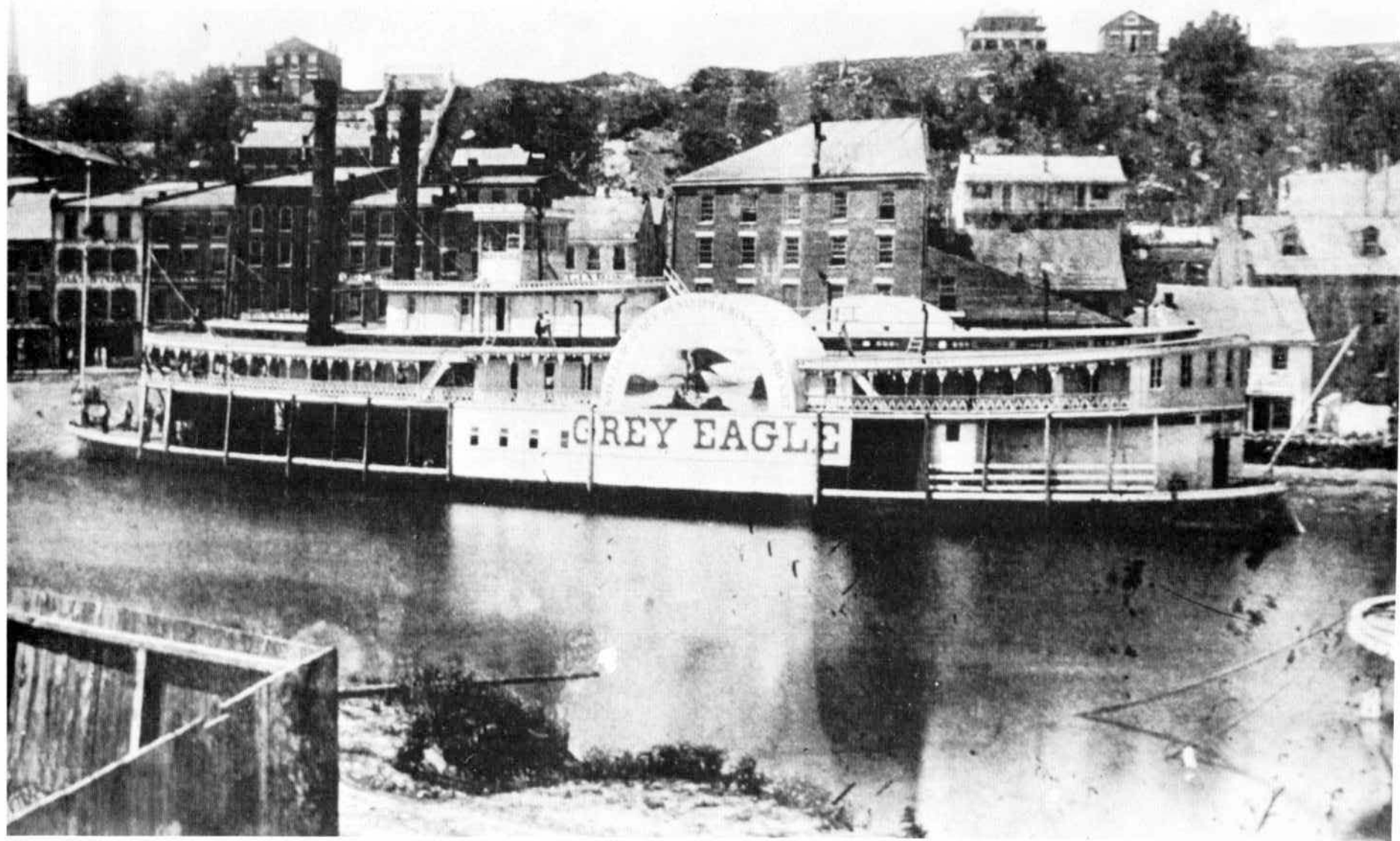
WHEN the Howard Ship Yard, Jeffersonville, Ind., built the steel hull towboat WM. R. KING for the U.S. Engineers, pictured above, they--and all other inland yards as well--were in a state of transition. Three generations of the Howard craftsmen had worked almost exclusively with lumber, acknowledged masters of the art. In 1898-1899 most of Howard's customers still ordered wood hulls and superstructures but the demand for steel hulls was pointedly on the increase. The Howard Yard met the challenge. During those two years they successfully bid and built the WM. R. KING, ARTHUR HIDER and KATE ADAMS, all three with steel hulls and wooden superstructures. In the same period the all-wood steamboats they contracted were

the BELLE OF THE BENDS, GEORGIA LEE, JULIEN POYDRAS, CITY OF MEMPHIS, HENRY HARLEY, GEM, AMERICA, J. B. RICHARDSON, MARY, CITY OF CINCINNATI, OUACHITA, RED RIVER, PETERS LEE, REES LEE, BAYLESS LEE and ROWENA LEE, packets all. As matters turned out the WM. R. KING was the largest steel hull towboat they built, 190 x 41 x 5.6, and the KATE ADAMS the largest steel hull packet, 240 x 40 x 7. The KING saw most of her service, if not all of it, on the Mississippi. About 1930 she was sold to the Patton-Tully Transportation Co., Memphis, who renamed her CHARLES NORVELL. In 1932 they were using her as a quarter-boat, and in the fall of 1936 they dismantled her at Memphis. This picture comes from the Winona County Historical Society, and our thanks also to our Murphy Library friends, La Crosse, for the print.



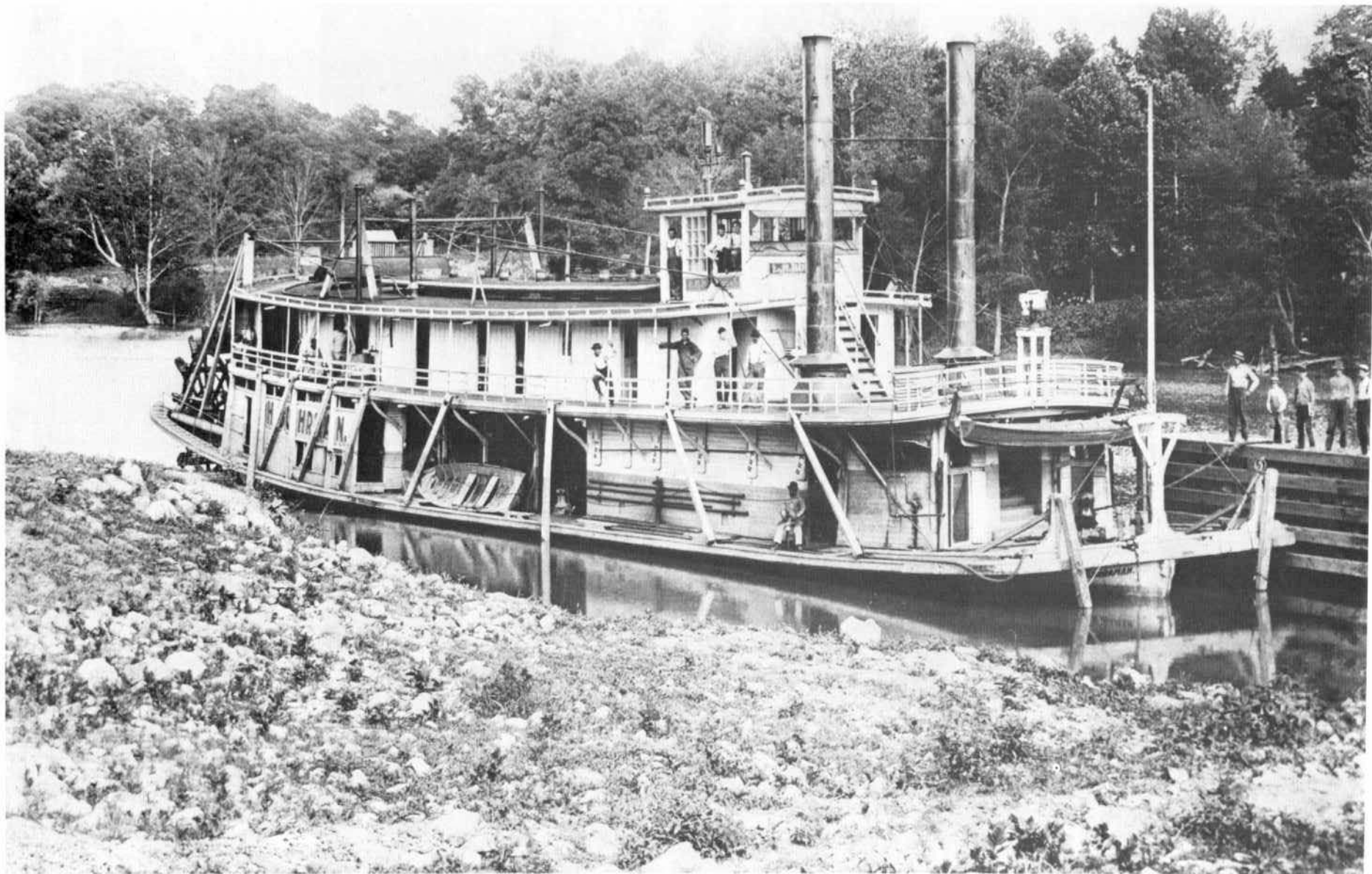
RALPH DUPAE handed us this one, which he procured from the U.S. Engineers, Memphis. The GOLDEN ERA is at the Williamson, Haynes & Co. wharfboat (location?) obviously in Civil War times inasmuch as the U.S. gunboat A. O. TYLER is moored in midstream at the right. The GOLDEN ERA was built at Wheeling, 1852, 178 x 29 x 6.1, for the Minnesota Packet Co. and her wheelhouse is inscribed DUNLEITH. PRAIRIE DU

CHIEN & ST. PAUL - RAILROAD PACKET. She was commandeered by the U.S. during the hostilities as a transport. Close inspection of the odd-looking top on her pilothouse reveals it to be a temporary tent with a ladder up to it, probably to shelter the look-out. She handled many troops to the Vicksburg area during the siege. Later she ran out of New Orleans with several owners and was dismantled in 1868.



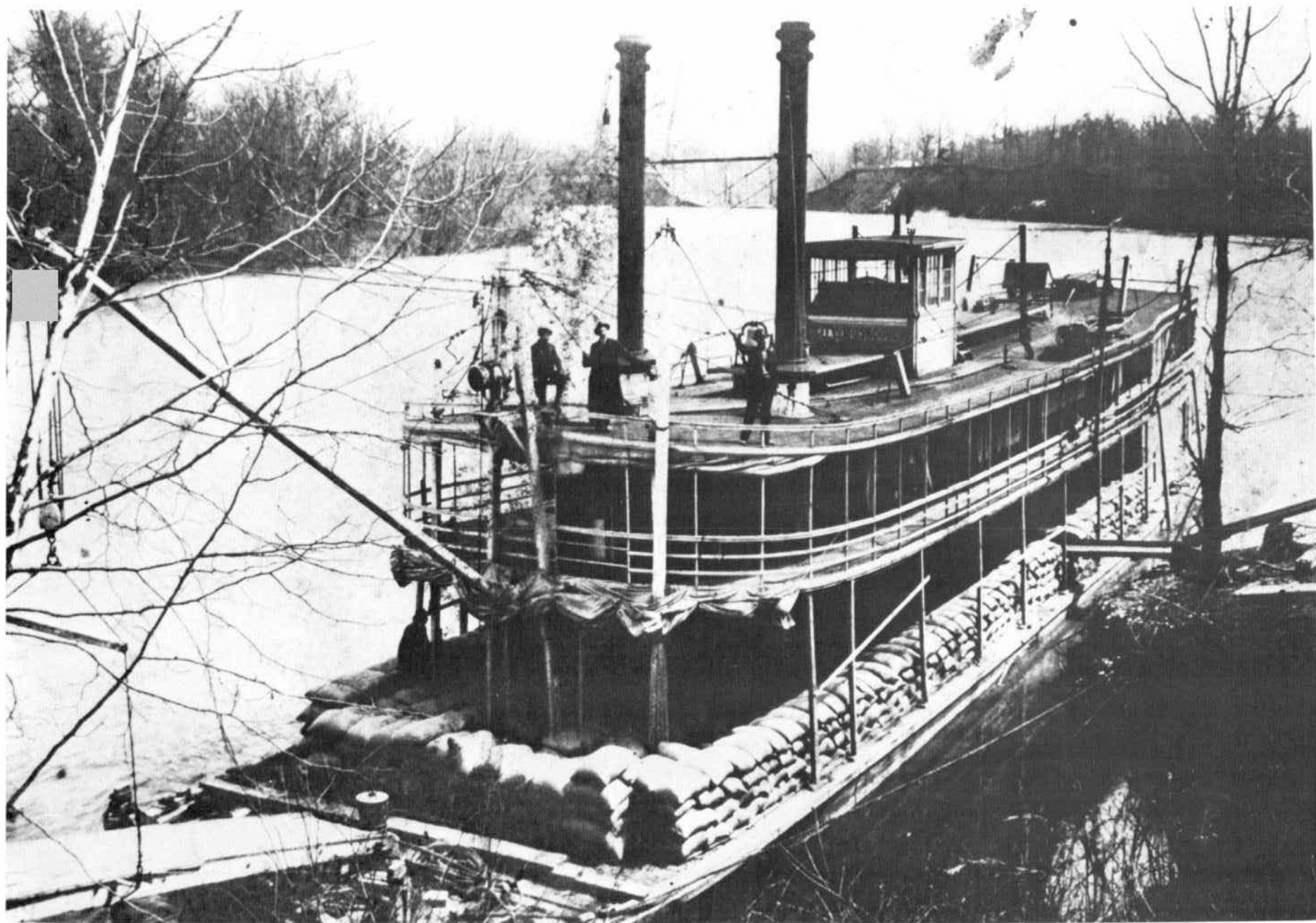
OUTSTANDING on several counts, this picture is copied from an original daguerreotype taken at Galena, Ill. The GREY EAGLE was built at Cincinnati in 1857. Circled on her wheelhouse are the words GALENA, DUBUQUE, DUNLEITH & MINNESOTA PACKET. She was the racehorse of the Upper Miss, built on a hull 250 x 35 x 5; four boilers working engines 22's- 7 ft. stroke. She made the earliest spring arrival at

St. Paul, March 25, 1858, a record which stood until Federal Barge's CAIRO brought in a tow March 19, 1947. A celebrated race with the ITASCA is Upper Miss lore. Hit the Rock Island bridge May 9, 1861 and was demolished. The picture is from the collection of the Minnesota State Historical Society, thanks also to the generosity of the Murphy Library, University of Wisconsin, La Crosse.



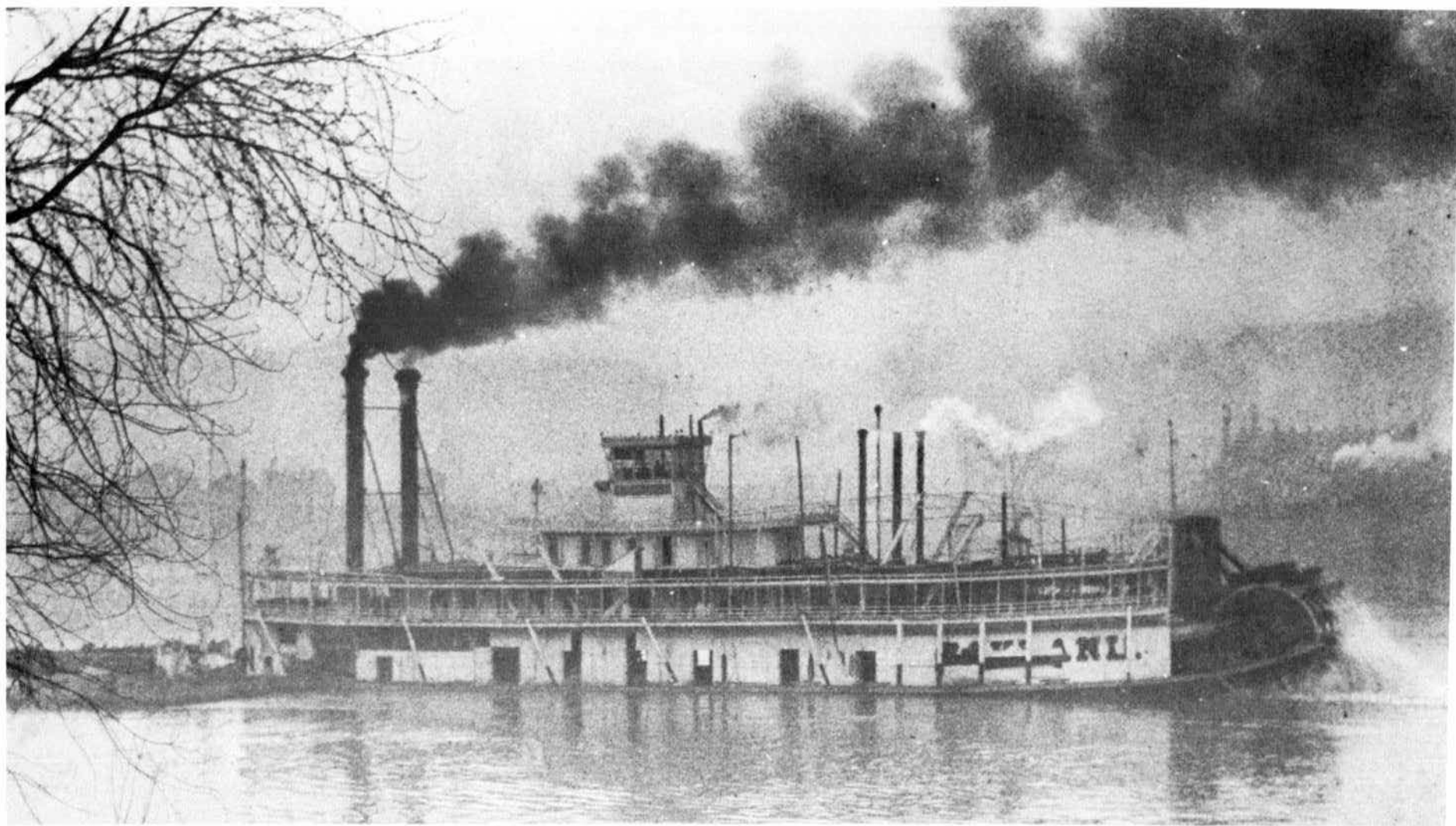
THIS comes from the Indiana Historical Society, the first picture we've seen of the L. H. BUHRMAN. She is documented as built at Hawesville, Ky., 1899, on a wood hull 112.6 x 23.2 x 4.9, with Evansville, Ind. as home port (as of 1902). Engines 12's- 6 ft. stroke powered by three boilers. She burned in March 1903 near Stevenson, Ky., then owned by the Cincinnati Cooperage Co. who had used her in towing logs and timber from the Mississippi River to Cincinnati. In 1904 she was rebuilt at Evansville

by J. J. Hennen & Bro. and renamed MARTHA E. HENNING. They sold her 1909 to Pickley Bros., Mobile, Ala. for Warrior River service where she operated until July 5, 1916 when she came to some drastic end marked simply "Dead" on the records. The only Stevenson Landing, Ky. we know about is just below Harlan Hubbard's Payne Hollow; is that where she burned? Where was this picture taken? Ralph DuPae and the S&D REFLECTOR will appreciate enlightenment on these questions and further details.



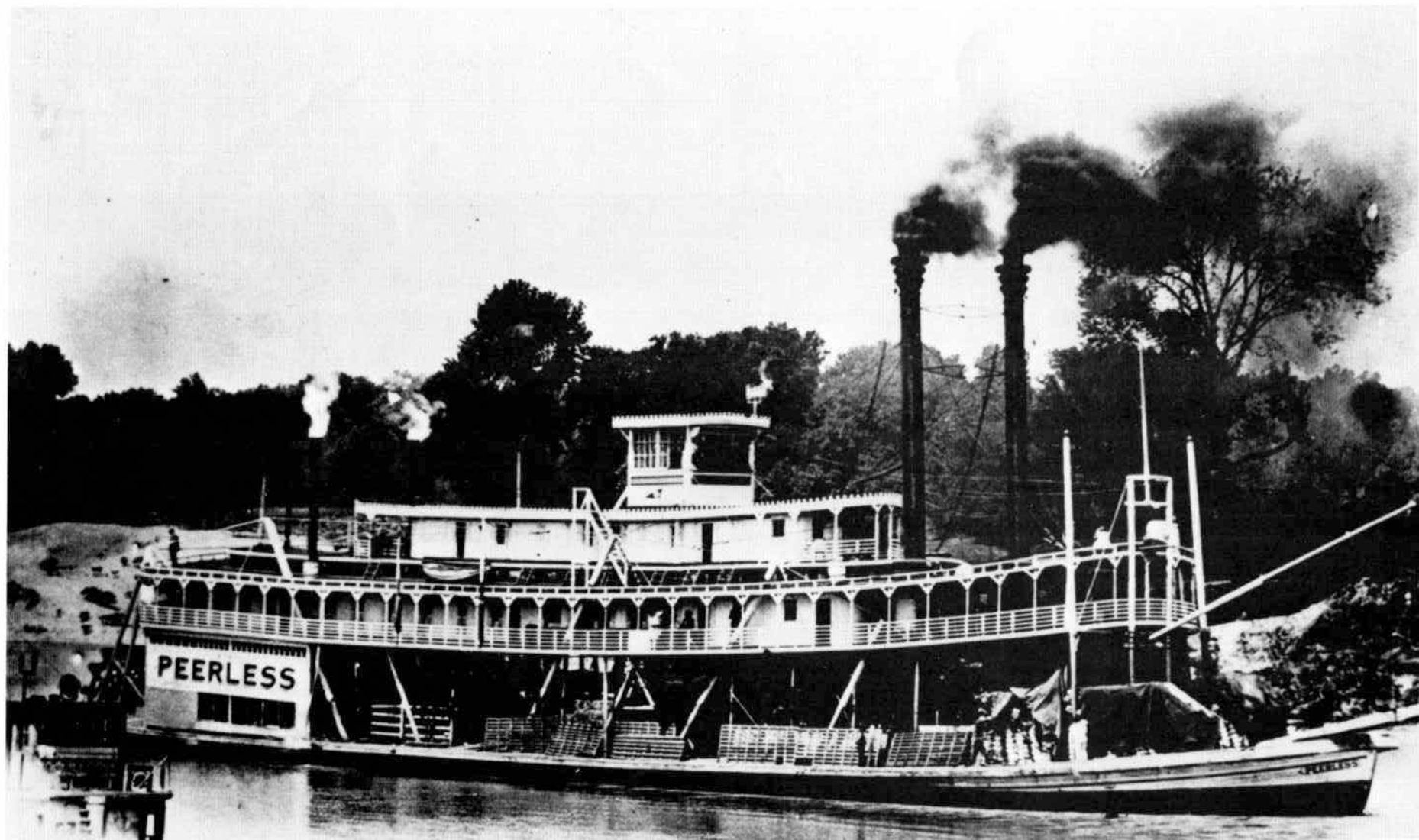
WHAT we'd like to know is where this picture was taken? It is the CITY OF MUSKOGEE built by the Howards at Jeff in 1908 for the merchants of Muskogee, Oklahoma--which is away and gone above Fort Smith on the Arkansas River. Query: Was this taken

at Muskogee? The photo comes from the Howard Tilton Library, Tulane University, the Donald T. Wright collection, thanks to the Murphy Library, Area Research Center, La Crosse, Wis. If this was taken at Muskogee it's a rather rare documentary.



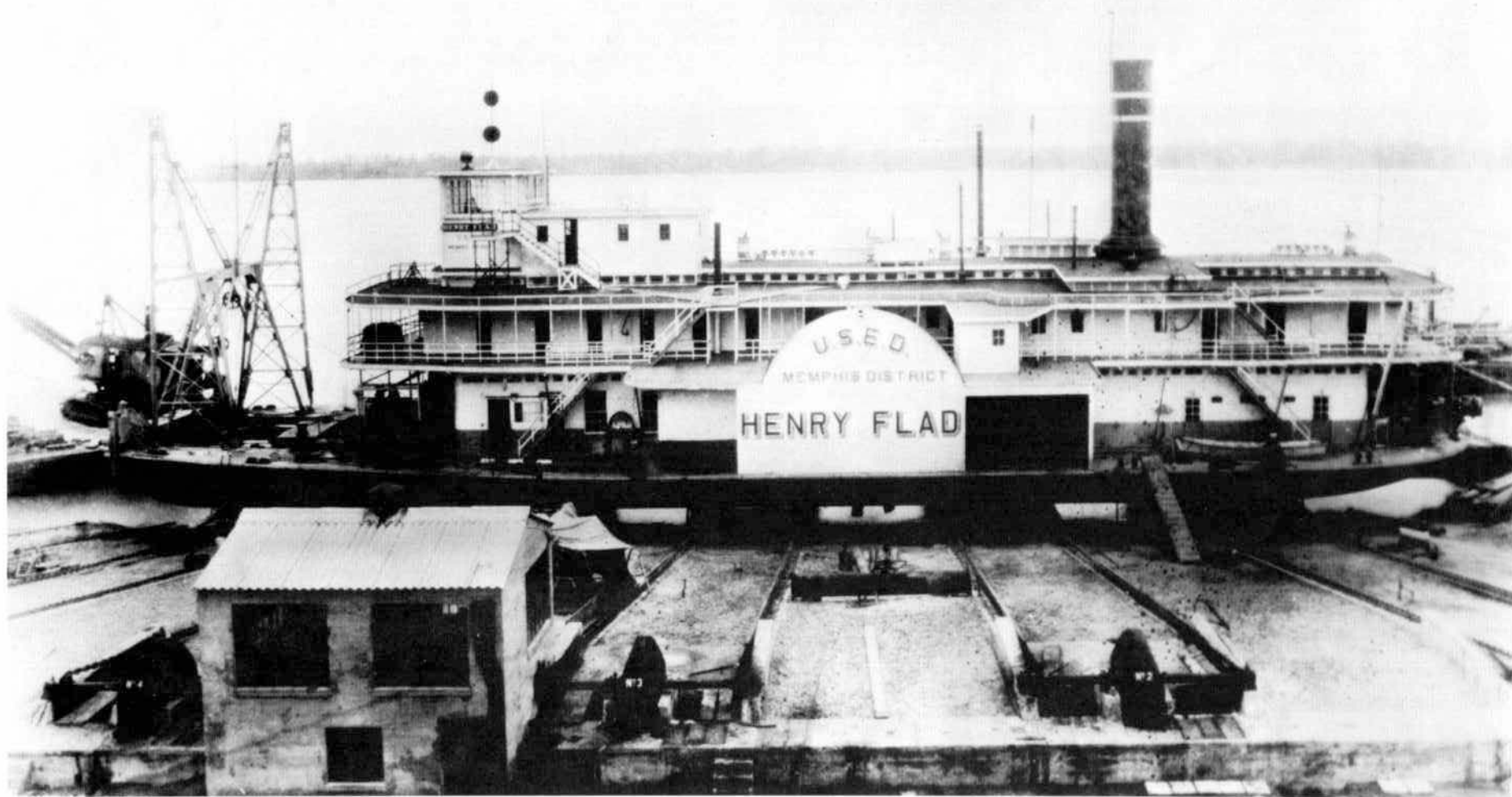
THORNTON BARRETTE took this shot of the OAKLAND downbound on the Ohio River near Ironton, O. one hazy day in the early 1900s. She had been bought by C. Jutte & Company from the Mississippi Valley Transportation Company in October 1901 to tow Monongahela River coal down the Ohio and Mississippi. It was something of a novelty to Ohio River boat-watchers to see a towboat with a Texas in 1901. It may have been added when she was sold at Madison, Ind. in the summer of 1880 to tow grain down the Mississippi, but then again she may have had it when originally built in 1872---apparently no photographs survive showing her in that 1872-1880 period. If she looks big it's because she is---built on a wood hull 210 x 35 x 6. Her high pressure engines were 26's- 9 ft. stroke. In 1902 she got six new boilers, each

40" dia. by 30 ft. long. On watch in the pilothouse when this picture was taken were Capt. Cal Blazier and Ben Stout who had signed up with the Juttas on a two-year contract. She nearly got her ever-lasting at Rochester, Pa. in February 1905 when an ice gorge let go. Somehow the news was circulated to Valley newspapers of her complete destruction, making headlines even in Marietta, O. In 1907 she was sold to the Combine, Texas still on her, and she kept it until the Combine rebuilt her in 1913. When she emerged with a new name, F. M. WALLACE, in January 1914 the Texas had been removed. Your scribe has no recollection of her as the OAKLAND, but as F. M. WALLACE, yes. When we went to work for the Campbell's Creek Coal Co. in 1919 the WALLACE was laid up in the Kanawha River at Point Pleasant.



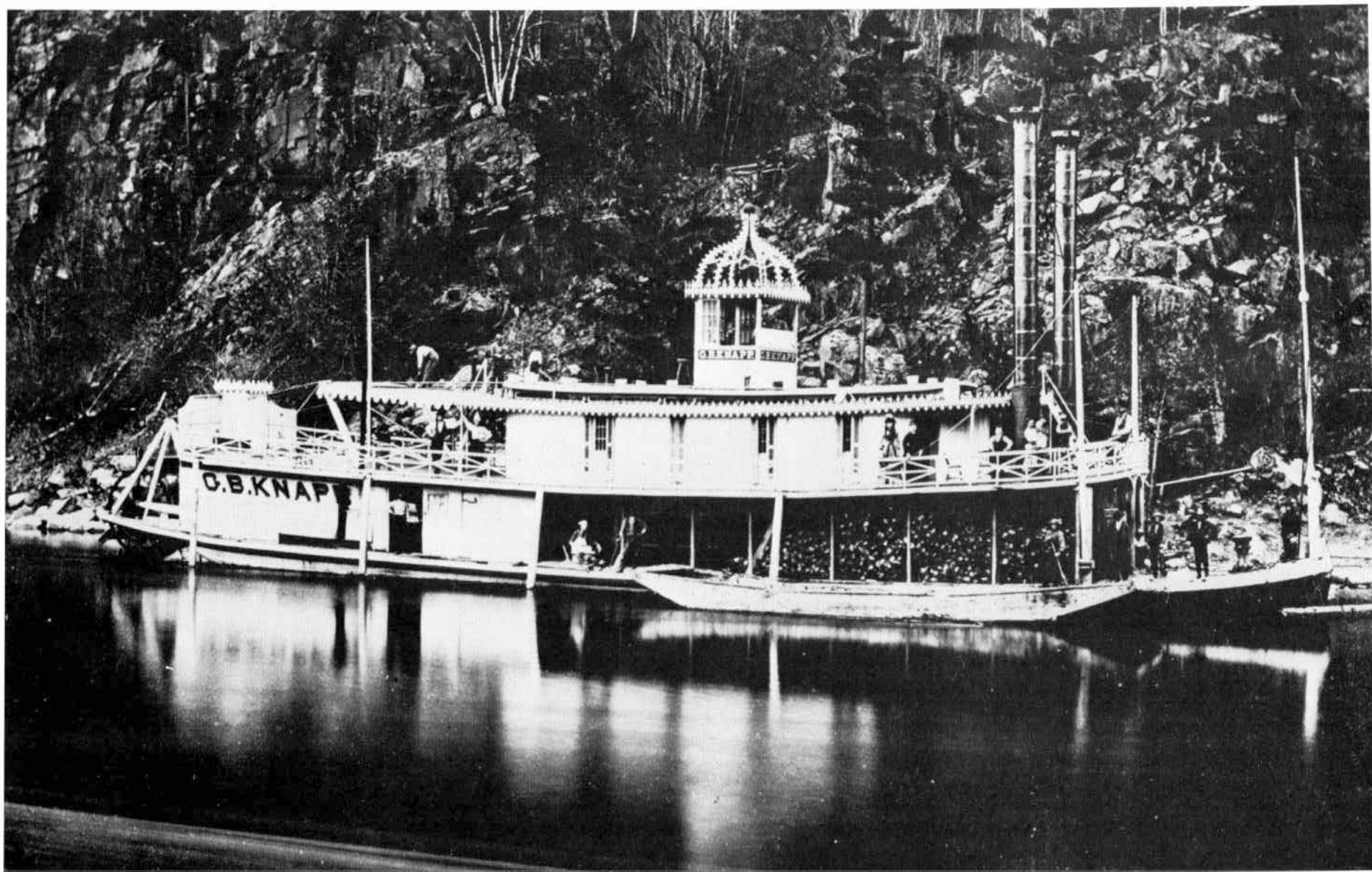
ONE OF THE major tragedies on the Alabama-Tombigbee Rivers was the explosion (boilers) of the 200-foot sternwheel packet JAMES T. STAPLES on January 9, 1913. The boat had been rebuilt at Mobile 5 years previous. Among those killed were the captain, chief engineer, mate and the 2nd clerk. New cabin, etc. were built on the hull in 1915 and so emerged the PEERLESS pictured above. She was being operated Mobile-Alabama River by W. N. Little and Martin Van Heuvel when, in Oct. 1917, she was purchased by Capt. Owen F. Burke, Mobile, who headed up the Burke Packet Co, which also operated the M. A. BURKE (which became the JOHN W. HUBBARD) and HENRY BURKE. In 1918 they ran her Mobile-

Lower Peach Tree (about half way to Montgomery), Capt. L. J. Keene. After selling the other two, the PEERLESS became the flagship of the Line and in the early 1920s was renamed HELEN BURKE still looking as good as she does in this view, same fancy-topped stacks and all. About the time of the Depression in 1930 she was laid up at 12-Mile Marsh, above Mobile 12 miles, where she gradually rotted down. Our thanks to the Howard Tilton Library, Tulane University, for loaning their print of the above to the University of Wisconsin's Murphy Library people, La Crosse, who furnished the above excellent copy.



HENRY FLAD (1824-1898) assisted James B. Eads in the construction of the Eads Bridge, St. Louis. His portrait, an oil painting, today is hung in the Missouri Historical Society's river exhibits, Jefferson Memorial, St. Louis. The steam side-wheel dredge HENRY FLAD was built at Grafton, Ill., 1901, on a steel hull 199 x 44 x 7. The above picture was taken at the U.S. Engineer marine ways, West Memphis, Ark. Ultimately the dredge

was sold at public sale and was brought to Pittsburgh owned by Charles Zubik. He removed the boilers and machinery and used her for his storage and office boat in the Allegheny River along Pittsburgh's North Side. The above picture is from the collection of Capt. Thomas E. Kenny who procured it from the U.S. Engineers, Memphis District, and the print is the handiwork of William E. Reed; our thanks to all concerned.



WITHOUT much doubt this picture was taken on the St. Croix River. An original print is owned by the Minnesota Historical Society and is marked "John Runk, photographer." The G. B. KNAPP was built at Osceola, Wis., $2\frac{1}{2}$ miles above Stillwater on the St. Croix. The photograph may have been taken at Taylors Falls, Minn., 6.8 miles above Osceola. She was built in 1866 on a wood hull 130 x 20 x 4, and had engines 9's- 4 ft. stroke built by the North Star Iron Works, Minneapolis. She was a wood burner and you can see the fuel stacked alongside the boilers. This rather

fancy short-trader was owned by Capt. Oscar Knapp who ran her on the St. Croix most of the time but had her in the Minnesota River several spring seasons. She and the NELLIE KENT ran some hot opposition on the St. Croix in May 1876 and 25¢ fare would take you most anywhere, meals included. George B. Knapp, for whom she was named, son of Capt. Oscar, later was the U.S. Hull Inspector at Dubuque. Capt. Oscar was squeezed out by other stockholders about 1878, and in 1882 the boat was given bigger machinery, 12's- 6 ft. stroke. Dismantled in 1890.