

S&D

REFLECTOR

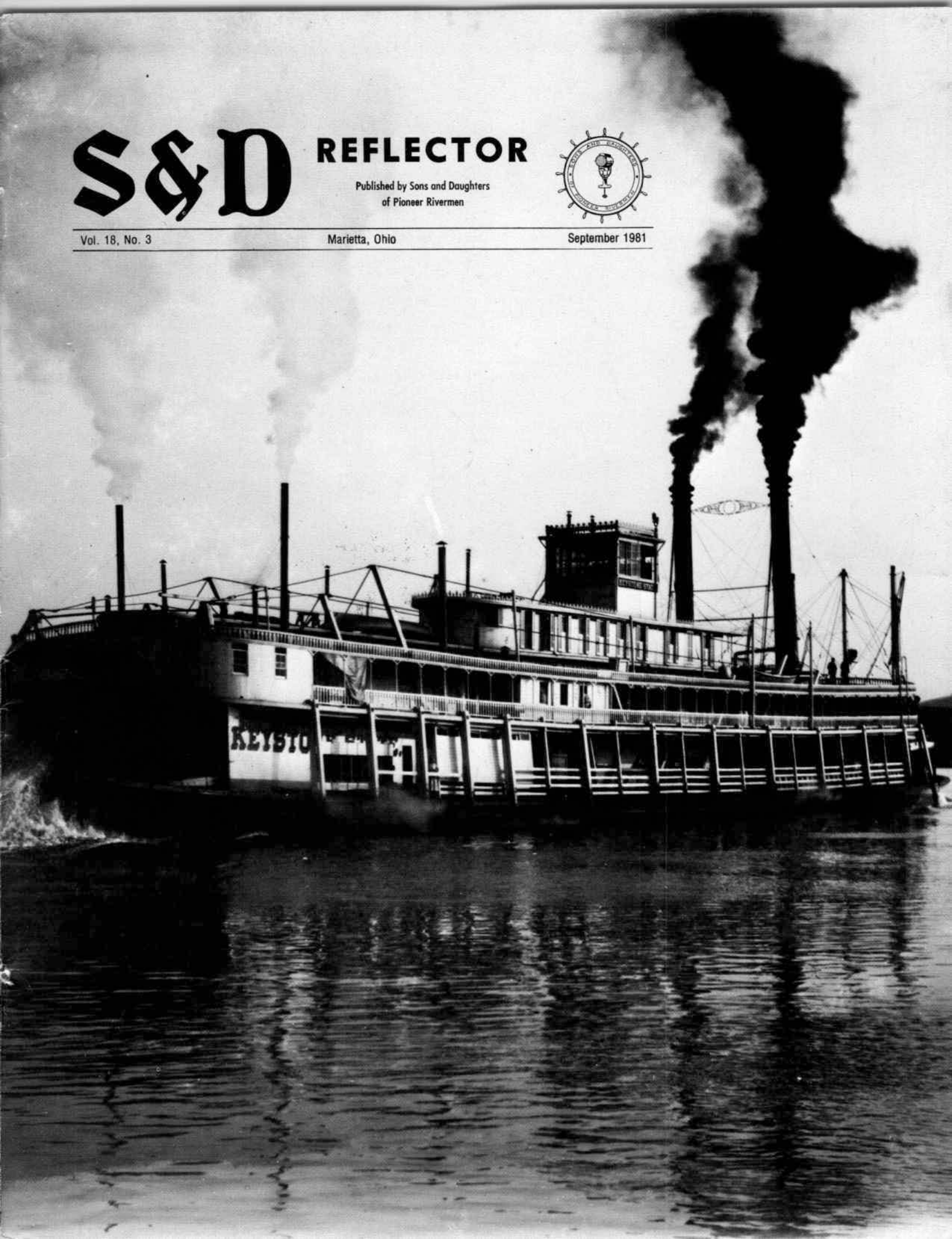
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Vol. 18, No. 3

Marietta, Ohio

September 1981



University of Minnesota has sold the engines of the former U.S. steamer GENERAL JOHN NEWTON to the New Orleans Steamboat Company. She is moored near the Falls of St. Anthony above St. Paul and has been used for some time as a summer theater called the CENTENNIAL SHOWBOAT.

These are cross-compounds (similar to those on the DELTA QUEEN) 14 3/16, 32- 6 ft. built by the Clinton (Iowa) Novelty Iron Works in 1898. The BETSY ANN and NEWTON were built at Dubuque at the same approximate time. Both came out with cross-compounds, although those on the BETSY were slightly larger, 16, 32- 6 ft. Both had condensers.

New Orleans Steamboat Co. has indicated that after they remove the engines from the NEWTON they will be shipped to California.

This brings to light further developments. Bill Dow has announced that his company has plans afoot to build "a truly authentic replica of a historical vessel" for passenger service on the Sacramento River. The NEWTON's engines will be used on her. The new steamer will be named YOUNG AMERICA. Negotiations are under way with the firm Nickum and Spaulding, Seattle, marine architects. Mr. Nickum designed the PORTLAND currently operated out of Seattle, due for retirement this summer.

Announcement was made in the S&D REFLECTOR some while back that New Orleans Steamboat Company had decided to build a companion to the NATCHEZ, somewhat smaller. This project has been on the back burner pending definite assurance that the 1984 World's Fair would be in New Orleans. The word is "go" and she's to be named CITY OF NEW ORLEANS. New Orleans Steamboat will put the compound condensing engines from the former MISSISSIPPI (now BECKY THATCHER at Marietta, O.) on her, 15's. 32's, 7 ft. These were bought and removed from the boat in 1974 and have been stored at Slidell, La. until recently. Now they have been moved to the steamboat company's Bienville warehouse for renovation under the watchful eyes of Jess Coen of Frisbee Engine & Machine Co., Cincinnati.

No announcement has been made thus far as to who, or what firm, will design the CITY OF NEW ORLEANS.

Financing these two new steamboats will be a hurdle what with interest rates where they are, but New Orleans Steamboat has guaranteed \$250,000 of the \$37 million raised to bring the World's Fair to New Orleans.

The NATCHEZ has a new, expanded galley. Her smokestacks have been hinged to lower for low bridges in preparation to having her at Louisville on Wednesday, April 28, 1982. She will compete there with the DELTA QUEEN and the BELLE OF LOUISVILLE in the Derby Week Steamboat Race. Prospects are that she will ascend the Ohio River to Cincinnati prior to the race. Being considered is a daylight all-day run from Cincinnati

to Louisville with excursionists aboard. While she is up the Ohio River playing hookey from her usual New Orleans harbor tours the PRESIDENT will replace her schedule there.

The PRESIDENT, resplendent in a dress of white exterior paint, has been taken off her time-honored daily harbor tours at New Orleans. She runs Friday and Saturday evening moonlights in addition to her charter bookings. Entertainers booked for the summer season include Irma Thomas, Fats Domino, Jerry Lee Lewis, Johnny Paycheck and Ricky Nelson. Biggest single improvement so far installed on the PRESIDENT is a complete holding and sewage pump-out system.

Bill Dow, with an eye to the immediate future, says this:

"We have proposed to the Audubon Park Commission that we be allowed to construct a landing at the Audubon Park riverfront 6.85 miles above Canal Street and run the

COTTON BLOSSOM thrice daily from downtown New Orleans to the Audubon Zoo. We could offer a trolley ride out St. Charles Avenue to Audubon Park. The Zoo people have bought the Swan Boat from Bush Gardens in Tampa, which we will reconstruct and operate on the Park Lagoon (Bill glosses over just what the "Swan Boat" is, so just imagine to yourself a Swan Boat). Folks will ride the Swan Boat, visit the Zoo, then walk out a new back entrance to the river and return to downtown New Orleans via sternwheeler."

The Audubon Park Commission on May 25th last awarded the New Orleans Steamboat Company a ten year contract with two optional and additional ten year lease periods for the services described above, including the construction of the dock facility. The service will be inaugurated, most likely, in early 1983.



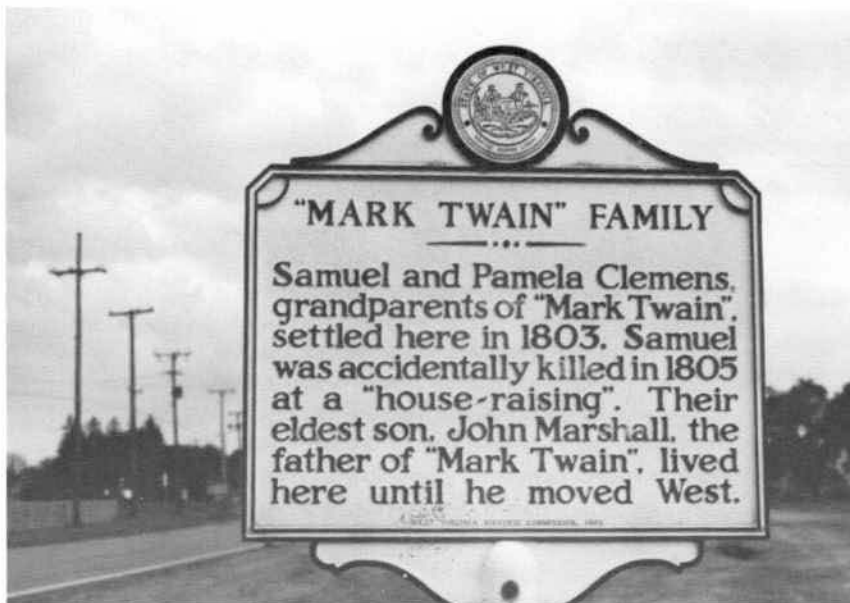
JERRY DEVOL of Devola, O., and who frequently contributes material for these columns, recently acquired a number of original negatives. Most of the river pictures were taken in the early part of the century by a Marietta photographer by avocation, G. B. H. Sandford. This one of the QUEEN CITY shows her steaming up the Ohio. It attracted favorable attention was used about 1914 as the front cover of a rather elaborate passenger folder issued by the Ohio & Mississippi Navigation Co. We had one of those folders and used the front cover picture as a guide to making a rather large oil painting showing the smoke, the boat and the handsome reflections. Not so long ago Bee Rutter so much admired the painting we up and gave it to her to have and to hold in her home at Birmingham, Michigan. Little did we imagine, even in the wildest of our dreams, that Jerry Devol would acquire the original neg and be loaning us a print. Fact is we never knew who took the picture, let alone where the negative got to. Our thanks also to Jeff Spear who acted as special messenger, bringing the print to our hands.

As of July 6th the DELTA KING remained sunk at Richmond, Calif. (see June issue, page 3). Our thanks to Robert W. Parkinson for the update. The sinking occurred the evening of April 3rd.

Last March a telephone call from Donn Young, director of the Winona County Historical Society, was the first news we'd had of the destruction by fire of the land-based sternwheeler JULIUS C. WILKIE, which occurred the night of March 12th about 12:30 a.m. News accounts said she had "burned to the ground," literally so, and arson was suspected. She was all wood, including the hull. The Society had moved the WILKIE a short time previous to a levee park to become a centerpiece in a Winona historical project. Also lost in the blaze were artifacts including original drawings, plans and other documents of Robert Fulton.

The WILKIE was built from the old towboat H. A. BARNARD built at Moline in 1898. In 1904 she was renamed JAMES P. PEARSON. The Moline Consumers Co. completely rebuilt her in 1937, retiring her from active service in 1953. The Winona County Historical Society ran an ad in The Waterways Journal in April 1955 seeking "a typical old steamboat for preservation." The transfer was made, and the PEARSON was dandified by alterations to her superstructure to become the JULIUS C. WILKIE and has been a prized possession of the Society ever since.

When Donn Young phoned us, he was seeking, with scant hope of success, a replacement wood hull towboat. There just ain't no such.



BILL and Marj Smith, 1228 Glenmore Drive, Springfield, Ohio 45503 paused along W. Va. 52 one day this spring At Lakin, W. Va. (about opposite Chesire, O. along the Ohio River) and took the above.

Among the recent new members of S&D is Betty Walden (Mrs. Gordon D.) Secoy, 722 Second St., Marietta, O. 45750. She is secretary at the Willow Island Locks and Dam on the Ohio River 10 miles above Marietta. Her father is Woodie Walden, P. O. Box 123, Felicity, O. 45120 who was the first lockmaster at the Anthony Meldahl Locks and Dam when it was opened to traffic in December 1962. Fact is he got there in time to witness the first commercial tow locked

through, Ashland Oil's VALVOLINE. Her father retired from government service in 1973 following an auto accident in which he and his wife Corrine were badly banged up.

Betty's mother Corrine is the former Corrine Barbour of Frankfort, Ky. At the time she married Woodie Walden, he was engineer on the snagboat KENTUCKY based in the Kentucky River, and they spent their honeymoon aboard. Later he was transferred to become lockmaster at Lock and Dam 32, Ohio River, near Vanceburg, Ky. That's where Betty was born and we can even give you the date, August 8, 1933. She says she's a real "dam brat."



TAKEN during the refreshment period at the June 7th meeting of the O-K Branch of S&D held at the Mason County Library, Pt. Pleasant, W. Va. Betty Bryant and William R. (Bill) Smith are sharing some conversation.

- OBITUARIES -

Max P. Crain, Sr., page 18
Arthur H. Rees, 5
Irvin M. Shrake, 23
Frank L. Teuton, 47

THE FRONT COVER

Thanks to Jerry Devol, Route 3, Devola, Ohio 45750, we have this tantalizing portrait of the old KEYSTONE STATE plodding along on the Ohio River. This photograph was made early this spring from an original glass plate taken by G. B. H. Sandford, a photographer by avocation who lived at Marietta, by Carl Heinrich, Reno, O. The original picture was snapped about 1900. Jerry Devol procured the glass plate at a sale, along with many other Sandford plates, conducted by the executors of the estate of Helen Sandford Barth. Other pictures from this same source are featured in this issue.

S&D REFLECTOR

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of Pioneer Rivermen



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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.,
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WITH REASONABLE LUCK this issue of the REFLECTOR should be in your hands at least a week before the Marietta meeting. The date is the week-end of Saturday, September 19th. If you and yours have hesitated about coming (the high price of gas, possible interruption of plane service, etc.) let this be a nudge to let the chips fall where they may and BE there.

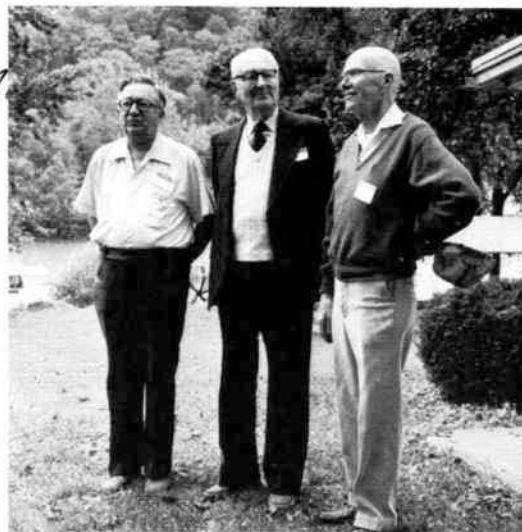
Come Friday, if possible, for we are planning a reception at the Lafayette in the Riverview Room during the evening hours after supper.

The Board of Governors will meet in the Sternwheel Room at 9:30 Saturday morning. All members are invited to attend and participate.

There will be a buffet luncheon at the Marietta Boat Club along the Muskingum starting at noon. By all means bring models, pictures, souvenirs, paintings and surprises to share with the others.

C. W. Stoll has consented to be the featured speaker at the 6:30 banquet in the Sternwheel Room. Tickets are available at the hotel front desk, and please pick them up before 2 p.m.

Thanks to our ingenious members there is no way to announce beforehand the sights, sounds or even the nature of events which have become the exclamation points of these S&D meetings rain or shine (mostly shine.)



CHARTER MEMBERS of S&D photographed at the Annual Meeting, Sept. 15, 1979 by James P. Bupp. From the left: C. W. Stoll who (surprisingly!) has not been the featured speaker since S&D met at New Martinsville in 1940; James A. Wallen who dreamed up the idea of S&D, and Skipper Way who has been on watch as president these past 40 years.

Richard O. Davis, 305 Hillcrest Drive, Edinboro, Pa. 16412 is attempting to compile a listing of steamboats which were partially or wholly built in Freedom, Pa. For starters he sends us a compilation which appeared in the Beaver (Pa.) Argus in 1846 which pin-points the firms doing the work and the boats each firm built, a valuable source of course, but no dates are supplied.

We have suggested to Mr. Davis that he avail himself to a copy of "Merchant Steam Vessels of the United States, 1790-1868" which will, in the main, carry his work forward to the latter date, 1868, and supply the dates for the boats itemized in the Argus article.

The forthcoming Packet and Towboat Directories, now being prepared for publication, will enable Mr. Davis to carry the project to conclusion.

Among the stellar attractions built at Freedom were the CRYSTAL PALACE, WILL S. HAYS, HUDSON (last of the name), T. P. LEATHERS (the first one), NETTIE QUILL, JOSEPH B. WILLIAMS and BUCKEYE STATE (the 1878 edition).

Today there is no visible trace of there ever having been a boat yard at Freedom.

The whistle used on the JOE FOWLER while she operated on the upper Ohio owned by Capt. Ben Pope came from the side-wheel COURIER. Capt. J. Mack Gamble procured it for the sternwheel COURIER, and removed it to his Monroe County, O. home when he sold her. It reposed there on the back porch until Captain Pope needed it in 1912 when he bought the FOWLER.

Arthur H. Rees, chief engineer of the BELLE OF LOUISVILLE, died at Owensboro, Ky., Wednesday, July 15, 1981. He was 81. He also is remembered as engineer on the DELTA QUEEN. He was a Navy vet of World War I. He made his home in Hawesville, Ky. and lately had stood week-end watches on the B/L. Arthur for years was an avid collector of steamboat pictures and was a long-time member of S&D. He is survived by his wife Dorothy Sterett Rees; a daughter, Mrs. Peggy Bastin of Owensboro; a sister, Margaret Rees of Hesteria, Calif.; and two grandchildren. Services were held in Hawesville and among those attending were Capt. Charles J. Larkin, engineer Mike Pfeleider and striker Edward Texas, all of the B/L who had boated with Arthur for years. The burial was in Memory Gardens Cemetery, Hawesville.



ROBERT CLARK HARRELL, P. O. Box 402, Gadsden, Ala. 35902 sends us the above undated and unidentified steamboat cabin. He regrets the blob at the upper right resulting from deterioration of the original plate. The fact that Bob Harrell lives in Gadsden is no sign of a duck's nest that the picture has as-

sociations with the Coosa or other Alabama waterways. It could just as well be the LULA PRINCE at the time of her maiden trip in 1891. She has no light plant, that's for sure. The photographer took this from the forward end of the cabin looking aft. The curtained section is the ladies' cabin. Any ideas?

Sirs: Reference to page 15, March '81 issue: You have identified the KATE ADAMS hull as that of the S. S. BROWN---REES LEE---MAJESTIC. I have that same picture acquired from the U.S. Engineer office here in Memphis, identified in their records as the KATE ADAMS.

I showed that picture in my slide lecture at S&D in Sept. '76, and you also identified it as the KA, and said so in a taped interview with me. I am enclosing several articles from the Memphis Commercial Appeal concerning the sinking and the disposal of the hull.

T. E. Tappan,
The Edinborough #505,
232 South Highland,
Memphis, Tenn. 38111

=We cheerfully concede to Tom Tappan on all counts. The articles he enclosed from the Commercial Appeal make for interesting reading. The KATE ADAMS burned at the Memphis wharf on January 8, 1927. River reporter Joe Curtis filed the following story which appeared in the March 20 '28 issue of the Appeal under the headline SHE'LL RULE THE RIVERS AGAIN!

The steamer KATE ADAMS will be rebuilt at a cost of \$200,000, it was officially announced Tuesday by Capt. Hamilton Dukes, vice president and general manager of the Adams Line Steamers, Inc., a new company which will operate the boat in regular packet service between Pittsburgh and Cincinnati.

After the summer season is over, the KATE may be brought back to Memphis for winter trade, but that, with other organization arrangements, is still in the making.

The hulk of the old KATE that has been moored in the government

canal opposite Court Avenue, will be towed to Jeffersonville, Ind. the latter part of next week. There the new KATE ADAMS will be built at Howard's Ship Yards and completed in four months, according to construction contract.

The new KATE will be the fourth steamer by that name. She will be very near like the old KATE. Her upper structures will be built on the hull of the KATE. It is made of steel, with water-tight compartments. When the KATE burned at Memphis the hull escaped injury.

The same boilers and engines of the boat will go into the new one. She will have a cabin as near like antebellum boats as possible, with the main salon 180 feet long, containing accommodations for 170 first-class passengers.

The Texas or third cabin will be larger on the new steamer than it was on the old. It will be extended front and rear.

An innovation will be a stairway to the Texas leading from the main cabin. All old-time packets had stairways to the Texas from the hurricane deck.

In each of the main cabin staterooms there will be hot and cold running water, with tub and shower baths in most of them. The steamer will be steam heated throughout.

This ambitious plan died aborning. Then in November 1931 the hull was loaded with 3,500 bales of cotton for delivery to New Orleans by a West Memphis contractor, George H. Partin. The BETSY ANN was brought from Pittsburgh to handle the towing. On November 17, 1931 a Memphis cloudburst sank the KATE's hull and cargo on the eve of departure. This next article from the Appeal is dated

March 6 '32 headlined HULL OF KATE ADAMS YET MAY BE RAISED.

The hull of the old KATE ADAMS may yet again see the light of the river's surface if plans for salvaging the cargo of cotton with which she sank last November prove successful as proposed by a local independent salvage corporation.

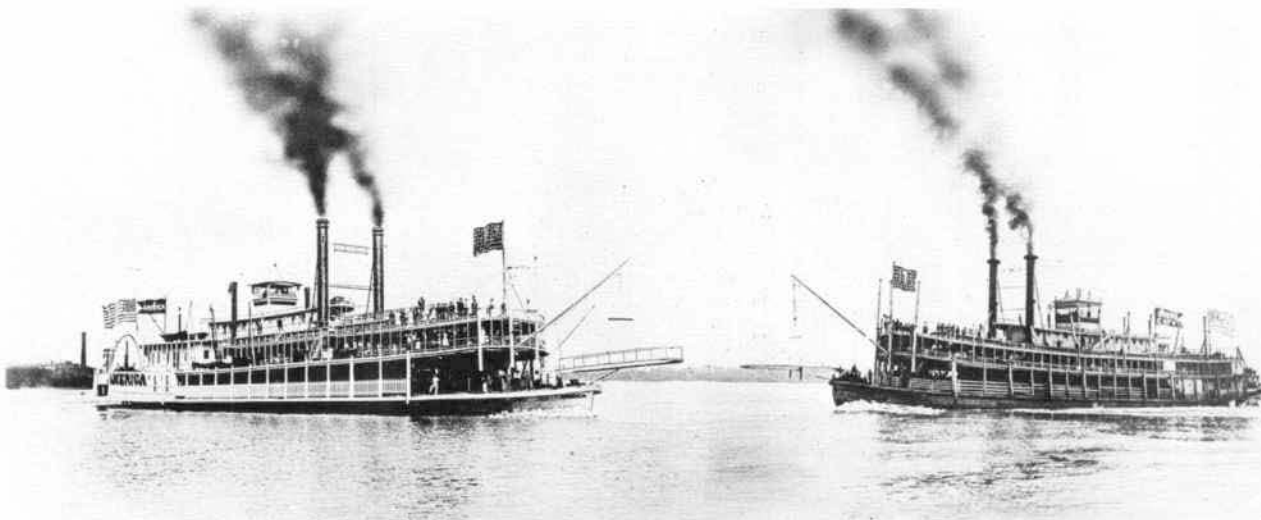
Undisturbed since a torrential downpour sent the flood waters of a storm sewer pouring over her gunwales four and a half months ago to sink her at her moorings at the foot of Gayoso with a cargo of 3,400 cotton bales, the old hull has lain on the bottom of Wolf River.

Three tiers of cotton bales were removed shortly after the hull sank but rising water halted salvage operations and some 1,090 bales were left in the hold. This cotton together with the hull is said to have been abandoned by the Memphis Packet Co. that was handling the cotton for independent shippers. The cargo was insured with the Yorkshire Insurance Co., Ltd., England, by the packet company but the claim has been denied.

A suit for \$100,000 damages has been filed against the underwriters by the packet company through Charles M. Bryan and is pending in federal court. The actual status of ownership of either cotton or hull could not be determined last night, but it is not necessary in order for the salvage corporation to raise the hull.

Under maritime law, the salvagers would have a lien on both that can either be discharged by the owners or the cotton and hull can be sold to satisfy the lien.

Plans as originally proposed to bring out the bales piecemeal are



THIS is made from a glass plate from the Arthur E. Hopkins collection housed in the Filson Club, Louisville. C. W. Stoll furnished this print and surmises (correctly we think) that it was made by Madison photographer Hubert M. Flora. Two separate boat pictures were cleverly joined to present a collage. The side-wheel AMERICA at the left is in a fine position to be rammed by the

QUEEN CITY coming right at her with no intention of slowing down. These two were partner packets in the Louisville-Cincinnati trade following the Big Ice of 1917-1918 which destroyed the CITY OF LOUISVILLE and CITY OF CINCINNATI. We don't recall whether this composite was used in folders or advertising, but it likely was made for such purposes.

now thought to be too expensive and too hazardous to the diver who is forced to stay in the hold while the cotton is brought up by grappling hooks. Actual work on raising the hull will begin tomorrow under the supervision of Capt. Harvey Brown, owner and master of the Brown Landing & Towing Service Company.

One of two methods will be employed. Either the hull will be raised where it lies in 28 feet of water by means of pontoons and derrick boats or it will be towed to shallow water and unloaded with a derrick. A. H. Ferdine, veteran St. Louis diver, will direct the underwater work.

Next comes a by-line article in the Appeal dated July 29, '32 from the typewriter of reporter Joe Curtis:

Like a ghost of the dead, the "Lovin" KATE ADAMS' big steel hull will be raised from its grave of mud in Wolf River canal and converted into a movable craft.

Work of pumping out the water and mud will be started in about three weeks, it was announced by Capt. C. S. Gartrell, owner of the hull and the steamer QUEEN OF DY-CUSBURG.

Captain Gartrell, assisted by a deep sea diver, H. Gore, is now removing cotton bales from the hull. Since May 1, when the work was started, more than 900 bales have been taken out. About 200 are left, but workmen say that will be out in two weeks.

The craft is buried under 10 feet of mud and lies below the bed of the canal, making work of salvage a slow job.

Several charges of dynamite have been set off under the water to clear away the deck, but no effort has been made to completely destroy it.

"It's too good a piece of property to completely wreck," said Captain Gartrell. "After the mud has been dredged from it and the water pumped out, I will raise the hulk, cut it in two and convert it into steel barges, and I'm telling you, they will be some barges when I get through with them," added the sturdy captain.

Divers going down into the hull have taken their lives in their hands. The great number of angle bars used in its construction make it dangerous.

"We can't see anything under that muddy water," continued Captain Gartrell. "Our bare hands are our eyes. In coming in contact with these steel angles we run risk of serious if not fatal injury."

As proof of the hazardness of the job, Captain Gartrell displayed his hands covered with deep cuts, all of which had become infected from the water of the canal.

When the KATE ADAMS' hull sank last fall, there were 4,000 bales of cotton on board. Most of it has been salvaged. The cotton now being dragged out goes to the Dixie Pickery, where it will be dried and put under treatment.

--Then from the Appeal, issue of Aug. 28, '32 under the headline of KATE ADAMS YIELDS LAST OF ITS CON-TON:

After five and a half months of desperate work, the last bale of cotton was removed yesterday from the sunken hull of the old steamer KATE ADAMS.

When the hull sank, Nov. 17, 1931, it had 3,500 bales aboard. Of this 1,056 bales were in the hull and the balance was on top.

The top cotton was easily removed, but it required the efforts of an expert salvaging crew to grapple around in the mud and water in the hull to get out the other cotton.

The work has been in charge of Capt. C. S. Gartrell, who took turn about with a diver in going under the water in Wolf River to get out the cotton.

Captain Gartrell succeeded in getting 1,015 bales of the sunken cotton. It was sold to the Dixie Pickery where it has been recon-ditioned.

What will become of the hull has not been determined. A few weeks ago Captain Gartrell announced he intended having it dredged to get out the mud, then by pumping out the water he hoped to raise it and convert it into two barges.

"I am uncertain now whether it is going to pay me to attempt to raise the hull," he said. "Since I first made the announcement that it would be raised I have discovered different conditions. However, a man will be here next week from New Orleans who will determine for me if the job can be suc-cessfully carried out."

sessfully carried out."

The day the KATE ADAMS sank in Wolf River canal there was a torrential rainfall. Water off the streets rushed down to the canal through the big storm sewer at the front of Union Avenue, where the hull was moored, bow first to the shore.

The water came out of the sewer with such force it piled up tons of mud on the hull's bow, caused her to list, shifted the cotton stored on it and sent it down under 10 feet of water.

If he abandons the idea to raise the hull the United States engineering forces will remove it at once.

--Again from the Appeal, dated Oct. 23, '32, headlined KATE ADAMS HULL TO GO TO FINAL REST:

Today the steel hull of the famous old Mississippi River packet KATE ADAMS will be towed down the river to the second dyke off President's Island and buried in the sand.

Rivermen say in a few years a new towhead probably will arise over the hulk as sort of a monument to one of the greatest side-wheel steamers that ever ran the lower Mississippi River.

When the KATE burned in 1927 her hull remained moored on the west side of Mud Island until the fall of 1931, when it was chartered out to handle a cargo of cotton from Memphis to New Orleans.

After it was loaded it sank at the foot of Union Avenue on Nov. 17 last year. The cotton was practically all taken from it, leaving it filled with mud.



BALTIMORE & OHIO railroad depot at Millwood, W. Va. on Nov. 11, 1898. Photo by G. B. H. Sandford, Marietta, who was visiting with his parents across the Ohio River at Apple Grove, Ohio. The Ohio River Division local passenger train, Wheeling-Kenova, is at the left. On the spur at the right is the Millwood-Ripley, W. Va. local, a trip of 12.3 miles. Much freight interchange was handled at Ripley Landing, W. Va. with packets, about a mile above Millwood. Capt. E. Dayton Randolph often spoke of earlier days when Ripley Landing had two wharfboats to accommodate the traffic. Our thanks to Jerry Devol for the print and the date information.

Two weeks and five days ago Capt. G. Y. Lovejoy of the local U. S. Engineering department set about to rid the harbor of the hulk, because of its danger to navigation.

The job was finished late Friday when the hull began to float. Chains under the bottom and attached to steel barges moored along its sides and at both ends, is keeping the hull floating.

"It's been a tough job, but we finally brought the hull out of seven feet of mud and, barring any accident, she will be safely conveyed to President's Island today," said Captain Lovejoy.

KATE ADAMS CLAIM SETTLED FOR \$750 reports the Memphis Press-Scimitar, May 22, '33:

A settlement by the Yorkshire Insurance Co. of England in the sinking of the river packet KATE ADAMS, Nov. 17, 1931 was approved today by Federal Judge Harry B. Anderson.

The KATE ADAMS sank with a cargo

of cotton at the pier, foot of Monroe Ave. B. J. Semmes, receiver for the Memphis Packet Co., which owned the KATE ADAMS at the time of sinking, was authorized to accept \$750 as settlement of the claim.

The claim had been made against the insurance company for \$100,000 but the company defended on the grounds that it was not liable for the cargo of the boat.

--As postscript to the foregoing accounts, Tom Tappan adds these details:

Capt. William H. Tippitt, piloting the SEQUOYAH, and Captain Randolph, piloting the INSPECTOR, pushed two barges that the KATE ADAMS' hull was suspended between, to her final resting place between dyke 2 and dyke 1, but closer to dyke 1, on October 23, 1932.

The hull was so full of holes that they had to keep pumps going all the way and were worried that she might sink before they could get her to her resting place in

ten feet of water with four Chinese anchors holding her down. To closer identify the exact spot, the hull rests, dyke #1 was on Presidents Island about directly opposite the upper end of the U.S. Engineer Headquarters on the Arkansas side.

The towhead that was predicted to form over the hull did not take form, and the mighty Mississippi rolled on and about ten years later the dykes washed out and the government fleet was reveting and shoring up the banks of Presidents Island to try to continue the flow toward the Arkansas fleet docks and the steamer CORREGIDOR, which was laying the concrete mats came along in low water and hit the hull of the KATE ADAMS, tearing a hole in the hull 25 feet long and about three feet wide.

After the accident the Engineers sent a dredge boat in and dug a 25 foot deep hole under the KATE's hull and she slipped into a safer, deeper resting place.



SAWMILL BOAT photographed on the Ohio River on Oct. 22, 1901 by G. B. H. Sandford. The MARY H. was built on the Muskingum River at Hooksburg, O. in 1891 for Charles F. Hambleton, Beverly, O. and was the third sawmill boat he operated. She measured 113 x 18 x 3.9. When this picture was taken she was

owned by William A. Baker, New Matamoras, O. who had bought her entire June 13, 1900. On March 25, 1904 Oscie Baker became a 1/3 owner. Later that year W. A. and Oscie used parts of her in building a new sawmill boat at New Matamoras which they named RAY. Our thanks to Jerry Devol, Devola, O. for the print.

The letter which follows was written June 6, 1981 addressed to S&D's secretary Bee Rutter. It is a chat between girls of the Howard shipyard and its people. -Ed.

Dear Mrs. Rutter:

Now I can write you about the boat-building Howards of Jeffersonville, Ind. The pioneer was James Howard (my great grandfather) who had come with his parents from England. In 1834 he built his first boat, the HYPERION, at Jeffersonville. James Howard established the shipyard and the steamboat-building reputation of the family.

Next was Ed J. Howard (my grandfather) who had worked with James since boyhood and thus had learned steamboats at first hand. In 1890-1893 he and Laura (Burke) Howard (my grandmother) built as their residence the turreted Victorian house which is now the Howard Steamboat Museum and stands opposite the shipyard. My grandmother was very active in the furnishing and decoration of the house and in the planting of the grounds and gardens. To complement the beauty of the extensive interior woodwork, made by the shipyard's cabinet makers, she planned the color of each room.

For example, the walls of the diningroom, where cherry wood is featured in the wainscoting and mantelpiece, were rose-tinted to harmonize with the wood.

My grandmother supervised the running of the large household and all its activities, and it was thus that I remember her vividly. My sisters and I were born in this house and lived there during our childhood years. Our parents were Clyde and Julia (Thomson) Howard who had lived with our grandparents since their marriage a few years after the big house was completed.

My father, Clyde Howard, was closely associated with the shipyard business in all its phases, and contributed a great deal to its operation. He was secretary and treasurer of the company; as a river pilot he took the newly finished boats on their trial trips; he drew plans for the boats to be used as the blueprints in their construction, and he made trips to Cincinnati, St. Louis or Pittsburgh in connection with contracts to build new boats.

In 1919 upon the death of his father, he and his younger brother James Howard (my Uncle Jim) inherited the business. About 1925 my father retired, leaving the Jeffersonville shipyard under the control of Uncle Jim and his wife Loretta who was active in the business until it was taken over by the Navy in 1941.

After that Uncle Jim's ambition was to establish a museum in the Howard residence, but he died before this could be done. His widow Loretta carried out his plan, however, and the museum became a reality.

Uncle Jim took many of the photographs shown in the museum and built a large collection of steamboat pictures. I think I

told you that the picture of the BLUFF CITY on page 26 of the March issue of the S&D REFLECTOR, which shows two men standing in the bow of the boat, convinces me that the two are my grandfather Ed J. Howard on the right, and my father Clyde Howard. The caption refers to the photographer as Capt. James Howard---this is my Uncle Jim, James E. Howard, who for years took pictures of the boats built at the Jeffersonville shipyard.

I visit the museum often and am always happy to see the progress made in the restoration of the house and to recall the busy active life of my parents and grandparents there. I have vivid memories of the house when we lived in it, of our daily life, of persons, excursions, the shipyard, and the whole leisurely tone of life so different from that of today.

I have received the June issue of the S&D REFLECTOR, and find pictures of four more boats built at the Jeffersonville shipyard. My husband and I are happy to be enrolled in S&D as members amid so much enthusiasm for steamboats and their lore. Sincerely,

Frances Howard Kohlhepp,
(Mrs. Norman)
2116 Lauderdale Road,
Louisville, Ky. 40205

O-K BRANCH MET AT POINT PLEASANT

by Jim Wallen

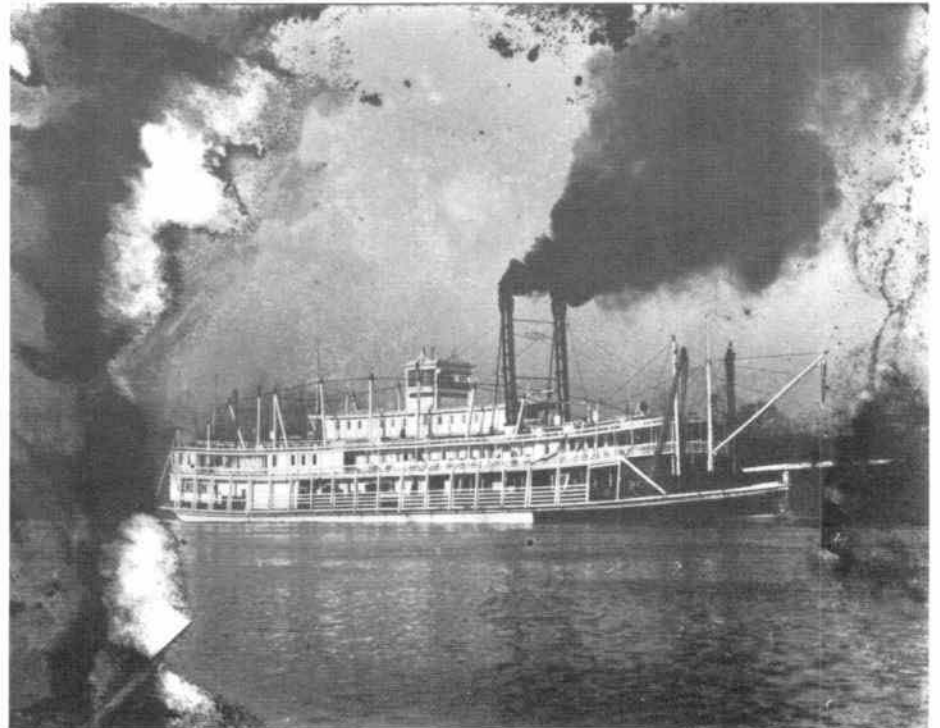
Forty persons attended the June 7th meeting of the Ohio-Kanawha Branch of S&D held in the Mason County Library, Point Pleasant, West Va.

Jerry Sutphin brought slides from his collection pertaining to river activities on the Ohio and Kanawha in the Pt. Pleasant area 1890-1930. Capt. Charles H. Stone drew upon his lifetime familiarity with the region to interpret the pictures.

The big coal fleets assembled at landings in the Kanawha River, with towboats standing by, were an important part of the Pt. Pleasant scene. Ferryboats operated to Kanauga, O. and Henderson, W. Va. The handsome excursion steamer HOMER SMITH wintered in the area. Boat building and repair employed many marine-skilled carpenters.

Capt. Stone told of one occasion when the Smith Dock, with the big side-wheel GREENLAND on it, broke loose during a flash flood and drifted free-astray down the Ohio. Several days after it was returned with no damage to the steamboat or the dock.

In the business session all officers of O-K were reelected.



AN OBJECT LESSON of what can happen to old glass plates is this one of the VIRGINIA on what may have been her maiden trip in 1896. It was taken by G. B. H. Sandford, Marietta, O. Mr. Sandford's old plates were stored away for years and years. Recently, following the death of Helen Sandford Barth, there was a sale. Jerry Devol was the successful bidder on this, and on other river-related negatives. Carl Heinrich, Reno, O. made this print within the last month or so. Despite the erosion and (who knows?) maybe partly because of it, you may now contemplate what once was, without much question, one of the best pictures of the VIRGINIA.



Capt. Luke M. Mooar

The above comes to us from Mrs. Martha Mooar Jordon, 1710 West 60th Place, Merrillville, Indiana 46410, granddaughter of Captain Mooar. In our Dec. '80 issue we gave a brief resume of his career on the rivers. In April 1898 he and George W. Clark were the pilots who took the JOSEPH B. WILLIAMS down the Mississippi hitched to 52 coalboats, 4 barges and 4 fuels, a total of 1,453,000 bushels of black diamonds. Henry Lindburn was striker pilot. The tow measured 886 feet in length by 322 feet wide. Including the towboat the length was 1,098 feet. Capt. Luke Mooar was born June 4, 1841 and he died at home, 528 East Fourth St., Newport, Ky. on December 26, 1912.

The Mississippi Delta begins in the lobby of the Peabody Hotel, Memphis, and ends on Catfish Row in Vicksburg, a geography lesson of some substance until the 13-story Peabody closed its doors some years back.

Now, following an \$18 million renovation the Peabody again is the Delta's northern boundary. Once again the lobby's white marble floor is polished, entranceway to stately elegance. The hand-painted beamed ceiling, skylights with their handpainted etched glass, and the decorated wrought iron chandeliers are refurbished.

The famous Peabody ducks have returned to the lobby fountain, a fountain carved from one block of Italian travertine marble and adorned with cherubs. High tea is served in the European manner each afternoon in the Lobby Bar.

The posh Peabody has 24 special suites. The Romeo and Juliet townhouse swanky ones have two-story high livingrooms with fireplace and marble winding staircase leading to a balcony and master bedroom. Three of them feature parlors, diningrooms, kitchens and

connecting bedrooms.

There has been a Peabody in Memphis since 1869. The present one, excellent example of Italian Renaissance Revival architecture, was opened in 1925. "The Peabody is the Paris Ritz, the Cairo Shepheard's, the London Savoy...." wrote Delta author-historian David Cohn. Naturally it is included in the National Register of Historic Places.

The rebirth is due primarily to the Belz family of Memphis, the new owners.

Lock and Dam No. 3 on the Green River near Rochester, Ky. will be closed indefinitely sometime after October 1, 1981, according to an announcement by the U.S. Engineers of Louisville. It is seldom used by the boating public and has not been used at all by commercial operators for some years. The old lock and dam was built 1835-1840 108.5 miles from the river's mouth with hand-operated miter gates, the lock chamber 138 by 35.8, with a 15.4 ft. lift. The structure was built by the State of Kentucky and operated as a State project

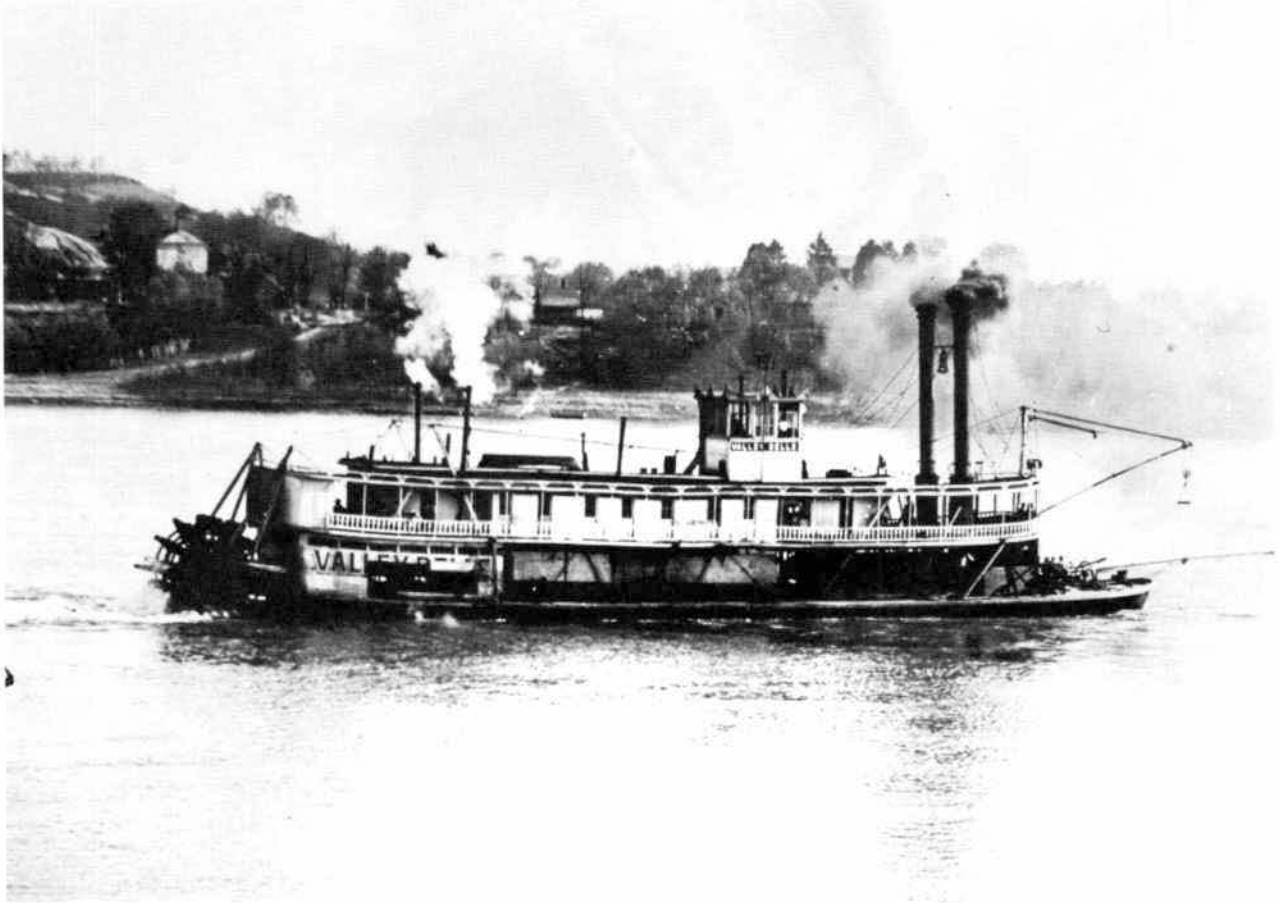
until about 1865 when the Green River Navigation Co. purchased it. In December 1888 the United States Engineers took it over.

Ten years ago, in August 1971, U.S. Senator Robert Taft sponsored Bill No. S.2470 to permanently exempt the tourist steamer DELTA QUEEN from the 1966 Safety At Sea Law. The co-sponsors were William B. Saxbe, senator from Ohio, and Senator Hugh Scott, Pennsylvania. Good try, gentleman, but it didn't jell. Meanwhile in July 1971 the D.Q. damaged her paddlewheel when she backed into the Ohio River shore near Tell City, Ind. during a fog.

Here's one for Clyde Swift: The ENTERPRISE built at Zanesville, O. in 1848 had her side-wheels placed so far aft she was called the "hermaphrodite of the Muskingum;" not much to look at, but like a singed cat, a darn sight livelier than you'd expect. She got as far as the Licking River, anyhow, and burned there in 1850.



GLENN and Sabra Cantrell, Box 311, North East, Pa. 16428 who operate Cantrells' Books, sent us the above, reproduced from a Keystone stereo view. They have no idea where or when it was taken, and neither do we. Seems to us that logs were not taken to market in such fashion on the Mississippi System. Maybe somebody will recognize it. NEVER MIND: Just learned we're looking at chained log rafts on the Columbia River, Washington. Date?



VALLEY BELLE on the Ohio River c. 1897.

DOCUMENTED in editions of "List of Merchant Vessels of the United States" are three river steamboats named VALLEY BELLE. The dates of construction of these three are 1883, 1898 and 1926, built successively at Harmar, O., Parkersburg, W. Va. and at Elizabeth, Pa. The first two are about similar in size, namely, 127 x 22.4 x 3.4 and 127.4 x 22.9 x 3.4. The last one, built at Elizabeth, is a trifling 100 x 24.1 x 4.2. In the pages of these official records there is continuity; when #2 is built in 1898 the original one disappears. And when the last one is built in 1926, #2 disappears. The last of the three captioned in 1943, ending a lineage which had persisted for 60 years.

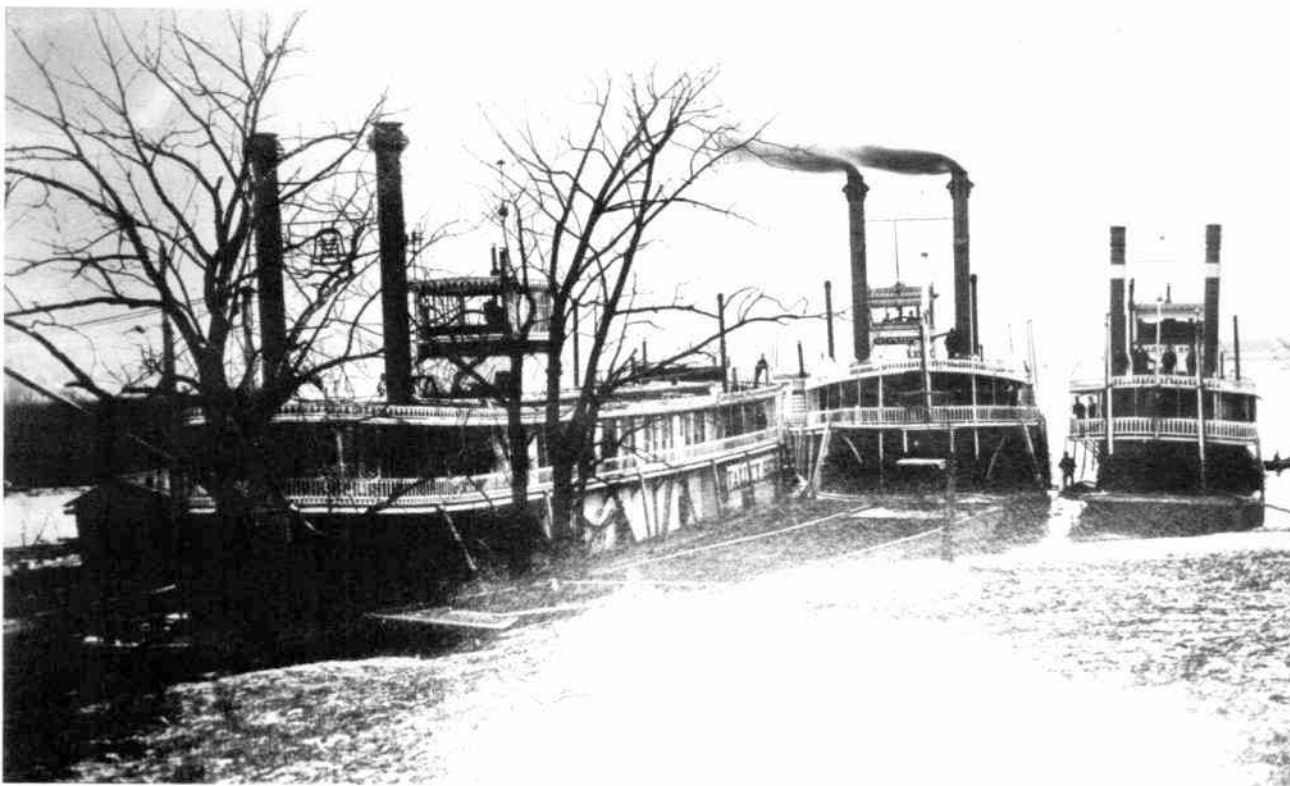
The first of these was created at the Knox Boat Yard, Harmar, O. (now part of Marietta) to run on the Muskingum River, Marietta-Beverly. Her first master was Capt. Thomas Clark of whom we know nothing, good or bad, save that he as a stockholder and the skipper, shared in bringing forth upon our rivers this modest steamboat.

The engineer on the first trial run was one Robert Bunch and his fireman was E. W. Webster of Beverly who later ran the SONOMA in that same Marietta-Beverly trade.

Walter B. Webster, a river engineer by trade, wrote in The Waterways Journal (Aug. 1 '36) that

Trades, masters and clerks of the VALLEY BELLE listed on freight bills preserved in the Inland Rivers Library, Cincinnati.

1884	Ravenswood-Middleport.	Capt. J. C. Edwards, master;
	W. W. Hayman, clerk.	
1885	Ravenswood-Middleport.	Capt. J. C. Edwards, maater;
	J. M. Roedel, clerk.	
1886	Same as 1885.	
1887	Same as 1885.	
1888	Same as 1885.	
1889	Same as 1885.	
1890	Ravenswood-Middleport.	Capt. J. C. Edwards, master;
	Will Chapman, clerk.	
1891	Same as 1890.	
1892		
1893		
1894		
1895		
1896		
1897	Marietta-Middleport.	Capt. W. W. Hayman, master;
	H. C. Donnally, clerk.	
1898	Marietta-Middleport.	Capt. W. W. Hayman, master;
	R. E. Gaches, clerk.	
1899	Same as 1898.	
1900	Marietta-Middleport-Gallipolis.	Capt. W. W. Hayman,
	master; J. H. Williamson, clerk.	
1901	Marietta-Middleport-Gallipolis.	Capt. W. W. Hayman,
	master; G. B. Crow, clerk.	
1902		
1903	Marietta-Middleport.	Capt. H. L. Ritchie, master;
	Charles F. Ritchie, clerk.	
1904	Same as 1903.	
1905		
1906		
1907	Marietta-Middleport.	Capt. T. B. Wilkinson, master;
	P. L. Wolf, clerk.	



PICTURED in the mouth of Sand Creek at Ravenswood, W. Va. on the Ohio River during The February Flood of 1884; from the left: VALLEY BELLE, MINNIE BAY and HARRY D. KNOX. This is the earliest photograph known of the VALLEY BELLE, less than a year old, recently bought by Capt. J. C. Edwards for the Ravenswood-Middleport trade. The KNOX had just been

acquired for the Ravenswood-Parkersburg trade. The side-wheel MINNIE BAY also was less than one year old, built for the Bay Line and named for a daughter of Capt. George Bay. For several years she ran Gallipolis-Parkersburg, Capt. George B. McClintock, with John M. Deem in the office. -Made from an original negative owned by Bert Fenn.

her engines were 10 1/8" bore by 4 ft. stroke, slide valve, poppet cut-off, the handiwork of J. H. McConnell, long associated with the Marietta Manufacturing Company as chief mechanic. She had two Western boilers, each 36" dia. by 26 ft. long. Far be it for us to get into arguments about engine sizes, but for the record let it be known that when Boyd C. Taylor looked her over in 1906 for insurance purposes he set down her engines as 8's- 4 ft. I knew Boyd Taylor, an honest Irishman, but he was not an engineer.

Frank L. Sibley was an invited guest aboard the VALLEY BELLE on this initial trial run on the Muskingum in 1883. He then was a boy of 13 attending school in Marietta. In later years he ran a river column in the Gallipolis Tribune and won a wide readership with it, so much so that the type used in his daily river news was saved for an expanded week-end edition which contained all of his daily paragraphs often occupying many columns. Frank had a happy knack for "stretching" a brief news item into acres of type-lines. A chance meeting with some ancient mariner at the wharfboat was not only worthy of his notice, but Frank's report of the incident went on and on into the gentleman's river career, about who his brothers were, about who his sis-

ters had married, and what became of them, and what a fine gentleman his father was. One day he happened to see the VALLEY BELLE at the landing and, in saying so, Frank was reminded of his boyhood days and about that initial trip on the Muskingum.

The Muskingum was at a high stage, so much so, that the VALLEY BELLE was "jumped" over Devols Dam. "She did not sink, as many thought she would," he added.

Then he went on to recall that Col. Harry D. Knox also was aboard on the occasion; that the pilot on watch was Aaron McLaughlin of McConnellsville with a background of successful exploits dating to Civil War times when he and his brother Milt were piloting transports on the Cumberland River.

The roof bell was a hand-me-down according to Frank Sibley, having come from the SCIENCE. This sort of holds water inasmuch as the SCIENCE, a sternwheel short-trader, was scrapped at Marietta about the same time the VALLEY BELLE was built. Granted then that the SCIENCE never changed roof bells, it dates back to 1869 when that boat was built at Wheeling. Just lately this subject came up in a conversation with Alan L. Bates, who dredged into his notes to discover that the date 1848 is cast into the bell. "Don't ask me how or where or when I got that note,"

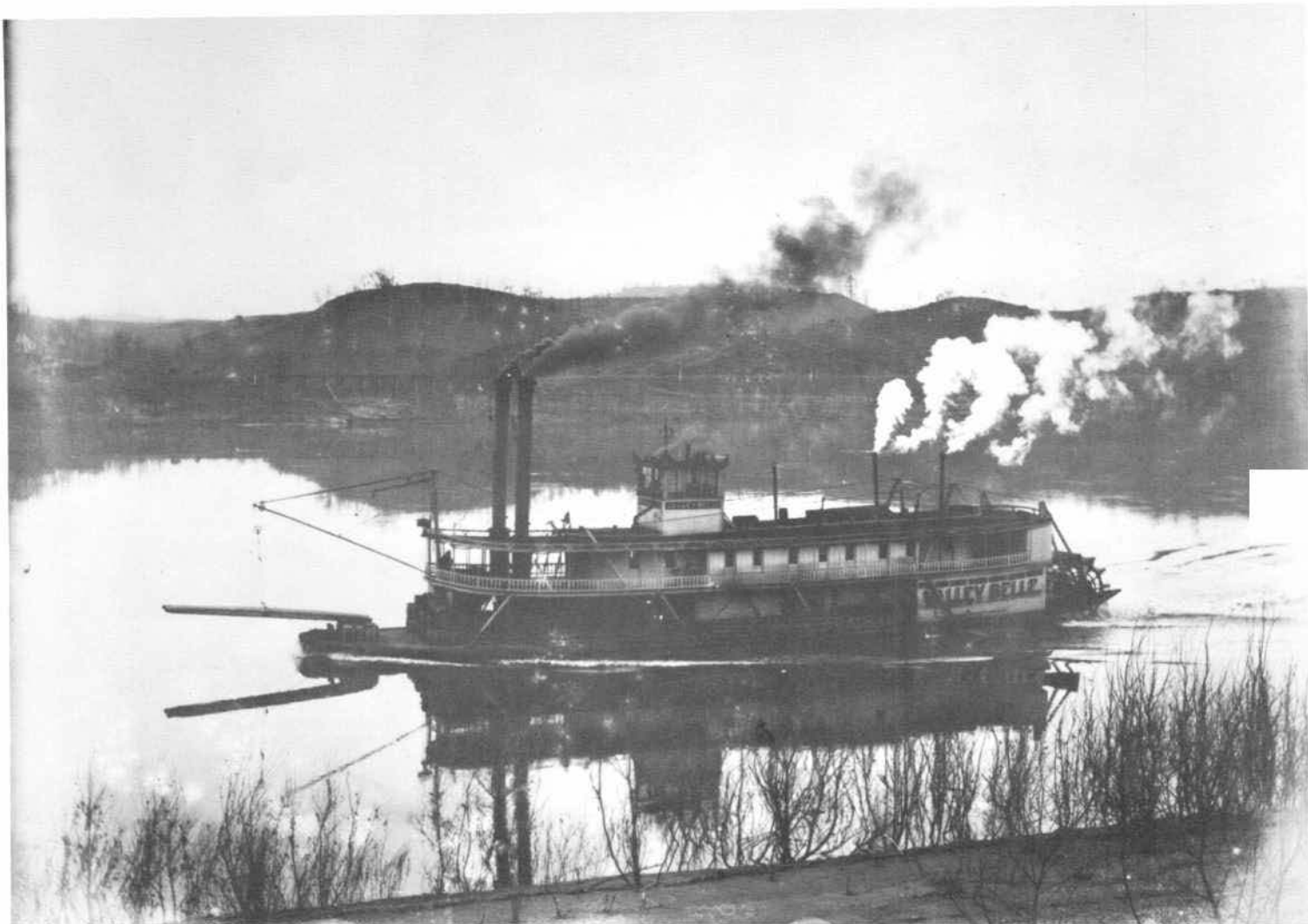
Alan quickly added.

But, to get on with the story, the new VALLEY BELLE did not stay on the Muskingum.

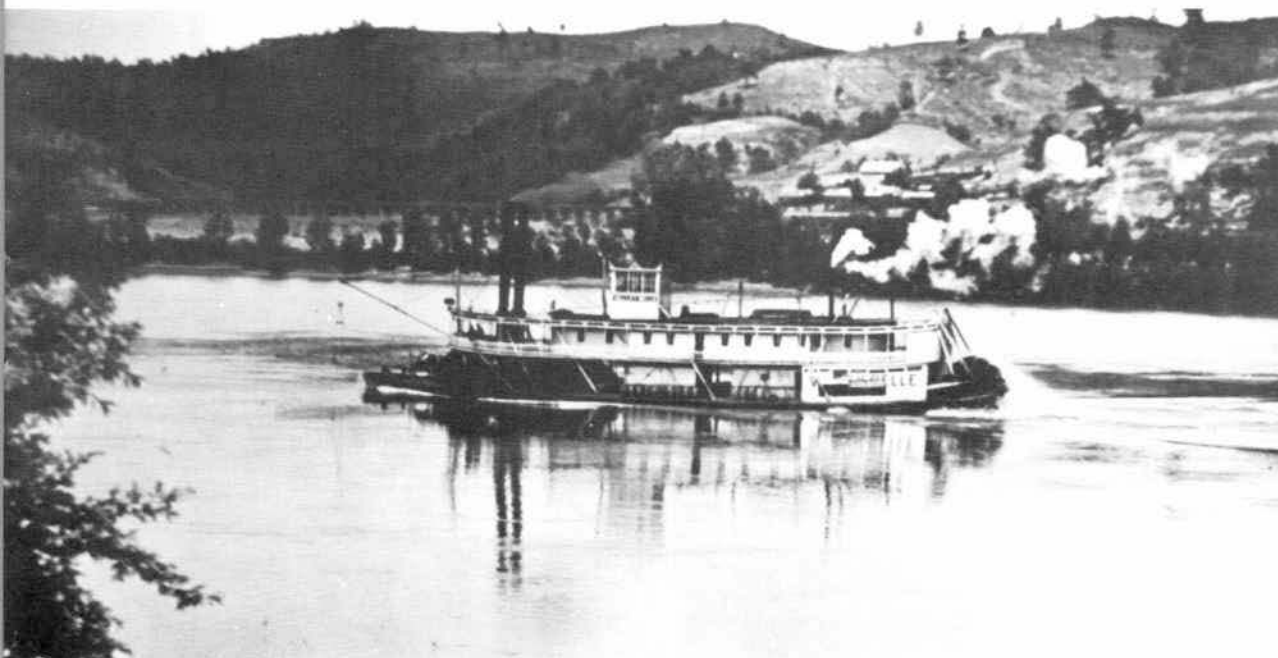
CAPT. J. C. EDWARDS meanwhile had been running a sternwheel short-trader in the Ravenswood-Middleport trade, the WALL CITY. She was cut down by ice at Ravenswood, no great loss financially, as she was antiquated. But the trade was prospering, so Edwards went to Marietta and bought the VALLEY BELLE. Dr. Ben Sibley once told me (having been raised at Racine, O.) that Edwards had a Newfoundland dog which rode the boat with him, and this enormous animal took great interest in helping drag the lines ashore, in pulling the stage around, and otherwise assisting on deck, quite a sight to watch. So Captain Edwards loaded the dog aboard, and put the WALL CITY's whistle back to work on his new purchase. The VALLEY BELLE became a regular in this Middleport-Ravenswood (31 1/2 miles) daily go-around starting in 1884 and continuing for eight, ten, maybe more years.

Accompanying this article, on the first page of it, is a list of masters, clerks and trades of the VALLEY BELLE--with a few lamentable blank spots--1884-1907. Old freight bills were the source.

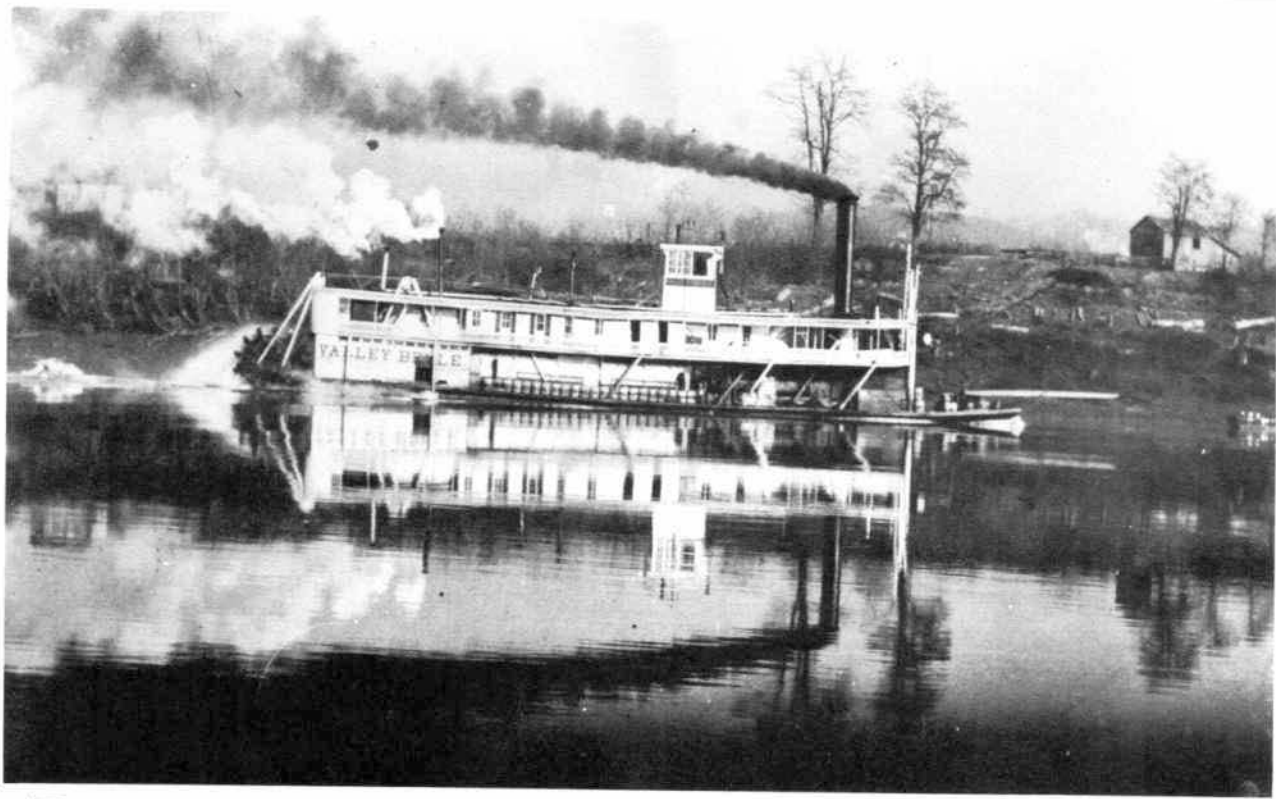
Continued on page 15



THIS PHOTOGRAPH surfaced while we were preparing this article. Jeff Spear walked in the door at 121 River with it, on loan from Jerry Devol. This one is made from an original $6\frac{1}{2} \times 8\frac{1}{2}$ glass plate, taken by Marietta photographer G. B. H. Sandford who frequently visited with his father George Sandford at Apple Grove, O. where this probably was taken.

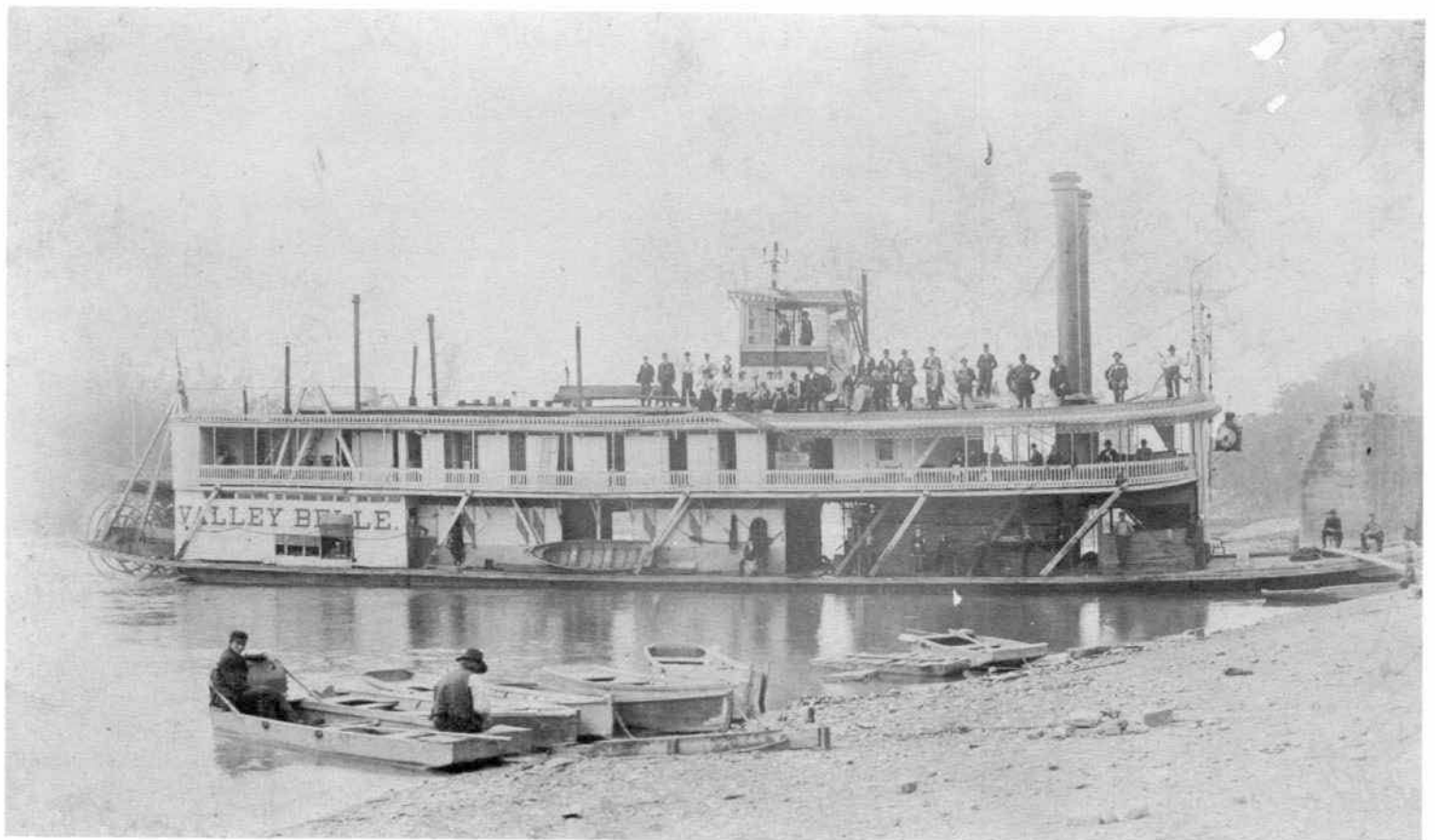


-From an original negative owned by Bert Fenn. Bert acquired a batch of negs, this among them, with no clue as to who took the pictures. She's upbound (the B&O tracks appear on the West Virginia hillside opposite) and best guess so far is somewhere around Hockingport, Ohio.



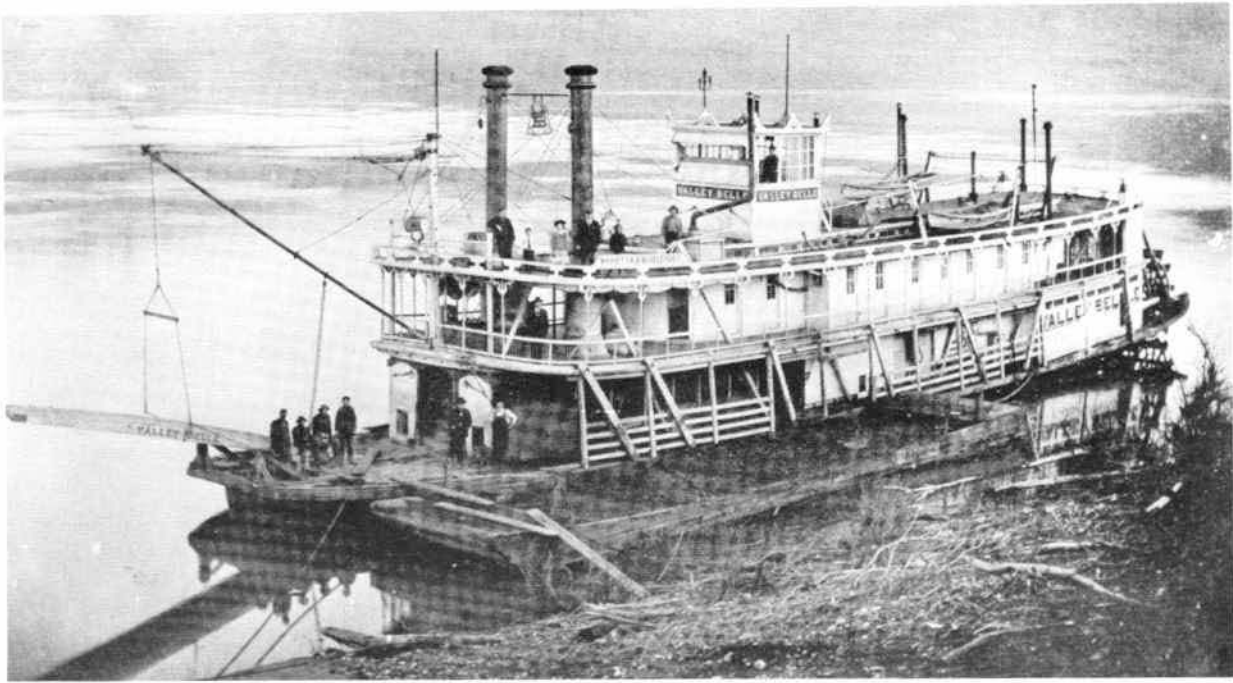
REFLECTION in the water adds an artistic touch to this scene taken by river photographer Thornton Barrette about the turn of the century. All known photographs of the VALLEY BELLE in her packet days show her 'scaping out on the roof while under way. We have it on the authority of Cap'n Jesse Hughes that various of the short-traders did so, hav-

ing no exhaust into the stacks. Also in her youth she had no electric light plant. Another feature of the VB was the absence of bull rails and stationerys. Please notice she is loaded with a fairly heavy cargo, most all of it carried in the deckroom or aft on the guards, yet she balances well.



Taken by an unknown photographer on the Muskingum River below Devols Dam. This serves as proof that the VALLEY BELLE did indeed ascend that river at least this once after she became an Ohio River fixture out of Middleport. No doubt this was a

special occasion of some sort, everybody aboard quite conscious that their picture is being taken. Fishing below the dam was a popular local sport, evidenced by the fleet of johnboats and skiffs.



EVEN AS she got older she became more modern. This shows the VALLEY BELLE with her boiler deck wire railings. She now has an electric light plant and has a carbon arc searchlight. In 1908 when the cabin was rebuilt she also added a new auxiliary upright boiler (called the "nigger boiler") to supply steam on boiler day.

A sign on the roof rail reads MARIETTA & MIDDLEPORT. When the VIRGINIA went in the cornfield at Willow Grove, W. Va. in 1910 the VALLEY BELLE frequently landed there to deliver groceries, hardware, and contractor's equipment. We have not learned where or when, or by whom, this picture was taken.

Continued from page 12

The name of W. W. Hayman is most frequently mentioned; first as clerk, and later as master. Most of the years the VALLEY BELLE ran Ravenswood-Middleport the HARRY D. KNOX ran Ravenswood-Parkersburg, and Wick Hayman was a principal stockholder. She also was built for the Marietta-Beverly trade in 1883 at the Knox Yard in Harmar but, like the VALLEY BELLE, didn't stay long. Her name honored Col. Harry D. Knox associated with the Knox Boat Yard (principally in loft and lay-out work) who, in his latter days, was prominent in the formative years of S&D.

J. M. Roedel, clerk on the VALLEY BELLE 1885-1889, had lost one arm in the Civil War, and lived in Pomeroy. He had been U. S. Mail clerk on the EMMA GRAHAM.

I knew Will Chapman, clerk in the 1890s, a long, lanky native of Letart Falls, O. who graduated from the VALLEY BELLE to the boats of the Pittsburgh & Cincinnati Packet Line and came out second clerk on the QUEEN CITY's maiden trip. Will later on became the confidential bookkeeper for Capt. James A. Henderson at the Terminal Warehouse in Pittsburgh's South Side. There's where I met him.

Harry C. Donnally, clerk in 1897, then was 23 years old, native of Pomeroy, O., and this was his first job afloat. He later became associated with Capt. Fred Hornbrook in a variety of river enterprises including the operation of the TELL CITY in the Pittsburgh-Charleston trade, and,

last of all, in the LIBERTY. It is sort of odd in retrospect that the LIBERTY's engines wound up, as they did, on the VALLEY BELLE. In other words the engines from Harry Donnally's last boat eventually powered his first one.

Clerk R. E. Gaches was, of course, the later "showboat king" Ralph Waldo Emerson Gaches, reared in Letart Falls, O., just turned 20. He dropped the Gaches when he commenced showboating and was known as Capt. Ralph Emerson. The VALLEY BELLE was, I'm rather sure, his first command, this probably in 1899.

It was while Emerson was associated with the boat that she was rebuilt at the Parkersburg Dock Company, getting a completely new hull, this in 1898. Her original official number #161513 was cancelled, and she was documented as a new vessel, official number being #161823. Outwardly, from the viewpoint of shore dwellers who watched her go by, she was the same old VALLEY BELLE spruced up with a fresh coat of paint. The advantage lay with the owners who now owned a "new vessel" duly certified and documented, her value for resale and insurance increased.

I'M NOT SURE just when the VALLEY BELLE stretched her trade to start running Middleport-Marietta but chances are the adjustment came in 1894 when the HARRY D. KNOX was sold away. One boat was plenty to handle the traffic

on a tri-weekly schedule. Many youngsters in the Middleport-Ravenswood section of the Ohio valley had no recollection of a time when the VALLEY BELLE wasn't paddling to and fro. She could be recognized miles off by the fanciful and ornamental bell emblem between her stacks. The parents of these kids couldn't recall when the chimed notes of her whistle first fell upon their ears.

Capt. H. L. (Lon) Ritchie, who shows up as the boat's master in 1903, was better known in his time as the owner-operator of the Parkersburg wharffboat, and prior to that had owned in the wharffboat at Marietta. He had come from Portland, O. at the head of Buffington Island. He was 88 when he died in 1937.

In 1905 the Ohio & Big Kanawha River Transportation Co., based at Marietta, included the VALLEY BELLE in their fleet. She was advertised tri-weekly in the Marietta-Middleport trade, departing from Marietta Tuesday, Thursday and Saturday at 8:30 a.m. The principals were Capt. Martin F. Noll, president; Capt. William E. Roe, general manager, and W. R. Grimes, secretary. Also in the line were the KANAWHA, running Pittsburgh-Charleston, and the LEROY, Marietta-Sistersville.

Capt. T. B. Wilkinson of Antiquity, O. was the BELLE's skipper during the brief span of this ownership. He bought the BELLE entire in latter March 1908 and within weeks sold her to Capt.

John W. Lane, a well-to-do farmer with extensive bottom lands opposite Gallipolis. The transfer was made in the name of Lydia B. Lane. The cabin structure by now had deteriorated to such a degree that it was extensively rebuilt that summer of 1908. An examination of the accompanying photographs shows that she was given wire railings around the boiler deck at some point in her career, probably at this time. Captain Lane took good care of the boat and in the spring of 1911 put almost an entirely new hull under her, at least 80%. All this while she still was running Marietta-Middleport.

CAPTAIN LANE was attracted to run the Charleston-Montgomery trade in the spring of 1912 when the Calvert family had the bad fortune of sinking the J. Q. DICKINSON during a windstorm just above Lock 3. Their spare boat, CALVERT, had been sold the year before. John W. Lane accordingly sent the VALLEY BELLE up there on the upper reaches of the Kanawha River, bought the damaged DICKINSON, rebuilt her at Dana, W. Va. (now Port Amherst) and renamed her HELEN LANE.

I would suppose that Captain Lane had become disenchanted with the Marietta-Middleport trade in 1911, a year of protracted low water in the Ohio. The Upper Kanawha was improved with locks and dams.

There may well be more to the story than just that factor. Various other small packets, one after the other, were entered in to the Marietta-Gallipolis trade now vacated by the VALLEY BELLE, and



UNDER WAY on the Kanawha River, the VALLEY BELLE is towing Bryant's Showboat in the early 1920s prior to her conversion into a small towboat. She still has the fanciful bell between her stacks. -Photograph from the R. K. Wells collection.

had no success. These include the CALVERT, DAISY, W. J. ROBERTS and GREENDALE, none of which made over three or four trips before giving up. The trade was gone.

The HELEN LANE came out new in 1915 and did most of the running after that in the Montgomery trade while the VALLEY BELLE for the most part was laid up at Charleston. I think that's where I first

saw her, laid up at Charleston in the summer of 1916.

In the spring of 1917 she was sold to Capt. E. P. Matthews, Pt. Pleasant, W. Va. who specialized in job towing. He soon turned her over to boat broker John F. Klein who, in turn, sold her March 14, 1919 to Capt. Billy Bryant of showboat fame.

Billy Bryant had built a new



TAKEN at Cincinnati after the VALLEY BELLE became a towboat in 1926. During the Depression Billy Bryant discovered that sophisticated audiences had money to spend and liked their "meller-drama" hammed. Consequently, moored at the foot of Lawrence Street, he often

made seven-month stays at Cincinnati, and turned the showboat tradition into a profitable mirthful mockery. The calliope you see aft of the VB's pilothouse today reposes in the Ohio River Museum, Marietta.

showboat the year before at Point Pleasant. During the first season he towed it with a small towboat named E. F. JACKSON which hardly filled the bill, so he sold the JACKSON and latched on to the VALLEY BELLE.

The Bryants prospered and then, in 1926, they contracted with the Elizabeth (Pa.) Marine Ways to completely rebuild the BELLE on a shorter hull with a scow bow. In this guise she looked like a little "pool boat" with the pilot-house forward of the cabin on the boiler deck.

This 'last' VALLEY BELLE attended Bryant's showboat for about nine years and then ownership was transferred to Benjamin D. Raike, Franklin Furnace, O. (below and opposite Greenup, Ky. on the Ohio River.) What actually happened was a swap in which Raike turned over to the Bryants his towboat CLAIRMONT (ex-HELEN E.) in return for the BELLE.

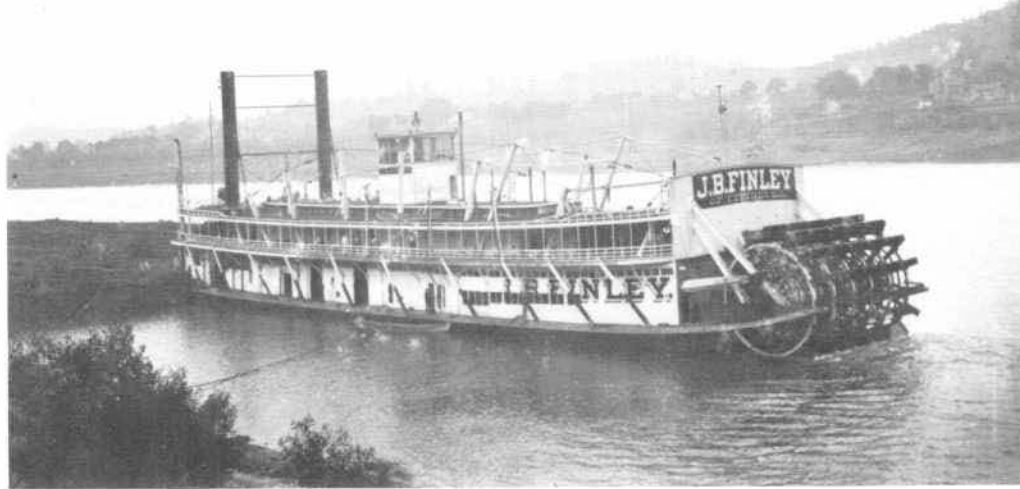
Raike had bought the old packet LIBERTY in 1938 (June '81 issue, page 23) and during the following year transferred the LIBERTY's engines to the VALLEY BELLE. He used her for job towing, much of it on the Kanawha River. While moored in his fleet at Kanauga, O. in February 1943 she capsized and was then torn up for scrap.

Some years ago Alan L. Bates prepared drawings of Bryant's showboat towed by the VALLEY BELLE for model builders. Alan says he was inspired to use this particular combination inasmuch as both the showboat and her consort were not too complicated, devoid of gew-gaws and intricate railings, and could be scaled down to comfortably repose on a mantelpiece. Alan's rendition of the VALLEY BELLE in his drawings showed her after the 1926 rebuilding into a 100-ft. towboat.

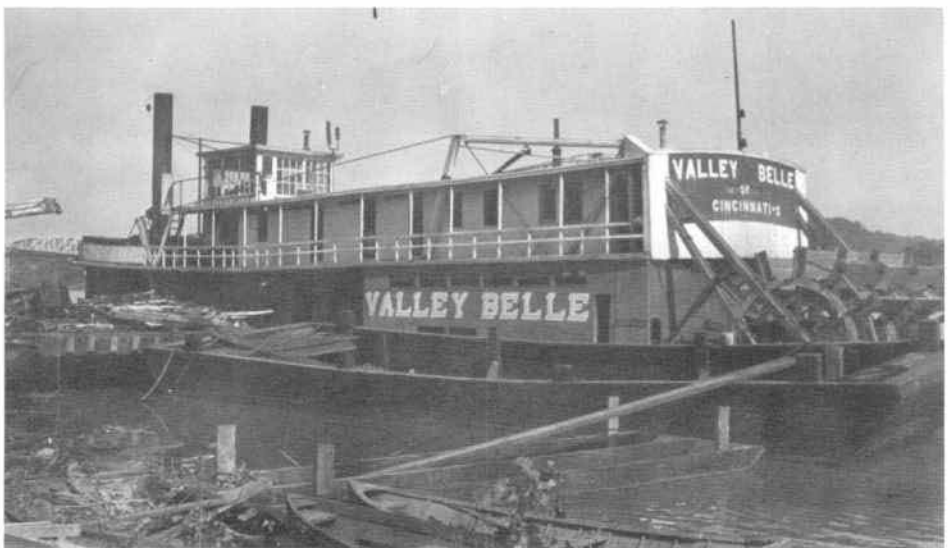
News of various of these combination showboat-towboat models has been featured in the S&D REFLECTOR from time to time. John L. Fryant built the set and sold it to the Smithsonian. Since then it has been displayed on loan to the Walker Art Center, Minneapolis. Now it's back in the Smithsonian. Jack Standen, Elyria, O., displayed his at a model showing of the Great Lakes Historical Society, Vermilion, O. in June '75. Manfred H. Mueller of Bad Bruckenaue, Western Germany, lately has devised a kit which may be purchased, the components for both the showboat and the VALLEY BELLE. On another page of this issue is a photograph of another VALLEY BELLE model built by Peter Buck of Western Germany.

Posterity, due to the availability of these model plans and kit will remember the VALLEY BELLE as she appeared on the rivers for the last 17 of her 60-year life span. Nobody we have ever heard of has built a model of her depicting the youthful blossom of fetching features which enchanted all who saw her in those first 43 years.

What happened to that roof bell? I'm wondering.



DURING the 68 years we have been collecting steamboat pictures we did not cast eyes upon this scene of the J. B. FINLEY until lately when Jerry Devol discovered the original glass plate and had prints made. The photographer was G. B. H. Sandford, Marietta. Apparently no clue exists of when or where it was taken, but it's in her early "Combine" days and she's upbound with empties. The FINLEY was a seven-boiler boat and could be singled out and recognized at a distance by the wide spread between her stacks, sort of a prediction of what the SPRAGUE was going to look like. She came out new in 1900; the SPRAGUE in 1902. She had compound-condensing engines, probably the largest set ever built by the Marietta Manufacturing Co., 21's, 44's-9 ft. stroke, just about a match of those on the JOSEPH B. WILLIAMS which had 20 s, 45's-9 ft. The SPRAGUE was about a 10-14% magnification of the FINLEY on a steel hull. The paddlewheel you see in the picture was 26 ft. dia. by 30 ft. bucket length; that of the WILLIAMS was 28'6" square (same dia. and bucket.) The SPRAGUE came out with a square wheel 40 by 40 ft. The MONONGAHELA of the Ohio Barge Line worked a wheel 26½ ft. dia, with 24 ft. buckets. Any more of this and we'll be hearing from Jack Custer.



VALLEY BELLE after she became a job towboat operated by Capt. Ben Raike, repowered with the LIBERTY's engines. Looks to us like she now has the whistle formerly on the HELEN E. -Photo from the R. K. Wells collection.

Sirs: In regard to the beautiful panoramic view of the Ohio River with the CITY OF LOUISVILLE in all three frames (March '81 issue, pages 24-25) purporting to be Warsaw, Ky.:

I wish it were so, but it is not. There is no bottomland opposite Warsaw. Opposite Warsaw are high Indiana bluffs.

Ralph DuPae was here in my River Room recently, and he agrees with me that the pictures were made from the hill north of Patriot, Ind. and that the CITY OF LOUISVILLE is downbound from Cincinnati. The bottomland seen in the picture is Steele's Bottom on the Kentucky side. A ferry once operated over to the mouth of Steele's Creek where there was a settlement called Brashear, Ky. Big Bone Island is out of sight in the left distance. I am enclosing copies of topographic maps of the Ohio River both at Warsaw and Patriot which bear out our contention that the panoramic view was made at Patriot.

Carl R. Bogardus, M.D.,
P. O. Box A,
Warsaw, Kentucky 41095

=We concede. Our trouble was that we were mentally standing on the wrong side of the river doing some tall guessing. Patriot it is, and all future historians take note. -Ed.

Sirs: I was thrilled to see the calliope of the JULIA BELLE SWAIN on the cover of the March issue. It brings back many memories of my recent holidays as guest of Capt. Dennis Trone and his delightful family aboard the J.B.S. It was a great experience to steer such a fine steamer under the guidance of two such knowledgeable pilots as Captain Trone and John Hartford.

My fiancée has just made me the father of a bonny baby girl and I must write to Mrs. Rutter and enroll them as S&D members as we are to be married on June 6th this year. I hope one year we can make the annual meeting.

Keith A. Francis,
46a Cross St.,
Abergavenny, Gwent,
Wales, U.K.

The mailman brought us a letter on July 11th from Peggy Wintringer who resides at 512 N.W. 100th St., Miami, Fla. 33150. Turns out that Peggy is granddaughter of Capt. Nathan Wintringer, a double-ender who started out to be a river engineer and wound up commanding and partly owning the ABNER O'NEAL and C. W. BATCHELOR. Nate lived in Steubenville, O. and got his engineroom training on the sidewheeler THOMAS SWANN in the 1850s. and came to climax as second engineer (off watch at the time) on the SULTANA when she went to Kingdom Come with all the soldiers aboard above Memphis. He was skipper on the O'NEAL when he died in October 1886.

Max P. Crain, Sr., long identified with river contract work, died, 73, on Thursday, June 11, 1981. He is survived by his wife, Effie Bell Crain, four children, Parlin Crain, Larry Crain, Glenn Crain and Darlin Busatto; a sister, Polly Crain, and three brothers, Clifford H. Crain, Glenn M. Crain and Andrew Crain.

Friends were received at the Dallas Irvine Funeral Home, Sewickley, Pa. on June 12. Private services were held the next day, the Rev. George B. Wirth conducting. Interment was in the Mount Airy Cemetery, Natrona Heights, Pa.

Clarence L. Cunningham, veteran river engineer of Parkersburg, W. Va., wrote to The Waterways Journal in July 1930 to report that the whistle on the BETSY ANN was originally made for the packet STELLA WILDS, went from her to the LULA PRINCE, and then to the BETSY ANN. This disclosure sort of backs up a conjecture we suggest on page 29, this issue.

Sirs: Ever hear of the OLIVETTE? She is not included in your Directory of Towboats. She was one of several that the Combine inherited and shortly got rid of. Coming up with a complete list of R.C. boats is something that has yet to be done. Yours in the S&D REFLECTOR some years back contained some egregious errors. Russ Lintner's list is the best that I know of, yet it is not complete.

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

=First off we went to Webster to learn the meaning of "egregious," pronounced something like i-gree-jous. "Outstanding for undesirable qualities; remarkably bad, flagrant." That sets us in our place, no mistake. But about the OLIVETTE:- Yes, most of the time she was a short trade packet and will get considerable space in the forthcoming new Packet Directory. By the way, Jack, we've found a photograph of her as a towboat but it's an egregious old thing. -Ed.



ELSEWHERE in this issue is a picture of the packet VIRGINIA with her smokestacks and pilothouse damaged. This one is a follow-up. The VIRGINIA was hauled on the docks at Pt. Pleasant, placed in first-class condition, and was renamed STEEL CITY. Meanwhile her partner QUEEN CITY cared for the Pittsburgh-Cincinnati trade until heavy ice laid her up at Cincinnati. The QC was advertised to run a Pittsburgh-New Orleans Mardi Gras trip departing Pittsburgh Feb. 10, 1912 but had to lay up in the Kanawha River to escape more ice. This photograph was taken by C. C. Bowyer, and you can see the QUEEN CITY at the extreme left. Plans were changed and the STEEL CITY was sent to Pittsburgh to run the Mardi Gras cruise inasmuch as her hull was in better shape to fight ice. The H. K. BEDFORD was sunk and lost above Marietta while the STEEL CITY was enroute to Pittsburgh. Due to prolonged ice conditions the STEEL CITY did not depart Pittsburgh until Feb. 29, 1912 (Mardi Gras was held Feb. 20th.) On that same day, Feb. 29, 1912, the STEEL CITY departed Pittsburgh, Capt. John L. Kerr, master, for New Orleans at 2 p.m. The QUEEN CITY also departed Pittsburgh, Capt. Sterling McIntyre, for Cincinnati at 4 p.m. This was the only time when these two noteworthy boats left Pittsburgh on the same day on scheduled trips.



WHEN first we looked at this picture it did seem to us the best photograph taken of the VALLEY BELLE in her latter days as a towboat. The picture came to us from Peter Buck, A. Einstein Str. 1, 76 Offenburg, West Germany. Peter Buck gave us something of a start when he said he had taken the picture on a lake near the Black Forest there in West Germany. It is actually a 3/8" - 1 ft. model he built from plans furnished by Alan L. Bates

of Louisville, Ky. along with "helpful advice from Mauford Mueller of Bad Bruacknau, West Germany." Says Peter Buck further: "My model of the VALLEY BELLE has slide windows in the pilothouse, pilotwheel, lazy bench, calliope with tiny little piano wires, twin boilers with hinged fire doors and, most attractive, the paddlewheel---everything hand-made. The crew members are modified model-scale soldiers."

PERMANENT HARDBACK BINDERS

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

Official S&D pins of bronze, and finished in blue enamel, are priced \$7.50 each. They are pin-on type, suitable for lapel or dress, manufactured by a Chicago firm, finest quality. Order from our secretary Mrs. J. W. Rutter, 964 Worthington, Birmingham, Michigan 48009. Available only to qualified S&D members.

Sirs: I was pleasantly surprised to see my photo of the ELECTRA in the March issue, page 33.

The bridge in the background, called the Sparkman or the Shelby Street bridge (depending on which side of the Cumberland River you are from) was built in 1908, so the picture could have been taken from 1908-1911. Nashville Bridge Company was organized in 1902 although the name and location at the foot of Shelby Street date to 1903.

It's true that the ELECTRA was operated by the Cumberland River Packet Co. But in 1906 she and the R. DUNBAR were run by the Ryman Line (organized Dec. 10, 1904)

composed of Matthew Gracey (lived in Clarksville), B. F. Lester, J. S. Tyner, George Doubleday, T. M. Steger and H. W. Buttorff.

In 1913 the Ryman Line ran the J. B. RICHARDSON (not for long), R. DUNBAR, HENRY HARLEY, BOB DUDLEY, and ED MEYER. In 1916 the company was running the ROBERT RHEA, BOB DUDLEY and HENRY HARLEY. Lost \$21,830.99 in 1913 and subsequently went bankrupt in November 1916.

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

Sirs: In reply to your inquiry about the book "Packets on Parade" (March issue, page 47), the history in full-page watercolors and text of the Eagle Packet Company:

The author-artist Marilynne Bradley teaches art at the Webster Groves (Mo.) High School. She lives in Webster Groves and is, as you can see, quite talented in watercolor.

The book is available at the Webster Groves Bookshop, 100 West Lockwood Ave., Webster Groves, Mo. 63119. The price of the book is \$14.95 plus \$1.50 mailing charges (and for residents of Missouri add 70c tax). We, at the Bookshop, will be very happy to take care of mail orders. We think it is a beautiful book.

Jane Massengale Stuessie,
(Mrs. Edwin F.)
1424 Bridle Road,
Webster Groves, Mo. 63119

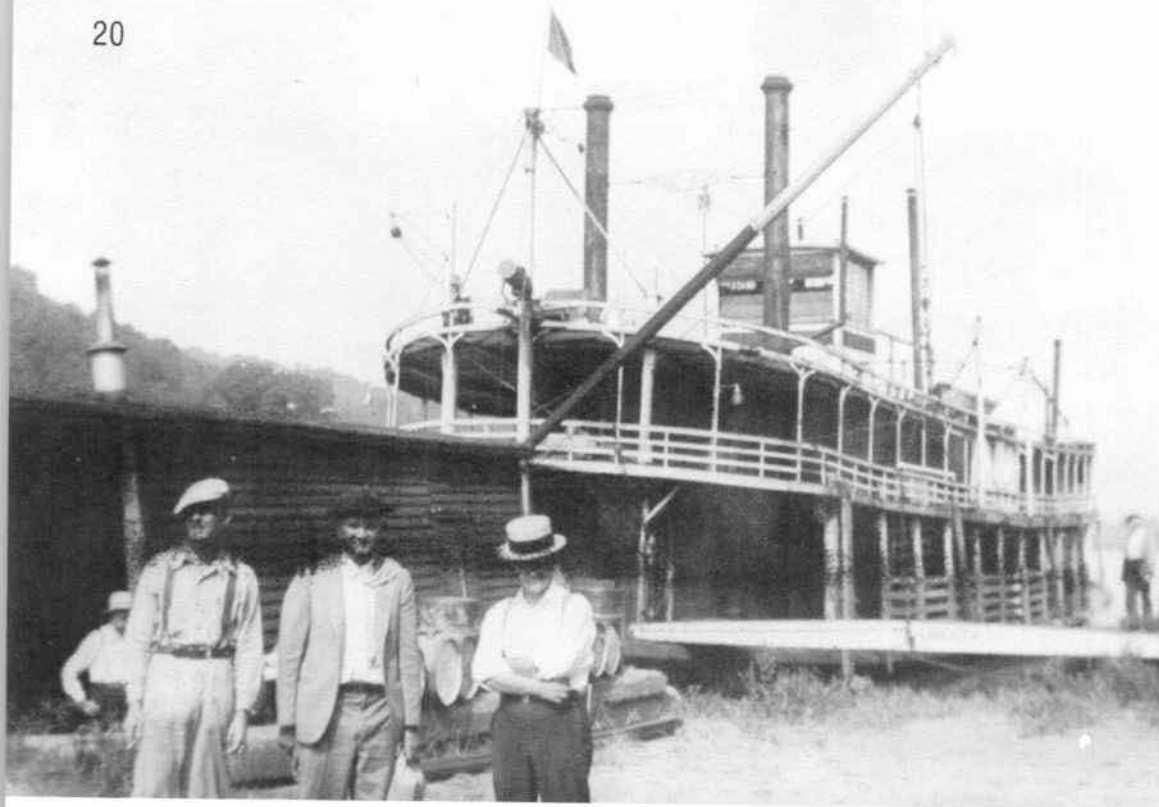
Sirs: Have just absorbed the June S&D REFLECTOR (at one sitting) and want to comment on how much I enjoy the big photo spreads--hope this continues to be a regular feature. The LIBERTY story is really superb. There are skinny posts or braces that run from her iron hogchains to the hurricane roof about midships, one on each side. My curiosity about them stems from the fact that these vertical posts also appear on the VEGA which I made drawings of some years ago. Were they set there to dampen vibration in the hogchains caused by the slap-slap-slap of the sternwheel?

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

=Yes on both counts. We aim to continue the photo spreads, and the vertical posts, as you correctly surmise, discouraged lash in the hogchains. -Ed.

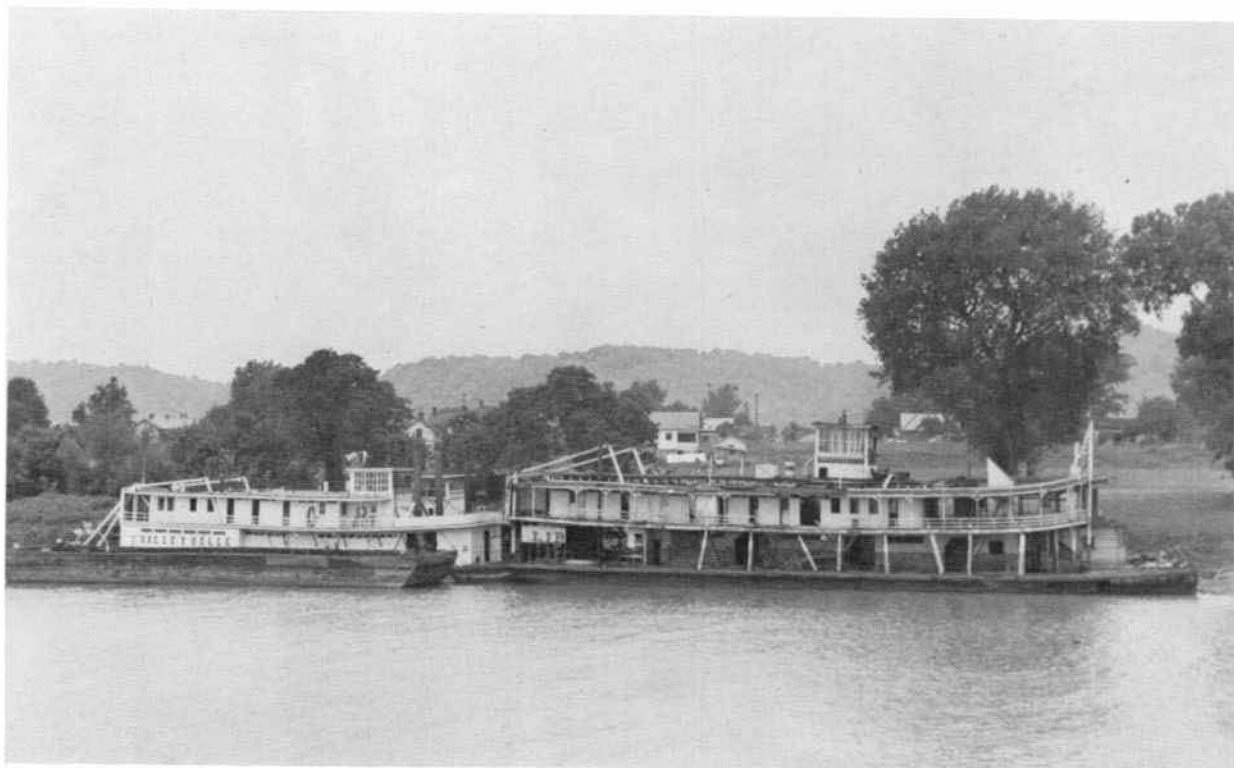
In July 1952 Frank E. Pollock of Woodfield, O., a medical student at O.S.U., was building a scale model of the former Union Barge Line towboat JASON.

The whistle formerly on the KEYSTONE STATE, earlier on the KATIE STOCKDALE, was presented to PPG Industries, Natrium, West Va. in the fall of 1947. It has been doing service there ever since. J. Mack Gamble was the donor.



The LIBERTY story has brought forth these two pictures from C. W. Stoll of Louisville. He took this one at Charleston, W. Va. on Sept. 1, 1934. The LIBERTY is moored below the wharfboat which had become tired and is sunk. Capt. Walter Booth (center) poses with Clark Query (left) and purser Roy Collett. Clark Query had ambitions to become a pilot, rode the SENATOR CORDILL and LIBERTY. Not long thereafter he was found dead near the Greater Pittsburgh Airport, victim of a robbery. Warren Burns in addition to running the Charleston wharfboat was a licensed Kanawha River pilot and master.

C. W. took this view showing Ralph Raike's landing at Kanauga, O. on the Ohio River opposite the mouth of the Kanawha. C. W. was aboard the GORDON C. GREENE at the time (in 1939) when the LIBERTY's engines were being transferred to the VALLEY BELLE at the left. The hole cut in the LIBERTY's engine room bulkhead was put there to facilitate removal of the starboard engine. C.W. says he also has a negative showing the GOLDENROD showboat under tow by the LIBERTY, taken at West Point, Ky. He took the cabin view page 18, last issue, to which no credit line was attached.



Sirs: Thanks for the splendid history of the LIBERTY. Here is a question which has puzzled me for the past 60 years:

My boyhood chum, Don Hyde, and I grew up within stone's throw of the Washington Street landing in Marietta. How we thrilled each time the LIBERTY paused there long enough to deposit her stage before huffing and puffing on up the Muskingum River. But we always wondered why this intriguing piece of equipment was left to our watchful

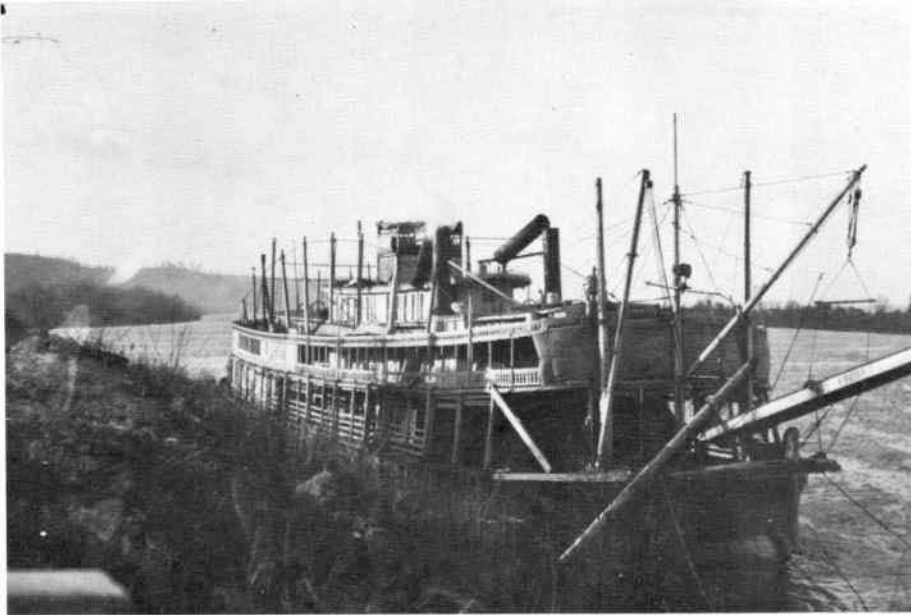
care until she returned a day or two later.

So now I know the answer. And in order that Don may too know, I'm enclosing the price of an extra copy which I want to send him for his upcoming 72nd birthday. He will enjoy the LIBERTY article as much as I did.

Charles A. Sprague,
4507 NW 43rd Terrace,
Fort Lauderdale, Fla. 33319

Sirs: The article about the LIBERTY is wonderful and I know Dad would have approved. Just received a letter from my son John K. Booth living in Bethesda, Md. He says he had just received the March S&D REFLECTOR and was looking forward to reading the LIBERTY story. John was with me at S&D last year. He and I are hoping to come again this year.

T. Kent Booth,
100 S. Tremain St., C-2,
Mt. Dora, Fla. 32757



WOODY RUTTER has been making prints from original C. C. Bowyer negs and sent this to us for identification. On December 18, 1911, upbound from Cincinnati to Pittsburgh, the packet VIRGINIA struck a low-hanging cable strung across the Ohio River by the contractors who were building Lock and Dam 26 below Gallipolis. The stacks were knocked back and the top of the pilothouse was damaged. Inasmuch as her partner QUEEN CITY was off on a trip to New Orleans, she went on to Pittsburgh, thence to Cincinnati, and back to the docks at Pt. Pleasant in much the shape you see her here. By that time the QC was back in Pittsburgh and took over the trade. Mr. Bowyer snapped this at Pt. Pleasant.

Focus of attention during Stern-wheel Regatta Week at Charleston, W. Va. probably will not be on the river. More likely at the Civic Center Theater. "The Riverboat Man," an original musical play by Robert Barr, will be presented by the West Virginia Opera Theater and the Great Kanawha River Navy.

Sternwheel Regatta Week revolves around Labor Day week-end.

Bob Barr, as reported in our March '81 issue, page 2, is living on borrowed time. The MD's have acquainted him with the facts--facts which served to furnish impetus to Bob's zeal; he wants to get the show on the road.

Auditions for the acting-singing roles were being held in June at the Kanawha United Presbyterian Church, Charleston. The principal roles had been selected, and 18 other roles, as well as minor roles including children and townspeople, were under consideration.

Latest reports are that Bob is holding his own and perhaps gaining a little. Sleeps better and his appetite has improved. The friendly smile is the same.

Sirs: I certainly enjoyed the story and pictures of the LIBERTY in the last S&D REFLECTOR. The LIBERTY was the last packet on the Kanawha and I have always had a special feeling for her.

Herschel W. Burford,
138 Strawberry Road,
St. Albans, W. Va. 25177

On another page is a picture of the "big" LIBERTY and a sketchy account of how she became the CITY OF PARKERSBURG. A few of our older S&D members may be interested in the original crew selected to bring out this "new" CITY OF PARKERSBURG on her maiden trip in the Pittsburgh-Parkersburg trade, run in January 1913, Hubbard's first venture with his newly formed Ohio & Mississippi Navigation Company. They were: Capt. Henry Kraft, master; Harry Kraft and Harry Sweaney, pilots; Clyde Packard, purser; Ed McCaulsky, clerk; Frank Hull and George McElhose, engineers; Oscar Hissom, mate; Billy Sampson, steward, and Henry (Spider) Atkinson, chef. Heavyweights aboard included John W. Hubbard, Capt. James A. Henderson, W. H. Stephenson (president of the Pittsburgh Chamber of Commerce), William A. Magee (mayor of Pittsburgh), Robert Garland and E. V. Babcock, (Pittsburgh councilmen). She arrived at Parkersburg on January 17, 1913 bedecked with banners.

on June 25th last three distinguished visitors called at 121 River. Judy Patsch was doing the driving. She and Keith Norrington looked a trifle tuckered and little wonder; these two were on the last swing of a Grand Tour so extensive that an itinerary is necessary to orient their peregrinations. At Marietta they had taken aboard Jeff Spear for this initial run to Sewickley for all three.

The swing-around started with a visit with Ruth Ferris at her home in Brentwood, Mo. followed next

morning with breakfast at the new McDonald's pseudo side-wheeler moored at the St. Louis levee; then to the SERGEANT FLOYD, the GOLDENROD showboat, the Gateway Arch (of course) and the river exhibits of the Missouri Historical Society at Forest Park. Thence on to Alton for a peek at Susan Eastman's river show in the Museum of History and Art. At Hannibal a visit to Mark Twain's home and the Becky Thatcher house. On then on Keokuk for a visit with William L. Talbot and an inspection of the GEORGE M. VERITY, winding up the day at Rock Island.

Thence to Muscatine for a look at the Mabel Bartenhagen collection housed at the Public Library. At Le Claire Keith and Judy visited the Buffalo Bill Museum and toured the LONE STAR; then on to Davenport to the Putnam Museum for a gander at the famous wooden eagle which has been fluttering around in the pages of the last several issues of S&D REFLECTOR. At Rock Island they inspected the visitor's center at Lock 15 and drove around Arsenal Island to see the Col. Davenport home. Judy lives in Rock Island.

This scheduling placed them in Dubuque on June 20th for a meeting of the Midwest Riverboat Buffs, including a tour of the side-wheeler dredge WILLIAM M. BLACK, an afternoon cruise on the SPIRIT OF DUBUQUE, a slide show of Jimmy Carter's DELTA QUEEN foray presented by Mrs. Dave Tschiggfrie (Dave is on the DQ this summer) and a movie of the SPRAGUE by (who else?) Jack Custer.

Next day, Sunday, they were on board the CITY OF CLINTON at Clinton which started out in life as the towboat OMAR and then for some years led the life-of-Riley as the showboat RHODODENDRON. At Savanna they saw the old towboat C. C. WEBBER perched on shore, and on to Rock Island for a gander at the old Kahlke Boat Yard.

On Monday, June 22 they were in Peoria but missed seeing the JULIA BELLE SWAIN (on a Starved Rock trip) and next day were in Jeffersonville for a tour of the Howard Museum and a look at the BONNIE BELLE and a matinee ride on the BELLE OF LOUISVILLE.

Thence via Zanesville to Marietta where they were guests of the Spear family, with all the things you do in Marietta to and including a tour of the BECKY THATCHER for Keith's edification and winding up with an evening yak-yak in the TELL CITY's pilothouse by moonlight. Wow. Next day with Jeff Spear along they paused at Newport to pay respects at the cemetery to the Greenes and the Hughes and so landed in Sewickley. Wrecks and I played sweet violin music to slow them down in hopes they'd stay the night but no, off at 4:30 p. m. for Marietta with stops at Hannibal to visit the maneuver boat display, and at Fly to see the mortal remains of the NORMA A. Another night with the Spears at Marietta and then on to Louisville. Judy cleared New Albany for Rock Island on Saturday, June 27th.

We had been to a dinner party staged Sunday evening, July 19th at the home of Helen and Hay Walker. Upon arriving home we walked Wrecks and then snapped on the TV to catch the 11 o'clock news. Quite some news. Spread across the screen was the ADMIRAL moored at St. Louis. The mayor of St. Louis had been in Pittsburgh, accompanied by a delegation, to call on John Connelly of the Gateway Clipper fleet. The mayor came on the screen as a relatively young man, maybe 32 or 33, with a plea that Mr. Connelly, who recently purchased the ADMIRAL and had her towed by Dravo-Mechling to St. Louis for rehabilitation--that Mr. Connelly must change his mind and sell the excursion boat to a St. Louis group prepared with the where-with-all to buy, keep and operate her, where she belongs, at St. Louis. Mr. Connelly did not appear on the TV screen, but a spokesman for Gateway Clipper quoted him as remarking "After all I'm a business man." So thereby hangs the tale, for the present.

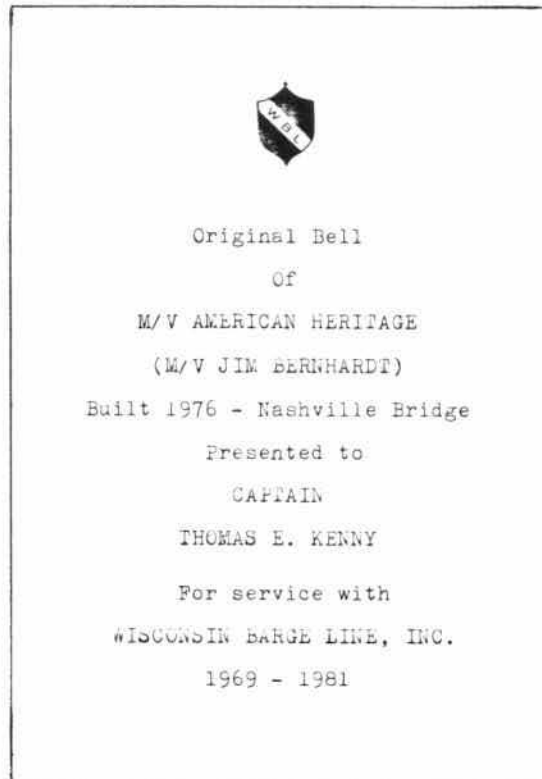


CAPT. TOM KENNY retired from Wisconsin Barge Line on May 31, 1981. Actually he retired in 1978 but continued as a consultant on part-time basis. His friends at Wisconsin sort of jumped the gun and at the annual Christmas party, held December 20th last, they presented Tom with the original ship's bell from the towboat AMERICAN HERITAGE. Says Tom: "They couldn't have thought of a more appropriate gift; I oversaw her construction and Kay, my wife, selected the furniture, wall panels, carpeting and countless other items, the ninth WBL boat she furnished. A drawing of the plaque is enclosed" (see below.)



A river pilot who deserves his niche in the River Hall of Fame is this young man who in 1832 was paid \$40 to assist pilot Rowen Herndon in bringing the packet TALISMAN down the Sangamon River. Artist Lloyd Ostendorf was recently commissioned by the State of Illinois to do his portrait in ink and wash. Here he is, Abraham Lincoln, age 23, already with a background of flatboating on the Sangamon, Illinois, Ohio and the Mississippi.

Fred Martin, v.p. of Delta Queen Steamboat Co., is sending to S&D via C. W. Stoll the pilothouse chair long a fixture on the DELTA QUEEN. Last year Mr. Martin arranged the transfer of the DQ's original pilotwheel to S&D, shipping it up aboard from New Orleans to Gallipolis from whence it was carried on a flatbed trailer to Marietta, and now is at Campus Martius Museum.



Irvin M. Shrake died, 77, at home, Savanna, Ill., on Sunday, February 22, 1981. He was born March 29, 1903 at Wyaloosa, Wis. to Walter and Caroline (Hart) Shrake. He married Elsie Hoover on May 24, 1927 in Savanna. Although he was a conductor with the Milwaukee Railroad his avocation was the river, and was a long-time S&D member. His son, Walter I. Shrake, also of Savanna, informed us of his father's passing and added: "My father had been in declining health with a weakening heart. Even though he was in poor health he enjoyed going up to the park to see the river here in Savanna until the freeze last fall. He missed seeing the ice going out this spring, but always felt recompensed when each new issue of the S&D REFLECTOR arrived." Other than his son mentioned above, Irvin Shrake is survived by his wife; another son, Robert K.; by eight grandchildren; by two brothers, Howard and Hal, and by a sister, Mrs. Nellie Meskimen.

Social life in Clarington, O. as of May 1948:- Mrs. J. C. Deitrich entertained the Book Club at her home in Clarington, with the president Mrs. Messerly Smith in charge of the program. Mrs. R. H. Rea presented J. Mack Gamble who gave a review of Captain Way's book "Pilotin' Comes Natural." Robert H. Rea appeared in the Belmon Shrine Club's Unit taking part at Wheeling in the annual parade of the Ancient Arabic Order of the Mystic Shrine, Osiris Temple. Rea rode an old high-wheel bicycle provided by Fred Habermehl of Clarington, built in Boston in 1887.



SOME of the pictures in the C. C. Bowyer collection have resisted identification, and we've just spent a good half hour figuring out this one. Right away it looked like Mississippi River atmosphere what with those cottonwoods in the distance and it is no boat we'd seen. So fine. Mr. Bowyer only once in his lifetime was down the Mississippi and that was in 1916 aboard the HOMER SMITH; ergo this photograph was taken in 1916. With a magnifying glass the last letter of her name is visible on the engineroom bulkhead, and it is an E. HARRY LEE (2nd)? No, the stacks are wrong although much similarity otherwise; towboat railings, divided stage mast, long Texas. Have you guessed it? If so you are urged to become the next editor of the S&D REFLECTOR. It's the JOHN LEE, originally the Cumberland River packet H. W. BUTTORFF built by the Howards at Jeff in 1896, wood hull 160 x 30 x 4.1. She had 13½'s- 4½ ft. stroke engines and two boilers. The Lee Line of Memphis was still running her as a short-trader in 1916 when Mr. Bowyer clicked his camera. Not so long afterward she was modified to become an excursion boat renamed PRINCESS.

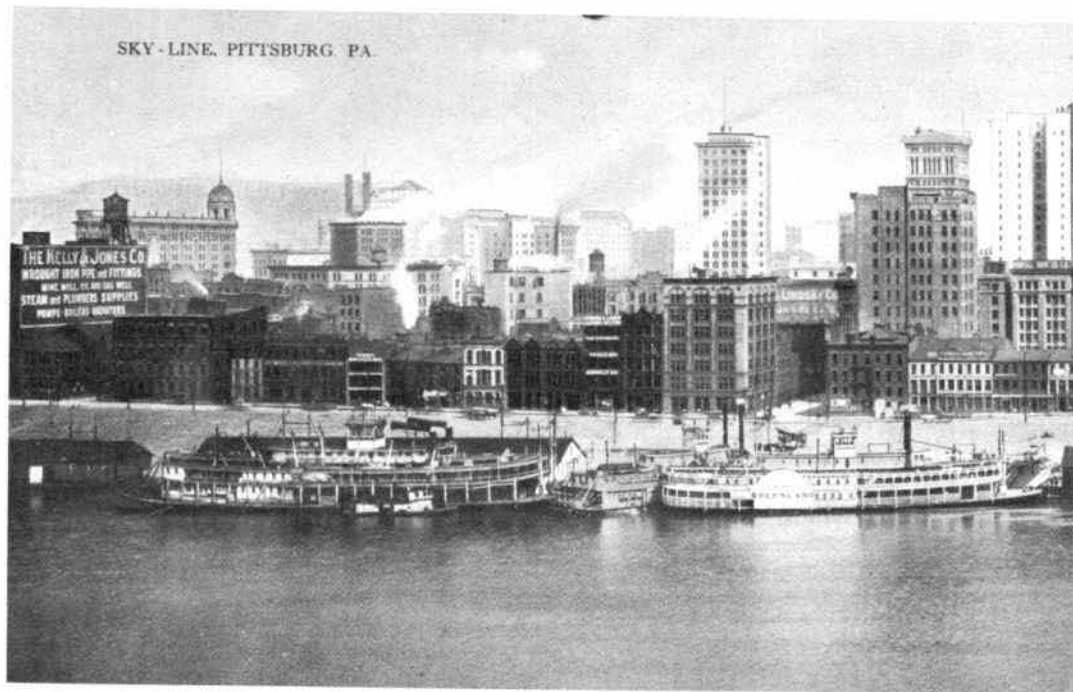


BUD DAILY surely rolled a snowball when he wondered what sternwheeler was in his picture collection (March issue, page 16.) Dan Owen and Bill Judd recognized her (June issue, page 42) and now Tom Kenny produces a picture of the GUY L. he took about 20 years ago at Warsaw, Ky. on relatively high water. Our thanks to artist William E. (Bill) Reed for making this print from Tom's negative.

Sirs: Remind me to ask you where Shousetown is, or was. Somehow, at this late date, I can't seem to get the Ohio River from Pittsburgh to Wheeling straight with all the names in proper order. So I wrote out a list to paste on the side of my picture files---only Shousetown is missing.

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

=Shousetown is the original name of Glenwillard, Pa. zip 15046 on the left bank below Dashields Dam. Peter Shouse was patriarch of the settlement, a boat builder. The town prospered as a boat-building center under the guidance of Ezra and Natahn Porter. Biggest hull they built was that of the GREAT REPUBLIC. Some of the influential local citizens felt that Shousetown was a hayseed name for their village and agreed on Glenwillard instead, in honor of Frances Elizabeth Willard, a noted temperance reformer in her day. No trace of the boatyard survives, although Glenn Crain operates an extensive barge service facility not far below the boatyard site. -Ed.



SKY-LINE, PITTSBURG, PA.

Sirs: The LIBERTY--what an interesting narrative! The stepchild outlasted the rest of the family. After reading the description of her pilothouse and then thinking of the pilothouse of the AMERICAN HERITAGE, I have to smile. On this modern diesel prop towboat we have a built-in commode, hidden in the lazy bench. Her pilots sleep in queen-size beds on Sealy Posturepedic mattresses--I know--for my wife Kay selected the beds and mattresses at Nashville. After all these modern pilots need their rest after herding 35 jumbos down the Mississippi on a six-hour watch. The HERITAGE has a built-in AM-FM radio in the console, with a place for a Tape Deck insertment. If you need to fill out the next issue, you are at LIBERTY to use this.

Tom E. Kenny,
1522 Starlight Drive,
Ferguson, Mo. 63135

Sirs: I had long wondered what packet-boating on the Muskingum was like, and the story of the LIBERTY fills the bill. I remember the LIBERTY as always being jammed with freight, but didn't know Bill Pollock had made so many trips on her. I can remember the BETSY ANN having A&P consignments for New Martinsville. It is a great story from start to finish.

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

Sirs: The LIBERTY story is a dandy. I was always confused as to the lineage.

Clarke Hawley,
639 Barracks St.,
New Orleans, La. 70116

MRS. EDWARD L. CASSIER, 175 N. Franklin St., Delaware, O. 43015 was looking at old post cards at her home, picked out a few with steamboats on them, and mailed them to us. "I imagine you might have seen most of them before---but maybe there'll be at least one that's a surprise," she wrote. The surprise one is reproduced above. This folding card was made in Germany, full color or on glossy stock, and was mailed from Wilkinsburg, Pa. to an address at Cambridge, Mass. in July 1910. The sender placed thereon a 1c stamp, so the card was held for postage until another 1c stamp was provided for it. In the course of this transaction it was twice cancelled at Wilkinsburg, first with the 1c'r on it and again after the additional 1c'r had been applied. The German printer identified the scene with one line of type in the upper left: Sky-Line, Pittsburg, Pa. The side-wheeler is the GREENLAND, moored at the S. R. Patterson wharfboat. Tucked in under her is the LORENA and full-length at the Pittsburgh & Cincinnati Packet

Sirs: The March S&D REFLECTOR was great as usual. I've always liked the LIBERTY and the wonderful story gave me a lot of her history. Thanks!

Jeff Spear,
613 Washington St.,
Marietta, O. 45750

Sirs: Even dear old Arthur appeared in the LIBERTY story. Do you remember that nobody could get near him but me? He would hiss and honk and bite grownups. He would fly at poor little Pat Lyon and knock her flat on the ground. Pat wore a white coat so Arthur probably thought she was some kind of competition in his domain. I used to take him by the neck and lead him around with me. I thought he was the best thing I ever saw. Years later I learned he came to a sad end. One day he was gone and I couldn't imagine what happened to him. Uncle Court told me he joined a flock of wild geese and flew away. I wasn't very happy about this but accepted the story as a true one. What really happened is that he was given to some family for their Thanksgiving dinner. I hope they could see how much charm he had and kept him for

a pet. He was a good alarm for any strangers who came by. Do you know I can still see my Dad cutting the rope off of Arthur's leg with a penknife. The rope must have been tight because I was surprised to see some blood on his leg and I wondered if it hurt him like when I had a skinned knee. He was a fine present. Thank you again. I'm glad he made the S&D REFLECTOR.

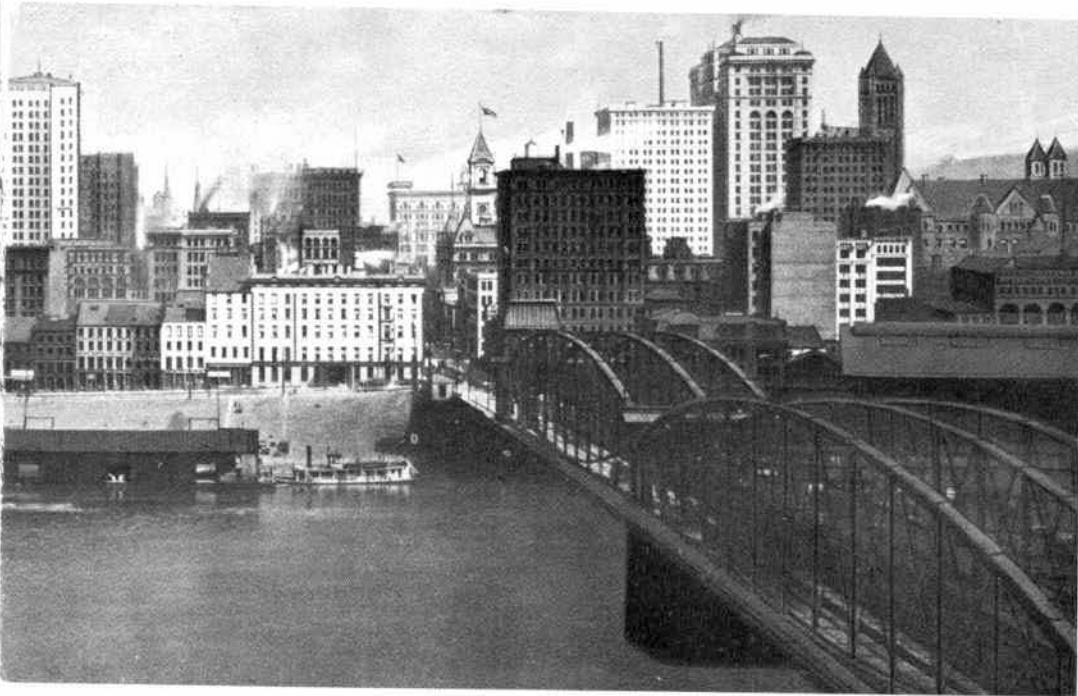
Bee Rutter,
964 Worthington,
Birmingham, Mich. 48009

=Obviously the goose (March issue, pages 21-22) was a gander. -Ed.

Sirs: I enjoyed the LIBERTY story this morning. I remember Peck East at St. Marys but never knew of the shipping adventures.

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

Sirs: The March S&D REFLECTOR was a welcome fresh breeze from the north. The featured article on the LIBERTY intrigued me as I am certain that I saw the LIBERTY from our office window in the Bes-



Line's wharfboat is the QUEEN CITY with her stacks lowered. The dark-looking wharfboat below the Smithfield Street bridge is the base of operations for the Monongahela River packets COLUMBIA, I. C. WOODWARD and others and, hanging on its upper end, headed downstream, is the U. S. Engineer's little towboat OHIO which they re-named LOMA in 1905. The fourth wharfboat, partly showing at the extreme left, is the "Combine" wharfboat where towboats got their stores and supplies. The entire wharf area in the scene was graded with cobblestones. Stone roadways on long diagonals led to the various wharfboats from Smithfield, Wood and Market Streets. When this view was taken the Monongahela House, just below the Smithfield Street bridge, painted white, was still a leading Pittsburgh hostelry. Overnight guests had included Jenny Lind, P. T. Barnum, Abraham Lincoln and Gen. U. S. Grant. The presence of the GREENLAND suggests that the picture was taken in 1904.

semer Building squirting smoke and cinders over the Allegheny River. I have 30 some books of photos here. One is devoted to pictures of boats on the Allegheny which I could see from my drafting table. I know I have photos of the LIBERTY somewhere else but in this book I found only the following:

First of course the Zubik boats with family names: CHARLES ZUBIK, JAMES ZUBIK, DONALD ZUBIK, HELEN Z., JENNY Z., and the CHARLES Z. JR.

Then there were the MONGAH, the HOMESTEAD (1949), the showboat MAJESTIC and little ATTA BOY, the PITTSBURGH, CRUCIBLE, CHICKIE, DELTA QUEEN, DONALD BIRMINGHAM, SENATOR CORDILL and the ADVANCE of American Barge Line.

In several of the photos the Allegheny River was frozen solid all the way across. The year we moved from the old Monongahela National Bank (we were designing the new building to replace it) to the Bessemer Building in 1927, we watched as they placed the south span of the Sixth Street bridge on a barge (or barges) departing May 5, 1927. It was taken to the back channel of Neville Island and still connects the island with Coraopolis, put in service July 7,

1927. An article in the Pittsburgh Press for January 5, 1969 tells the whole story and claims the salvage of the old bridge saved the taxpayers \$350,000.

As I write there is a towboat pushing two large oil barges up the Caloosahatchee to Fort Myers. An excursion boat that appears now and then has a good name--MAGNOLIA BLOSSOM.

Just finished reading a book from our excellent library at Shell Point titled "Mr. Clemens and Mark Twain" by Justin Kaplan, a very moving story of a remarkable man.

I notice that C. W. Stoll pops up at regular intervals in the S&D REFLECTOR. Please give him my regards. I have pleasant memories of Rock Hill, Mockingbird Valley Road and 121 River Avenue on the Ohio.

Charles M. Stotz,
3703 Junonia,
Shell Point Village,
Fort Myers, Fla. 33908

=Yes, Charlie Stotz probably saw the LIBERTY on the Allegheny River. When she ceased packet operations in 1936 she was moored below the Sixth Street bridge briefly, on the city side. One morning I

walked across, city bound, and looked down to see Capt. Walter C. Booth, broom in hand, sweeping the forecastle. "Hi Walter!"

He pasued, squinted upward, and asked "Wat--ee?" Walter never said "What?" Always "Wat-ee?" No other human I ever met did that.

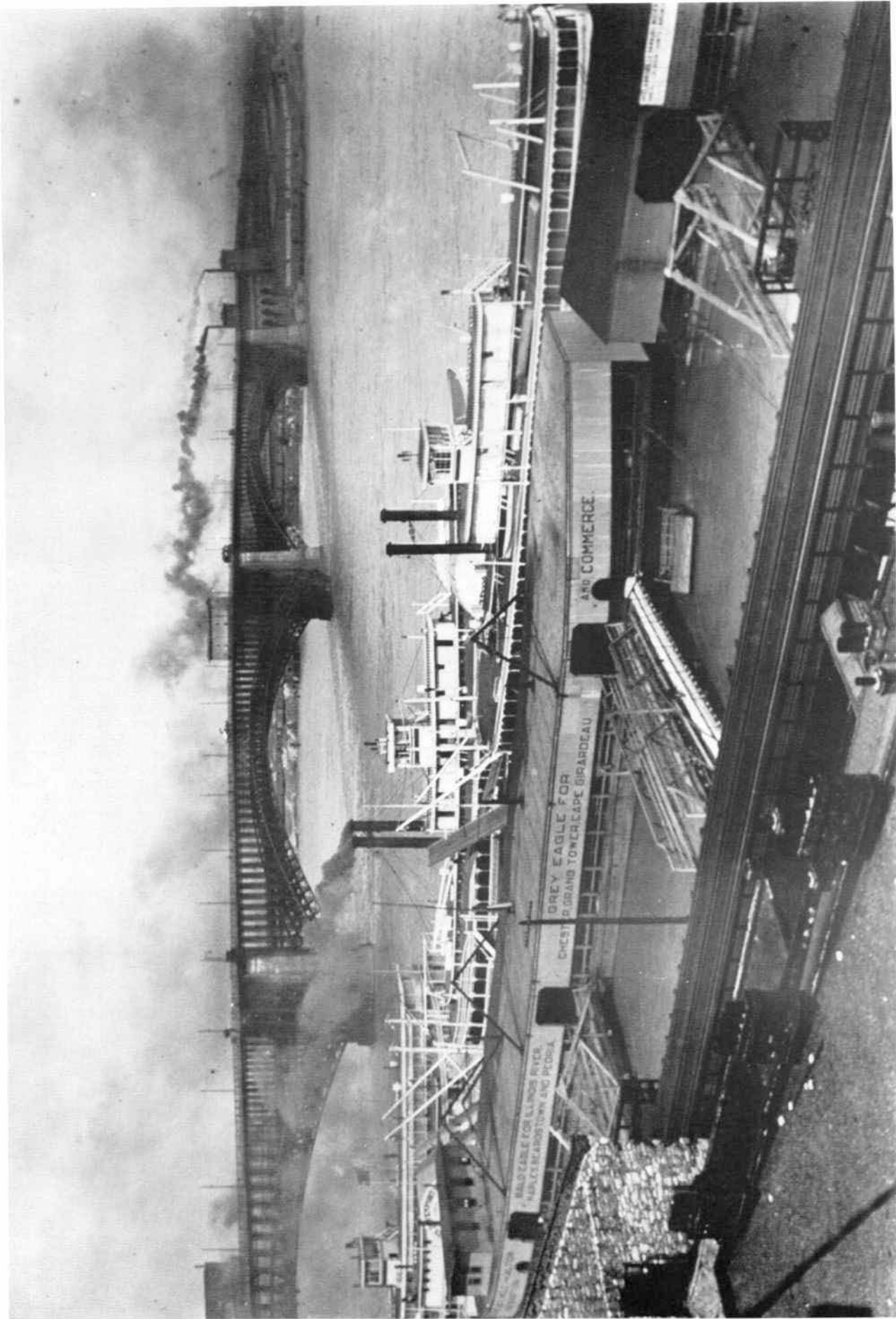
Soon before he died in 1952 the Union Barge Line, Walter's last employer, bought the diesel towboat JOHNNY WALKER, this in 1951. They were fumbling around trying to pick a new name for her. So they asked Walter Booth for his suggestion. "Wat--ee?" Sure as you are a foot high they named her LIBERTY. In such manner Capt. John K. Booth's grandson passed the name into the modern diesel world. He died with a LIBERTY still on the rivers. -Ed.

Sirs: In several of the pictures of the LIBERTY (particularly in the blow-up at Boomer and on the front cover) there is some sort of reel or windlass mounted over the main stairway on the boiler deck. I don't remember seeing such a thing before. I wonder if it was used to store extra line?

Lawrence E. Walker,
1052 Breedshill Road,
Cincinnati, O. 45231

=Yes it was. -Ed.

On the night of June 3rd, 1898, someone entered the pasture where Capt. J. Mallory of Clarington, O. was pasturing cows, caught two and tied them so fast by their tails that in pulling to get loose one's tail was pulled off and the other broken. A short time before, the Captain had to shoot at two men who were stealing his chickens. He says he still has that same gun well loaded and ready if needs be.

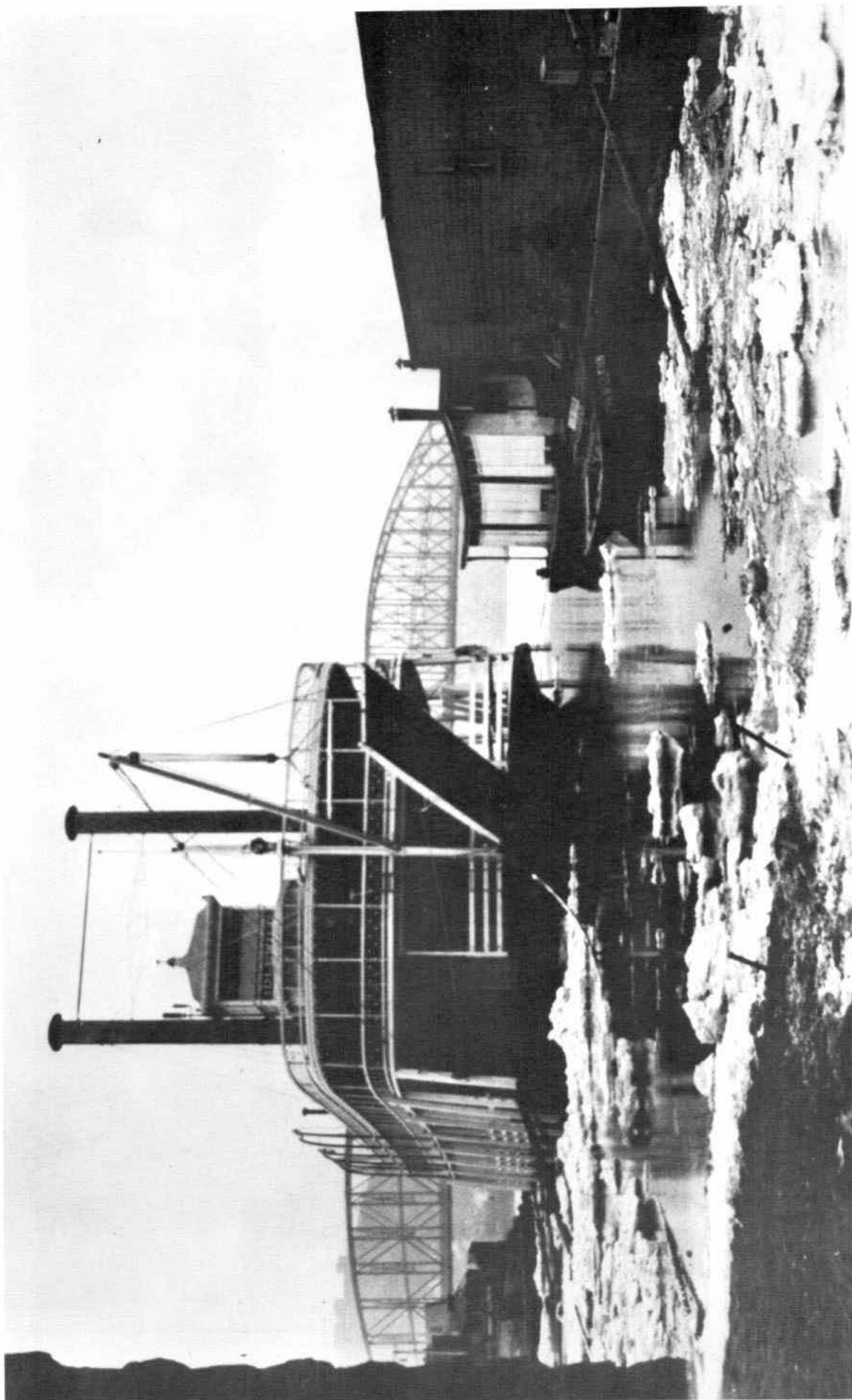


S T. LOUIS WATERFRONT c. 1900-1903, dated by the presence of the CITY OF CLIFTON moored at East St. Louis in the opposite scene. The HILL CITY is the CITY OF MONROE lengthened and re-named in 1903. The QUINCY partly shows at left in the view above;

SPREAD EAGLE (center) and BALD EAGLE moored at the 307-ft. Eagle Packet Co. wharfboat originally the hull of the LEVIATHAN built at New Albany, Ind. in 1864 which had the 36' x 11 ft. engines from the ECLIPSE. John Hartford found these two photographs.



See caption under picture on the opposite page.



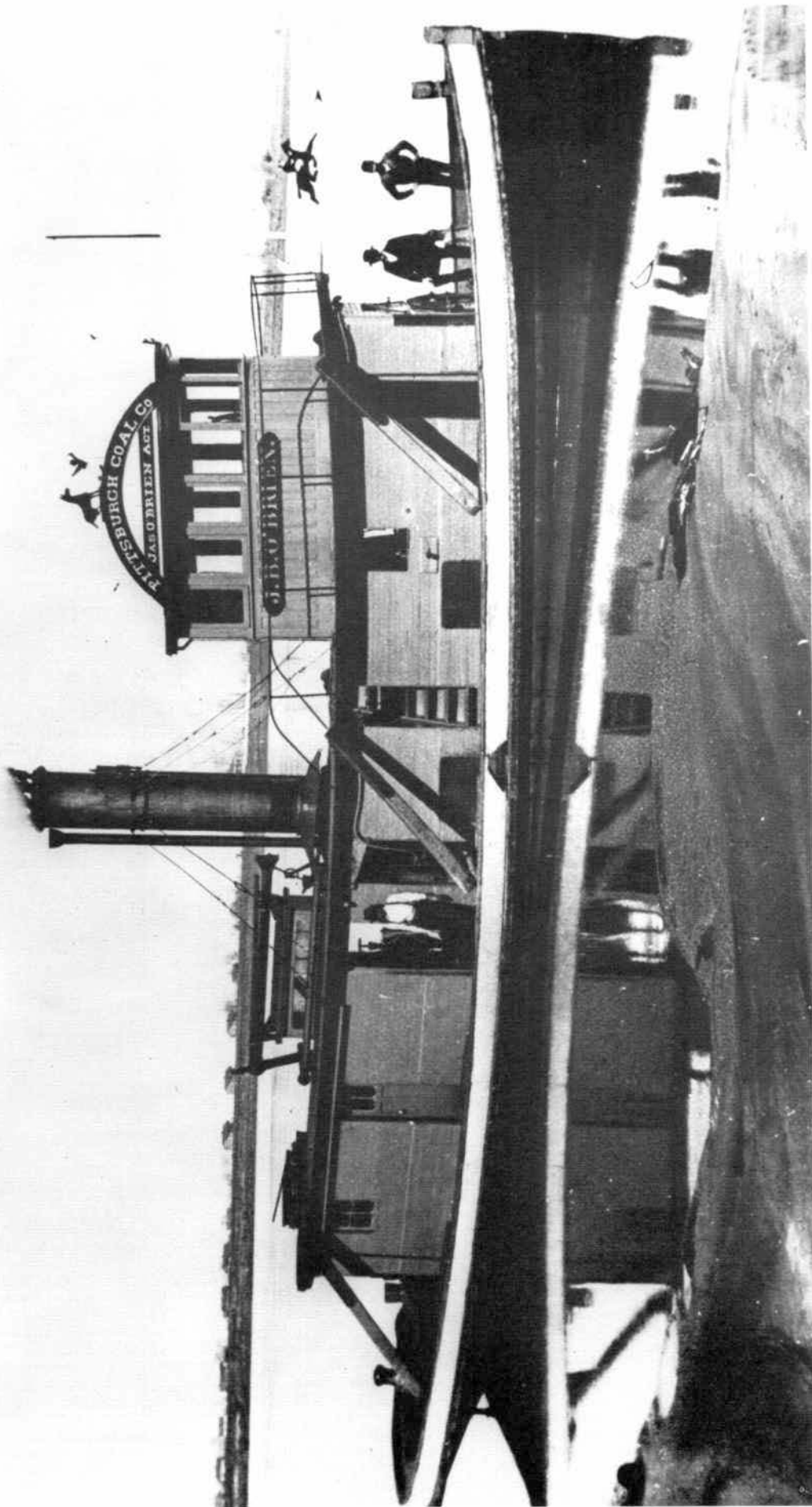
EXCURSION STEAMER IDLEWILD in the Allegheny River, Pittsburgh, ready to leave for Memphis on her delivery voyage as soon as the ice runs out. She is temporarily tied below the Sixth Street bridge, and departure was made on the morning of Saturday, January 9, 1915. The hull and boiler deck framing were erected on the river shore abreast of the James Rees & Sons Co. shops about midway between where she lies in this picture and the Manchester bridge in the distance. This, the last steam passenger boat built in downtown Pittsburgh, later became the AVALON and today is the BELLE OF LOUISVILLE. The Rees firm built her for the West Memphis Packet Co. headed by Charles W. Hunter, president; Henry Hotter, v.p. and secretary, John C. Wychoff, treasurer and general manager, plus three other stockholders. She was launched Oct. 17,

1914 and completed at the same location. Her Rees engines were 16'-s-6½ ft. and had seen service on a prior boat, although nobody to this day knows what boat they served on. They are still on her today. She still blows the original whistle supplied by the Rees firm. Capt. Stewart Conner piloted her from Cincinnati to Memphis and the chief engineer for the whole of the delivery trip was Charles F. Halstead. We are obliged to the University of Wisconsin's Murphy Library Collection for the print, which they copied from an original in the Donald T. Wright Collection at Tulane University. Incidentally, Ralph DuPae tells us that the skiff in the foreground of this picture is named JOHN W. GLENN, easily read on the original print. Some relative to our U.S. pioneer in space flight John H. Glenn, Jr.?



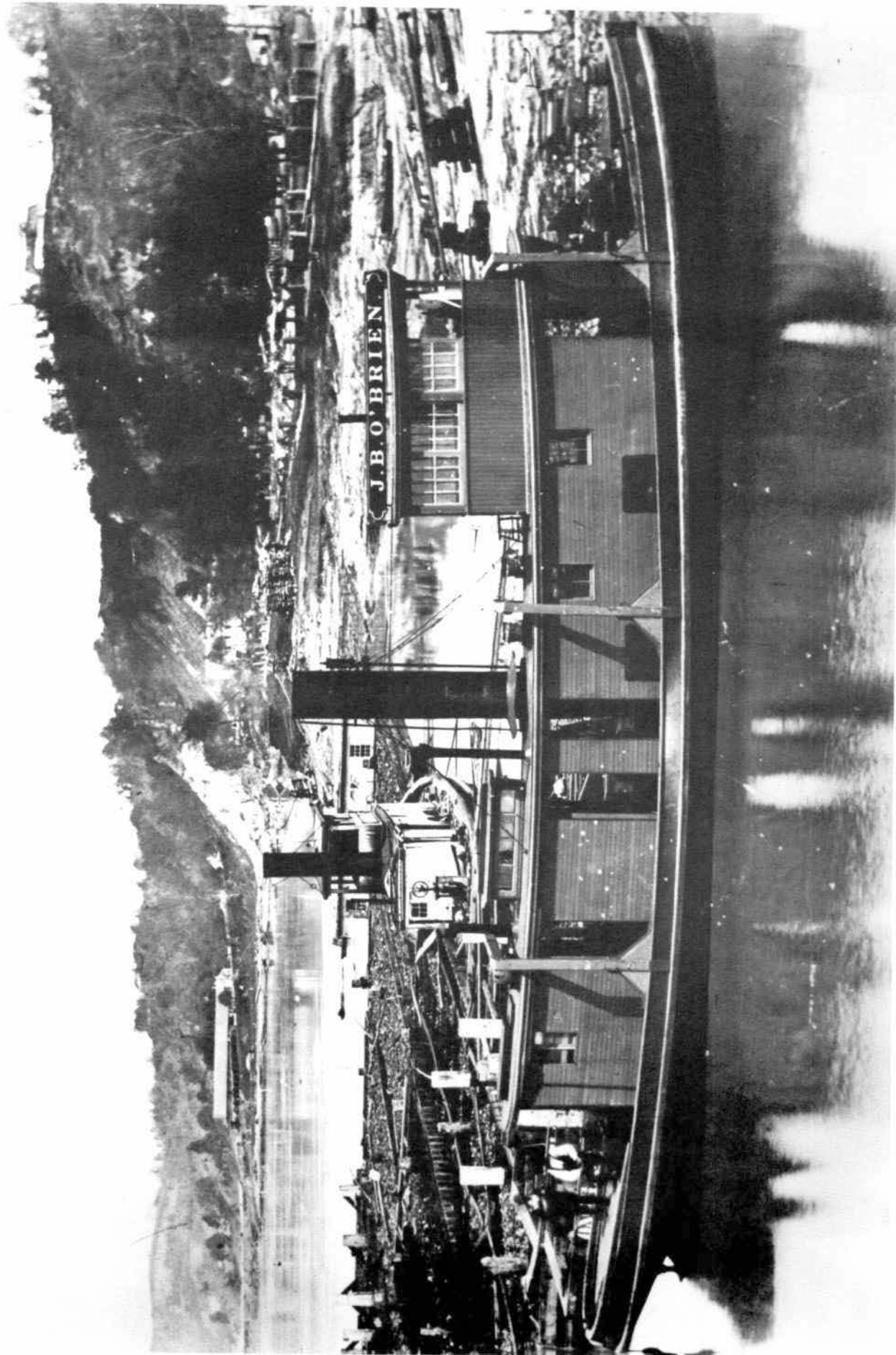
THANKS to the photography of Henry C. Norman we have this detailed shot of the LULA PRINCE landed at Natchez. The packet was built at the Axton Yard, Brownsville, Pa. on the Monongahela River in 1891. Her wood hull was 142.5 x 29.2 x 4.2. Capt. Thomas Prince ran her three trips a week Natchez-Bayou Sara, leaving Natchez Tuesday, Thursday and Saturday at noon. Charles Pfaffenbach was first clerk. The "big" LIBERTY took her place following her near destruction in 1897. After the rebuilding at Madison, Ind. she ran Natchez-Baton Rouge, Capt. A. B. Crittenden, with J. H. Kellogg as clerk. Capt. Tom Prince used the horseshoe-and-star emblem on freight bills, a few of which still exist, and our thanks to Howard B. Peabody for sending us some of them

just lately. During her last year, ownership had been transferred to R. F. Learned and others of Natchez who ran her in connection with their logging operations, and they chose Capt. Charles Pfaffenbach as master, her former clerk. She sank, probably from snagging, at Fish Pond Landing on the lower Mississippi at 3 p.m., May 18, 1899. The tugs LIZZIE B. and THOMAS HEIDEL were dispatched to the scene but arrived too late to assist. The new Learned packet BETSY ANN was making her maiden trip in the Natchez-Bayou Sara trade that same week. --And we have been giving a hard look at the whistle in this picture and it surely is quite similar to the one the BETSY wore all of her career. Our thanks to Dr. Thomas H. Gandy and to the Murphy Library people, La Crosse, for making available this, and the wreck picture.



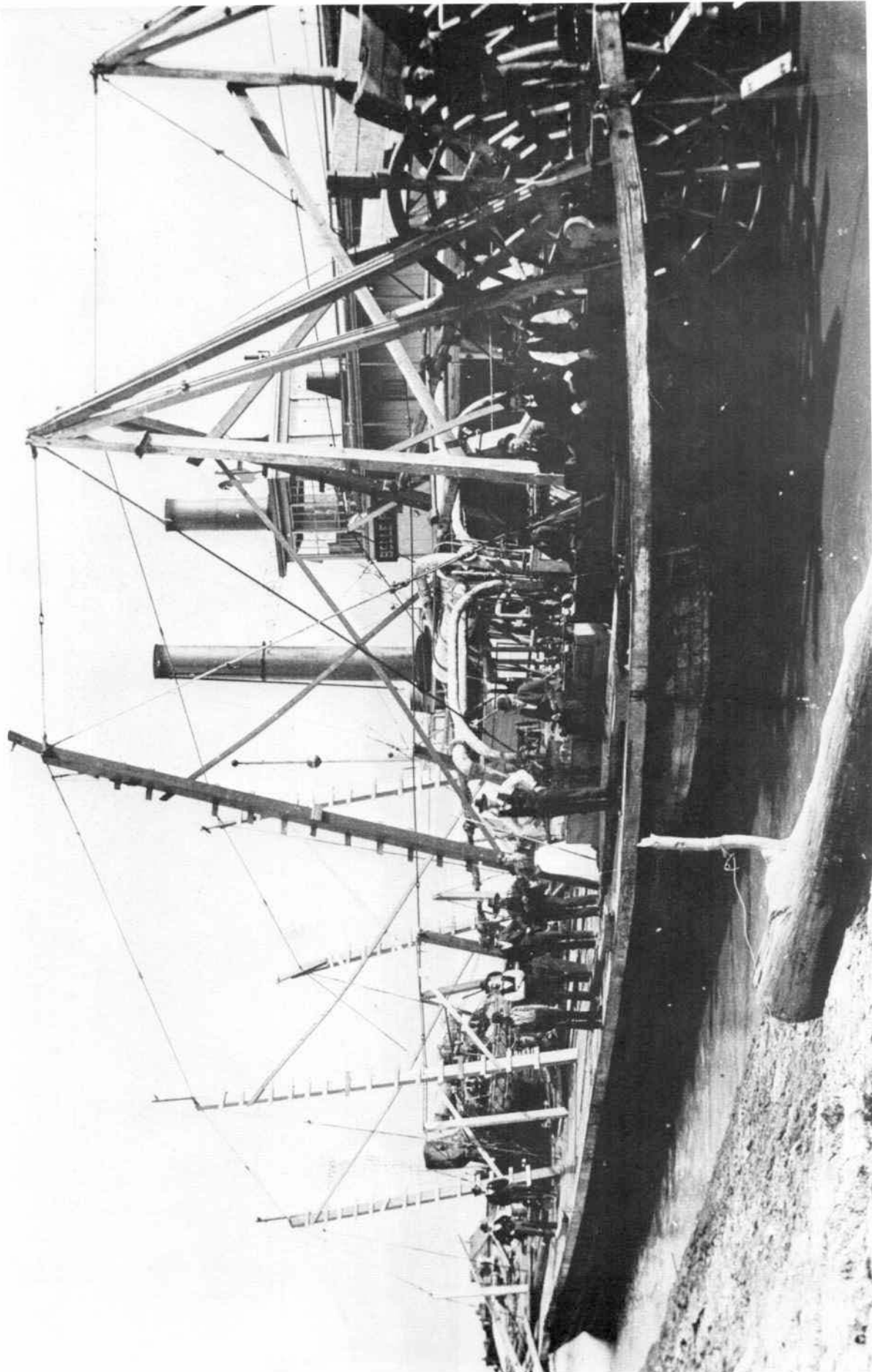
DR. THOMAS H. GANDY of Natchez supplied these two pictures of the tug J. B. O'BRIEN wondering if we might supply a bit of information about them (or it.) Two different tugs, or the same one? First off, both pictures were taken at Natchez and in the 1880s the tug had feathers on her stack, partly obscured in the above view by exhaust steam. She is documented as built at Pittsburgh, Pa. in 1878, hull 70 x 16 x 7. In researching old Pittsburgh newspaper files for 1878 we ran upon mention of an iron hull tug contracted that spring by C. T. Dumont, Cincinnati engine builder, to the Ritter & Conley Co., Pittsburgh. Then on Nov. 15, 1878 is this item: "The new iron hull tug J. B. O'BRIEN built on

the South Side for O'Neil & Co. was successfully launched today and probably will be taken to Louisville by the FRED WILSON NO. 2." Over the pilothouse in the above picture is a sign: PITTSBURGH COAL CO., JAMES O'BRIEN, ACT. When the "Combine" was formed in 1899 the O'Neil coal holdings and Floating property became part of the deal, and next we know is that the Combine renamed the tug S. S. PRENTISS. They were the owners in 1909 when a 66 m.p.h. hurricane on April 20th sank the tug near Natchez. She was raised and taken to New Orleans for repairs. (See caption under the next picture for more on all of this.)



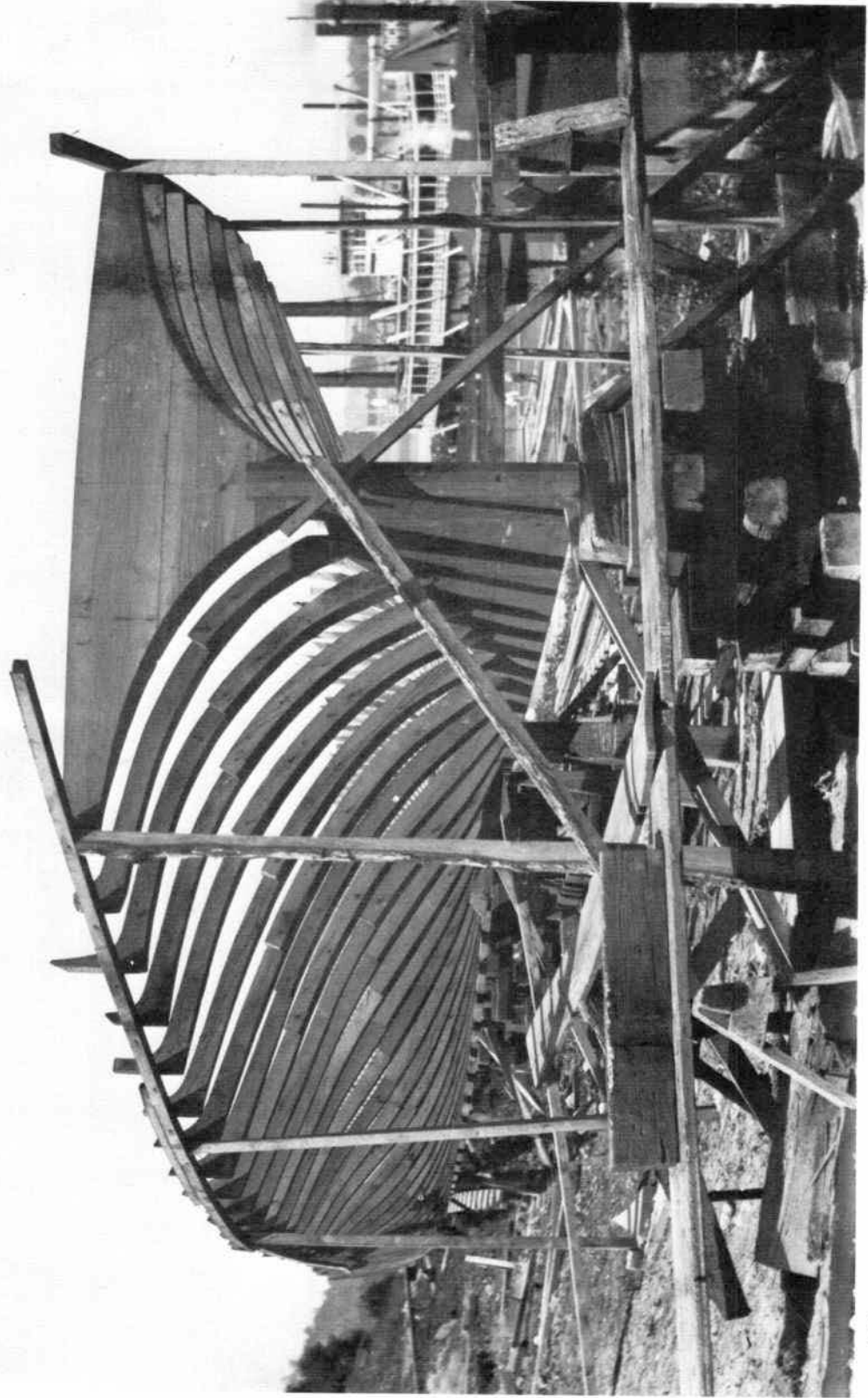
YES, the same tug shown in the foregoing view, now a bit modernized. We have no picture of her as the S. S. PRENTISS but she still carried that name, documented at New Orleans, in 1918 and maybe later. Next we know she had been sold to the Greenville (Miss.) Sand & Gravel Co. and was bearing the name W. N. FRY. A note in The Waterways Journal, March 1930, listed Capt.

Carl R. Cutting as master, with E. E. Higgs, chief engineer, then at Vicksburg. She then was 52 years old, still steam. Anybody know what happened to her, or other details? Our thanks to the University of Wisconsin's Murphy Library people, La Crosse, for these two prints from Dr. Gandy's collection.



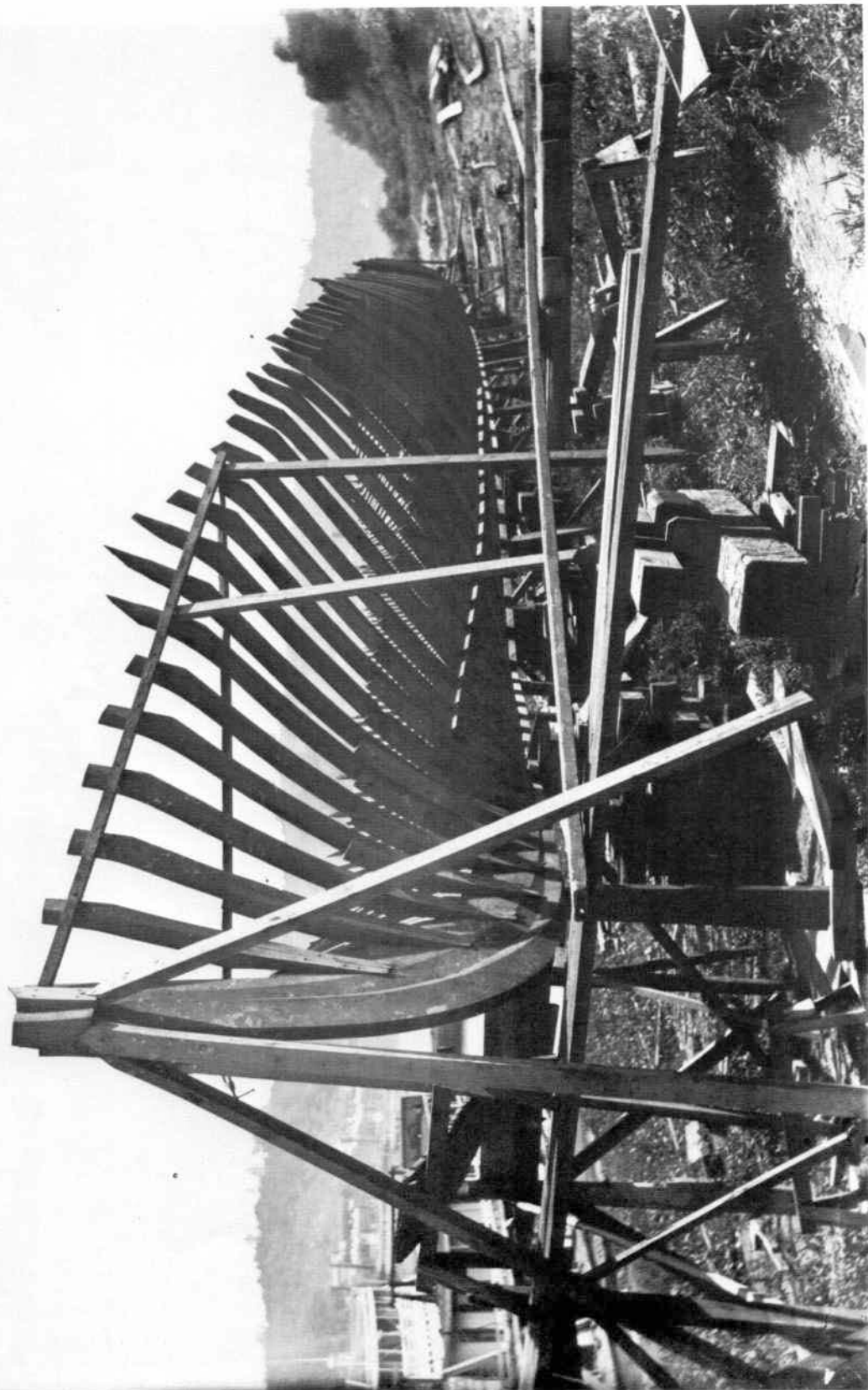
DR. THOMAS H. GANDY, Natchez, owns the original glass plate from which this print is made, doubtlessly taken by Natchez photographer Henry C. Norman. Problem: what's it all about? The presence of the towboat BELLE PRINCE in the background is of some help, based at Natchez from the mid-1890s until she was lost in a storm in July 1907. Our surmise, based principally on the peculiar hogchain system, plus the rather obvious fact that the wrecked boat

had been a model bow packet, is that she is what's left of the LULA PRINCE after her near demise in a sinking during the spring of 1897. The wreck was cleaned up somewhat and readied for a trip north to Jeffersonville for complete rebuilding. The ALICE BROWN took her in tow but for some reason, probably because the Howards at Jeff had the yard loaded with work, she was dropped off at Madison, Ind. and the work was done there.



STERN VIEW of the LIBERTY's hull, Middleport, O., in 1900. The towboat DICK FULTON is laid up for low water at the right. This is an exceptional picture of

a "pink stern" side-wheeler's framing, a Scottish term also written "pinkie" or "pinky." Boats so built had but a single rudder wagging along behind.



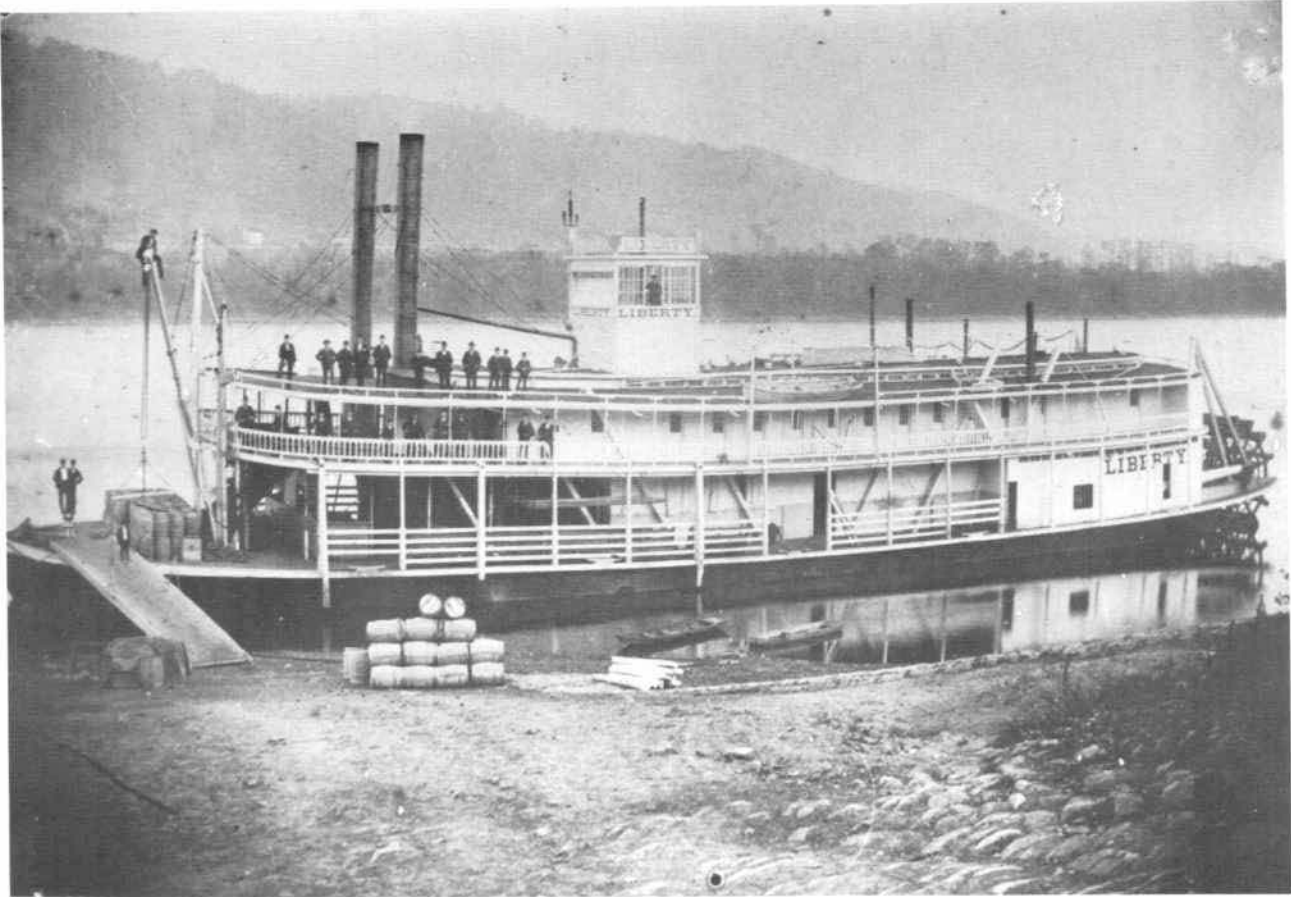
SIDE-WHEEL steamer LIBERTY framed and ready to plank at Middleport, Ohio in 1900. Built by Capt. Asa Booth and others. Hull 128.4 x 20.5 x 4.2. A few details of this were mentioned in our March '81 issue,

page 10. This is the first look we've had of boat-building at Middleport. Both pictures were taken by G. B. H. Sandford, Marietta, and they come to us courtesy of Jerry Devol. Notice absence of any launchway.



ROBERT CLARK HARRELL, P. O. Box 402, Gadsden, Ala. 35902 has been digging into sort of a Pandora's box and now comes up with this interesting scene taken at Evansville, Ind. in what we judge to be 1894. The LITTLE CLYDE, brand spanking new, had just been built at Spottsville, Ky.; the CITY OF CLARKSVILLE that year was running Evansville-Green River (center) and to the right is the Evansville-Paducah packet JOE FOWLER. The LITTLE CLYDE was 105 x 20 x 3, owned by M. L. Sauerheber (as of 1905 at least) and was replaced in 1907 with a slightly smaller LITTLE CLYDE

built at Rumsey, Ky. which in time was renamed WENONAH which last was owned by showboater J. W. Menke who scrapped her in 1951. Some while back, about 15 years ago, we had a letter from Mrs. Harry J. Cook, Jr., then living in Perryman, Md., who recounted to us that her great-grandfather Andrew Jackson Wolverton, living in Warren County, Ky., was a ring-leader in bringing the CITY OF CLARKSVILLE to the Green River trade in 1894. The JOE FOWLER hardly needs introduction.



PHONE CALLS and letters are still coming in about the LIBERTY feature in our June issue. Latest surprise is the old freight bill reproduced below, sent by Howard B. Peabody, Jr., late of Natchez and now of Blue Hill, Maine. Howard wonders if this LIBERTY on the freight bill is kin-folk to the ones mentioned in the story. Yes, sir-ee, sir; it surely is. It's from the "big" LIBERTY of 1889 built for Capt. John K. Booth. Above is the "big" LIBERTY's portrait, new, at Clarington, O. She was built on a wood hull 161 x 34.4 x 5. Capt. John K. Booth sold her, Sept. 25, 1896 to Capt. Tom Prince, Natchez, Miss. for the Natchez-Bayou Sara trade. The bill is dated Jan. 11, 1898, made out to Brown & Learned (R. F. Learned was just about to build the BETSY ANN) for a shipment sent to Jackson Point; 2800 ft. lumber (26 pieces),

18 bundles of shingles, 5 packages containing 225 ft. of lumber, and 6 jack screws. When the BETSY ANN came on the track the LIBERTY, with other owners, went to the Memphis-White River trade where she ran up a coal bill, resulting in the "Combine" selling her, with N. M. Jones representing them, for \$3,400. Jones was high bidder, and soon arranged a sale, this in November, 1902, to Eanes & Jackson, Mobile, where she was taken to run Mobile-Demopolis, plagued with financial troubles and at least one U. S. Marshal sale. "Commodore" John W. Hubbard, Pittsburgh, sent Capt. Henry Kraft and son Harry to Mobile in October 1912, and arranged purchase. They brought her to Pittsburgh (and that's a harrowing story), docked her at Dravosburg, renamed her CITY OF PARKERSBURG, and early in 1913 entered her in the Pittsburgh-Parkersburg trade.

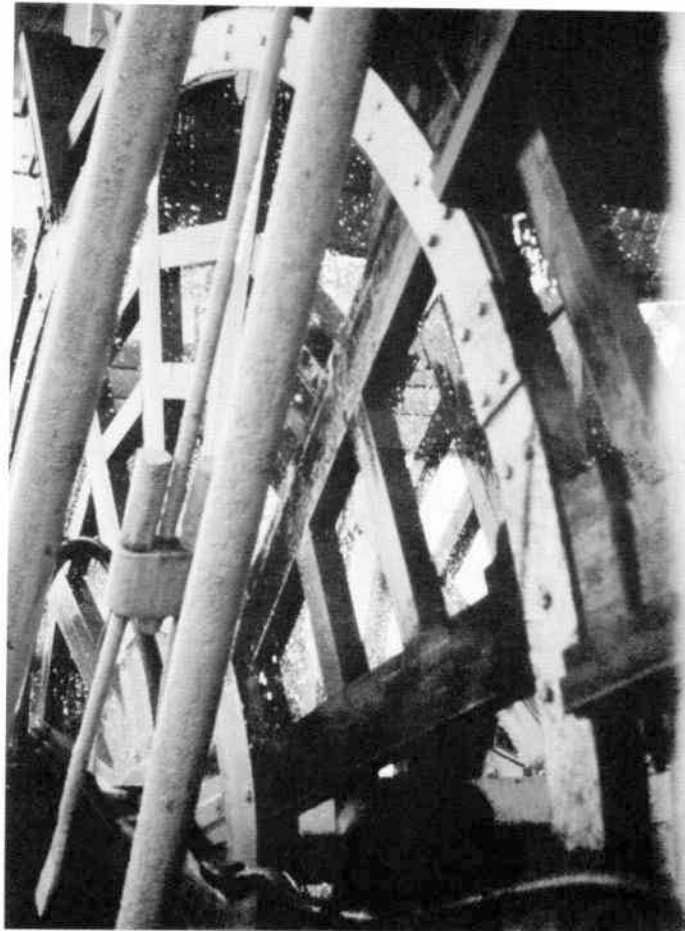
	NATCHEZ & BAYOU SARA UNITED STATES MAIL LINE PACKET.		LEAVES NATCHEZ TUESDAY, THURSDAY & SATURDAY AT 12 M. LEAVES BAYOU SARA WEDNESDAY, FRIDAY & SUNDAY AT 4 A.M.	
	Crown & Learned JACKSON Pt. JAN 11 1898			
TOM PRINCE, Master C. FFAFFENBACH, Clerk		TO STEAMER LIBERTY, DR.		
NOTICE - All Reclamations must be made within FIVE DAYS after date. POSITIVELY No C. O. D. BILLS CARRIED				
TO FREIGHT ON		FREIGHT	CHARGES	TOTAL
2800 Ft. Lumber (26 Pcs)		11 20		
18 Bales Shingles		12 50		
5 Pkgs 225 Ft. Lbr		90		
6 Jack Screws		30		
				13 60

Paul R. Coppock of the Commercial Appeal, Memphis, informs us as of June 26 last, that no substantial progress has been made in removing the SPRAGUE from the Yazoo River, Vicksburg. A Memphis construction firm has a contract to do the work but has been hampered by high water and other unexpected difficulties. Meanwhile time has been running out inasmuch as the Achilles Construction Co., by terms of the contract, was obliged to show "substantial progress" by July 5th. So far the Mississippi State Building Commission has granted them three 60-day extensions, and has paid the contractor an initial sum of \$24,000 on the \$227,500 job. No more extensions will be granted. Those on the scene say the outcome looks more like a lawsuit than a recovered SPRAGUE.

The Ohio River Museum, Marietta, Ohio 45750 now has available a set of blueprints of the W. P. SNYDER JR., prepared by Alan L. Bates. Ten 15" by 20" sheets detail the overall profiles, deck and roof arrangements, transverse and longitudinal cutaways, hog-chain details, and the last page presents a brief history of the old steam towboat. All drawings are scaled $\frac{1}{4}$ " to the foot. Model builders please take note.

Proceeds from the sale of these plans go to restoration of the SNYDER, now in her 26th year on display at Marietta.

Mail orders are welcomed, priced \$15 plus \$2 postage and handling.



John B. Briley, manager of the Ohio Historical Society properties, Marietta, took this unusual picture last October 21, 1980.

As you can see by the droplets and spray, the paddlewheel was turning. What paddlewheel?

Sure! The paddlewheel of the W. P. SNYDER JR. While under tow, enroute to Point Pleasant Marine, the wheel turned up about 6 r.p.m.



JIM WALLEN sends us this picture and says this of it: "The WYOMING's bell is owned by Edwin G. Polan of 206 North Blvd., Huntington, W. Va. who bought it a good many years ago from Bob Heslop and had it trucked to Ed's farm in Greenbrier County, W. Va., between Alderson and Alta." The wording cast in the bell reads: CAST BY A. FULTON & SON CO., PITTSBURGH, PA. 1879. STEAMER WYOMING, CAPT. W. W. COULSON. Yes, Col. Robert Heslop and Forrest W. Ingraham located the bell at Onawa, Iowa in 1942 and brought it to Point Pleasant, W. Va. with the idea of using it for the town's alarm bell. The WYOMING was the last-built of Mississippi Queen triplets designed for the St. Louis-Fort Benton trade on the Missouri. She made but one trip to the Fort (1882) departing June 25th with what was described as the largest cattle cargo ever to leave there, 316 head, shipped by Asa Samples. Her enormous hull was built at Sewickley, Pa. in 1879, 257 x 45 x 6. The two others of this celebrated trio were the MONTANA and DACOTAH. The roof bell from the MONTANA in 1940 by some circuitous route was on the towboat KENOVA, ex-CROWN HILL, and we do not know what became of it.

The TV news programs nearly every night it seems have been issuing bulletins of the button, button, who's got the button? latest dope on Conoco, Diamond Shamrock, DuPont, et al. Looked there for a time like Conoco was about to sop up Diamond Shamrock which, so said the Wall Street Journal, is about to acquire Amherst Coal Co.

Looks today like Conoco and DuPont have applied for a marriage license. This means, we take it, that Diamond Shamrock and Amherst will go to housekeeping by their own two selves, a social event of West Virginia consequence nevertheless and notwithstanding.

Amherst Coal involves our good S&D friends, the Charles T. Jones family over there in Charleston. Nelson, a son, is active in the firm's river operations.

Chairman W. H. Bricker of Diamond Shamrock, heavy in energy, technology and chemicals, based at Dallas, Texas, says Amherst would operate as a subsidiary under its own present name and management.

Amherst grew out of the Hatfield and Campbell's Creek Coal Co. beginnings in the Kanawha River valley. In 1980 it produced 1.9 million tons of coal from its mines in Logan and Wyoming counties, W. Va. Amherst controls about 225 million tons of metallurgical and low-sulphur steam coal reserves.

The stock-swap proposal for the planned Diamond Shamrock-Amherst merger involves about \$201 million.

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 noted 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.

Franklin W. Smallman writes from 4840 Greencrest Road, Baltimore, Md. 21206 seeking information regarding the steam tug R & J WATSON built at Belle Vernon, Pa., 1859. No photograph of her exists, so far as we know about. From what we gather she was built at the Wm. F. Speer yard for the gentlemen who later built the towboat AJAX, cock-of-the-walk until the JOHN A. WOOD came along, John, James and Robert Watson. They called their coal firm R & J Watson. The Rebs appropriated her, made of her a gunboat of sorts, and renamed her LITTLE REBEL. She sank during the Battle of Memphis while under the command of Capt. James White Fow-



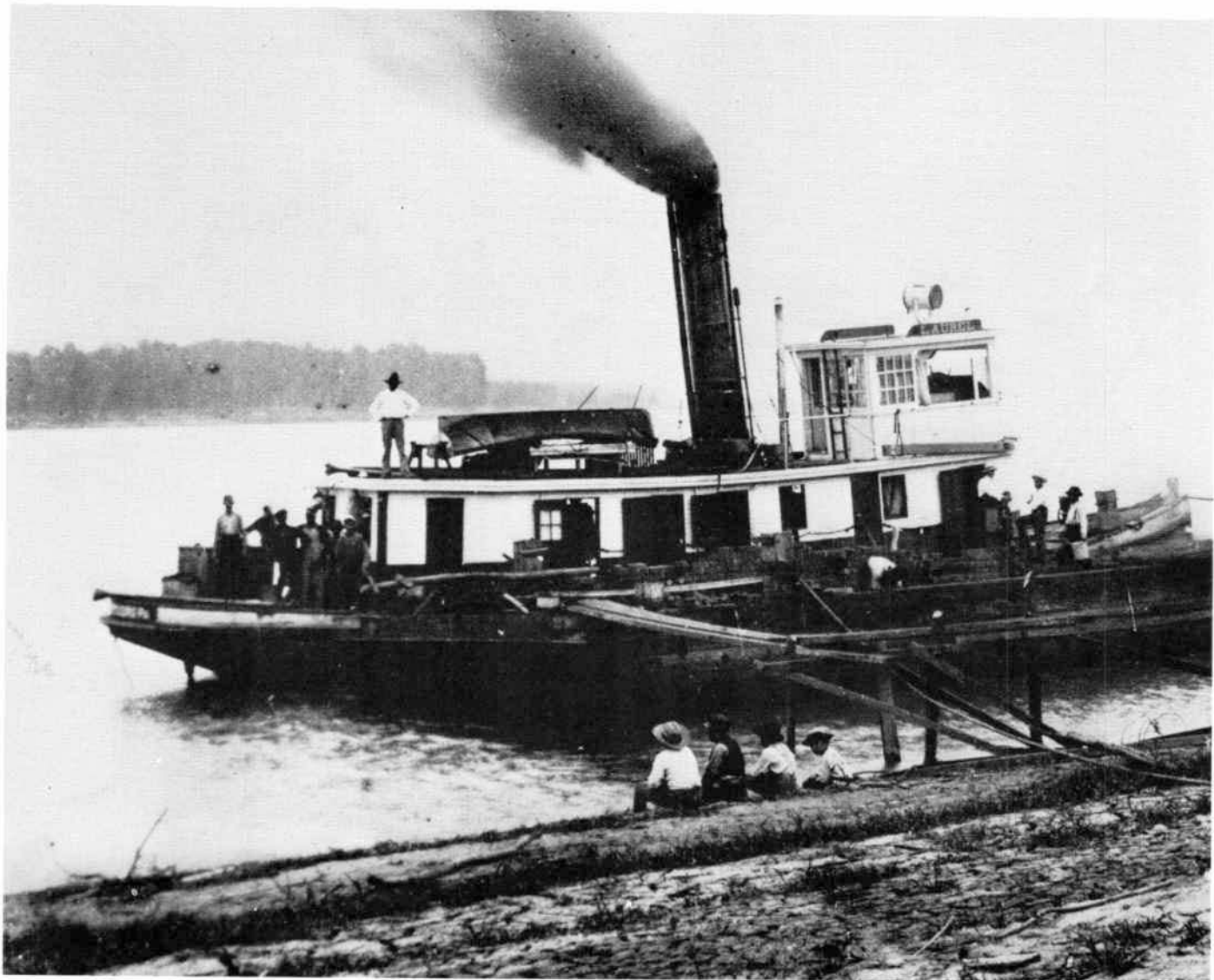
EVERY NOW AND AGAIN this photograph pops up. All who examine it agree that these three gentlemen are aboard the J. M. WHITE. Dr. Thomas H. Gandy, Natchez, has the original glass plate from which this is made, taken by the celebrated Natchez photographer H. C. Norman. The gentleman in the center with the prosperous stomach interests us most of all. We envision him as a wealthy planter, cotton running out of his ears, a string of racehorses maybe, gorgeous wife and daughters, a ne'er-do-well son, ensconced in a Delta mansion. Ralph DuPae suggests he's maybe Capt. John W. Cannon but we're ruling that possibility out, and certainly he is not Capt. John W. Tobin. The lean gentleman at the right might be the boat's first clerk, and again maybe not. The one to the left could be the off-watch pilot, a sarcastic tyrant with menials. All three have just had shoe-shines. Oh, well, maybe that's as much as we'll ever know about them at this late day and age.

ler, younger brother of the Paducah Fowlers. He and several others of the crew swam ashore, found a yawl, and rowed to Vicksburg. The U.S. retrieved her, made repairs, and brought her out again as the LITTLE REBEL in U.S. service. After the war she was sold to the Good Intent Towboat Co. in New Orleans, now named SPY, and her documentation at this time shows her to have been 102 x 20.4 x 8.7, a fair-sized tug. She was single prop working a 18" bore by 24" stroke h.p. engine, powered by two boilers.

Mr. Smallman, among other questions, wonders who made her en-

gines, and that we don't know.

In May 1933 the excursion steamer IDLEWILD left St. Louis for a tramping trip up the Missouri River. The port of St. Louis had an "old-time" look what with the J. S., SAINT PAUL, CAPE GIRARDEAU, PIASA, GOLDEN EAGLE, CITY OF ST. LOUIS and PRESIDENT at the landing. Meanwhile the CHRIS GREENE was making her first trip in the Cincinnati-Louisville trade. The excursion steamer WASHINGTON had arrived at Pittsburgh to open her summer season.



STEAM TUG named LAUREL was built by the "Combine" at New Orleans in 1903 on a wood hull 65.7 x 16.8 x 7. She was single prop and had an 18" by 18" high pressure engine with one boiler 90" by 10 ft. This picture of her showed up in the collection of glass plates taken by the celebrated Natchez photographer Henry C. Norman. Although not dated, the carbon-arc searchlight is sort of a giveaway that this is the 1903 LAUREL, and not her predecessor. The original tug LAUREL dated back to 1862, slightly smaller in hull, but worked an engine of about the same size. In-

asmuch as the first LAUREL was removed from documentation in 1903 it's quite possible that some of her equipment went to #2. Mr. Norman took practically all of his photographs at Natchez, although this one may be at Bayou Sara where #2 LAUREL was headquartered. #2 was still operating in 1913 and thenceforth we have no record of her. For this picture we are indebted to Dr. Thomas H. Gandy, Natchez, who owns the Norman plates, and to the Murphy Library people of the University of Wisconsin photo project at La Crosse.

In August 1951 J. Mack Gamble received his Bachelor of Science degree in Education from Ohio University, Athens. Mack was required to prepare a thesis, which he did, and ultimately it became the book "Steamboats On the Muskingum" published by the Steamship Historical Society of America.

What's in a name? Mrs. Helen Missouri (Romick) Williams of Pittsburgh lived years ago in Sardis, O. and New Martinsville, West Va., named after her grandmother Missouri Romick, whose father Henry Romick was a mate on the Missouri River when she was born.

In August 1953 rivermen said the towboats W. P. SNYDER JR. and W. H. COLVIN JR. of the Crucible fleet, built in 1918 and 1919 respectively, were the oldest stern-wheelers still in regular operation on the Monongahela River.

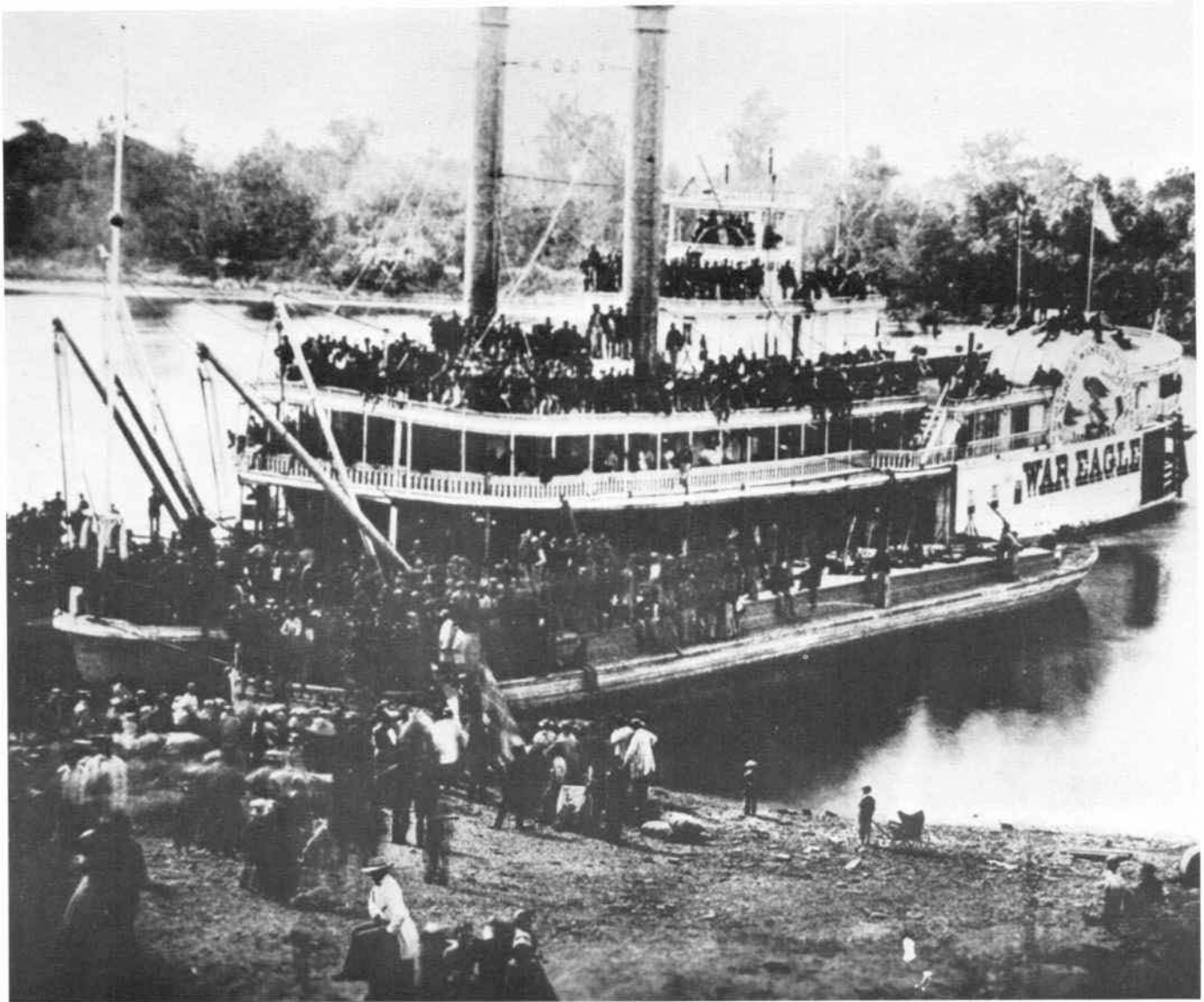
In August 1898 the narrow gauge B. Z. & C. railroad advertised an excursion from Woodsfield to Zanesville, O., the round trip \$1. At Zanesville the excursionists could avail themselves of a steamboat ride on the Muskingum to McConnelsville and return, fare 25¢. Two hundred and fifty mile ride for \$1.25.

Paperback edition of SAGA OF THE DELTA QUEEN, full text, illustrated 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.



RALPH DUPAE makes the point that this may be a "new" picture of the WAR EAGLE that burned at La Crosse, Wis. in 1870. Ralph procured it from the Goodhue County (Minn.) Historical Society, headquartered at Red Wing, the county seat. Yes, it's "new" sure enough; new to our eyes at least, although there exists a broadside view taken at Winona (location identified by Lewis I. Younger) with decked model barges slung under her arms, a swarm of humanity aboard, which very well may have been taken on this same occasion. Just what the occasion may have been is conjecture, but Bill Petersen tells us in his "Steambotting On the Upper Mississippi" in Chapter 32 of two railroad excursions Capt. Daniel Smith Harris ran with the WAR EAGLE to St. Paul and the Falls of St. Anthony, one in 1854 and the other in 1858. The first one celebrated the

construction of the Chicago and Rock Island Railroad; the second one the completion of the Milwaukee and La Crosse Railroad. Bill Petersen's chapter is devoted entirely to the first such excursion, originating at Rock Island, but makes no mention of model barges lashed alongside. Bill does elaborate on the fact that the first r.r. excursion was seriously oversold, so much so, that 1/3 of the crowd brought from Chicago by two trains of nine cars each, could not be accommodated on seven packets recruited for the event. The original photo from which the above picture is made has no writing on it to identify time or place it was taken, but we are now wondering, inasmuch as it comes from Red Wing, Minn., perhaps that's where it was taken. This WAR EAGLE was built at Fulton (suburb of Cincinnati) in 1854 and burned at La Crosse on May 15, 1870.

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Any or all of these will be carefully wrapped and mailed to you at the going price, \$3 per copy. Address Frederick Way, Jr., at address on page 4.

The pilotwheel from the towboat CRUCIBLE is in excellent shape and is the property of G. Whitney Snyder, exhibited in a carriage house adjoining his home on Sewickley Heights. The CRUCIBLE was originally the CHARLEY JUTTE built at the Howard Yard, Jeff., 1904. After her retirement in 1948 the pilotwheel was used for some years at the Crucible Steel landing, Midland, Pa., to assist in moving coal barges. Mr. Snyder procured it when the landing was discontinued. It has a diameter of 10 feet over the spokes.

The Parkersburg News, Sunday, June 14th last, carried a story about Hazael Coleman Williams, the "Floating Gallery" Williams who photographed the West Virginia oil boom and many a steamboat. A son of his, Charles Early Williams, was a long-time S&D member until his death in May 1976 (see Sept. '76 issue, page 40.) The News article, by Dot R. Griffin, quotes liberally from the 1902 edition of "Men of West Virginia."

Hazael Willimans was born at Muses Bottom, Jackson County, West Va. on Oct. 15, 1859, not far below Long Bottom, O. Williams' Landing was just below Dewitts Bar, and is marked on the map of the chart book "The Ohio River" by R. R. Jones, 1922 edition. When still a young man he ran a general store on the Ohio side below the mouth of Dewitts Run and started a post office which became Hazael, Ohio, named for him. (R. R. Jones corrupted it to Hazel, O.) He was the first postmaster 1882-1886.



PROBLEM: Is this the cabin of the towboat EXPORTER? The University of Louisville Archives would like a positive id. The lettering on the forward skylight bulkhead sure enough spells out EXPORTER. What else? Surely not the old-time packet of the name 1872-1875. This EXPORTER has electric chandeliers even if there is a shaded oil lamp on the forward table out by the stove. The towboat EXPORTER was built at Madison, Ind. in 1895 for the grain firm, St. Louis & Mississippi Valley Transportation Co. She was in the St. Louis tornado, June 1896, and by all accounts the cabin was just about shorn away and had to be rebuilt. The "Combine" at Pittsburgh bought her in the spring of 1901 and we well recall her during these coal-towing days, although we never were on board to peek in the cabin. The Mengel Box Co. owned her when she participated in the 1929 celebration upon the completion of the Ohio River locks and dams. Finally for her last few years the Barrett Line owned her but did not operate her, dismantling her in 1936. The cabin suffered another disaster during her Combine days when she lost her pilothouse and part of the cabin during a fire at Pittsburgh in 1915. Anyhow this picture shows the cabin of the towboat EXPORTER; that much is a certainty. What we're wondering about is how come the University of Louisville has the print? This is another of the numerous "finds" by Ralph DuPae as he scours the U.S. for the vast University of Wisconsin project.

He married a Meigs County, O. girl, Dec. 31, 1885, Leonora C. Robert.

Hazael became enthused about tin-types, then photography, and coasted up-and-down the Ohio principally between Powhatan, O. and Marietta, taking pictures. The arrival of five children ended the "Floating Gallery" days and the family settled at St. Marys, West Va. One of the sons was named

Hazael Clifford Williams, and his widow, Mrs. Mary Williams, still lives there.

--Our thanks to Charles E. Arnold for the News clipping.

In August 1932 Capt. J. W. Menke took his showboat GOLDENROD up the Allegheny River and showed at Tarentum, Pa., said to be the first showboat ever to play at that city.

A twister-tornado visited Algiers, La. about 2:45 p.m. on Monday, June 22nd last. As it crossed the Mississippi River it turned itself into a waterspout and then blew off the front half of the Pauline Street Wharf in New Orleans. The threatening skies preceding the funnel-cloud prompted the skipper of the Algiers ferry to tie up beforehand. "It was mean looking," he explained.

A tug shoving a derrick-barge was spun completely around but nobody was hurt.

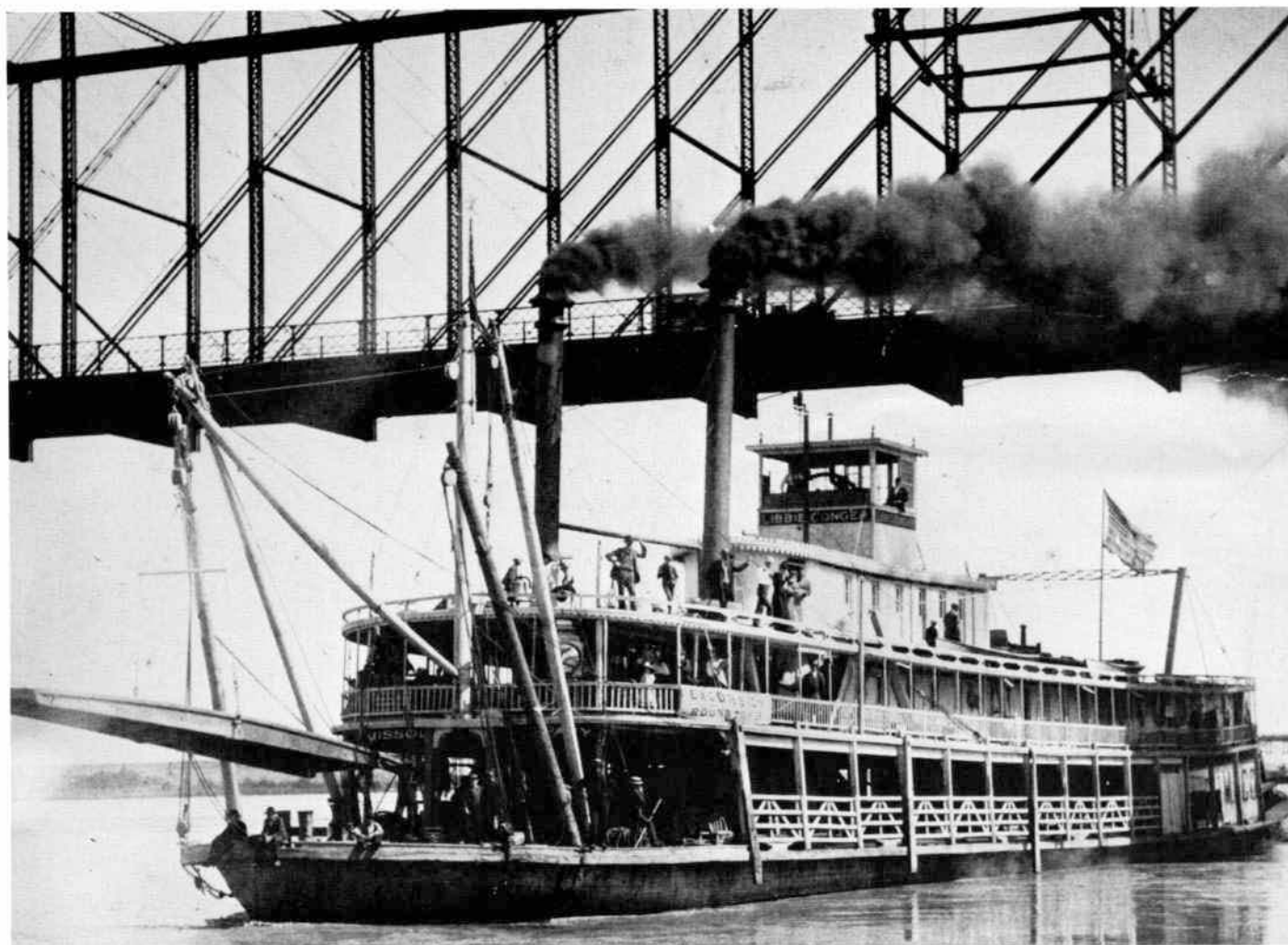
The NATCHEZ had departed from Toulouse Street on her regular afternoon excursion about ten minutes before the visitor appeared. It literally chased the boat down

the river. Chief Henry Foote got a "double gong" from the pilot-house, poured on the steam, and kept ahead of the celestial vacuum cleaner. It passed across the river about 900 feet astern of the excursion steamer, pulling water about 300 feet into the air. The rain accompanying the storm logged 2 inches in 30 minutes.

About 4,000 customers lost electric service in the area roughly between Louisa Street and the Industrial Canal, and between the river and North Galvez Street when two main feeder lines failed.

Several homes in Algiers were damaged, and the funnel tore the roof from the offices of a stevedoring company.

The largest industry at Hannibal, O. for many years was the huge greenhouse covering 3½ acres operated by Forest W. and Reuben G. Hoskins. They raised tomato, pepper, eggplant, cabbage and cauliflower plants, their sales often topping 150,000 plants a year. The business was commenced in 1911. On one occasion a severe summer hailstorm broke so many greenhouse panes that a special order was phoned to the Pittsburgh Plate Glass Co. in Pittsburgh, and the packet BETSY ANN was held at her landing there for several hours beyond her regular departure time to load these cases of glass aboard and rush the shipment to Hannibal.

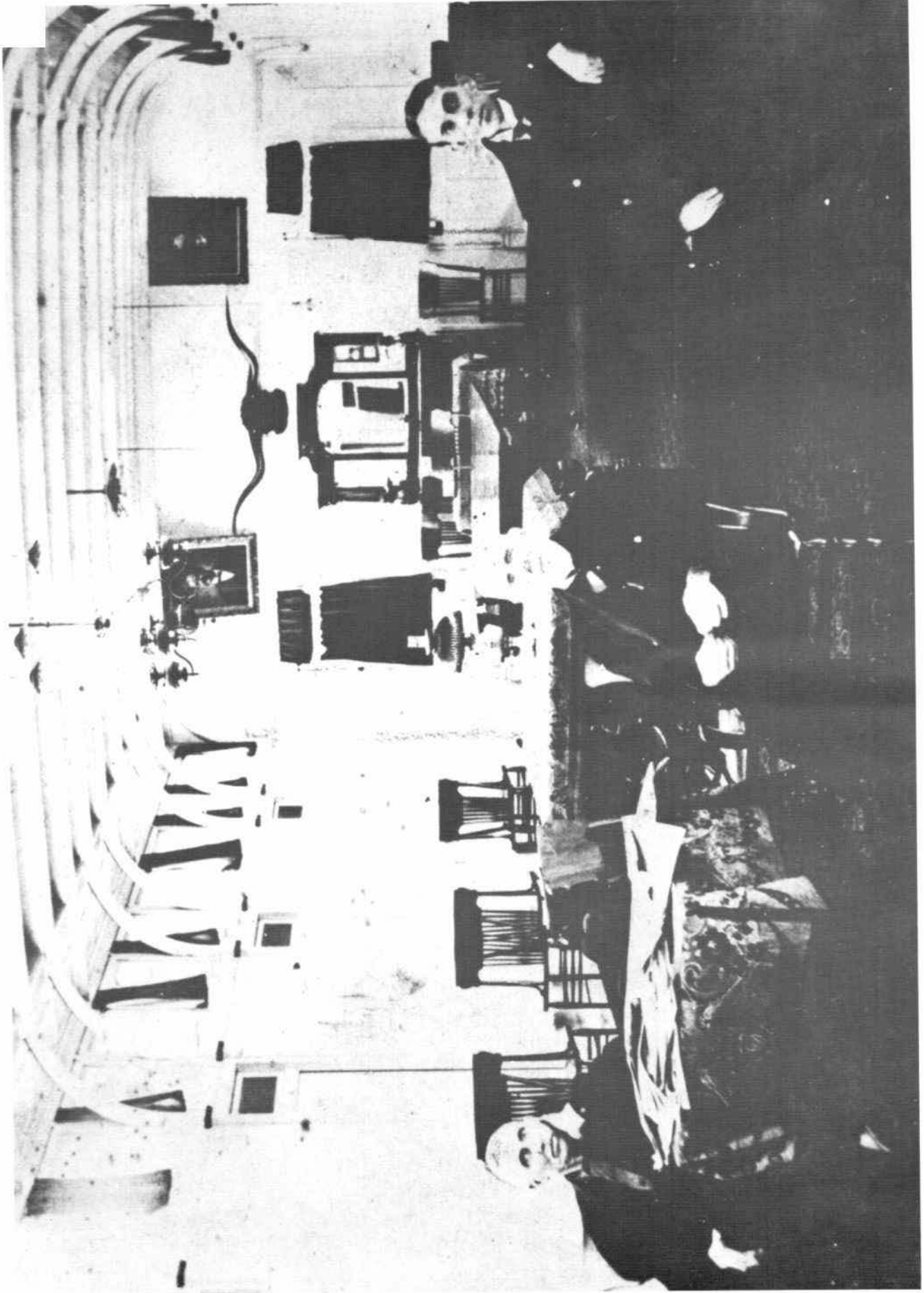


THE GOODHUE COUNTY Historical Society, Red Wing, Minn., furnishes this one of the LIBBIE CONGER, increasing the number of known photos of her 100%, from 1 to 2. This Diamond Jo packet's hull was built at Metropolis, Ill. and she was completed at the Eagle Point Yard, Dubuque, in 1878. She pioneered the St. Louis-St. Paul trade in 1879, the route for which Diamond Jo steamers became famed. Her wood hull was 168 x 29.5 x 4.5 and she had the machinery from the JOSIE which had received them hand-me-down from the CITY OF KEITHSBURG and FANNIE HARRIS. In this picture she has a banner on the boiler deck rail

reading EXCURSION---ROUND TRIP 25¢ which seems reasonable enough, but from all appearances the crowd was sparse. Her fore-castle sign-board on the starboard side reads MISSOURI, and the one on the port side seems to read COMPANY. Somewhere or other we learned that once in the LIBBIE's career she made a foray up the Missouri River to Bismarck and back. You probably are following our line of thought ---is this taken up the Missouri? Anyhow she was wrecked in that notorious St. Louis tornado of May 1896. Once again we extend thanks to Ralph DuPae and crew at La Crosse for making this photograph available to our readers.



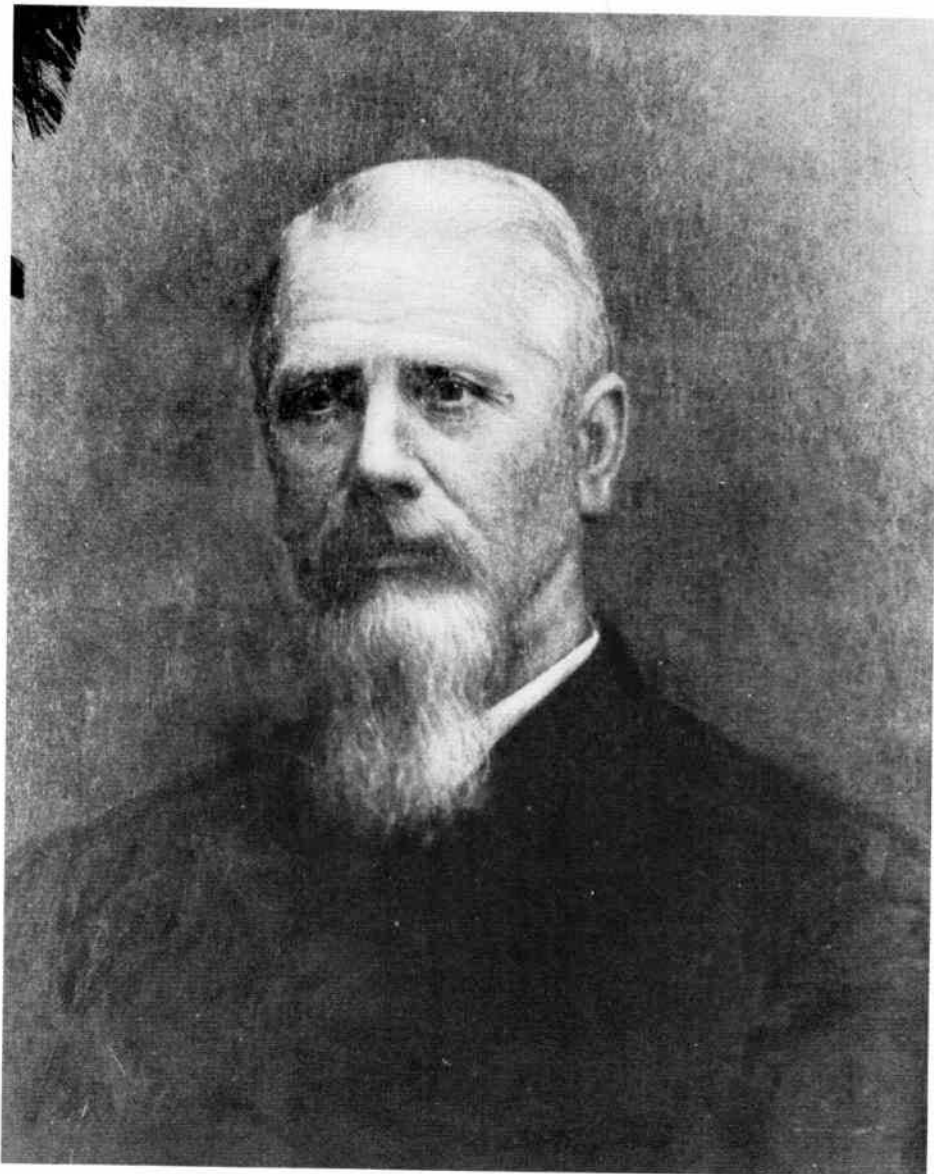
SPRAGUE's cabin in 1959, see page 45.



Early cabin picture of the SPRAGUE, see page 45 for details.

SPRAGUE CABIN PICTURES ON PAGES 43 and 44

JACK E. CUSTER writes to say that, at long last, he has learned that the portrait hanging at the left in the picture of the SPRAGUE's cabin, page 44, is that of William Hopkins of the Iowa Iron Works, Dubuque. Hopkins in 1898 secured a patent on a boiler and persuaded the builders of the SPRAGUE to adopt a set of them when the boat was built at Dubuque. He did not survive to witness the outcome (less than happy), and the portrait was hung in the cabin as a memorial to him. At the right in that cabin picture is a portrait of Peter Sprague. It held a place of honor as long as the boat operated. In 1948, upon her retirement, officials of Standard Oil of Louisiana presented the Peter Sprague portrait to the Sons and Daughters of Pioneer Rivermen. It is shown below, courtesy of Jack Custer. The gentleman seated, center, in the page 44 picture is Capt. Oliver Douds who commanded SPRAGUE in her early days; the other two have not been identified. The picture on page 46 was taken at Pittsburgh, Pa. in 1959 when SPRAGUE was towed up from Vicksburg and spent the summer moored in the Allegheny River at the Golden Triangle. The cabin was completely re-decorated for the occasion.



Peter Sprague for whom the towboat SPRAGUE was named.

Sirs: At Selkirk, Manitoba, on the Red River of the North, there is a modern sternwheeler. It has no pitmans, no steam, and bears the unromantic name of DPW No. 21. Apparently used for dredging.

The Marine Museum of Manitoba at Selkirk has the former steamer KEENORA and lighthouse tender and icebreaker BRADBURY high and dry.

Robert W. Parkinson,
2086 Allston Way #222,
Berkeley, Calif. 94704

The 1981 Spring Issue of "River Ripples," published by Midwest Riverboat Buffs carried a filler on page 5 to wit:

"A GIANT - The MARIA, Capt. T. W. Dunnica, the largest steam-boat afloat on the western waters, was at our landing yesterday. Her extreme length is 275 feet; width, including guards, 72 feet. She has 35 feet beam, and 9 feet hold, and will carry downstream 1,200 tons. The length of her cabin is 220 feet, and she has 46 state-rooms, of large size, and will accommodate, with berths, 90 cabin passengers. She will also carry 350 deck passengers. Such a boat may well be denominated a monster, especially for these parts. One of her chimneys alone is nearly as large as a Simon Pure Western Log Cabin.

"The MARIA arrived here yesterday morning, and took from this place 1500 barrels of pork, and about 400 barrels of flour and a quantity of grain."

This from the Warsaw (Ill.) Signal, Wednesday, March 27, 1844.

The MARIA was built at Cincinnati in 1844 at the John Leatherbury yard for the St. Louis-New Orleans trade. The above item is first news we've had of her poking above St. Louis. Warsaw, Ill. is about 4 miles below Keokuk. On Nov. 21, 1846 she and the SULTANA (or SULTAN some say) collided near Natchez, the MARIA rammed to the boilers, and she promptly sank with loss of thirty or more lives. There followed a good bit of public outrage in newspapers of the day. Capt. Isaah Sellers added his two cents' worth and outlined the need of a uniform Rules Of the Road, requiring, by law, the exchange of taps of the roof bells of boats about to meet. The steam whistle had not been adopted.

In 1864 another MARIA, this one a sternwheeler, was built at Cincinnati, and exploded her boilers that December 11th near Carondelet, below St. Louis. She was heavily loaded with U.S. troops and the life-loss was appalling. Again the name MARIA was the focus of public attention. Boats with names commencing with "M" (which is the 13th letter of the alphabet) were considered by some river experts as carriers of bad luck, and the two boats named MARIA were singled out as examples. Whether true or false no steamboat after that time was again named just plain MARIA. The epithet "hell and Maria!" is said to have had its origin here.

STEAM LAUNCH LITTLE RUFUS

This 23 x 6.25 x 2 private yacht operates out of Blue Hill Harbor, Blue Hill, Maine. She is owned by Howard B. Peabody, late of Natchez and now, with his wife Peggy, resident of Blue Hill. The LITTLE RUFUS is named for the sternwheel packet built in 1903 by the Swains at Stillwater, Minn. for Rufus F. Learned which he ran out of Natchez to Bayou Sara and to the Atchafalaya and Black rivers. Mr. Learned was Howard Peabody's great grandfather who himself was born at Gardiner, Maine. However that may be, the original LITTLE RUFUS was named for R. F.'s grandson, an infant at the time, son of Andrew B. Learned.

Statistics of the new launch:

The hull is Fiberglas, procured through D. Beckner of Massachusetts. Decking is teak plank over plywood. Interior is entirely finished off in teak, oiled. The canopy is made of 1/2" cedar strips on a pine frame, varnished with a thin layer of Fiberglas topside and painted buff. Iron pipe stanchions. All fittings in brass or bronze. No chrome. Decorative carving and gold leaf on buffaloes and name plates by Gerold C. Robertson of Blue Hill. Stackwork and fitting out by Thayer Bowden, Blue Hill. All fitting out of the hull, the carpentry and joinery, and the fitting out for service by Benjamin River Boat Yard, Sedgwick, Maine, of which firm David Danielson is president. Hull is Brewster green above the water line. Stack is buff. Prop is 22" x 23", four blade, bronze.

The engine is a single cylinder 4x5" with Stephenson reverse gear. It's a wineglass-type marine engine vintage 1890s purchased in 1979 at the annual steam auction at Owl's Head, Maine. Myron Kimball had owned it prior, and Fred Semple of St. Louis before that.

She has a Roberts boiler, water tube, allowed 120 psi., built by Dillon Boiler Service, Fitchburg, Maine. Dillon also modified the engine in 1980. Keel condenser.

Fires with wood or coal.

The yacht was given her first trials on Benjamin River in October 1980, and then was completed to readiness in the spring of 1981.

She is slightly tender even after 400 pounds of lead ballast had been added. She easily makes 10 knots at about 120 rpm. No speed trial has been attempted so far.

In 1892 the BEN HUR was running Pittsburgh-Parkersburg with Capt. Fred Kimple in charge. Ed Dunn was head clerk. The pilots were Edward Sims and Bert Cramer. Ed Marks and Walter Webster were the engineers. Morris Huffman was the mate. On opposite days was the old favorite COURIER in charge of Capt. J. Mack Gamble. John Hyer was purser. Pilots were Walker Litten and Henry Brookhart. Uncle Jim Stevens and Sam Nesperly were the engineers. Clerks were Will



LITTLE RUFUS on the stocks, Sedgwick, Maine
(see story in left column)



Bedilion and Jack Young. Peter Bobb and Henry Wright were the mates. Mention was made by the writer of the above piece (name unknown) that the BEN HUR was using the whistle previously on the GEORGE STRECKER, and later on the ELAINE.

Fifty years ago in The Waterways Journal, Sept. 19, 1931, Capt. Charles Litten was visiting in Clarington, O. Streckfus Steamers Inc. of St. Louis announced the

purchase of the side-wheel steamer CINCINNATI from John W. Huabard Pittsburgh. The side-wheel excursion steamer ISLAND QUEEN had been running excursions at Wheeling.

Frederick K. Cressey, 3603 Maverick St., Winston-Salem, N. C. 27106 spent his growing-up days at old Lock 4, Kanawha River and had his share of swimming in steamboat waves. He has a complete file of the S&D REFLECTOR with exception of Vol. 2 #2 and Vol. 2, #3. Can anybody supply to him one or both?

Leonard V. Huber, New Orleans, is co-author of a recent 111-page booklet, "The Presbytere on Jackson Square," published by The Friends of Cabildo. Samuel Wilson Jr., architect and authority on the architectural history of Louisiana, carries the story from the beginnings through the colonial period. Leonard Huber brings the tale from the American period to the present.

These eminent historians collaborated on "The Cemeteries of New Orleans."

Their new booklet is on sale in the museum shop at the Presbytere for \$4.50.

Frank L. Teuton died, 89, on June 23, 1981 according to a notice in The Waterways Journal. For a number of years Frank was Research Information Officer with the U.S. Department of Agriculture based at Washington, D. C. His roots were along the Tennessee River where he developed a great interest in its people and packets. His two noteworthy contributions to river history were well researched books. His first one traces the history of the St. Louis & Tennessee River Packet Co. and later on he produced "Steamboating On the Upper Tennessee." He and his wife Martha were long-time S&D members.

Ralph C. Hitchcock, Route 2, Box 3378, Lopez, Wash. 98261 has our thanks for a recent news story in the Seattle (Wash.) Times announcing the imminent retirement of the steam sternwheel snagboat W. T. PRESTON from Puget Sound service. The U. S. Engineers explain that mounting expenses of her operation require that they take her from active service sometime between late September and the end of December this year. She has been in service since 1939. Her engines date to 1914 and her whistle has been reverberating since 1895.

In March 1972 she was added to the National Register of Historic Places.

On August 17, 1950 she raced two other sternwheelers on Puget Sound and was the winner. Her condenser steamers were the SKAGIT BEELE and SKAGIT CHIEF.

No decision has been reached as to her disposition. Her retirement leaves but one other steamboat on Puget Sound, the VIRGINIA V., an excursion vessel.

The low stages in the Mississippi' this past year revealed the wreck of an old steamboat north of Memphis near Fulton, Tenn., the river at that time, January, 8 feet below normal.

Stephen T. Rogers was one of a party from the Tennessee Histori-

OUR BACK COVER PICTURE

TRY THIS ONE on for size. At first glance we thought they are waiting for the ROB'T E. LEE. No doubt something is about to start. The uniformed band is in action. This cryptic puzzle comes to us from Robert Clark Harrell, P.O. Box 402, Gadsden, Ala. 35902. He doesn't know what's going on either, but identifies the boat at the right as the CITY OF CLARKSVILLE. And he's right; that's her. She was built at Paducah in 1886, a sternwheeler 125 x 24.5 x 3.5. Owned at Clarksville she ran Nashville-Paducah for five years or so, and there's a smattering of a chance this photo was made at Clarksville. The band is on the roof, well forward, of a larger packet which has electricity to operate that most peculiar floodlight suspended on a boom in the picture's center. Wherever this was taken, or when, or why, this electric arc light is the most fascinating detail of all and we'd give a pretty to know more about it.

cal Commission which visited the site. He reports to us that there is not much to see. Some of the hull planks were visible, secured with square nails having homemade heads.

J. Richard Steffy of Texas A&M University suggested that this might be the resting place of the sternwheel packet SOUTH BEND which was lost in that vicinity December 13, 1860 as the result of a collision with the GOODY FRIENDS.

The SOUTH BEND was built at Elizabeth, Pa. in 1859 for John D. Adams and Thompson Dean, who ran her Cincinnati-Arkansas River.

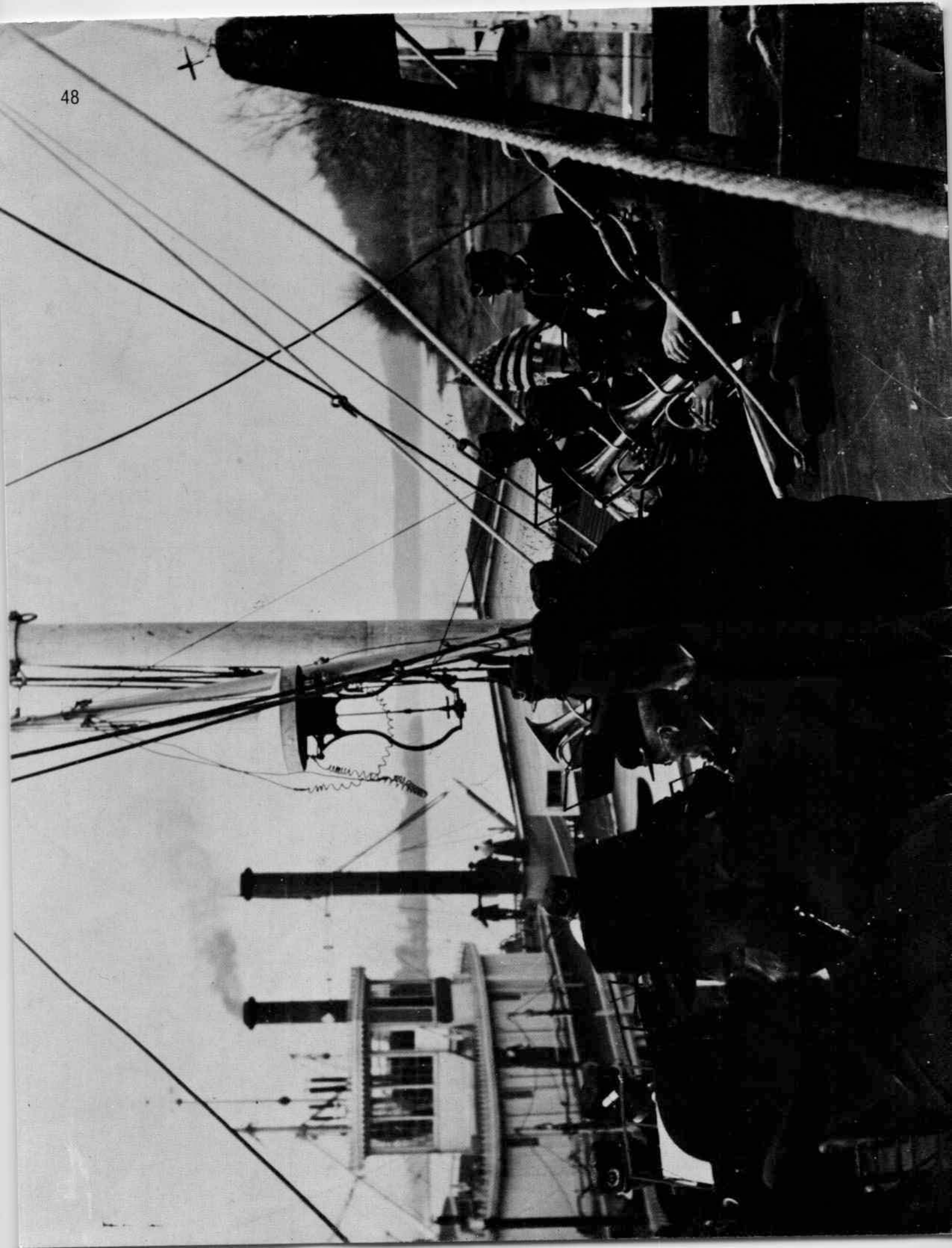
Mr. Rogers is seeking information as to which boat yard at Elizabeth built the SOUTH BEND. Anyone having the answer may contact him by writing him at the Tennessee Historical Commission, 4712 Trousdale Drive, Nashville, Tenn. 37219.

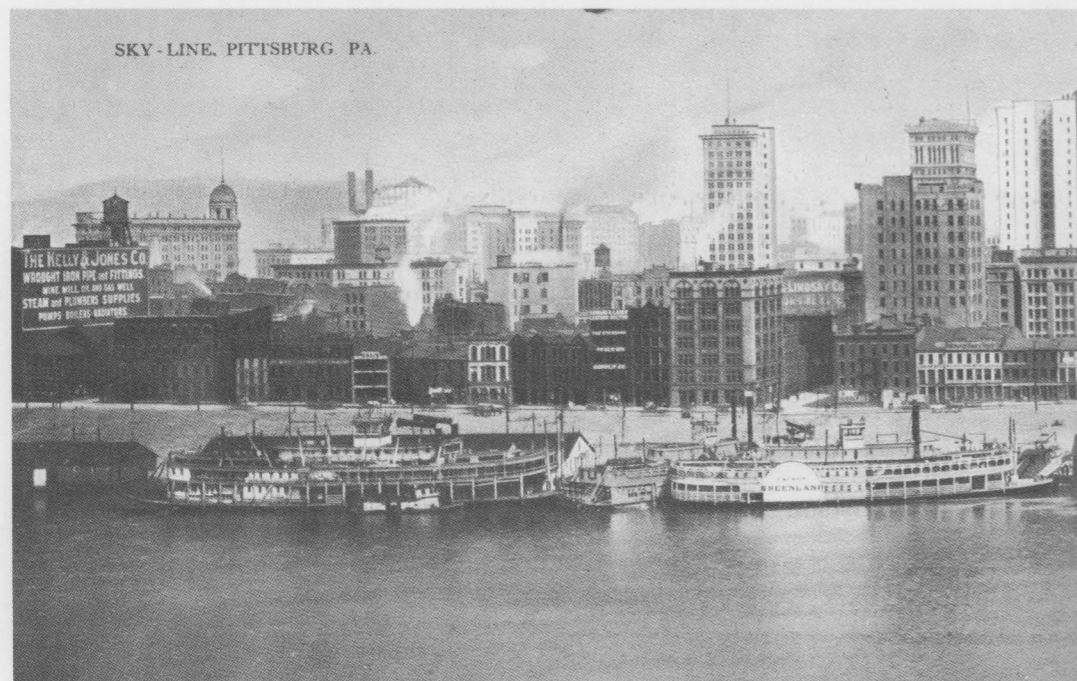
Darrell W. Jackson, Box 88, Sardis, O. 43946 recalls to our secretary having heard the story of the LEE-NATCHEZ race from "Mr. Martin, a licensed mate, and Mr. Paden, watchman on both packets and towboats, both living at Sardis many years ago."

Your editor remembers Mr. Martin--Capt. Thomas Martin--there at Sardis when he visited at the local wharfboat while packets were moored there, a well preserved old gentleman who made quite an impression on us inasmuch as he had been mate on the KEYSTONE STATE for quite a lengthy period. He died, aged 94, in 1935. His son, George Martin, was instrumental in building a steel wharfboat for Steubenville, O. during the latter days of packetboating.



ROY V. HEATTER, 14023 Gail Lane, Crestwood, Ill. 60445 sends us the above. In the foreground is the excursion sternwheeler BETSY ANN docked at the Navy Pier, Chicago this summer. Behind her is the CLIPPER, ex-MILWAUKEE CLIPPER, JUNIATA. It has been several years since Roy has attended an S&D meeting but he is planning on coming this Sept. 19th if possible. This past July he rode the car ferry CITY OF MIDLAND on a round trip Manitowoc-Ludington, and currently is booked for his initial ride on the MISS-Q.





MRS. EDWARD L. CASSIER, 175 N. Franklin St., Delaware, O. 43015 was looking at old post cards at her home, picked out a few with steamboats on them, and mailed them to us. "I imagine you might have seen most of them before---but maybe there'll be at least one that's a surprise," she wrote. The surprise one is reproduced above. This folding card was made in Germany, full color on glossy stock, and was mailed from Wilkinsburg, Pa. to an address at Cambridge, Mass. in July 1910. The sender placed thereon a 1¢ stamp, so the card was held for postage until another 1¢ stamp was provided for it. In the course of this transaction it was twice cancelled at Wilkinsburg, first with the 1¢'r on it and again after the additional 1¢'r had been applied. The German printer identified the scene with one line of type in the upper left: Sky-Line, Pittsburg, Pa. The side-wheeler is the GREENLAND, moored at the S. R. Patterson wharfboat. Tucked in under her is the LORENA and full-length at the Pittsburgh & Cincinnati Packet

Sirs: The March S&D REFLECTOR was great as usual. I've always liked the LIBERTY and the wonderful story gave me a lot of her history. Thanks!

Jeff Spear,
613 Washington St.,
Marietta, O. 45750

Sirs: Even dear old Arthur appeared in the LIBERTY story. Do you remember that nobody could get near him but me? He would hiss and honk and bite grownups. He would fly at poor little Pat Lyon and knock her flat on the ground. Pat wore a white coat so Arthur probably thought she was some kind of competition in his domain. I used to take him by the neck and lead him around with me. I thought he was the best thing I ever saw. Years later I learned he came to a sad end. One day he was gone and I couldn't imagine what happened to him. Uncle Court told me he joined a flock of wild geese and flew away. I wasn't very happy about this but accepted the story as a true one. What really happened is that he was given to some family for their Thanksgiving dinner. I hope they could see how much charm he had and kept him for

a pet. He was a good alarm for any strangers who came by. Do you know I can still see my Dad cutting the rope off of Arthur's leg with a penknife. The rope must have been tight because I was surprised to see some blood on his leg and I wondered if it hurt him like when I had a skinned knee. He was a fine present. Thank you again. I'm glad he made the S&D REFLECTOR.

Bee Rutter,
964 Worthington,
Birmingham, Mich. 48009

=Obviously the goose (March issue, pages 21-22) was a gander. -Ed.

Sirs: I enjoyed the LIBERTY story this morning. I remember Peck East at St. Marys but never knew of the shipping adventures.

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

Sirs: The March S&D REFLECTOR was a welcome fresh breeze from the north. The featured article on the LIBERTY intrigued me as I am certain that I saw the LIBERTY from our office window in the Bes-



Line's wharfboat is the QUEEN CITY with her stacks lowered. The dark-looking wharfboat below the Smithfield Street bridge is the base of operations for the Monongahela River packets COLUMBIA, I. C. WOODWARD and others and, hanging on its upper end, headed downstream, is the U. S. Engineer's little towboat OHIO which they renamed LOMA in 1905. The fourth wharfboat, partly showing at the extreme left, is the "Combine" wharfboat where towboats got their stores and supplies. The entire wharf area in the scene was graded with cobblestones. Stone roadways on long diagonals led to the various wharfboats from Smithfield, Wood and Market Streets. When this view was taken the Monongahela House, just below the Smithfield Street bridge, painted white, was still a leading Pittsburgh hostelry. Overnight guests had included Jenny Lind, P. T. Barnum, Abraham Lincoln and Gen. U. S. Grant. The presence of the GREENLAND suggests that the picture was taken in 1904.

semer Building squirting smoke and cinders over the Allegheny River. I have 30 some books of photos here. One is devoted to pictures of boats on the Allegheny which I could see from my drafting table. I know I have photos of the LIBERTY somewhere else but in this book I found only the following:

First of course the Zubik boats with family names: CHARLES ZUBIK, JAMES ZUBIK, DONALD ZUBIK, HELEN Z., JENNY Z., and the CHARLES Z. JR.

Then there were the MONGAH, the HOMESTEAD (1949), the showboat MAJESTIC and little ATTA BOY, the PITTSBURGH, CRUCIBLE, CHICKIE, DELTA QUEEN, DONALD BIRMINGHAM, SENATOR CORDILL and the ADVANCE of American Barge Line.

In several of the photos the Allegheny River was frozen solid all the way across. The year we moved from the old Monongahela National Bank (we were designing the new building to replace it) to the Bessemer Building in 1927, we watched as they placed the south span of the Sixth Street bridge on a barge (or barges) departing May 5, 1927. It was taken to the back channel of Neville Island and still connects the island with Coraopolis, put in service July 7,

1927. An article in the Pittsburgh Press for January 5, 1969 tells the whole story and claims the salvage of the old bridge saved the taxpayers \$350,000.

As I write there is a towboat pushing two large oil barges up the Caloosahatchee to Fort Myers. An excursion boat that appears now and then has a good name--MAGNOLIA BLOSSOM.

Just finished reading a book from our excellent library at Shell Point titled "Mr. Clemens and Mark Twain" by Justin Kaplan, a very moving story of a remarkable man.

I notice that C. W. Stoll pops up at regular intervals in the S&D REFLECTOR. Please give him my regards. I have pleasant memories of Rock Hill, Mockingbird Valley Road and 121 River Avenue on the Ohio.

Charles M. Stotz,
3703 Junonia,
Shell Point Village,
Fort Myers, Fla. 33908

=Yes, Charlie Stotz probably saw the LIBERTY on the Allegheny River. When she ceased packet operations in 1936 she was moored below the Sixth Street bridge briefly, on the city side. One morning I

walked across, city bound, and looked down to see Capt. Walter C. Booth, broom in hand, sweeping the forecandle. "Hi Walter!"

He pased, squinted upward, and asked "Wat--ee?" Walter never said "What?" Always "Wat-ee?" No other human I ever met did that.

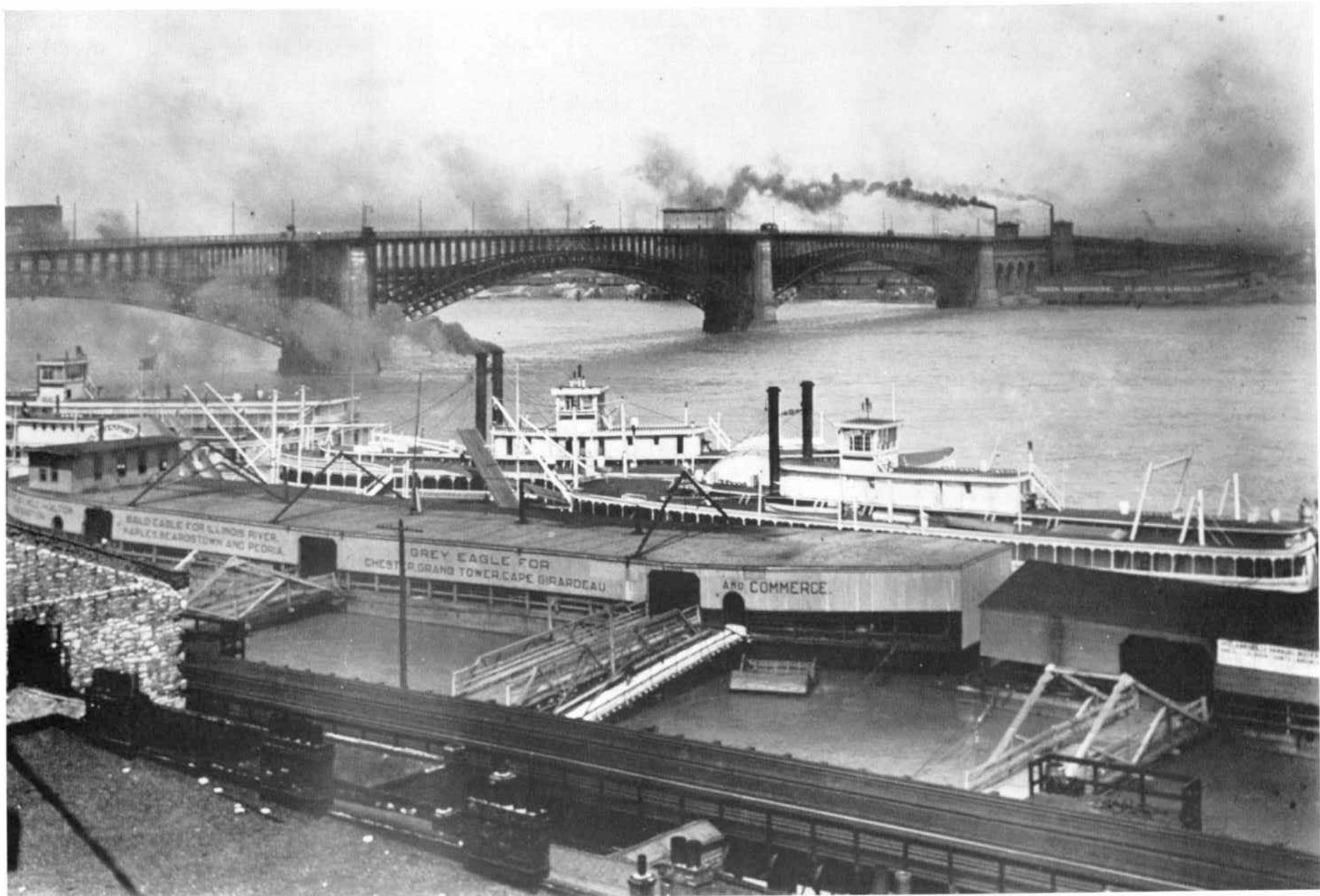
Soon before he died in 1952 the Union Barge Line, Walter's last employer, bought the diesel towboat JOHNNY WALKER, this in 1951. They were fumbling around trying to pick a new name for her. So they asked Walter Booth for his suggestion. "Wat--ee?" Sure as you are a foot high they named her LIBERTY. In such manner Capt. John K. Booth's grandson passed the name into the modern diesel world. He died with a LIBERTY still on the rivers. -Ed.

Sirs: In several of the pictures of the LIBERTY (particularly in the blow-up at Boomer and on the front cover) there is some sort of reel or windlass mounted over the main stairway on the boiler deck. I don't remember seeing such a thing before. I wonder if it was used to store extra line?

Lawrence E. Walker,
10552 Breedshill Road,
Cincinnati, O. 45231

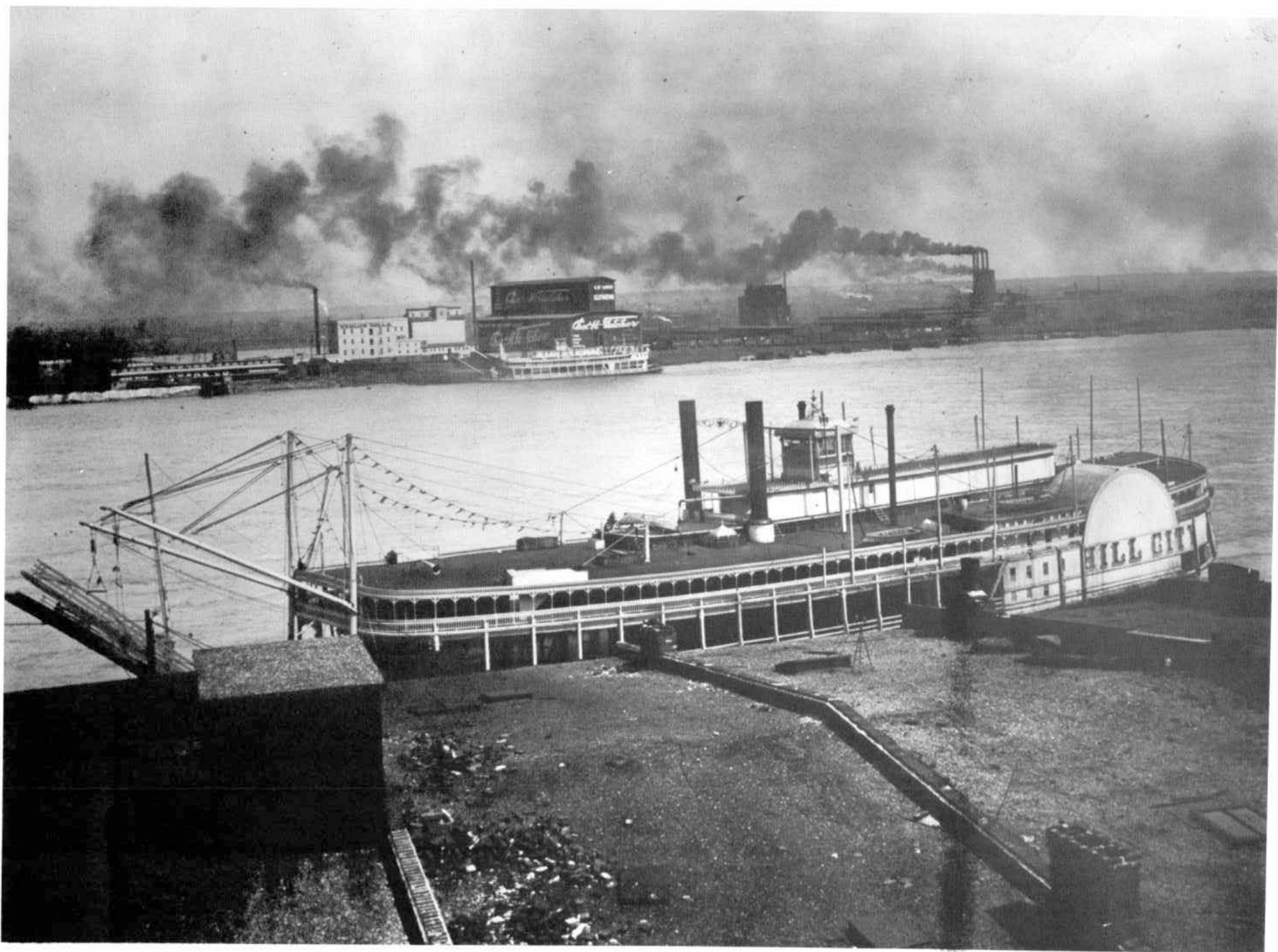
=Yes it was. -Ed.

On the night of June 3rd, 1898, someone entered the pasture where Capt. J. Mallory of Clarrington, O. was pasturing cows, caught two and tied them so fast by their tails that in pulling to get loose one's tail was pulled off and the other broken. A short time before, the Captain had to shoot at two men who were stealing his chickens. He says he still has that same gun well loaded and ready if needs be.



ST. LOUIS WATERFRONT c. 1900-1903, dated by the presence of the CITY OF CLIFTON moored at East St. Louis in the opposite scene. The HILL CITY is the CITY OF MONROE lengthened and renamed in 1903. The QUINCY partly shows at left in the view above;

SPREAD EAGLE (center) and BALD EAGLE moored at the 307-ft. Eagle Packet Co. wharfboat originally the hull of the LEVIATHAN built at New Albany, Ind. in 1864 which had the 36'-11 ft. engines from the ECLIPSE. John Hartford found these two photographs.



See caption under picture on the opposite page.



EXCURSION STEAMER IDLEWILD in the Allegheny River, Pittsburgh, ready to leave for Memphis on her delivery voyage as soon as the ice runs out. She is temporarily tied below the Sixth Street bridge, and departure was made on the morning of Saturday, January 9, 1915. The hull and boiler deck framing were erected on the river shore abreast of the James Rees & Sons Co. shops about midway between where she lies in this picture and the Manchester bridge in the distance. This, the last steam passenger boat built in downtown Pittsburgh, later became the AVALON and today is the BELLE OF LOUISVILLE. The Rees firm built her for the West Memphis Packet Co. headed by Charles W. Hunter, president; Henry Hotter, v.p. and secretary, John C. Wychoff, treasurer and general manager, plus three other stockholders. She was launched Oct. 17,

1914 and completed at the same location. Her Rees engines were 16's- 6½ ft. and had seen service on a prior boat, although nobody to this day knows what boat they served on. They are still on her today. She still blows the original whistle supplied by the Rees firm. Capt. Stewart Conner piloted her from Cincinnati to Memphis and the chief engineer for the whole of the delivery trip was Charles F. Halstead. We are obliged to the University of Wisconsin's Murphy Library Collection for the print, which they copied from an original in the Donald T. Wright Collection at Tulane University. Incidentally, Ralph DuPae tells us that the skiff in the foreground of this picture is named JOHN W. GLENN, easily read on the original print. Some relative to our U.S. pioneer in space flight John H. Glenn, Jr.?



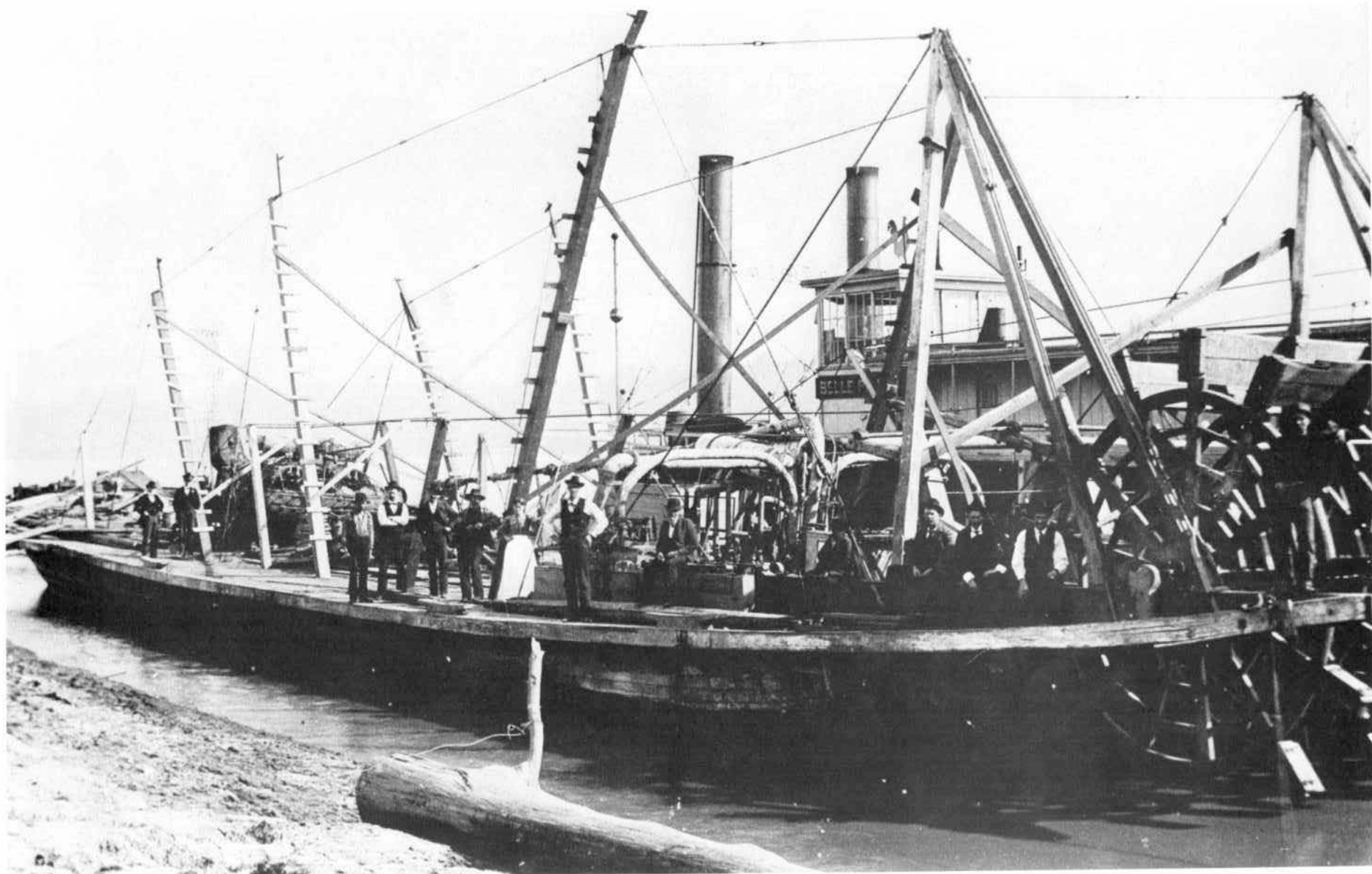
DR. THOMAS H. GANDY of Natchez supplied these two pictures of the tug J. B. O'BRIEN wondering if we might supply a bit of information about them (or it.) Two different tugs, or the same one? First off, both pictures were taken at Natchez and in the 1880s the tug had feathers on her stack, partly obscured in the above view by exhaust steam. She is documented as built at Pittsburgh, Pa. in 1878, hull 70 x 16 x 7. In researching old Pittsburgh newspaper files for 1878 we ran upon mention of an iron hull tug contracted that spring by C. T. Dumont, Cincinnati engine builder, to the Riter & Conley Co., Pittsburgh. Then on Nov. 15, 1878 is this item: "The new iron hull tug J. B. O'BRIEN built on

the South Side for O'Neil & Co. was successfully launched today and probably will be taken to Louisville by the FRED WILSON NO. 2." Over the pilothouse in the above picture is a sign: PITTSBURGH COAL CO., JAMES O'BRIEN, AGT. When the "Combine" was formed in 1899 the O'Neil coal holdings and floating property became part of the deal, and next we know is that the Combine renamed the tug S. S. PRENTISS. They were the owners in 1909 when a 66 m.p.h. hurricane on April 20th sank the tug near Natchez. She was raised and taken to New Orleans for repairs. (See caption under the next picture for more on all of this.)



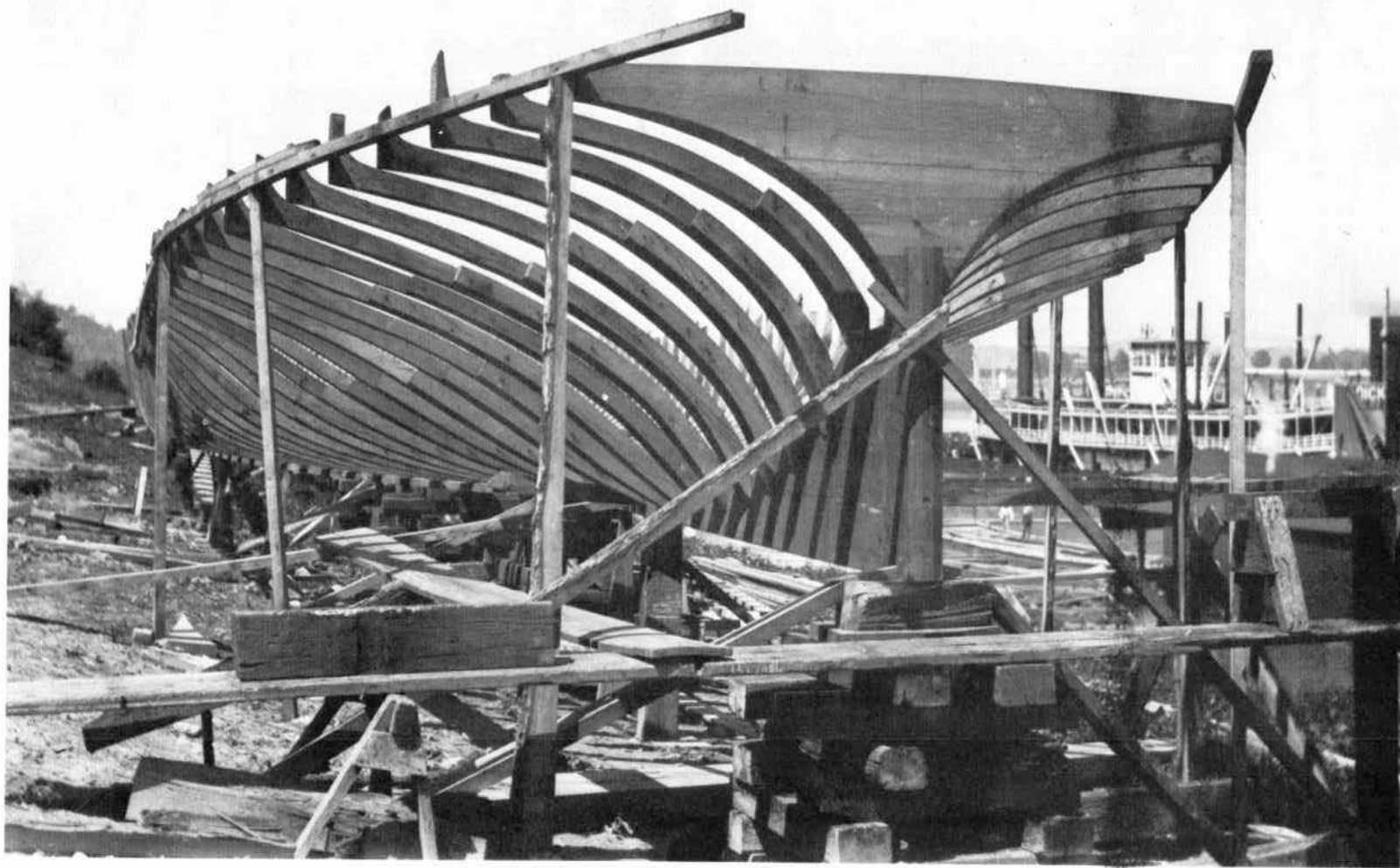
YES, the same tug shown in the foregoing view, now a bit modernized. We have no picture of her as the S. S. PRENTISS but she still carried that name, documented at New Orleans, in 1918 and maybe later. Next we know she had been sold to the Greenville (Miss.) Sand & Gravel Co. and was bearing the name W. N. FRY. A note in The Waterways Journal, March 1930, listed Capt.

Carl R. Cutting as master, with E. E. Higgs, chief engineer, then at Vicksburg. She then was 52 years old, still steam. Anybody know what happened to her, or other details? Our thanks to the University of Wisconsin's Murphy Library people, La Crosse, for these two prints from Dr. Gandy's collection.



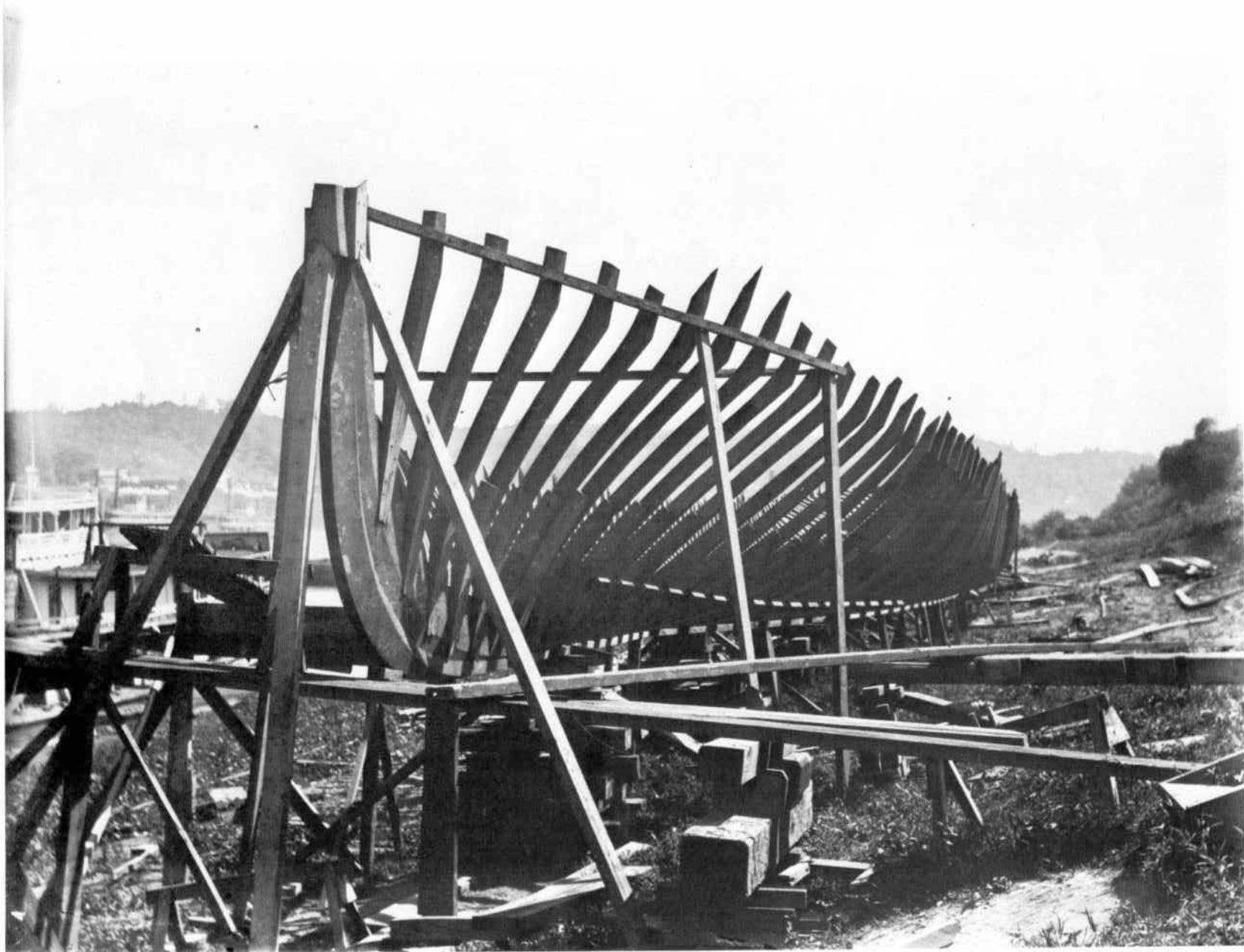
DR. THOMAS H. GANDY, Natchez, owns the original glass plate from which this print is made, doubtlessly taken by Natchez photographer Henry C. Norman. Problem: what's it all about? The presence of the towboat BELLE PRINCE in the background is of some help, based at Natchez from the mid-1890s until she was lost in a storm in July 1907. Our surmise, based principally on the peculiar hogchain system, plus the rather obvious fact that the wrecked boat

had been a model bow packet, is that she is what's left of the LULA PRINCE after her near demise in a sinking during the spring of 1897. The wreck was cleaned up somewhat and readied for a trip north to Jeffersonville for complete rebuilding. The ALICE BROWN took her in tow but for some reason, probably because the Howards at Jeff had the yard loaded with work, she was dropped off at Madison, Ind. and the work was done there.



STERN VIEW of the LIBERTY's hull, Middleport, O., in 1900. The towboat DICK FULTON is laid up for low water at the right. This is an exceptional picture of

a "pink stern" side-wheeler's framing, a Scottish term also written "pinkie" or "pinky." Boats so built had but a single rudder wagging along behind.



SIDE-WHEEL steamer LIBERTY framed and ready to plank at Middleport, Ohio in 1900. Built by Capt. Asa Booth and others. Hull 128.4 x 20.5 x 4.2. A few details of this were mentioned in our March '81 issue,

page 10. This is the first look we've had of boat-building at Middleport. Both pictures were taken by G. B. H. Sandford, Marietta, and they come to us courtesy of Jerry Devol. Notice absence of any launchway.



ROBERT CLARK HARRELL, P. O. Box 402, Gadsden, Ala. 35902 has been digging into sort of a Pandora's box and now comes up with this interesting scene taken at Evansville, Ind. in what we judge to be 1894. The LITTLE CLYDE, brand spanking new, had just been built at Spottsville, Ky.; the CITY OF CLARKSVILLE that year was running Evansville-Green River (center) and to the right is the Evansville-Paducah packet JOE FOWLER. The LITTLE CLYDE was 105 x 20 x 3, owned by M. L. Sauerheber (as of 1905 at least) and was replaced in 1907 with a slightly smaller LITTLE CLYDE

built at Rumsey, Ky. which in time was renamed WENONAH which last was owned by showboater J. W. Menke who scrapped her in 1951. Some while back, about 15 years ago, we had a letter from Mrs. Harry J. Cook, Jr., then living in Perryman, Md., who recounted to us that her great-grandfather Andrew Jackson Wolverton, living in Warren County, Ky., was a ring-leader in bringing the CITY OF CLARKSVILLE to the Green River trade in 1894. The JOE FOWLER hardly needs introduction.



SPRAGUE's cabin in 1959, see page 45.



Early cabin picture of the SPRAGUE, see page 45 for details.

