

# S&D REFLECTOR

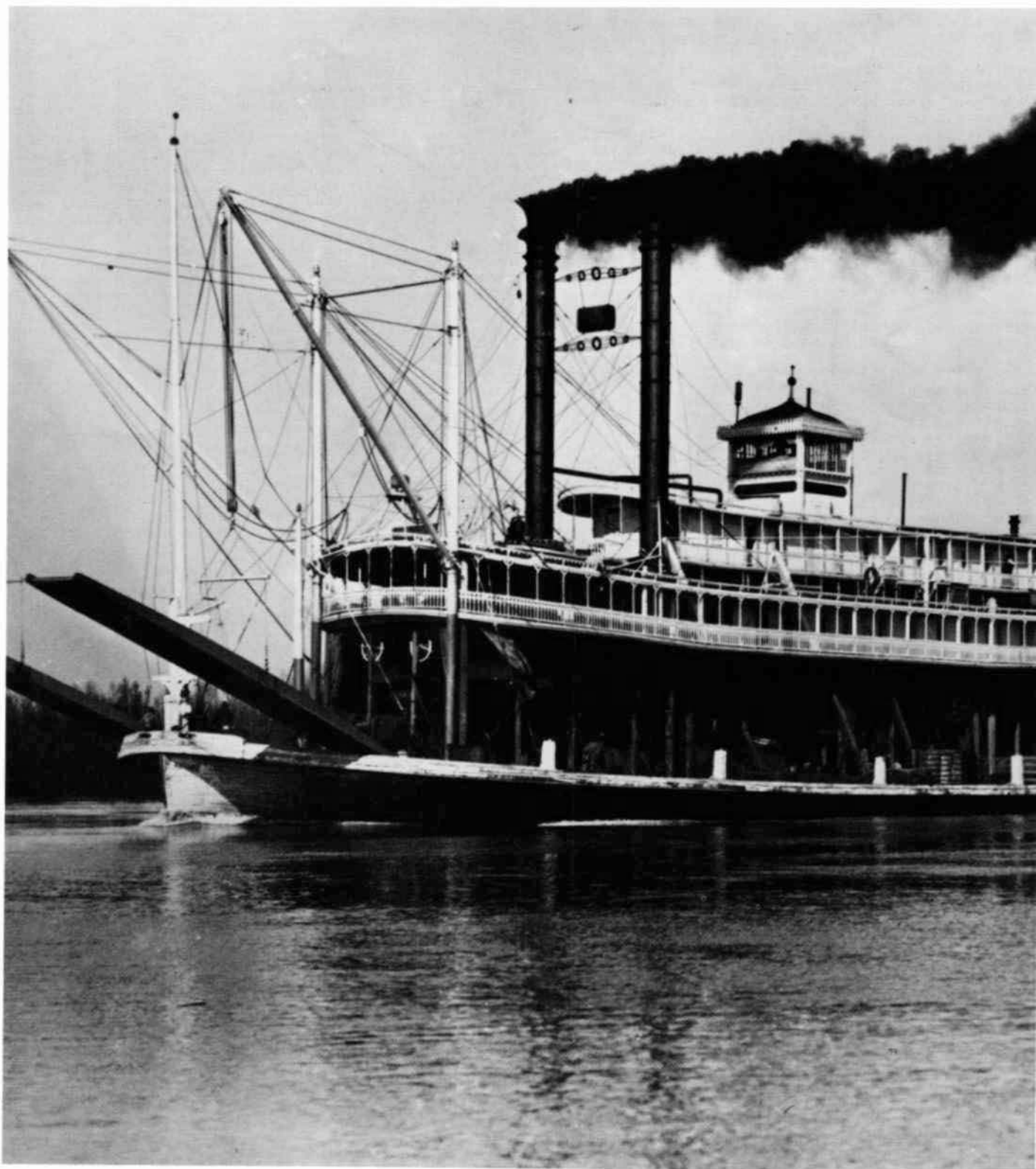
Published by Sons and Daughters  
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Vol. 18, No. 4

Marietta, Ohio

December 1981



**W**HEN Edna Ferber (1885-1968) wrote a book called "Showboat" she made big waves. In her autobiography she disclaims having seen any of the river towns that she described or mentioned in the book. Citizens of Cairo, Ill. met in the local Mark Twain restaurant on Oct. 24, 1972 at the regular meeting of the Cairo Kiwanis Club, stinging with the slight.

"Indeed Miss Ferber did visit here, in November of 1924," recalled the first speaker, Mrs. Evelyn Snyder, retired librarian of the local Safford Memorial Library. She exhibited a copy of Gould's History of River Navigation with a withdrawal card signed by Edna Ferber.

"I was a teenager working at the Library mending books when Miss Ferber came in," recounted Mrs. Snyder. "She had very black hair, cut short and in the Colleen Moore style, and she was wearing a fur coat. She was very friendly; she smiled a lot, and asked many questions about Cairo.

"She did not introduce herself, sat down at the table where I was working, and actually helped me fix a book. Then she told me who she was.

"While in our Library Miss Ferber asked about river books. I got out several which ordinarily are not allowed to leave the premises. She really wanted this one by Gould to help her acquire the river background she sought. So I let her borrow it.

"Our head librarian, Miss Effie, was not there when this happened. When I told her about it later, Miss Effie was not too happy about my loaning the book.

"Miss Effie was right, of course and only after I had written, to no effect, and then after Miss Effie had written, the book was returned to us--a year and a half later.

"Miss Ferber promised she would send an autographed copy of her book to our Library. It never arrived, but she did write a letter when she returned our book thanking us for the kindness and the assistance we had extended to her. This letter today is framed and on a wall of the Library for all to see. There is no question of her having been in Cairo, and I know that Capt. William Tippitt had been showing her around town.

"I was making only \$40 a month at the Library those days, and the prolonged delay getting the book back had me in something of a state. I was having visions of having to pay \$50 for what I'd done."

When the Gould volume was finally returned, it bore the signature of Edna Ferber. Today it is kept in the Library's fire-proof vault.

The letter now displayed reads this way:

Dear Miss Lansden: I am returning to you the volume entitled "Fifty Years On the Mississippi" which your sister so kindly loaned to me. My thanks to you for your

generosity and patience in allowing me to keep it for so long a time. Sincerely (signed) Edna Ferber.

Robert Landsen, nephew of "Miss Effie," was unable to be present at the Oct. 24, 1972 meeting, but wrote a letter on the subject which was read aloud by Merrill C. Currier:

"Did Edna Ferber visit Cairo? I've always taken that to be a fact. What I'm going to relate was told to me several times by my aunt, Miss Effie Lansden, librarian at the Cairo Public Library for many years.

"In the 1920s before she wrote 'Showboat' Edna Ferber contacted my aunt and then came to Cairo to gather color for her planned novel.

"Miss Ferber and Miss Effie took a ride on the ferry THREE STATES captained and piloted by Capt. John Hacker.

"As the two ladies walked into the pilothouse, Captain Hacker was reading a book, Miss Ferber's first best-seller 'So Big.' Miss Ferber, before being introduced, promptly asked Captain Hacker for his opinion of the work. He said, 'If it doesn't get any better than what I've read so far, it will get pitched overboard.'

"It is also my understanding that Miss Ferber later sent Cap-

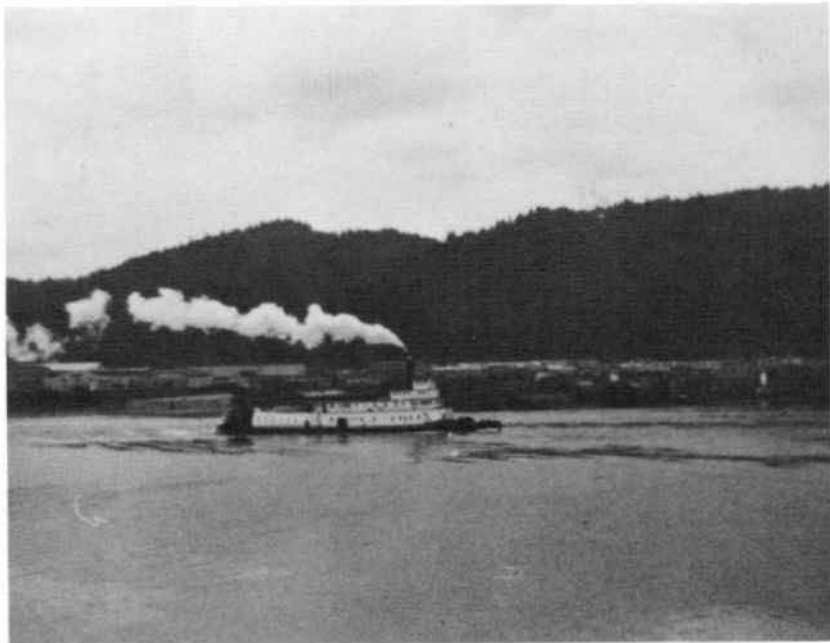
tain Hacker an autographed copy of 'So Big' in remembrance of his unbiased criticism."

Robert Landsen, a respected Cairo attorney, also in his letter pointed out that the baby born in the book was named 'Kim' inasmuch as the showboat was in the Cairo area, in sight of Kentucky, Illinois and Missouri.

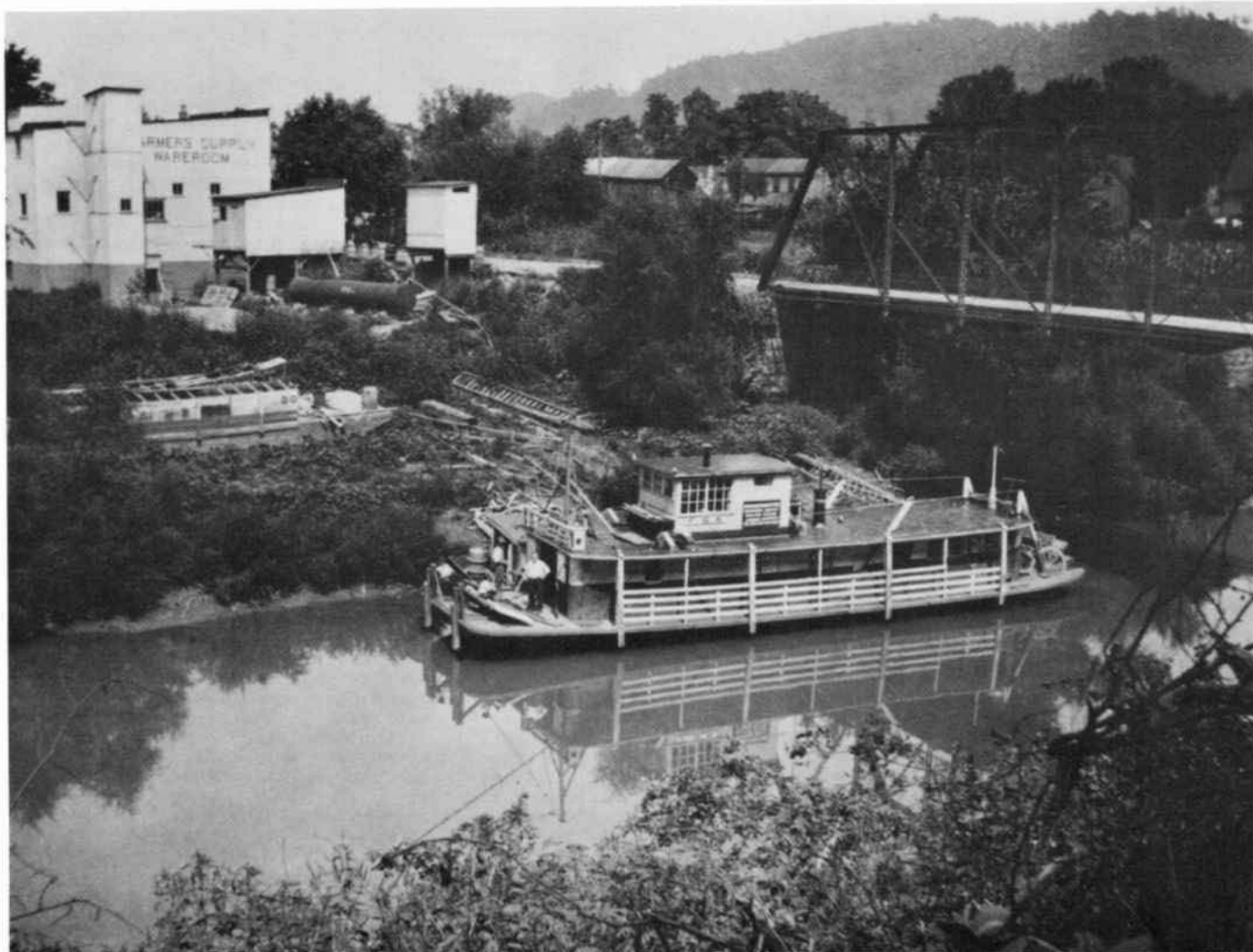
Attorney Landsen's letter was directed to Mrs. Guyla Moreland, long with the Cairo Evening Citizen and more lately as public relations director of the Cairo Chamber of Commerce.

Mrs. Moreland was present at the meeting and confirmed, if confirmation was necessary, that Miss Edna Ferber had visited in Cairo.

The above story of this meeting held almost ten years ago comes to us from Jim Wallen, and was handed to him by William M. Gibson, a native of Cairo who remembered swimming in the waves of the DICK FOWLER. Bill Gibson started his news career with the Cairo Citizen and went from there to the St. Louis Times-Star. When that sheet folded he came to Huntington, W. Va. to the staff of the Herald-Dispatch, and is now retired. His brother, Ralph Knox Gibson, still lives in Cairo, and both have long been interested in Cairo and in the rivers.



**E**LSEWHERE in this issue is notice of the retirement of the steam sternwheel PORTLAND and now along comes this shot of her taken February 27, 1981 in the Willamette River off Swan Island, Portland, Ore. Our thanks to Joseph F. Black, Jr., 73 Downing St., Worcester, Mass. 01610 for sending this. "This was taken by my supervisor," says Mr. Black, "while he has aboard a ship outfitting at Swan Island, Kevin Larievy. The turgid brown water of the Willamette is due to the eruption of nearby Mt. St. Helens." Too bad the scene is a bit fuzzy for color reproduction but, sure enough, the Willamette is the color of the muddy Missis-sloppy.



**P**HIL PEYTON, with Dravo Mechling, P. O. Box 549, Kenner, La. 70063, kindly loaned us an album of boat pictures, all good ones, but this particular one seemed to leap right off the page. It's of the combination freight carrier-towboat F.S.W. moored in the mouth of Sunfish Creek, Clarington, O. just above the Rt. 7 bridge---the same bridge the LIBERTY got

stuck under during the 1918 ice jams. The initials stand for Farmer's Supply Wareroom, housed in the white-painted buildings up the hill. The boat was Clarington-built in 1923 for John J. Rea and had a 30 hp. Wolverine kerosene engine in her. Our thanks to Phil Peyton and to the Murphy Library crew at La Crosse for this repro of the original print.

#### THE FRONT PAGE

The first sternwheel NATCHEZ was built by the Howards in 1891 and for many years had a lady captain, Mrs. Blanche Douglass Leathers, wife of Capt. Bowling S. Leathers (son of Capt. Thomas P. Leathers). We have cropped off the picture to decorate this Holiday Issue, and also to accent the elaborate rigging necessary to handling twin stages. Howard Ship Yard technique is evident even unto the pilothouse which looks so much like that of the TELL CITY. The oblong affair between the stacks is a metal cotton bale, trade mark of the Leathers' steamboats. She ran out of New Orleans to Vicksburg and as business dwindled was often laid up for long periods, finally going to the wreckers in 1918. This view comes from the Bert Fenn collection, kindness of the Murphy Library people at La Crosse.

A stockholder in the Delta Queen Steamboat Company enlightens us with the following observations. The combined passenger capacity of their two steamboats is 592. The company has four vice presidents and nine directors. The MISS-Q has a cruise director, a hostess, a band with six players plus a girl singer, plus a combo of three (including still another singer), a physical fitness director (a girl), a gym and sauna and massage operator (a guy), a beauty operator, etc. etc. "Now consider also the astronomical debt that the new company assumed when spun off from Coke of N. Y.; that's where the nine directors come in. Some are investors (two of them own 32% of the stock, or more, between them). One director, the latest, has provided a line of credit in amount of \$1 million; others are investors, promoters, etc.

"Say what you will," our corres-

pondent concludes, "but the unbelievable has happened---the MISSISSIPPI QUEEN is running, and stays pretty full. All admit that she is faster than the DQ, and predictions are that the company expects to earn 60 cents a share this year."

Conrad H. Milster, Jr. of the Pratt Institute, Brooklyn, N. Y. asks how much of the steam machinery remains intact on the PRESIDENT and ADMIRAL and, as a rhetorical question, could these boats be converted back to steam? The engines of both remain intact on their bed plates and conceivably could be restored to use. The paddlewheel shafts, both sides, on both boats, were burned off at the cranks, removed, and scrapped. The boiler plants on both boats are beyond recall.

# S&D REFLECTOR

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MARIETTA, OHIO

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

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

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

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

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

#### Officers:

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

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

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

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

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

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The Special 1981 Christmas River Photography Issue

**E**DITORS are no special breed we discover; they are fitted with plumbing same as other humans, and we've been to the boiler shop to get a few mud drum rivets caulked. Our special thanks for good wishes which came in the mail and over the phone from those who found out about it. The less said about operations the better but not having been a patient in a hospital since 1918 we were impressed--impressed agreeably for the most part--about how procedures have changed in 63 years. Doctors used to ask you to stick out your tongue, and then said "Um-m-m" to themselves; then peered down your throat with another "Um-m-m," and then wrote a prescription in Sanscrit decipherable only by your local druggist. What doctors do or do not do these days is very secondary to the Floor Nurse who won't let you out of the place until you have paid your TV bill. Somebody has to go down to the first floor and get a receipt and bring it back to her. Tom Way did that part, and then they let us skip out the back door, but not until the TV bill was paid. Yes, we skipped out, another surprise to me, for hospitals used to make a ceremony of wheeling you out the front door in a wheelchair. Oh no, you pay the TV bill and then head for the elevator and for the Great Outdoors and for Home and Wrecks, clutching that TV receipt in case somebody in a white suit starts after you.

All of which is a round-robin explanation for this issue of the S&D REFLECTOR. We realized early on that we'd never make 48 pages without real help, and so Ross Rogers, Jr. took several batches of what we call our "yellow sheets" to a typist friend of his. The machine she works with is a very fine modern Olivetti with many built-in tricks, but with a type-size slightly smaller than that of our trusty Adler 131d. The story of the S&D meeting, and several others, are from the Olivetti, and that's why the letters are printed smaller than usual.

Also we were compelled to use more than the usual number of full-page photographs to fill the space. Maybe this part is not so bad. We've had compliments on these picture features, so here is a feast of them. Let's call it The Special 1981 Christmas River Photography Issue. Honestly if Ralph DuPae keeps up the way he's doing, finding pictures in every town and hamlet--what WILL we do about it!

The officers of S&D listed on page 4 join with me in wishing all S&D members, old and young, tall and small, a most merry Christmas, and best wishes for the New Year.

R. Jerome Collins gave us a phone call from his home in Nitro, West Va. on Thursday evening, Nov. 5th last to inform us of the passing of Bob Barr. Bob attended S&D, as all of you recall who were there, along with his wife Louise and son Bill. He knew full well he was existing on borrowed time but that's what Bob most of all wanted to do. And he did it. We marvel anew at the human system which propels some dedicated persons to accomplish feats in the face of insurmountable odds. Bob had fingered his nose at death when he staged a musical show at Charleston, some of the details of which appear on pages 7 and 8 of this issue. Jerome did not have all of the factual details, but seems Bob was in a Charleston hospital when the end came Wednesday evening November 4th. It is sad. It is unvarnished tragedy for a loving wife and son. It is a triumph as well; maybe a triumph first of all.

**B**EFORE the days of the elaborate chart books, Ohio River navigators depended on a hard-cover buff buckram volume called simply "The Ohio River" and known universally as "The Jones Book" or "Jones's Book." The original edition appeared in 1916, 302 pages of maps and statistics, compiled by R. R. Jones, Chief Assistant Engineer, U.S. Engineer Office, First District, Cincinnati. The book sold for a dollar a throw and was so immensely popular that later on four revised editions followed, the last one corrected to June 30, 1934.

The latter editions omitted any credit to Mr. Jones and the price went up to \$1.50.

But the name stuck. It was the "Jones Book" in pilothouses from start to finish.

Very few rivermen knew who Mr. Jones was. He made the mistake of dying the year before the publication of Ethel C. Leahy's "Who's Who On the Ohio River" and hence is properly omitted from the listings.

If you own one of these books, particularly a first edition, file it with your heirlooms.

Robert Ralston Jones was born in Bridgetown, N.J. on July 16, 1850. After receiving a mathematical and classical education at the West Jersey Academy, he became a mechanical and civil engineer. In 1875 he was the assistant engineer employed by the War Department in the construction of the Des Moines (Iowa) Rapids Canal at Keokuk. In 1889 he was transferred to Louisville where he assisted in building the enlarged Portland canal and locks.

In 1892 he came to Cincinnati as chief assistant engineer to Major Amos Stickney and continued in this capacity, serving under other U.S. Engineer officers, until the outbreak of World War I when he became Cincinnati District Engineer, 1917-1918. This was an event rather rare—for a civilian employee to command a District—and during the emergency other Districts also were in temporary charge of civilians, including the Pittsburgh office where, in 1918, John W. Arras, senior engineer on the Allegheny since 1887, became District Engineer. Arras and Jones in particular found themselves running the show when the Ohio River staged its worst ice gorges in decades during this period of extreme pressure to move war-related materials by barge. Their superiors had been transferred to active war service. There was a period when General Lansing H. Beach was the sole Engineer officer in the entire Ohio River basin.

When Jones entered the service there was but one dam across the Ohio River. In 1896, after an exhaustive survey of the Ohio River from Pittsburgh to Louisville, work was started with the object of locating sites for prospective movable dams. Jones was placed in charge of this most important job, as well as the construction plans of the proposed dams. He also had direct charge of the improvement of the Kentucky River with its 14 locks and dams.

He could have retired when he was 70, in 1920, but elected to keep working. He finally retired on August 25, 1928, ending 36 years in the Cincinnati office.

Mr. Jones had many avocations of an historical nature. He located the site of Fort Washington, on Third Street in Cincinnati, east of Broadway, and a monument was erected. The French explorations of the Ohio Valley captured his interest. He located the graves of approximately 200 Revolutionary veterans who were buried in Hamilton County and whose names were later placed on a tablet in Memorial Hall.

Convinced that the American Expeditionary Forces should know the rudiments of French before being shipped abroad, he aided in the establishment of free French lessons for soldiers quartered in Cincinnati. He was a member of the Literary Club of Cincinnati and served as president. He was a governor of the Society of Colonial Wars, served as president of the Ohio Society, Sons of the Revolution, and was president of the Cincinnati Branch, American Folk Lore Society.

R. R. Jones died in New York City where he was visiting with his daughter, Mrs. Elizabeth Babcock, on Sunday, October 19, 1930. Following the services in New York, his remains were shipped to Keokuk, Iowa for burial. His wife, Sierra Nevada Jones, had preceded him in death on June 3, 1930. She was a Keokuk girl he had met during his work on the Des Moines Rapids Canal. Other than his daughter named above, he was survived by a son, Robert Ralston Jones, Jr.

For most of these details we are indebted to William L. Talbot who furnished us with a stat of an extensive obituary which appeared in the Cincinnati Time-Star on Monday, Oct. 20, 1930. Bill Talbot adds: "The gravesites of R. R. Jones and his wife are marked by a nice granite marker in Keokuk's Oakland Cemetery."

"Jones's Book" will survive long after the last one of the original Ohio River locks and dams has ceased to exist, bench mark of an era.



**B**EN PEDIGO of the JULIA BELLE SWAIN saw the picture in our June '81 issue, page 25, of Navy hydroplanes moored at Memphis, and sends this one, taken at Cincinnati. Greene Line's packet CHILO is in the background, proof that the scene was taken in 1921 or some earlier. Does anyone recall the occasion? Ben Pedigo's address this winter is 14 N. Front St., Ripley, O. 45167 and he is caretaker of the old bank building there (left) built in 1860 and in process of being restored by Jim Collins, assistant art professor with the University of Tennessee at Chattanooga. It overlooks the Ohio River and last served as a freight office. Ben Pedigo says a good bit of restoration is under way at Ripley; he is a musician by trade and dabbles in antiques. Ben also tells us that a JULIA BELLE SWAIN newsletter is in preparation for wintertime circulation amongst the crew, christened "Happy Decks." A clean deck is a happy deck.

Sirs: The September '81 issue of the S&D REFLECTOR is beyond compare! I rode on the VALLEY BELLE in 1894 when I was five years old.

Mrs. K. A. Skeels,  
2675 Summit St.,  
Columbus, Ohio 43202

Sirs: A small point regarding the Hoskins Bros. greenhouse at Hannibal, O. mentioned on page 42 of the September issue. The business commenced at least two years earlier than mentioned in the article for I have a post card of the greenhouse which is postmarked April 8, 1909. The card mentions growing cucumbers and lettuce, and they undoubtedly raised many other plants besides these and what you named in the article.

Paul E. Rieger,  
5031 Westminster Road,  
Sylvania, Ohio 43560

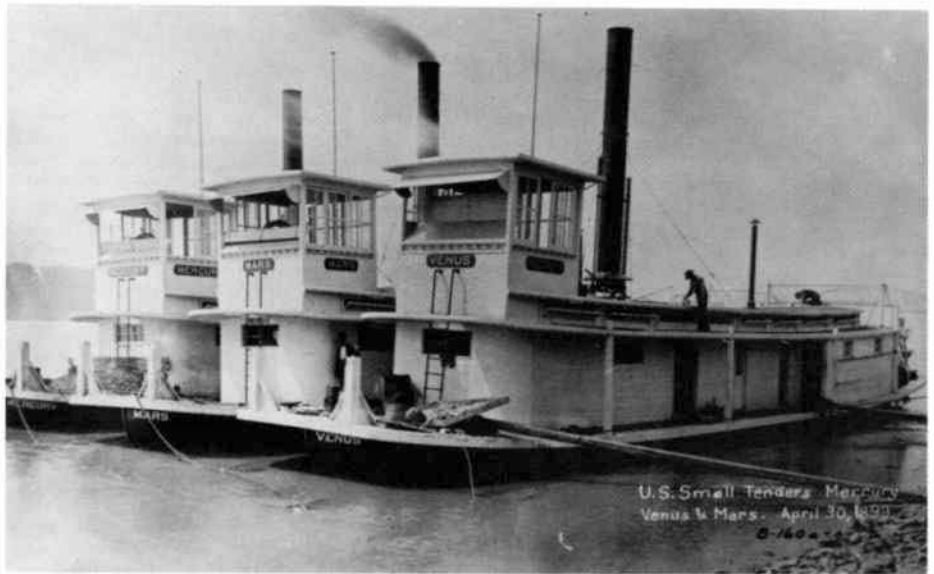
Sirs: Those cylindrical log rafts on page 10, Sept. '81 issue, look familiar.

A few years back, about the mid-thirties, I was third asst. engineer on a triple expansion job. It was a tanker hauling gasoline from Los Angeles to other Pacific Coast ports. We passed a tug toiling along with one of these rafts on a long towline. He was southbound. We passed him going up and again coming back. It seemed that we passed him every trip all summer. His speed could not have been much over a knot.

Even with the slightly flattened cross section I would guess draft to be 20 or 30 feet. There was a lot of lumber there.

Joseph C. Dobler,  
Naval Architect,  
801 Eighth St.,  
Long Beach, Calif. 90266

=The cigar-shaped log rafts were assembled on the Columbia River and were towed to San Diego. An enterprising Norwegian, Simon Benson, is credited with perfecting and carrying out the novel plan. He first built a wooden mold or cradle shaped not unlike that of a side-wheeler's hull, loaded it with the logs, bound them with heavy chains made taut with ratchets, and ran an anchor chain fore and aft to act as the backbone. He then removed the mold in sections. His first raft was put together in 1906 and was successfully delivered. Later he built the rafts larger, some of them as long as 1,000 feet. These contained six million board feet of timber. Benson owned a large saw mill in San Diego and became quite wealthy. -For these details we are indebted to Jim Trott, Fort Benton, Montana, who recalled having read of Simon Benson's unique sea-going rafts in Time-Life's book, "The Loggers," in their Old West series.



FROM the left: MERCURY, MARS and VENUS, identical steam, sternwheel tenders, pictured at the Howard Yard, Jeffersonville, Ind., April 30, 1899, ready for delivery to the U. S. Engineers. All three had steel hulls. In Charles Preston Fishbaugh's book of Howard history, "From Paddle Wheels to Propellers," Table 1, page 209, they are listed as U. S. Tenders, unnamed, hull size 100 x 24 x 4. In 1912 the JUPITER and SATURN, of similar size and style, also were built by Howard for the Engineers.



CLOSE-UP of the MERCURY taken October 29, 1908 at Vicksburg in the "Canal," so-called those days, actually the outlet of the Yazoo River, a diversion completed early in 1903. The municipal landing is upstream, a clutter of packets and one tug showing. Our thanks to Capt. Tom Kenny for the loan of these two views.

Elaine Elizabeth O'Neil became the bride of Allen Kent Hess, the event celebrated on Saturday, September 12, 1981 at the home of Irene and Peter Pletka, Brookline, Massachusetts. The couple resides at 33 Peter Parley Road, Jamaica Plain, Mass. 02130.

Craig and Therese Way Klenke were celebrating their honeymoon when they attended S&D last September. They were married on the premises of his grandfather's farm near Ashton, Ill. on Saturday, August 15, 1981. The bride is a daughter of Jim and Terry Way who are wintering in El Centro, Calif.

# S&D

WRECKS was tugging at his leash going up the stairs into the lobby of the Lafayette, as though determined to be the first S&D arrival. Tom Way and I were right behind. Time: about 6 p.m., Wednesday, Sept. 16. Well, of course we weren't the first--and never have been. On the greeting line in the lobby was Ralph DuPae, already checked in, from LaCrosse, Wis. "On no, I'm not the only one," said Ralph. "Alan and Rita Bates are here, and so are Jack Custer and Sandy Miller." Seems that Alan and Rita were making a piping diagram of the W. P. SNYDER JR. for the Ohio Historical Society, which meant crawling around in the boat's hold, Rita right down in there with him. Why a piping diagram for a boat cooled down 26 years ago? Seemed a reasonable question to ask, so we asked it. "Dunno," said Alan with a shrug. "They want it, so we're giving it to them." Jack Custer and Sandy were tracking down the final resting place of Capt. E. E. Eisenbarth, the showboat man. He resided in Marietta, the logical place to start looking, but turns out his grave is in New Martinsville, W.Va., and that's where they found it. Ralph DuPae, of course, was tracking down old photographs for the University of Wisconsin collection in the Murphy Library there at LaCrosse.

And did he ever find them--we turned Ralph loose in the S&D storage room Thursday morning where, among other river relics, there are two hundred plus framed photographs stowed on specially-built racks and shelves. Some few date back into the 1860s and 1870s, quite a few in the 1880s--more as time goes on. Lack of wall space in the Ohio River Museum consigned these to storage, a real pity. So now Ralph DuPae will see to it that they are reproduced by the most modern photographic techniques. They will appear from time to time in the S&D REFLECTOR for all to have and to hold.

The Ohio Historical Society's properties statewide have been feeling a financial pinch due to drastic curtailment of operating funds. Actually the ones in Marietta, Campus Martius Museum, the Ohio River Museum, and the W. P. SNYDER JR. are being operated with skeleton crews. All three will be closed to the public December through February. John Briley, manager of the Marietta properties, had the misfortune to throw his back out of joint several days before S&D convened and was confined at home and having hospital tests. Juanita Etter, Bill Reynolds, Dale and Sally McCoy and Joe Roby were

holding the fort meanwhile. Capt. John L. Beatty of Warsaw, Ky., had installed an exhibit of old-time woodworking tools in the Ohio River Museum: over two dozen ship augurs of assorted sizes, caulking irons, mallets, wrenches, wood block planes, an outside curve plane or so, and an assortment of chisels (one of them 4", which is quite some chisel). All of these had been mounted on display boards and it makes quite a show. Some of this material dates back to 1835 when John's great grandfather came from Ireland.

C. W. and Lucy Stoll brought up from Louisville the old pilothouse chair and its cushion from the DELTA QUEEN, and also the 10" floating compass which had been in the pilothouse since her California days. Last year S&D had acquired the DQ's original pilot wheel which now has a place of honor in the Ohio River Museum. It had to be taken apart into two sections to get it through the doors. These acquisitions came to us through the helpfulness of Fred Martin, senior v.p. operations, Delta Queen Steamboat Company.

Rehabilitation of the towboat W. P. SNYDER JR. requires constant work and money. J. A. Schwendeman and Sons, Inc., Lowell, O., have just completed rebuilding the towing knees which are made of heavy timbers. In an historic project of this sort, all damage and decay must be replaced with replacement wood and hardware to match what is taken out, not always easy. One of the more unique of Schwendeman's jobs was the rebuilding of the TELL CITY pilothouse several years ago. Most of the money for SNYDER upkeep has come from generous grants of the W. P. Snyder Charitable

Fund, plus matching grants from the National Trust for Historic Preservation, Maritime Preservation. Several local Marietta organizations and citizens have also extended financial help. The trustees of S&D's J. Mack Gamble Fund met on Friday, Sept. 18th, and voted favorably to supply \$5,600 to the SNYDER program, and in so acting they made possible a match in equal amount from another source. John Briley has a dream that one day with an engineer in the engine-room, a pilot in the pilothouse and a fireman in the boiler room, the SNYDER again can be steamed up and down the rivers like they do occasionally with pioneer railroad locomotives. Sounds crazy? Wait and see.

LAST YEAR at S&D C. W. and Lucy Stoll hosted a Friday evening reception celebrating the 50th wedding anniversary of Homer and Grace Hawley. The affair was immensely popular, bringing together in one room friends who see one another but once a year at these occasions. So on Friday evening, Sept. 18, 1981, the party was repeated in the Lafayette's River-view Room. This time S&D played host, the guest of honor being Bob Barr who several weeks prior, at Charleston, W.Va., had triumphed in the stage presentation of a musical romance--the story, music and lyrics of his own making--called "Riverboat Man." The Civic Center where it was presented seats 750 and the three-night run was a complete sell-out. A diesel towboat named LITTLE SAM backed up, came ahead, appearing both in profile and head-on, while a cast of 50 enacted a trip from the Kanawha River to the Lower Mississippi and



Youngest S&D member Jason Frederick Way, born Feb. 12, 1981, extends greetings in the arms of his mother Lora. Jason is son of Mr. and Mrs. Jay F. Way, Akron, Ohio.



Michelle Kingsley and black dog Wrecks Way out for a Sunday morning stroll, accompanied by Ken Hawley.

return. The applause and cheering from those three audiences, plus lengthy and enthusiastic press reviews, were reward a-plenty to Bob Barr who, as we have reported in past issues, is suffering from what has been diagnosed a terminal illness. During the intermission in the two-act play's first night, Bob was removed to a Charleston hospital. He was wheeled up to witness Act Two the following evening, then returned to the hospital. "So long," said Bob as we concluded a visit with him the following morning. "We'll see you at S&D." And so, sure enough, Bob, Louis and son Bill did come to S&D, a triumph of determination.

Grace Hawley, mending from surgery, was advised not to attempt the Charleston-Marietta trip to S&D this year. Homer, her husband, stayed home to look after her. Ken Hawley did the honors for the family by attending. Ken's brother "Doc," Capt. Clarke Hawley, kept store on the NATCHEZ to permit Capt. Roddy Hammett to attend.

Annie Mallinson, Lenore Sutphin and Nell Way "poured" as they say of tea parties, and made a pretty picture doing so. Bee Rutter dealt out the cake. Our gratitude to Sandie Miller for attending to the registration. As these lines are being typed, we have had a note from Dale Flick who sums the party up this way: "The Friday evening reception was really terrific. Let's continue this if at all possible."

John Fryant about stole the show with a sneak preview of his  $\frac{1}{4}$ " to the foot model of the steel hull packet S. S. BROWN which is to go to the Mud Island Museum at Memphis. The pity is that the real S. S. BROWN wasn't handed down to the present time, as was the IDLEWILD. John said he commenced to realize as he put the model to-

gether--thus seeing her for the first time in three-dimensional reality--the full grace and charm which attended her. The main reason for staging the BROWN's debut at S&D was to surprise Jan Clement, the Mud Island historian, and John went to great lengths to spirit the model into the hotel without Jan's knowing about it. Well, so Jan didn't know of the surprise in store, and she wandered around

talking with people, her back to it, for something like 40 minutes there at the party. John nearly went berserk. Then she finally saw it, wide-eyed in disbelief. It was a satisfying moment for the builder and Jan alike.

**WHO WERE THERE?** Sandie Miller did a thorough job with the Guest Register on Friday evening and it was passed around at the Saturday noon luncheon. A transcript follows:

Fred and Edna Donsback, Covington, Ky.; John and Sharon Fryant, Alexandria, Va.; Alice and Jack Massey, Cincinnati; Jim and Alice S. Wilson, Staten Island, N.Y.; Roy Emery, Hanover, Ind.; Paul and Mildred Bennett, Beaver, Pa.; Vernon Fitzberger, Baltimore, Md.; Rita and Alan Bates, Louisville; Lloyd and Barbara Holland, Conneaut Lake, Pa.; Louise Carley and Theo Cook, Memphis; William C. and Mary Massey, Cincinnati; Jerome and Virginia Collins, St. Albans, W.Va.; William W. Willock, Jr., Chestertown, Md.; Bob and Mary Alice Masterson, Cincinnati; Jack E. Custer, Franklin, Tenn.; John and Loretta Kuster, Dixon, Ill.; Paul and Dorothy Pryor, Dayton, O.; Lloyd Ostendorf, Dayton, O.; Jan Clement, Memphis; Fred Rutter, Lithopolis, O.; Capt. John Leonard, St. Catharines, Ontario; Mr. and Mrs. James E. Reed, Jonathan Reed and Jeff Reed, Raleigh, N.C.; Peter G. Holloway and Kirby Holloway Ruland, Asheville, N.C.; Marion Hartley, Gasport, N.Y.; Dale Flick, Cincinnati; Allen Hess, Jamaica Plain, Maine; Mel and Rita Norris, Cincinnati; Pam Williams, Raleigh, N.C.; Dorothy Frye, Cincinnati; Virginia



Capt. and Mrs. Gabriel J. Chengery, on vacation from the MISSISSIPPI QUEEN, charmed their S&D friends with a program of river songs with Capt. Gabe at the piano and Cynthia Ann the performer. They make their home at 200 Mansfield Drive, Natchez.



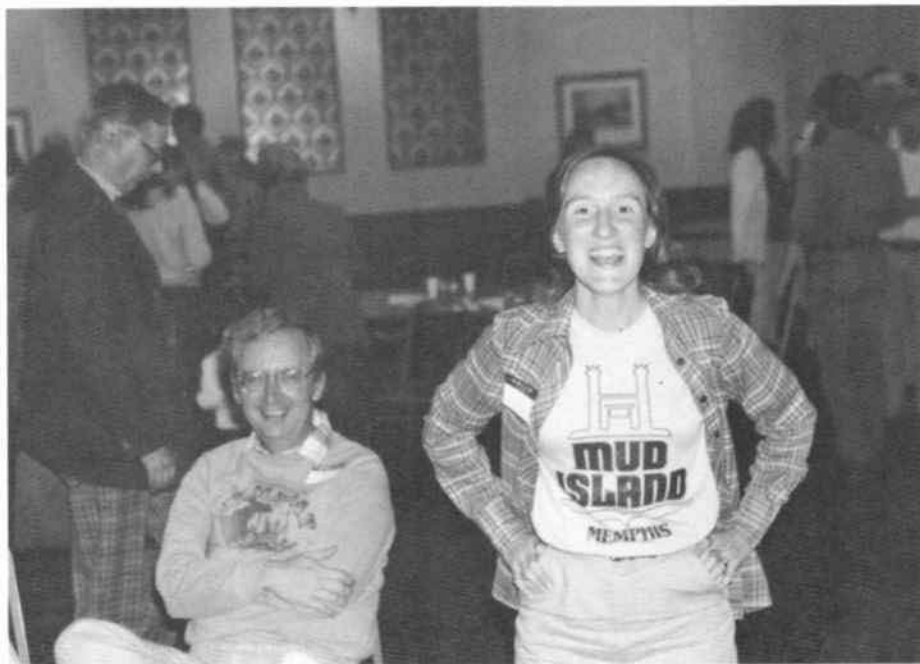
Bennett, Ft. Thomas, Ky.; Kay and Tom Kenny, Ferguson, Mo.; Linda, Mickey and Dennis Frye, Hebron, Ky.; Bus Longrod, Albion, N.Y.; Fred and Nell Way III, Cleveland Heights; Mr. and Mrs. Jim Paisley, Wheeling; Fred Way Jr., Sewickley; Doris A. Foley, Keokuk; Wendy Putnam, Warren, Pa.; LeRoy G. Pratt and Louise Pratt, Des Moines, Iowa; Rev. and Mrs. Frederick Creasey, Winston-Salem; William E. and Mabel Reed, Pittsburgh; Catherine Reed, Coraopolis, Pa.; Capt. Clare Carpenter, Belpre, O.; Ken Hawley, Charleston, W.Va.; Gerald (Jerry) and Lenora Sutphin, Huntington; Bob and Ginny Beckett, Hebron, O.; Marge and Bill Smith, Springfield, O.; David Smith, Catlettsburg, Ky.; Roddy Hammett, New Orleans; Marguerite Hammett, St. Marys, W.Va.; Jim Hutchins, Bessemer, Ala.; Don McDaniel, Columbus, O.; Irwin Urling, Baden, Pa.; Mark Stunja, Sewickley, Pa.; Mr. and Mrs. Bill Rist, Huntington, W.Va.; Ralph R. DuPae, LaCrosse, Wis.; Thomas E. Way, Ashton, Ill.; Capt. and Mrs. Gabe Chengery, Natchez; Capt. and Mrs. Charles Fehlig, Hot Springs, Ark.; Robert S. Way, Euclid (On the Lake), O.; Gene and Claire Fitch, mv. CLAIRE-E; Chuck and Catherine Remley, Marietta; John Bickel, McGregor, Iowa; Karen L. Hoge, Marietta; Cecile Pierce, Marietta; Bill and Anne Mallinson, Pittsburgh; J. Woody and Bee Rutter, Birmingham, Mich.; Robert S. and Louis Barr, and Bill Barr, Winfield, W.Va.; Bob and Virginia Smith, Sewickley, Pa.; Yeatman Anderson III, Cincinnati; Julie and Jim Dentler and sons Mark and Eric, Rochelle, Ill.; Alvin McMillan, Lewisburg, O.; William Talbot, Keo-



The sign in the foreground reads: MODEL RESEARCHED AND BUILT BY JOHN L. FRYANT, SCALE 1/4 in. EQUALS 1 ft. John and Jan Clement stand behind the S. S. BROWN which was featured in our June '72 issue.

kuk; T. Kent Booth, Mt. Dora, Fla.; John K. Booth, Bethesda, Md.; Bob Booth, Bethel Park, Pa.; Bob McCann, Cincinnati; Robert Musard, Cincinnati; Craig and Therese Klenke, Rochelle, Ill.; Mr. and Mrs. W. R. Prudent and Frank X. Prudent, Cincinnati; Mr. and Mrs. Glenn Cantrell, North East, Pa.; Bert Fenn, Tell City, Ind.; Cori Reade, Covington, Ky.; Ann Zeiger,

Cincinnati; Charles E. and Jean Arnold, Parkersburg; Russell Quillin and Robert D. Ashley, Letart Falls, O.; Jeanette and Bill Patterson, Richmond, Ind.; Jim and June Bupp, Charleston, W.Va.; Charles and Cricket Martin, Belle, W.Va.; Jeanne and James Haley, Lakeside Park, Ky.; Carl and Nancy Jeffries, Carrollton, Ky.; Betty J. Buckley, Zanesville, O.; Donna M. Holzer, Indianapolis; Pat Buchanan, Indianapolis; Mrs. Leon Ash, Vevay, Ind.; Capt. and Mrs. K. J. Eddy, Marietta; Mr. and Mrs. Frank H. Layne, Prestonburg, Ky.; William F. Potts Sr. and Lucille and Colleen Potts, Sardis, O.; Connie and Chris Eaton, Athens, O.; Charles and Alta White, Murraysville, W.Va.; Sheldon and Ethel Scott, Steubenville, O.; Frederick J. McCabe, Hannibal, O.; Otis Reynolds, New Cumberland, W.Va.; Bob Latta, Pittsburgh; Anthony Willard, Denver, Colo.; Lela May Dunham, Williamstown, W.Va.; Helen Deshler McMahan, New Matamoras, O.; Charles D. McMahan, New Matamoras; Barbara and Mike McMahan, Parkersburg; Gene Grate, Middleport, O.; Garland and Helen Kimble, Marco Island, Fla.



Happy as larks, Jan Clement of the Mississippi River (Mud Island) Museum and John L. Fryant celebrate the inaugural appearance of John's model of the steamer S. S. BROWN.

Without straining our memory, we can recall various others who, for one reason or other, did not register. Michelle Kingsley arrived on a wing and a prayer just in time for the Saturday evening banquet. Nelson Jones and Tom Cook apparently arrived Saturday evening after the program. Steve and Della Hoag were present at the Saturday morning Board meeting. Guy C. (Uncle Coke) Anderson was there for the whole show. By way of remark, Anthony Willard of Denver, Colo., has belonged to S&D for ten years and this was his first appearance.

**B**OARD CHAIRMAN J. W. Rutter brought the meeting to order at 9:34½ a.m. and noted that the 4½-minute delay was due to the late arrival of S&D president Way. President Way offered no excuse for tardiness but the reason was to have great effect on the day's activities.

S&D Day, Saturday, September 19, 1981, dawned cloudy, cool breezy—a bit too cool and a bit too breezy for the projected noon luncheon and meeting at the premises of the Marietta Boat Club. The alternative, worked out in advance, was to transfer everything and everybody to the hotel's large Sternwheel Room. Hotel manager Bob Moseley had just been notified that the switcheroo was in prospect, the decision deadline set for 11 a.m.

All nine Board members were present. Larry Walker submitted his annual Financial Report showing a cash balance of \$11,936.99 with no debts outstanding. This figure reflected a gain of \$1,358 over the 1980 Report. Disbursements for the fiscal year came to \$12,358.78, most of the sum related to the quarterly publication of the S&D REFLECTOR which, since inception, has been financed solely from annual dues supplied by the membership. Larry was thanked for his stewardship of S&D's treasury and his Report was accepted.

Bee Rutter, secretary, touched on the wide geographic range of S&D members. (Foreign postage for the June '81 S&D REFLECTOR came to \$16.38.) She read a portion of a letter from an S&D member living in Czechoslovakia as typical of foreign enthusiasm. Zbynek Macha with a complicated address wrote: "I am looking forward very much to each new number of the S&D REFLECTOR.



C. W. (Bud) Daily and wife Eileen of Toronto, O. pause for a portrait.

Now, the full page picture episodes from the history of steamboating

full of magnificent photographs are a small holiday for me each time when I receive the new copy. I only do hope these collections will continue in all future issues. So, my warmest congratulations to all who help to bring this magazine to us river fans."

Andy Anderson reminded the Board that the Inland Rivers Library has been operating for 25 years in the Cincinnati Public Library. Today it contains the largest collection of Mississippi River System books, records, pamphlets, drawings and photographs contained under one roof. New material is constantly being added. Woody Rutter recalled that his vote in 1956 was "nay" to the Library idea, which meant moving all documentary records and material from Campus Martius Museum. S&D's Board of Governors had been formed the year before, and one of its first official acts was to recommend to the S&D membership that the Library plan was a sound one.

Woody notified the Board that Alan Bates' Index of the S&D REFLECTOR FOR 1969-1973 was at Richardson Printing, delivered to their hands two days prior—on Sept. 17. Alan now will proceed with indexing 1964-1972 which, when released, will provide a full Index since the beginning (1964) to and including 1978. Details of how to procure the 1974-1978 and 1969-1973 indexes appears elsewhere in this issue.



Capt. Roddy Hammett and his mother Margurite Hammett received S&D members at a reception held in their St. Marys, W. Va. home Sunday morning following S&D.



Peter G. Holloway (left), son of the late Capt. Henry E. Holloway, pictured with Capt. Charles Henry Stone of Point Pleasant, W. Va. This was Pete's first appearance at an S&D meeting; he and his daughter Mrs. Kirby Holloway Ruloud drove up from Asheville, N.C., their home.

Indexing the S&D REFLECTOR is financed by the J. Mack Gamble Fund. The Fund trustees had met on Friday, Sept. 18, 1981 to learn that Woody and Bee had stopped in Athens, Ohio, enroute to S&D for a conference with Mrs. Pat Elisar, editor of the Ohio University Press. Mrs. Elisar, due to a profound tragedy in her family, had been on leave from her duties and had just lately returned. She is enthusiastic about publishing the new and greatly expanded Way's Packet Directory in 1982 and envisions a near-700 page book to retail in the \$35-\$40 range. The J. Mack Gamble Fund may be called upon to assist in the financing. The Fund trustees also agreed to provide \$5,600 toward the restoration of the W. P. SNYDER JR., the figure to be matched dollar for dollar from another source. All funding from the J. Mack Gamble bequest comes from earned income.

Jack Custer reported the activities of the Middle Ohio River Chapter of S&D which now has 150 members. This group arranges interesting field trips focusing on abandoned locks, dams and canals, and holds its annual meeting complete with a dinner and speaker. Also they rally aboard the BELLE OF LOUISVILLE on special occasions.

R. Jerome Collins told the Board that the Ohio-Kanawha Branch of S&D is very alive and well. The activities are reported in these columns by Jim Wallen. Jerome reported \$14.98 in the Chapter's treasury. "an improvement over last year."

Jerry Sutphin submitted a layout for an S&D brochure, illustrated with photographs and an attractive pen drawing, outlining the S&D activities and projects, and informa-

tion about how to join. The Board adopted a motion offered by C. W. Stoll to proceed with and publish the brochure, aimed at attracting new members.

Having concluded the business of the Board meeting, chairman Rutter introduced Jim and Alice Wilson representing the Steamship Historical Society of America. Also recognized was William W. Willock, Jr., of Chestertown, Md., who owns and operates two private steamboats in eastern waters. Welcome was extended to Lloyd R. Holland, president of Conneaut Lake Cruises, Inc., operator of a double-deck sternwheel excursion boat named BARBARA J. and a lake ferry named REDWING. "Bones" Barr, so dubbed by his Charleston friends since the debut of his "Riverboat Man" show, was applauded. When Capt. Kent Booth was introduced, the subject got around to the LIBERTY and Kent recalled riding in her pilothouse, at the age of 12, under the watchful eye of Capt. Walker Litten, where he couldn't fall in the river. Bob McCann remarked that the LIBERTY was the first boat he ever slept aboard. Paul Bennett said he and his father often made short trips on the LIBERTY, and that his Dad for several years audited the office books and prepared IRS forms for the management.

William E. Reed and Tom Kenny made complimentary remarks about the S&D REFLECTOR, Tom dubbing it "Fred Way's Whiz-Bang." Two of Bill Reed's oil paintings were admired, on display, the GORDON C. GREENE and Dick Hiernaux's towboat LEONA.

DECISION to move the Saturday noon luncheon to the hotel instead of having it at the Boat Club was announced at, or toward, the final stages of the Board meeting. This meant some tall doing and only 90 minutes to do it in. Those who attended the Board meeting helped spread the word. We made a bee-line for a lobby phone and alerted Juanita Etter at her desk in Campus Martius. Bob Moseley, alert to such possibility, lost no time in converting the Sternwheel Room into a glorified indoor picnic area. Next we did a Barney Oldfield up Front Street to the Boat Club premises to discover that Betty Pottmeyer already had the news from Juanita Etter and was packing up her simmering beans, and ham, and things, for the quick switch. Capt. Clare Carpenter, already there, exclaimed, "Why those pantywaists!" when he learned of the change. The beer truck had just arrived and we got them headed hotelward. In what seemed only the blink of an eye, we were walking into the Sternwheel Room so lately deserted by the Board meeting to find Andy and Uncle Coke tending to tickets and cash, a fine aroma of picnic fare in the air, and people galore. One hundred and sixty-one attended. All that was missing were the ants, yellow jackets and black dog Wrecks whose predilection for ham has been too well established. As Dale Flick wrote in his letter to us: "The Saturday luncheon was dee-licious!"

In the brief program which followed, there was a merry round of introductions and one item of business. The one item of business, required by S&D's constitution, was the appointment of a Nominating Committee by S&D's president. Jean Arnold, John Fryant and Roy Emery were charged with the duty of presenting a slate of officers to serve until next meeting time, 1982, their report to be offered following the 6:30 p.m. banquet.

For his first visit to S&D, Capt. John Leonard, a Great Lakes skipper of St. Catharines, Ontario, rose full height (our bet is there are no discipline problems on his freighters) and addressed our group. Two other first-timers were Capt. and Mrs. Charles Fehlig of Hot Springs, Ark. Capt. Fehlig recently stood pilot watches on the MISSISSIPPI QUEEN with C. W. and Lucy Stoll aboard St. Paul to Memphis. Mrs. Leon Ash, perky as usual, and pushing 93, qualified as the meeting's elder citizen. Jason Frederick Way, aged seven and a half months (repeat, months), was held aloft by his mother as cameras flashed; great grandson of y.t., grandson of F. Way III, and son of Jay and Lora Way who reside at Akron, Ohio. Jason's winsome sister Jessica, aged 4, was very much present.

Friends who cannot attend are with us in their thoughts. On Sunday morning the desk clerk at the Lafayette handed us this message from Grace Hawley:

*"How I wish we could be with you but Homer and I are with you in thought and spirit. We think*

S&D is the finest group of people in the whole world. We want to thank you all for attending the wonderful reception honoring our 50th anniversary last year. You made the occasion the real high point in our lives. We'll never forget.

"Also want to thank you for the beautiful cards, flowers, prayers and good wishes for my return to health. You'll never know how much they meant to us. I know they played a great part in my recovery. With friends like this, how could I let them down.

"So here I am on my feet again, wobbly but determined. I love you all. (signed) Gracie."

To the above message Gracie added a footnote:

"Now please join Homer and me in wishing our son Ken a Happy Birthday."

So OK, Ken: Happy but belated Birthday!

Also a note from Alice Fuchs of Mansfield, O.:

"Last year Charles and I appreciated your kindness and concern about our sudden departure from Marietta. I must be a jinx--my illness took us home last year and we won't get to come this year because I am recuperating from surgery--am getting along fine and the lab reports indicate no need for X-ray or chemotherapy. All I need now is a barrel of pep and I'm told to be patient.

"We will miss seeing you and attending the meetings. It is always such a great get-together. Best wishes to you all. (signed) Alice Fuchs."

Also we learn from Jim Paisley that he and Catherine had arranged to assist in bringing Jennie McNally and Julie Thomas. When they stopped in Powhatan Point to pick up Julie, they discovered she had suffered a bad fall and had injured or broken some bones. Whereupon Jennie, ever the mother hen, decided to stay with Julie and help out.

**R**ODDY HAMMETT, relief master of the NATCHEZ at New Orleans, introduced the speaker of the evening, C. W. Stoll. It is high incredible but nonetheless a fact that C.W. (as we all know him) had not been a featured S&D speaker since 1940 at New Martinsville, well back in our formative period. At all S&D affairs he has been highly visible in word and deed, so much so it is hard to visualize what S&D would be without him. All of which does not explain this sin of omission.

But to get on with his presentation... We knew beforehand in a vague way that C.W. planned to discuss merits and demerits of steamboats he was acquainted with from childhood to the present, a rather golden opportunity to ruffle a few feathers amongst his listeners. What we least expected happened--he wasn't five minutes into his talk when it dawned on us we were listening to a thoroughly prepared and highly polished sermon. The text was "Beauty is in the eyes of the beholder." A fan letter from a listener later said: "Pure



Another shot of Jason, great-grandson of F. Way, Jr., held by his mother, Lora Way. Ye Ed now has six great-grandchildren and two step-great-grandchildren.

prose; C.W.'s description of the aroma of live steam and brewing coffee in the SOUTHLAND's cabin."

Spokesman for the Nominating Committee, John L. Fryant, presented a motion for the reelection of all incumbent officers which was unanimously adopted by the membership.

Cynthia Ann Chengery brought down the house when she sang three "steamboat songs" accompanied at the piano by her husband Capt. Gabriel J. Chengery, master of the MISSISSIPPI QUEEN.

Following the program, the Sternwheel Room was turned into what easily might become known as the Delly Robertson Rally, several hours of slides and movies. For some years Delly has hosted this impromptu gathering of the clan, assisted by her daughter Dianne and Dianne's husband Lee Woodruff. This year the Woodruffs were unable to be present. Anyhow the popularity of the event became a bit much for Delly to handle. She agreed to S&D sponsorship and things worked fine.

A surprise at the evening meeting was the arrival of Mark Booth. Last time we saw Mark must have been when the LIBERTY was still running. Also Lee Marmet who hopes to persuade Bill Reed into doing for him a painting of the old towboat

FLORENCE MARMET. Also Jerry Devol who is so helpful with pictures and stories for the S&D REFLECTOR.

This could go on and on, but let me thank again those who offered, and in most cases did, take black dog Wrecks on various interesting excursions about town. He never had it so good.

Many Sunday morning departures were made in the direction of St. Marys, W.Va., to attend a party at the home of Roddy's mother, Margurite Hammett, 704 Second St., zip 26170, should you need the address. Tom Way and I didn't get homeward bound in time to attend, more's the pity.

Did you ever see more beautiful young people at S&D! Or is it because we're getting older?

#### S&D MEETING PHOTO CREDITS

James E. (Jim) Reed took the photographs on pages 7, 8 and 9 and also the lower one on page 10. Mrs. William R. (Marj) Smith provided us with those on pages 11 and 12, and also the upper one on page 10.

Sirs: The photo of the J. B. FINLEY in the September issue, page 17, is a dandy. I've seen two similar photos; but not this one. If you are wondering about the date, it was taken prior to the last months of 1902, prior to the installation of a "tell-tale" wooden pilotwheel, painted white, on a hogchain post on the port side. It was connected to the paddlewheel via rope and pulleys and imitated the motion of the paddlewheel. The SPRAGUE was subsequently given a similar one and you can date her early photographs by the two different positions that it was mounted on. In early 1903 when the SPRAGUE left New Orleans for Pittsburgh and came up the Ohio on one engine, it was mounted ahead of the pilothouse; however, when she left to come back to Louisville, it had been moved back outside the port side of her pilothouse and was there throughout the years until the fire of 1974. The only other boat that I know that had a similar apparatus was the MISSISSIPPI.

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

Good ol' Charlie Brown of the comic strip "Peanuts" has his own opinions of the letter M being the 13th letter of the alphabet. In our last issue, page 45, we remarked that "steamboats with names commencing with 'M' were considered by some river experts as carriers of bad luck."

Charles Schultz in a recent strip of Peanuts has Charlie Brown doing some pontificating on this "M" business. Says Charlie:

"The letter M is the thirteenth letter of our alphabet---or the twelfth if the letter 'J' is omitted."

His blonde sister Sally, doing a school report on the letter M, in some perplexity asks "If what?"

"If 'J' is omitted then 'M' is only the twelfth letter of the alphabet."

"Why would we leave out 'J'?" asks Sally.

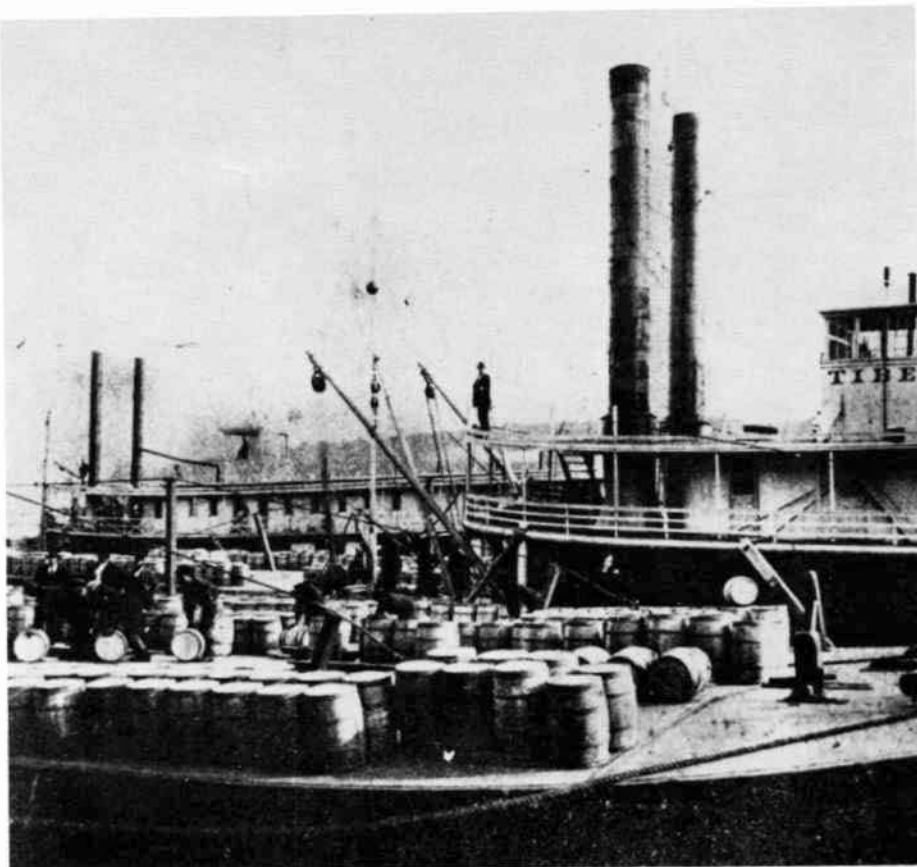
"'J' was formerly a variant of 'I'...In the seventeenth century it became established as a consonant only, as in 'Julius' which was originally 'Iulius'...thus 'M' is only the twelfth letter of the alphabet if 'J' is omitted!" Charlie Brown explains.

Sally, nonplussed, gives up writing the school report.

Erudite Charlie or no, many a steamboat with an "M" name came to untimely grief in the nineteenth century. Thanks to Pete Holloway for bringing this weighty matter to our attention.

Sirs: I have an extra copy of Vol. 5 #1 of the S&D REFLECTOR and will mail it to anyone who would like it for \$3.50 postpaid.

Allen K. Wisby,  
1608 Burke Road,  
Pasadena, Texas 77502



THIS PICTURE for some time past has been reposing in the files of the Minnesota Historical Society, dated 1874 in ink on its reverse side, the steamer TIBER in the right foreground, and the WYMAN X at the left. Both are new to modern photo collections. The TIBER is particularly interesting to us inasmuch as she was built at Pittsburgh in 1862 for the early Allegheny River oil traffic owned by her skipper, Capt. John Rodgers, along with George W. Cochran, J. and M. A. Nimick and Theodore Bagaley. The Pittsburgh "Post" reported in its April 14, 1862 issue as follows: "The number of boats engaged in carrying oil and empty barrels on the Allegheny River is variously estimated. There are some fifteen steamboats and tows of an average capacity of 800 barrels, and about 300 flatboats of all classes, of which 200 are engaged in transporting oil to Pittsburgh, from whence it is shipped to the East, and to Europe. The capacity of the boats engaged on the creek (Oil Creek--Ed.) will average fully 100 barrels each; those employed on the river, about 500 barrels each. The steamers average three trips a week, when the river is at a good boating stage, and the towboats about two. It takes a flatboat from three to four days to make the trip from Oil City to Pittsburgh. Besides this, a large quantity comes down the river in bulk and rafts." The "Post" a few days later reported the GENERAL LARIMER having arrived from Oil City with a tow of 4,158 barrels of oil, and further noted that the "new towboat TIBER, belonging to R. D. Cochran & Co., from the middle of March 1862 to the last of April, towed from Oil City to Pittsburgh 10,000 barrels of oil, and during this time had taken to Oil City 6,000 empty barrels and a large lot of miscellaneous merchandise." The TIBER was rated 92 tons and her wood hull measured 141 x 32 x 4. By 1864 she was in U.S. service towing war materials between St. Louis and White River, ascending to De Valls Bluff. By January 1871 she was owned by John Robinson, Winona, Minn., and perhaps the tall gentleman standing on the roof in the picture is him. The TIBER was not removed from documentation until 1888, all the while on the Upper Miss. The WYMAN X was built at Taylor Falls, Minn. in 1867 and other than the fact that she was still documented at Galena, Ill. in 1876 our records are blank---probably served as both towboat and packet. Anyhow for this unique glance we are further indebted to the University of Wisconsin's continuing search for portraits of old-time steamboats.



See column one, next page.

## THE PICTURE OPPOSITE

GLENN CANTRELL, P. O. Box 311, North East, Pa. 16428 showed us this photograph at S&D last September. Jerry Sutphin volunteered to reproduce it--and so, on the page opposite, is the result. This exceptional scene was taken of the Monongahela wharf in Pittsburgh by a photographer named Frank E. Bingaman and has been reproduced extensively, copied and recopied (usually poorly done) but this is the sharpest print we've seen of it. It appeared in a book titled "A Pittsburgh Album" in 1959, pages 44-45, and Russell M. Lintner is quoted as authority that it could have been taken as early as 1886. We agree with Russ and in all probability with his same reasoning---the towboat VOYAGER, built in 1885, is moored across the river. All of the other identified boats are of older vintage, and the Point Bridge, at the right, had been doing business there since 1877. The scope of the picture is from about the foot of Market Street to the Point; all of the packet activity was above, out of sight to the left. The big towboat (largest of all in the view) with the fancy-topped stacks and round emblem between them is the JOSEPH B. WILLIAMS, over to the right with her stacks partly obscuring the Point Bridge pier. Although she is ten years old, having been built in 1876, this is the only photograph we've ever seen of her with these ornately-topped stacks. In the foreground, at the left, broadside to the wharf, is the TWILIGHT looking very dark inasmuch as her bulkheads were painted red, and this is the only picture of her showing this peculiarity. Some of our older S&Drs recall her as the J. H. McCRADY. Nosed in below her, white aprons at the base of her stacks, is the WM. BONNER--only picture known of her---built in 1870 as the N. J. BIGLEY NO. 2. Next to her with fairly high stacks is the JOS. NIXON, only picture known of her, which later was rebuilt into the VALIANT which became the TRANSPORTER, a name familiar to older S&Drs. Two small poolboats lie between the NIXON and the HORNET NO. 2, one of which is the BOB CONNELL which dates back to 1864 and this is the only known photographic glimpse of her. The HORNET NO. 2, originally named MARSH McDONALD, lasted until ice got her at Paden City, W. Va. in early 1904. With a magnifying glass the JOSH COOK and ANNIE ROBERTS may be picked out in the maze of boats extending down to the JOSEPH B. WILLIAMS. Below the WILLIAMS is the Gray's Iron Line fleet with the IRON DUKE, extreme right, and another faced upstream. The business of bunching these idle towboats at the wharf during periods of summer low water was an extremely dangerous one because of fire risk. When Davis Island Dam in the Ohio River was completed in

1885, or shortly thereafter, this practice was discontinued. The road at lower right is Water Street, now Fort Pitt Boulevard, and that's an interesting collection of upright steam boilers, one still on a dray, in the left foreground. The light atop of the post has been described as a gas light, and maybe so. The weather is a bit chilly judging from the man with overcoat on, it's about 10:30 in the morning, judging from the man's shadow, and the day is Sunday, judging from the absence of people, drays, and usual city commotion. Our thanks to Mr. Bingaman for taking the picture---whoever he was---we haven't the slightest.

## PAUL SEABROOK DONATES COLLECTION

Sirs: Paul Seabrook of this city has donated his boat picture collection to the New Albany Public Library, and he was on hand at the program held October 7th to talk about the river. Ralph Wiseman showed slides made from black-and-white photos, many of them from the collections of Helen Crayden and Bert Fenn. Many of Paul's photos were displayed on tables. Besides yours truly, C. W. and Lucy Stoll, Sandie Miller and Ruth Seabrook were in the audience. C.W. joined Paul at the front of the room for a question and answer session, all of which made for an interesting evening.

Keith E. Norrington,  
496 Tyler Drive,  
New Albany, Ind. 47150

George W. and Muriel Schotten, R. D. 2, Bedford Road, Hubbard, O. 44425 who have been greatly missed at the last several S&D meetings, have been heard from. Both send good wishes and George adds that he particularly enjoyed the June and September issues of S&D REFLECTOR.

R. Jerome Collins has done posterity a service. He has prepared a list of the Kanawha River Wright family, identifying 44 of them, many of whom were well known on the rivers. We immediately looked up Shoo-fly Wright, the one who is a wonderment to Alan Bates. Shoo-fly, it turns out, was son of Penn Wright, christened James C. Wright, b. January 5, 1884. Jerome says Shoo-fly worked on 235 boats, or more than that; he's the one who was piloting the JULIUS FLEISCHMANN when she hit a rock at Nine Mile, Kanawha River, and sank. That was in July 1930, a record low water summer. He died at Pt. Pleasant, W. Va. in 1933. Shoo-fly had a son Ernie who is reputed to have run booze across the Detroit River from Canada during prohibition. He returned to Pt. Pleasant once a year to visit his mother, usually presenting her with a one-year old car. One of the Wrights counted up in 1928 to announce there had been 26 licensed masters and pilots in the tribe, eight engineers, and fifteen cooks. You'll be hearing more of this in these columns.



Earl F. Olson, Norris, Tenn. procured this picture via the T.V.A. archives showing the towboat BISSO apparently on the Tennessee River. Originally the WYNOKA b. Dubuque 1899, she was sold at public sale to Bisso Coal & Towboat Co., New Orleans in 1933. As BISSO she operated into 1935, then was again sold to become GOLD SHIELD of Commercial Solvents Co. This is the only picture of her as BISSO we have seen, thanks to the Murphy Library people of La Crosse.



**O**NE THING about photographer Thornton Barrette: if it ran by steam, he photographed it. One icy morning at the turn of the century, he caught the W. O. HUGART in action. This wood hull 73.4 x 16.8 x 4.3 job was built at Conway, Michigan for service on Crooked Lake. Later she was brought to Chicago where the stack and pilothouse were removed for low bridges, and thence via the

Illinois River, Mississippi and Ohio to Cincinnati where she served briefly as a pleasure craft. Capt. W. L. Thomas bought her for ferry service at Augusta, Ky. and also did job towing with her. In 1902 she was sold to Racine, Ohio where the Pickens Ferry Co. ran her back and forth to Graham Station, W.Va. She was dismantled and the hull became the Racine wharfboat until it sank in 1914.





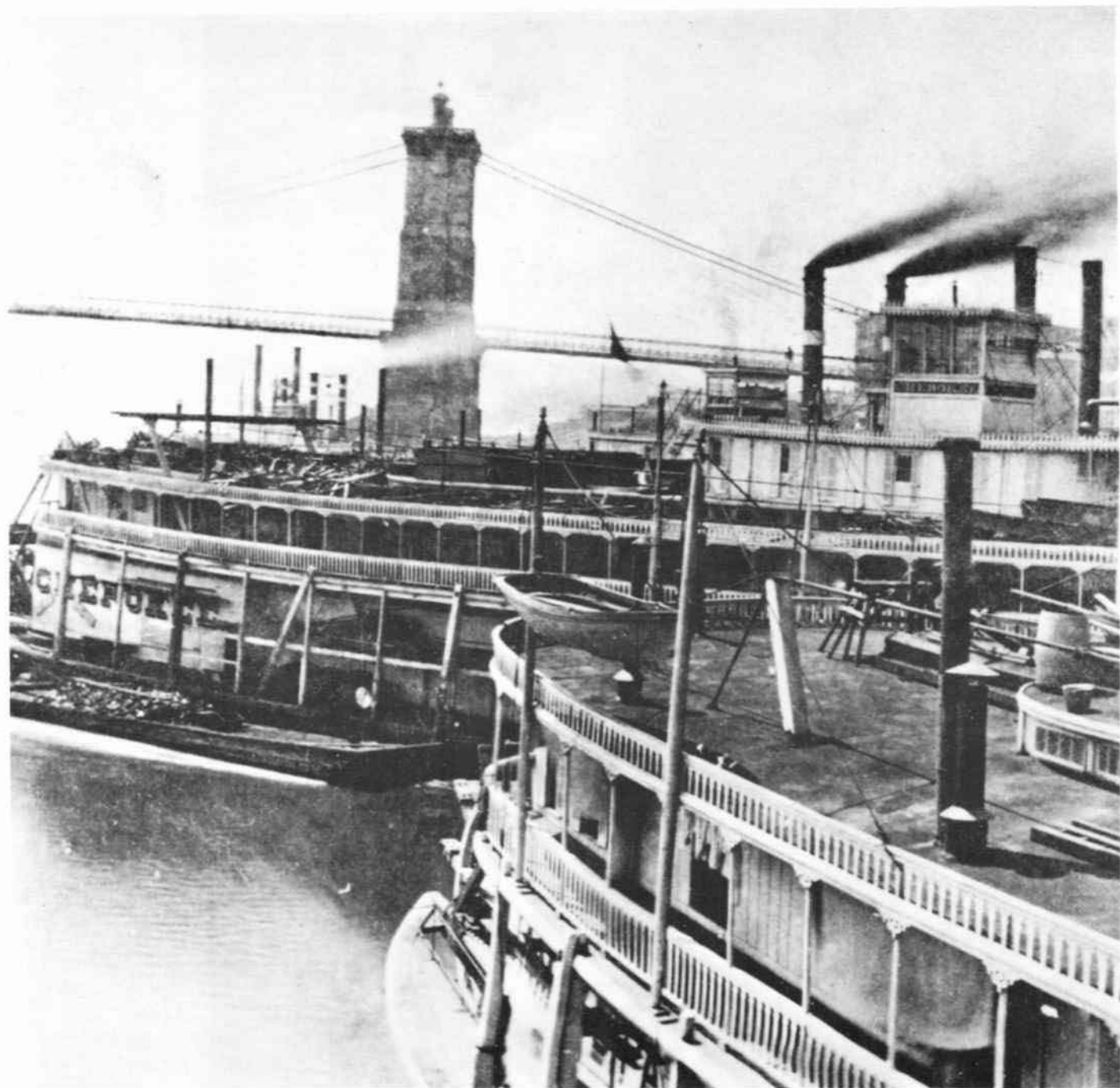
**P**AUSING in the Louisville & Portland Canal, the JOHN KILGOUR poses for her photograph to be taken one cold winter day. This is an occasion of some sort and we would suspect that the date is in 1873 and the new and greatly enlarged tandem locks have, for the first time, permitted a boat this large to use the canal for passage around the Falls. The recently completed tandem locks, two in number, each measured 335 by 80 feet. The KILGOUR's hull size was 252 x 41 x 7. She was built at Cincinnati in 1864 and was

announced for the Pittsburgh-Cincinnati trade, Capt. William S. Foster. This did not materialize inasmuch as she was impressed into U.S. service as a cargo and troop transport. After the war she ran Cincinnati-New Orleans, Capt. John G. Benson, and later commanded by Capt. Alfred Stein. Her engines, 25's- 8 ft. stroke, went to the CHARLES MORGAN when she was retired in 1873. This copy photo showed up in the Thornton Barrette collection, thanks to C. M. Dowling and Capt. William S. Pollock.



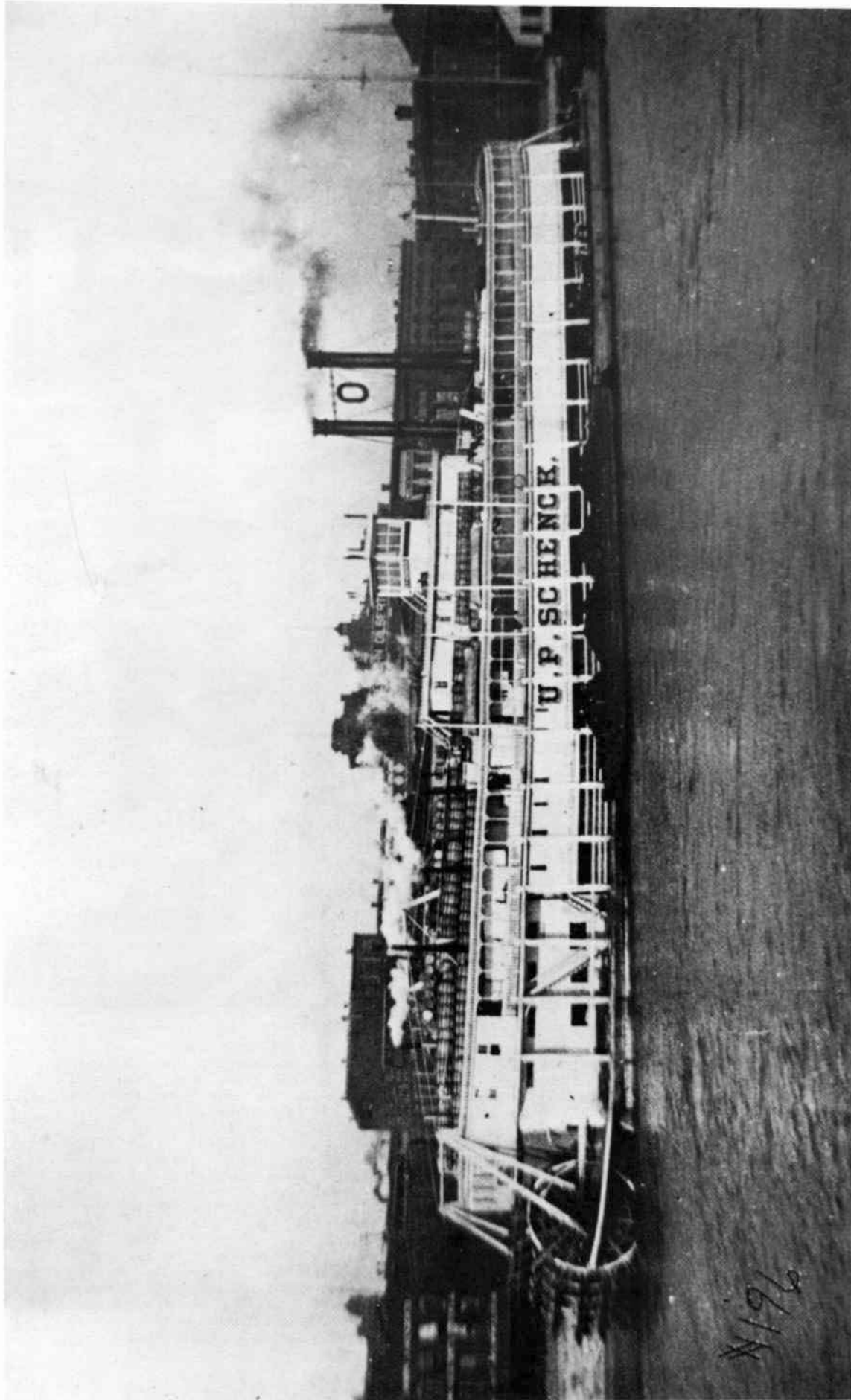
**D**OMINANT in this exceptional picture is the U.S. Mail Line's side-wheeler GENERAL LYTLE moored at the company's huge Cincinnati wharfboat moored at the foot of Vine Street. The photographer stood on the suspension bridge to get his shot, looking down-river. Although the bulk of Cincinnati's packet commerce was handled at the public landing above the bridge, the Mail Line steamers with their high ornate smokestacks stayed below until later years when the building of the Southern RR bridge (completed in 1877) required shorter stacks equipped for lowering. After this Vine Street location was vacated, and when the Mail Line moved above the suspension bridge to the foot of Main Street, the Coney Island Company operated its excursion service with the ISLAND QUEEN (first) from Vine Street for several years before moving up to the

foot of Broadway. The GENERAL LYTLE (GENERAL LYTLE on her wheelhouses) was built at Cincinnati in 1864, honoring U.S. General William Haines Lytle who had lost his life at Chickamauga in '63. Her wood hull was 270 x 40 x 7 (30 feet longer than the KATE ADAMS (last) and she was powered with high pressure engines, 26's- 9 ft. stroke, with steam from seven boilers. She was hard to catch under way, and once suffered a serious steam explosion while racing a rival at Bethlehem, Ind. Notice, she has no swinging stage although later one was added. The side-wheeler behind the LYTLE is the BEN FRANKLIN, also of the U.S. Mail Line Co., built in 1869, some smaller than the LYTLE. The above photograph comes from the collection of Edward A. Mueller, Jacksonville, Fla., via our Murphy Library friends, LaCrosse.



**O**N ANOTHER page in this issue is the GENERAL LYTTLE photographed from the suspension bridge at Cincinnati. Quite likely this picture, shown above, was taken by the same photographer at the same time--in which case it dates 1873. It is an unusual shot inasmuch as it provides glimpses of two packets which don't seem to appear in any other known river pictures, the CHEROKEE and the ALASKA. Notice the similarity of the boiler deck and roof railings, the top trim on the stanchions and the open recesses at the stern. Both were Cincinnati-built: the ALASKA in 1867 and the CHEROKEE in 1873. The CHEROKEE was just commencing her career in 1873 and, as Fate would have it, the ALASKA was within months of her watery grave. By the way, the steamer in the background with smoke coming from her stacks is the ANDES (first). The ALASKA was "canal size," built to fit the small locks of the Louisville and Portland

Canal, and was operated by Capt. Frank J. Oaks and W. G. Voris variously to New Orleans, St. Louis and Pittsburgh. She was downbound with a loaded barge in tow near Hales Point on the Mississippi River on Friday, November 21, 1873 when she stabbed a snag and settled evenly in 8 feet and could not be raised. The CHEROKEE was an in-again-out-again Pittsburgh-Cincinnati packet running independently of the regularly organized Line, Capt. George Wolf, with A. Byers, clerk. She was quite a sternwheeler, being 210 x 38.8 x 6.6, and was said to have had the engines from the side-wheel EMMA NO. 3 which were 18½'-5 ft. stroke. In the early 1880s she was sold to New Orleans, ran on Red River and elsewhere, and ultimately was dismantled. This picture is from the Edward A. Mueller collection, with additional thanks to the University of Wisconsin's Murphy Library people at LaCrosse for the print.



THE U. P. SCHENCK was built for the Cincinnati-New Orleans trade at the Cincinnati Marine Ways in 1876, owned by U. P. and A. K. Schenck of Vevay, Ind. Her wood hull was 251 x 42 x 6.5 and she had 21½" x 7 ft. stroke engines from the ill-fated PAT ROGERS which had burned at Laughrey Creek two years prior. This picture was taken by the Cincinnati levee and is the best print of it we have seen, copied from the original by Thornton Barrette. The "O" between her stacks was the designation of a pool organization styled Cincinnati, Memphis & New Orleans Packet Co. This was one of a very few

sternwheel packets which broke with custom and carried her name amidships instead of on the engineroom bulkheads, remindful of the present-day NATCHEZ. Later on she was lengthened to become 318 feet long and renamed LONGFELLOW (no photograph of LONGFELLOW has yet been disclosed). Departing from Cincinnati shortly after 6 a.m. on March 8, 1895, she got lost in a pea-soup fog, hit a pier of the C. & O. Railroad bridge broadside, broke in two, and was demolished. Harbor towboats removed passengers and crews.

X196  
 7614

Sirs: Enclosed is a clipping from the Oct. 8th issue of the Seattle Times telling of the imminent retirement of the steam sternwheel towboat PORTLAND. Unless she becomes a tour vessel, the Pacific Northwest is just about out of steam sternwheelers. Hope she somehow manages to survive.

Ralph C. Hitchcock,  
Route 2, Box 3378,  
Lopez, Wash. 98261

=Owned by the Port of Portland, and until retirement on Nov. 1st last, the PORTLAND had been operated by Willamette Tug & Barge Co., a subsidiary of Riedel International. Also slated for retirement is the U.S. sternwheel steam snagboat W. T. PRESTON of Seattle. Excessive operating costs ended the careers of both. The PRESTON will be retired at the Hiram A. Chittenden Locks at Ballard, Wash. -Ed.

Leslie C. Swanson, P.O. Box 334-P. Moline, Ill. 61265 has our thanks for an advance copy of his paperbound book "Steamboat Calliopes." The 60-page work has many illustrations, first of which is the author at the calliope of the excursion steamer WASHINGTON. He got the job through Clarence (Heavy) Elder, purser, and went to work at Muscatine. Since then he has played calliope on the side-wheel J.S., the side-wheel AMERICA and on the MISS-Q and DQ. The book is an informal relation of his experiences. It's a fun book, and \$3 gets you a copy direct from the author at the above address.

Walter S. Tisher, 6767 Alexandria Drive, Piqua, Ohio 45356 has a collection of some two hundred old steamboat freight bills he is willing to part with. Many of these are from the BEN HUR (18), "big" LIBERTY (13) and COURIER (35) but he also has some rare ones such as COURIER of 1855, and NEW STATE of 1867. Practically all are of packets well known on the Upper Ohio. He would like to sell them all in one batch. If you are serious he can send you a list.

Woody Walden Jr., 76, of Felicity, Ohio, died on Sunday, August 2nd, 1981 in the Jewish Hospital, Cincinnati, after an extended illness. He was the first lockmaster at the Captain Anthony Meldahl Locks and Dam, Ohio River and served there from 1963 until his retirement in 1973. Previously he had been lockmaster at Ohio River Lock and Dam 32, Vanceburg, Ky.

Surviving are his wife, Mrs. Correne Barbour Walden; one daughter, Mrs. Betty Danner Secoy, of Marietta, Ohio, and formerly of Maysville, Ky.; two sons, James Kelly Walden, of Felicity, Ky. and Brad Walden, of Lexington, Ky., and six grandchildren.

Memorial services were held in Felicity, and burial was in the Frankfort Cemetery.



Crew of the recess-wheel ferry IRONTON while she operated on the Ohio River between Fullerton, Ky. and Portsmouth, O. From the left: Stogie Doris, engineer; Fred E. Moody, master and pilot; Ward King, assistant. She ran there in the 1920s and 1930s blowing a duplicate of the famed ST. LAWRENCE whistle made by Luther Chapman of Portsmouth. Fred Moody was a native of Aurora, Ind., born there in 1891. The picture comes to us from the W. A. Wynn collection, thanks to the Murphy Library crew at La Crosse, Wis.

## CINCINNATI HARBOR LICENSE

THIS curiosity was sent to the S&D REFLECTOR by William E. Mooar, 161 Huxley Drive, Buffalo, N. Y. 14226. Mr. Mooar is a grandson of Capt. Luke M. Mooar whose portrait appeared in our last issue, page 10, and son of Capt. William Emerson Mooar. Says Mr. Mooar: "Since my grandfather was born in 1841, he was 26 when he got this harbor license---I assume the first he procured. Notice it is restricted to piloting "Champion Coal Co.'s boats in harbor of Cincinnati from the foot of North Bend to mouth of Little Miami." In 1890 he had extended his route from Syracuse, O. to Memphis; later on to New Orleans."

The two Internal Revenue Certificates each are of \$5 denomination, meaning that Captain Mooar was obliged to shuck out \$10 for this one-year license. The local Inspectors at Cincinnati who signed the license are W. A. Stewart and C. W. Fisher.

Mr. Mooar in his letter also conveys to us information regarding the passing of his mother, Mabel E. Mooar, wife of Capt. William Emerson Mooar, on April 13, 1981, aged 88. Her husband died in 1948.

## EXPLORING THE GREEN AND BARREN

Thanks to Jack Custer.

S&D's Middle Ohio River Chapter congregated Oct. 2nd last at Bowling Green, Ky. with 16 present. With John P. Hines as guide the first place of visitation was the site of the old Bowling Green steamboat landing on Barren River. It now is a boat ramp, and no trace of the former packet days.

From there the caravan proceeded to the old Barren River lock and dam. The lock, built in 1933, was abandoned in 1965, and, alongside of it, still there, is the original hand operated lock. Across the river from the dam there once was a 5-story mill, traces still to be seen, destroyed in the 1913 Flood.

Because of the twists and turns in Green River we next visited Lock and Dam No. 5, for easy driving. The lock was built 1933-34. Downstream a short distance is the earlier lock and dam, partly visible. The present dam holds back some water; the power house is grown over with vines; the lock gates are rusty and bolted together, and 20-year-old sycamores grow in the chamber.

We had lunch at Brownsville and then Morris Carlock led us to Lock 6, built 1901-1906 and hand-operated until abandonment. Mammoth Cave National Park is directly across. The heavy timber guide wall above the lock is still intact, overgrown by trees.

Concluded on page 36.

# STEAMBOAT PILOT'S LICENSE

*Original Harbor License*

No.



647

ACT OF CONGRESS, AUG. 30th, 1852.

The Undersigned, Inspectors for the District of Cincinnati, Ohio, certify that *Luke M Mooar* having been by them duly examined, touching his qualifications as a *Special Harbor Pilot of a Champion Coal Co's Boats in Harbor of Cincinnati, from Foot of North Bend to Mouth of Little Miami,* they are satisfied he possesses the requisite skill, and is trustworthy and faithful, and do license him to act as such, within the said bounds, for one year from this date.

Given under our hands, this *fourteenth* day of *February* 1867

*W. A. Stewart*  
Inspector of Hulls.

*C. W. Fisher*  
Inspector of Boilers.

A. B.—See Classification inside.

I, *W. A. Stewart* Local Inspector for the District of Cincinnati, Ohio, certify that the above named *Luke M Mooar* this day, before me, solemnly swore that he would faithfully and honestly, according to his best skill and judgment, without concealment or reservation, perform all the duties required of him as Pilot, by the Act of Congress, approved Aug. 30th, 1852, entitled, "An act to amend an act entitled An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam, and for other purposes."

Given under my hand this *17* day of *July* 1867

*W. A. Stewart*

A pilot's license unique in that the holder is required to work for a specified employer. The Champion Coal Company peddled coal and did harbor work, owned by the Shinkle family of Covington, Ky. This is the only such license we ever saw. See story at top of the right column, this page.

Sirs: Just a quick note to ask if the packet cabin in the September issue, page 5, could be the W. F. NISBET? I compared it with the one of the NISBET's cabin shown in the June '81 issue, page 27 and everything is the same from the carlins right down to and including the chairs. The only thing that's missing is the curtain over the ladies' cabin entrance, but the frame that's on the mirror looks the same and there is a door on either side of the mirror in both pictures. If I'm right it is just a lucky guess on my part.

Jeff L. Spear,  
613 Washington St.,  
Marietta, Ohio 45750

=We concur with Hawkshaw Spear; every last detail of ornamentation jibes. Ergo, the cabin picture on page 5, Sept. '81 issue, is that of the W. F. NISBET. -Ed.

Sirs: Through the J. Mack Gamble Fund, S&D donated \$5,600 to the W. P. SNYDER JR. Restoration Fund and we got the check to the Ohio Historical Society before the October 1st deadline for matching funds. The two letters enclosed (which follow this one -Ed.) resulted.

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

Sirs: Just a note to acknowledge our receipt of the check from S&D for the W. P. SNYDER JR. restoration fund. It has been forwarded to Columbus for deposit to the fund. Words cannot express our many thanks to the Sons and Daughters of Pioneer Rivermen for this contribution. We can now complete most of the restoration.

Mr. Briley is now home from the hospital but will be a week or so recuperating there before returning to work.

Juanita Etter,  
Campus Martius Museum,  
601 Second St.,  
Marietta, Ohio 45750

Sirs: On behalf of the Ohio Historical Society, I wish to express my sincere appreciation for the most generous contribution of the Sons and Daughters of Pioneer Rivermen to the restoration work for the W. P. SNYDER JR.

As you are aware the Society was having difficulty in finding matching funds for the Maritime Grant in order to continue the needed work on the SNYDER. Your contribution was most timely and will allow the critical work to proceed.

Please express our thanks and gratitude to your membership.

Dellas H. Harder,  
Chief of Properties,  
The Ohio Historical Society,  
Columbus, Ohio 43211

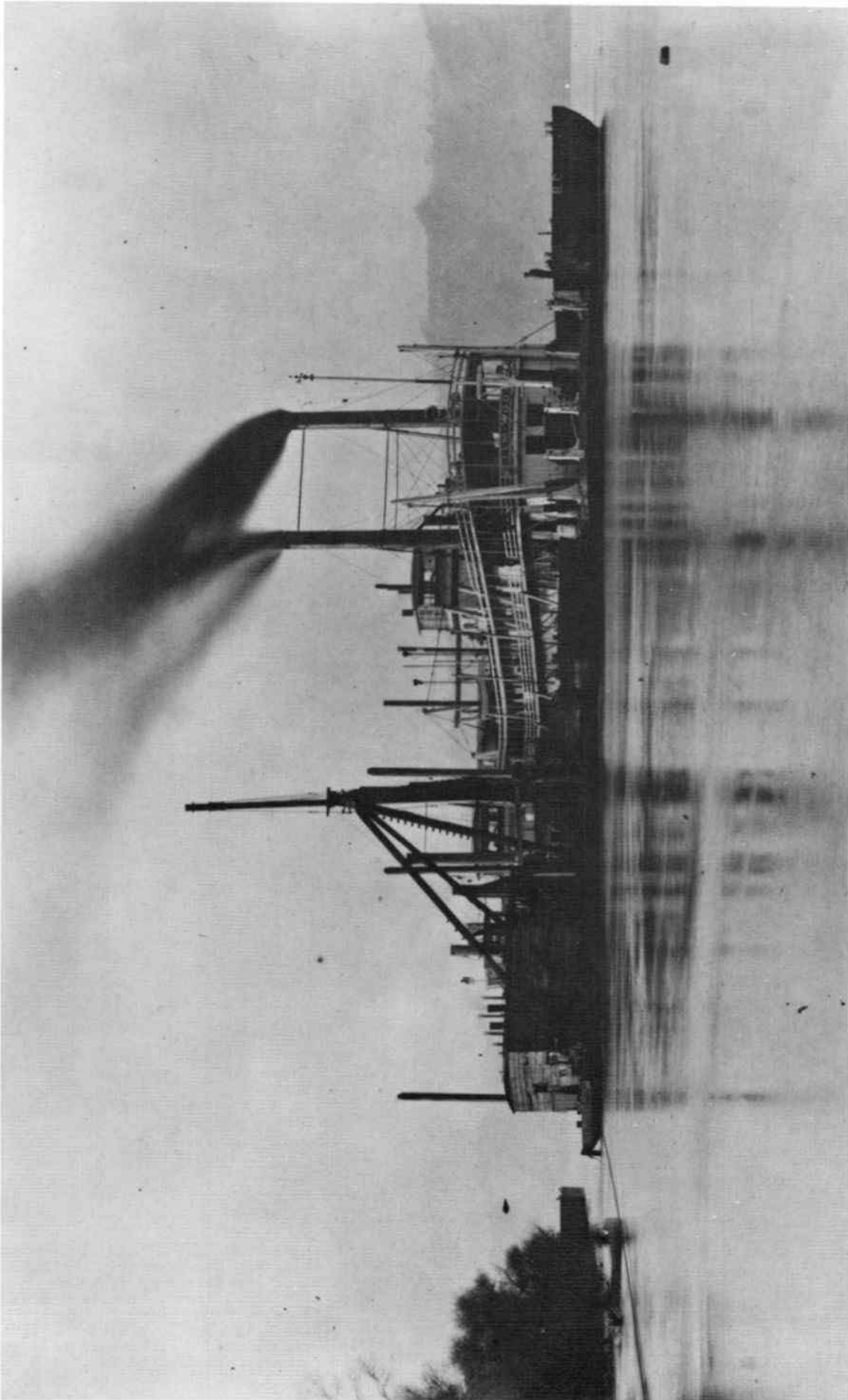


JERRY AND LEONORA SUTPHIN were driving along the Big Sandy River this past July and paused to take these pictures of the post office at Thealka, Ky., the small town named for a steamboat. The THEALKA, a bat-wing one-stacker, was built at Paintsville, Ky. on the Big Sandy in 1899, named for Alka Meek, daughter of Capt. Green Meek, the owner. The sign painter, confused in his instructions, instead of lettering the boat THE ALKA, ran the words together. Miss Alka Meek married John C. C. Mayo and the couple lived comfortably in nice homes at Paintsville and at Ashland, Ky. Capt. Jesse P. Hughes recalled that the THEALKA was "the last-built of this species," running between Catlettsburg and Paintsville. Jerry's wife "Lee" appears at the post office door in the lower view. Should you wish to address a letter to Thealka, Ky., the zip is 41259.



You're liable to see anything on the rivers these days. Latest eye-catcher was the arrival of the Greenup Locks and Dam on the Ohio River this past July of a \$48 million power plant built in France. It was towed through the Atlantic, across the Gulf and up the Mississippi to Baton Rouge without undue incident. American Commercial's

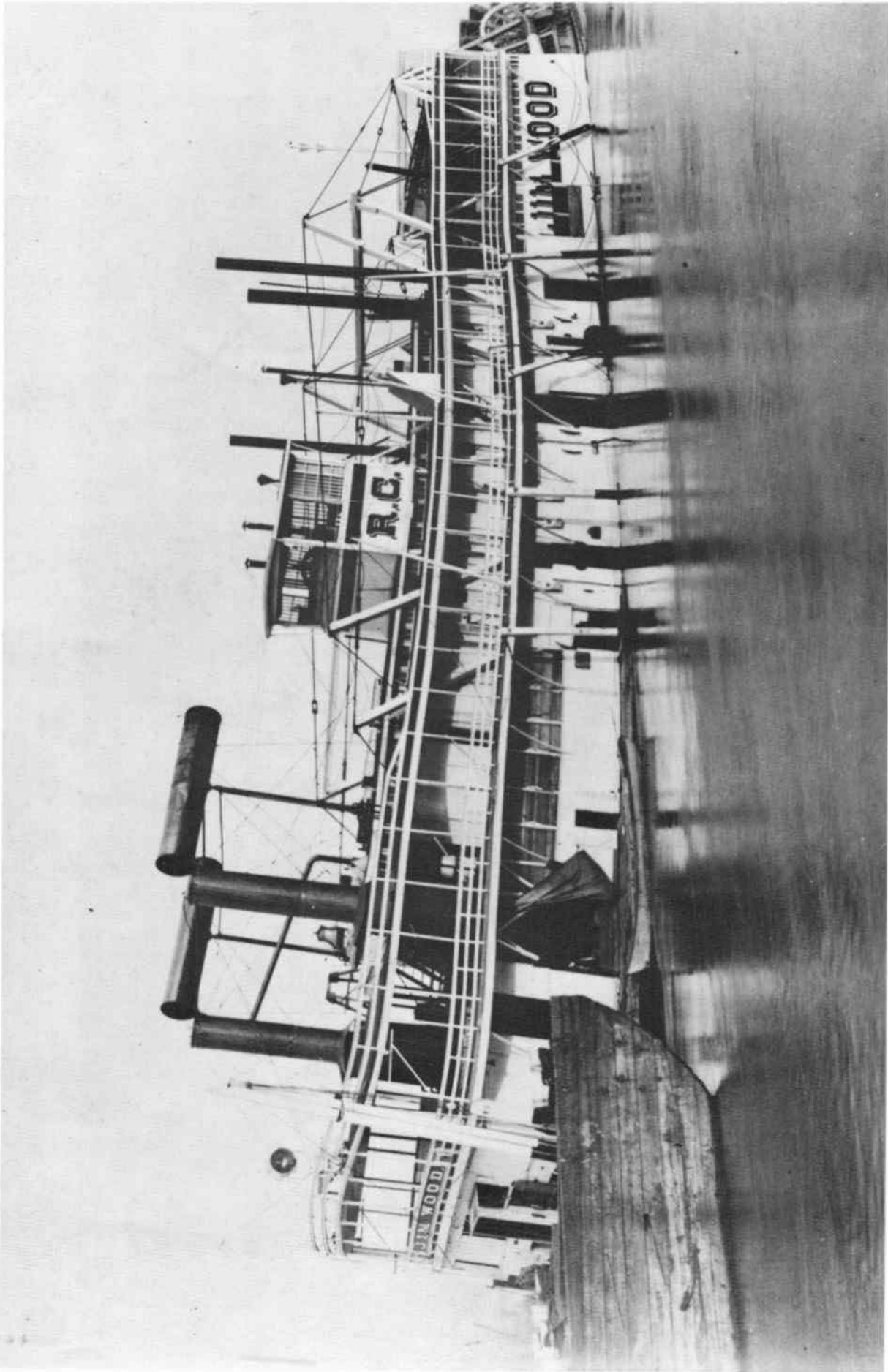
towboat D. RAY MILLER hooked into it there, assisted by the DAN J. HOGAN and delivered it to the conclusion of its 5,700 mile journey. Equipped with three turbines, the plant is being hooked into the Greenup Dam. It arrived in two sections, towered 68 feet high and made a tow 384 feet long by 95 ft. wide.



**D**URING the construction of Ohio River Lock and Dam 33, above Maysville, Ky., the Combine towboat JIM WOOD, shoving a tow of empties upstream, stalled on the pass (the river was high), got out of shape, and got caught fast on a mooring pin on the lower guide wall. This picture was taken Nov. 7, 1917 during the at-

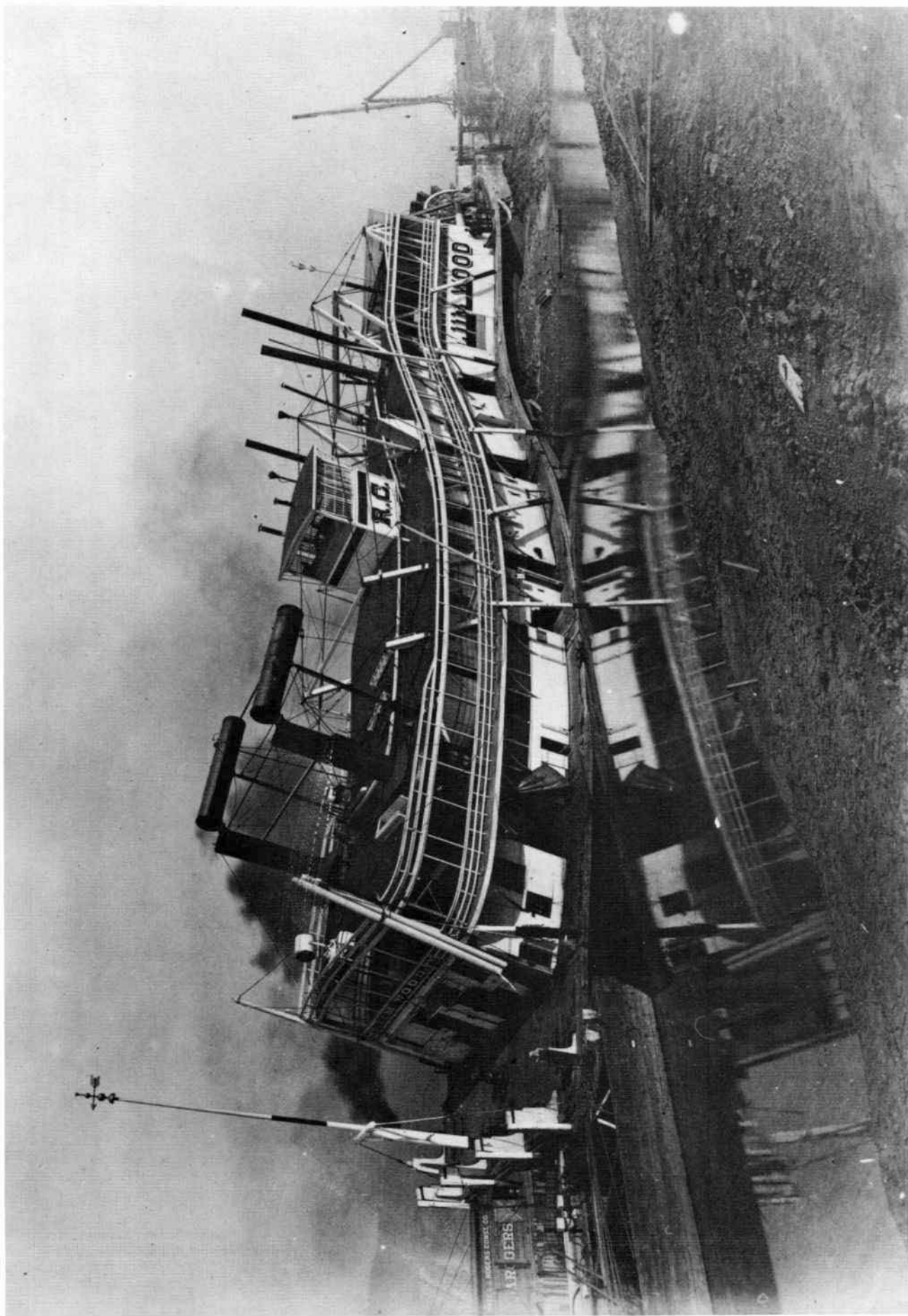
tempt to dislodge her. The river was on a slow fall, which did not help matters, and the pin punctured up through the wood hull, holding her captive. This, and the succeeding pictures tell the story. They came from the files of the Huntington District, U. S. Engineers, thanks to Jerry Sutphin.





**W**HILE attempting to lift the pinioned JIM WOOD free of the guide wall mooring pin she turned around facing downstream with a huge gash in her hull. This picture was taken next day, Nov. 8, 1917, the river still falling. Attempts to raise her had been abandoned as futile. Her boilers had been cooled down

and the stacks lowered as a precaution that they would not topple and hurt somebody. The 32-year-old towboat was doomed. Maybe the old lugger had a premonition that she was headed for the "bone-yard" inasmuch as her owners had discontinued river coal shipments to the lower Ohio and the Mississippi.



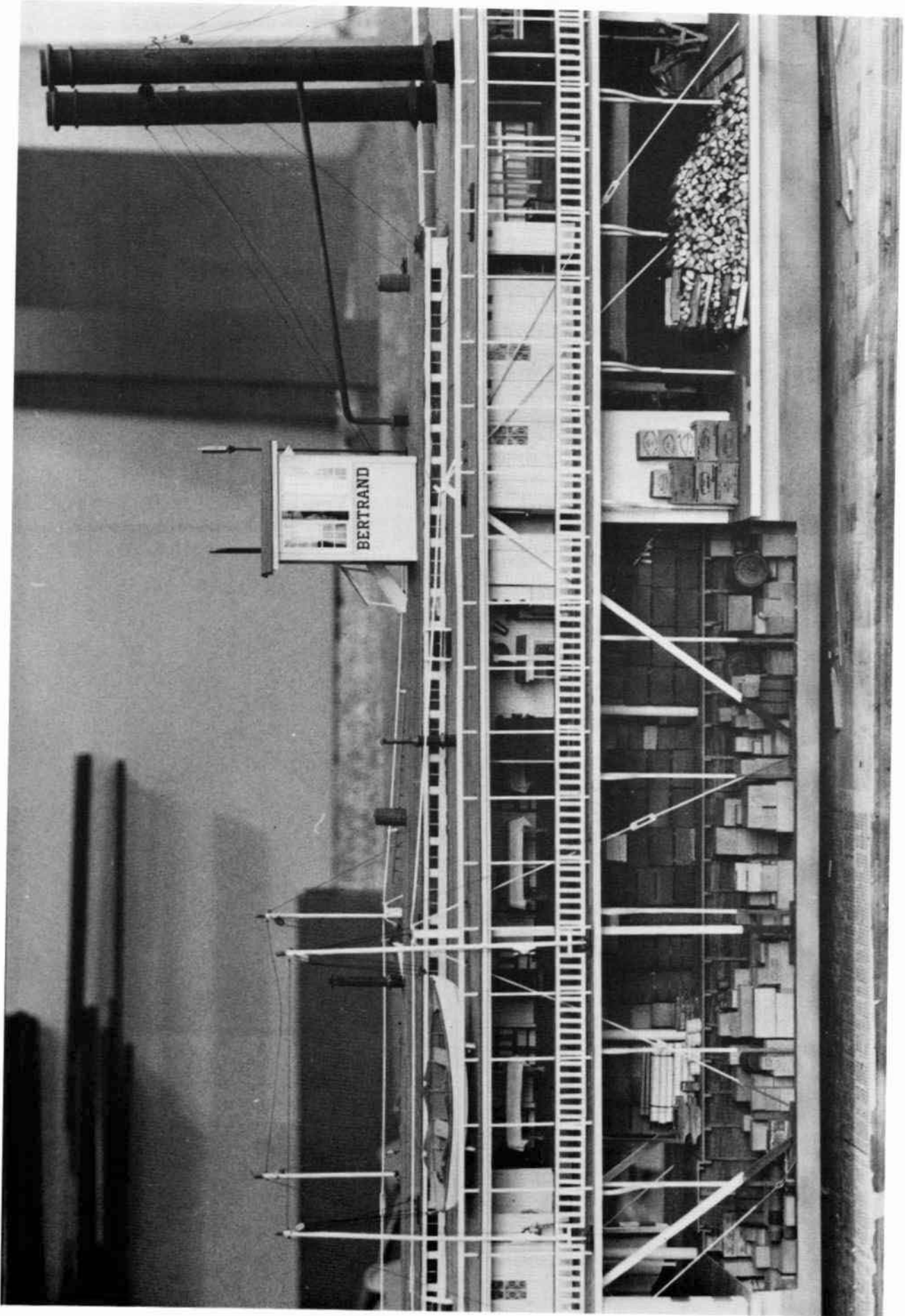
**O**NE WEEK after the accident the river had fallen to expose the guide wall. This picture, taken on Nov. 14, 1917, shows the contorted steamboat wreck. The JIM WOOD was built at Freedom, Pa. in 1885 on a hull 169 x 32.2 x 5.8 by the coal firm John A. Wood & Son, using the 22½"-7 ft. stroke engines from the dis-

mantled GRAND LAKE. The ornate jackstaff visible in the picture was acquired by Hugh Crawford of Maysville, Ky. who erected it in his orchard west of town and later presented it to the city. Today it stands in front of Maysville's city hall.

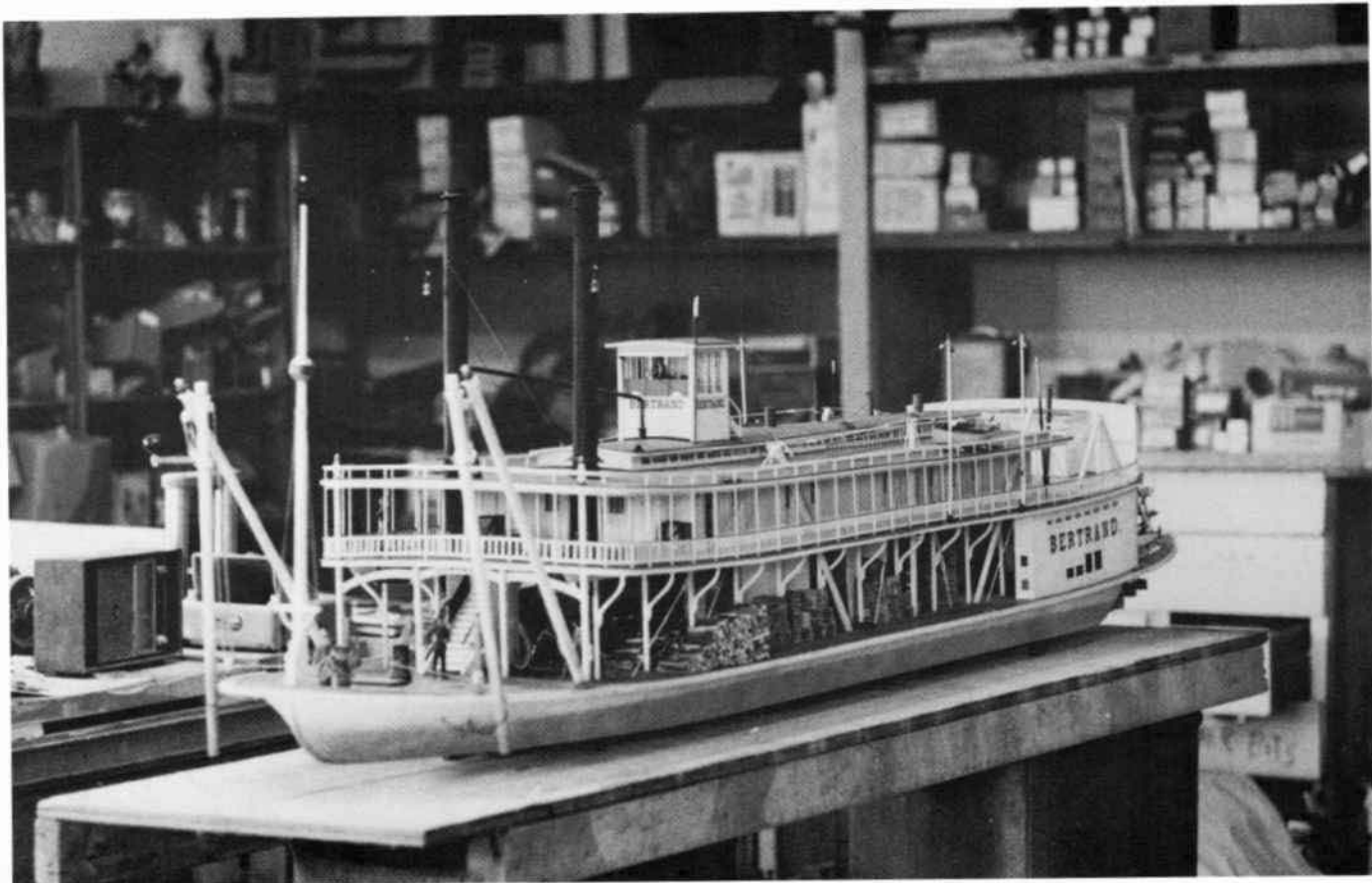


**L**OCK AND DAM 33, Ohio River, was opened to traffic in 1921, having been built by Bates and Rogers Contracting Co., the same firm which built Lock and Dam 29 at Ashland, Ky. They bought the JIM WOOD wreck and disposed of it. This picture was taken the same day as the preceding view, Nov. 14, 1917, shortly

before demolition commenced. In the day and time when this accident happened a regularly scheduled street car line served between Maysville and Lock 33, fare 5¢ each way. Again our thanks to Jerry Sutphin for making available these dramatic scenes.



Ingenious cut-away section of BERTRAND model showing freight recovered from the hull, dining tables and kitchen on the boiler deck, etc. --See article on page opposite.



**T**HE ABOVE MODEL, scaled  $\frac{1}{2}$ " to the foot, was made at Louisville, Ky. for the deSoto Wildlife Refuge Museum, Missouri Valley, Iowa, and was completed and delivered this summer. The trio who did the work were Alan L. Bates, Charles F. Buccola and John G. Campbell. The BERTRAND, built at Wheeling in 1864, speared a snag on the Missouri River above Omaha at Portage La Force, April 1, 1865. Two salvors, Jesse Purcell and Sam Corbino, located the wreck in an old ox-box loop above Omaha in February 1968. They investigated the wreck the next year. The scope and diversity of the cargo preserved in the hold surprised everybody. A very exciting book on the subject was released in 1974 authored by Jerome E. Petsche, under the auspices of the National Park Service. A Museum was established near the site containing thousands of articles of freight and equipment. The model, just completed, forms a centerpiece of the show.

The above picture shows the port side of the model, built complete. Alan reports that 2,200 hours "of arduous argument and some building occupied the three builders who are still friends and that is the greatest accomplishment of the entire project." No plastic, pot metal or lead was used, forbidden by terms of the contract. The model follows the prototype materials in that wood parts on the real BERTRAND are wood on the model, metals on the BERTRAND are of brass or steel on the model, etc.

"If you look carefully," says

Alan, "you can see Capt. Horace E. Bixby at the wheel in the above view. Capt. Jacobs is talking to the mate at the foot of the main stairs. This is supposed to be a half-instant before she was snagged. It's late in the day and so the firewood supply is a little low. The spars are ready for action. There is a ladder hanging on a hogchain and there are fire barrels on the roof. The nighthawk is adjustable and the stack lanterns can be raised and lowered. Life float racks can be seen by the forward cabin bulkhead. While creating the model, we judged visitor interest by the number of laps these 'inspectors' made around the work table. Ten laps was about average."

The full-page view of the starboard side shows a cutaway section (about 32" long on the model) to show the cargo as it was found in the hold, the interior of the cabin, typical staterooms, and galley and so on. Alan's description:

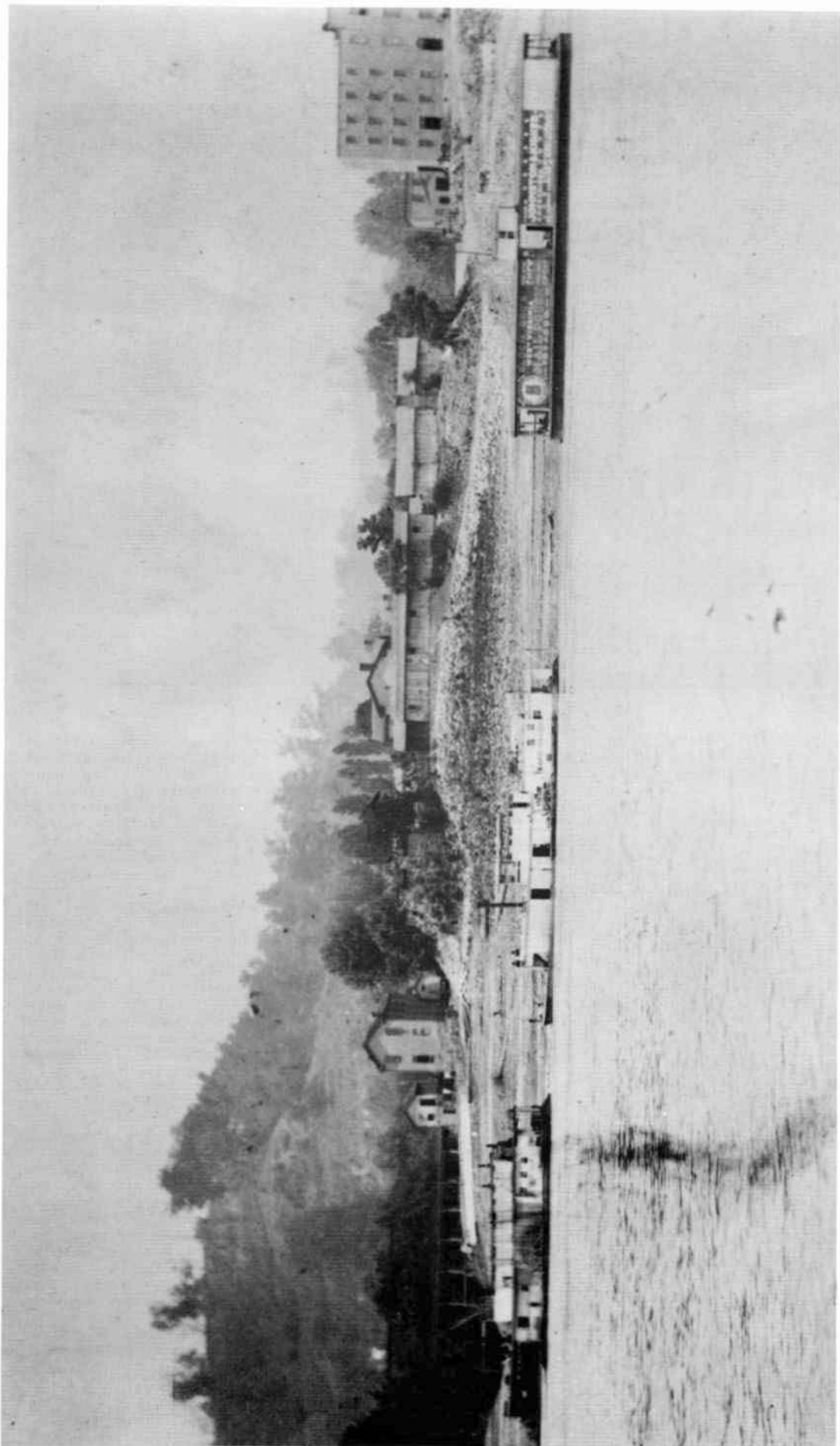
"The pilothouse sash slide in their tracks. The freight shows plainly here. Most boxes are stenciled to resemble the cases and boxes found on the boat. All were numbered and located by the archeologists at the dig and photos were used to make them look right. All were made to known dimensions. In the hold, starting at the left, are cases of candles, stacks of red, green and blue buckets (lying on their sides), shiny metal square lard cans, a barrel of hickory nuts, some cases that I've forgotten the content of, and, behind these, 25

powder kegs, then some cases of candles and shoes, then some personal property cases, a barrel of chinaware and a couple of barrels of hazelnuts.

"On the main deck starting at the left (and all of this is conjecture) are a couple of coal barrows with coal, a stack of columns for a bank in Montana, some metal pumps, a gaggle of grindstones, barrels and cases of stuff, kegs of nails, and so on. The cases outside the deckroom bulkhead contain Erckenbracker Starch. Peeking inside just aft of the boilers you can see the hand pump handle. Then there is a stack of firewood and forward of it is the ash chute from firepan to a hold in the guard outside the hull. An old-time two-legged fireman's chair is leaning against the stair bulkhead.

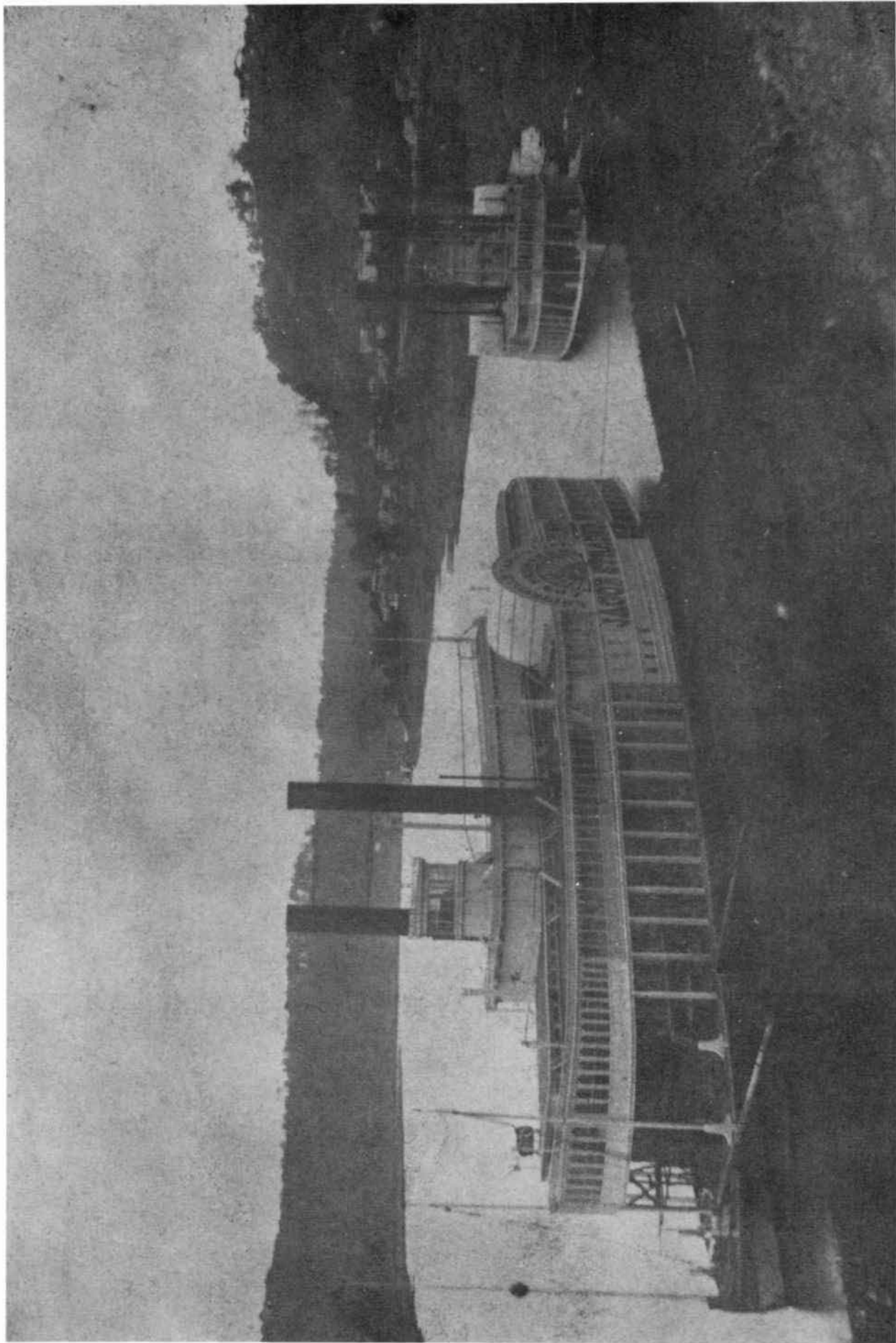
"On the boiler deck you can just make out a wash stand with pitcher and bowl. The tables inside the main cabin have cloths and the chairs are shoved back against the far bulkhead. Then comes the galley bulkhead and range, a cook's table with pots and spoons and junk hanging from the rack. A china cabinet and flour barrel and a chopping block are ranged across the forward galley bulkhead and you can just make out the handle of a cleaver back there under that copper pot. A couple of stateroom doors are left open to intrigue the viewer. The yawl on the roof is white outside and red inside and was made by Keenon Coleman."

Both photographs are by Richard Nugent, made at the shop of C. G. Campbell & Son, Contractors, and are reproduced here with permission of the copyright owners, the Louisville Courier Journal.



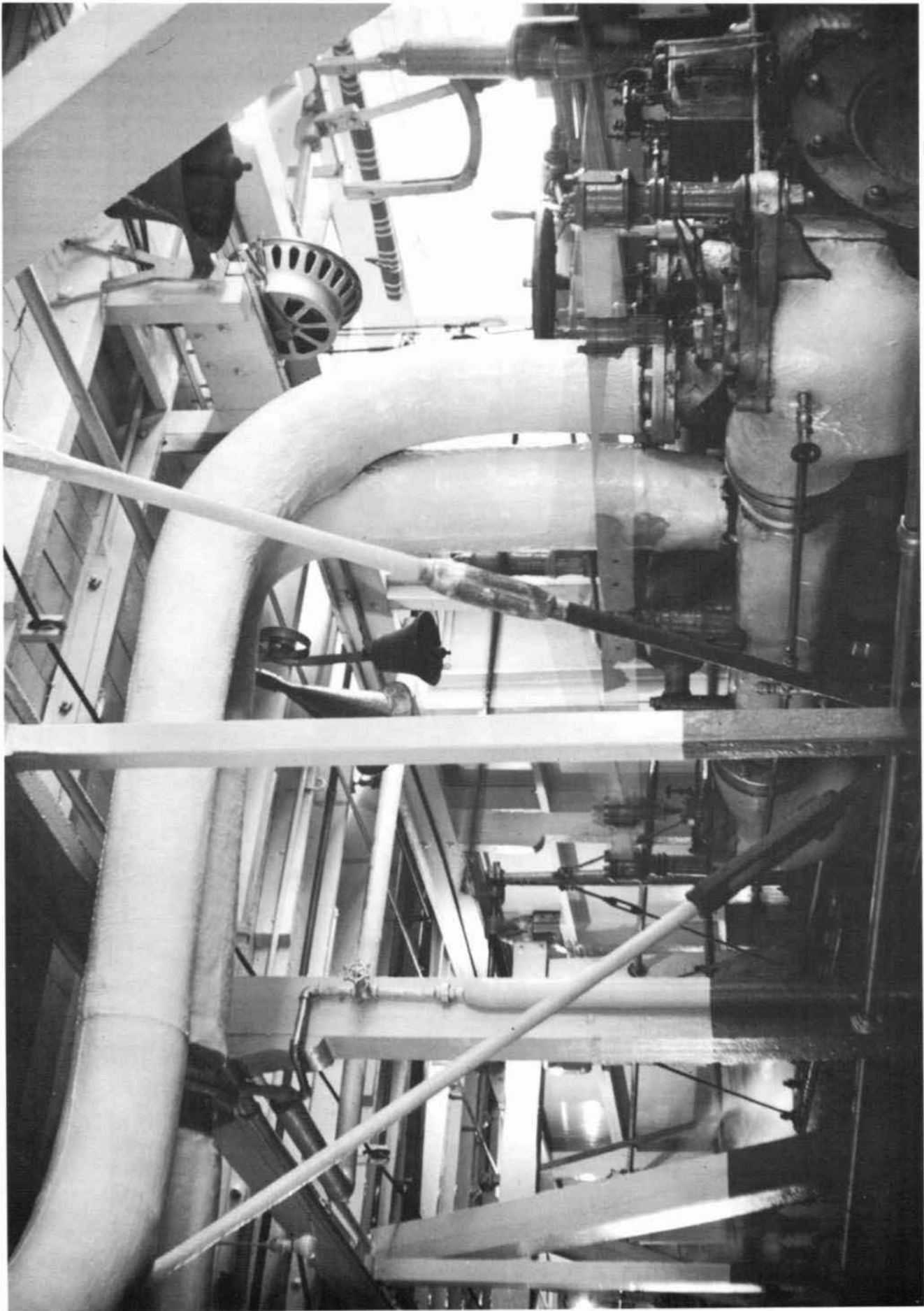
**T**HORNTON BARRETTE took this picture in the latter 1890s and now we have it thanks to C. W. Dowling, his grandson, and the good offices of our Murphy Library friends, La Crosse. Ralph DuPae sent it along to us for identification and there's where the fun started. The presence of two "bat-wing" side-wheelers at once suggested the vicinity of Catlettsburg, Ky., outlet of the Big Sandy River, habitat of this species. A railroad trestle at the extreme left spans a watercourse which decidedly is NOT the Big Sandy. So we dipped into the original river maps of Capt. Jesse P. Hughes, drawn in 1897, to learn that the "lower" wharfboat at Catlettsburg in those days was below the mouth of Catletts Creek,

with a mill named Patton's Mill midway between the wharfboat and the creek. The wharfboat is marked JOHNSTON & KIRKER on its lower end, and the upper bulkhead is devoted to Bloch Bros. Mail Pouch Tobacco. The bat-winger in the picture's center is the SANDY VALLEY, built at Catlettsburg in 1888, a one-stack low water boat of consequence owned for some time by Capt. George Bay who often ran her Gallipolis-Huntington when the Ohio River was virtually dry, and sometimes to Parkersburg. The double-deck job at the left is the FAIRPLAY, also a bat-winger, built at Ashland, Ky. in 1891. This is the only photographic glimpse we have seen of her. The Big Sandy River is about  $\frac{1}{2}$  mile upriver to the left, out of range.



**A**NDY ANDERSON of the Cincinnati Public Library showed us the above photograph at S&D, remarking that he believed it was a new one of the 347-foot JACOB STRADER. Yes, new to us, at least. The photograph was taken by F. C. Hawkins, a name not familiar to us, obviously taken during summer low water, laid up in

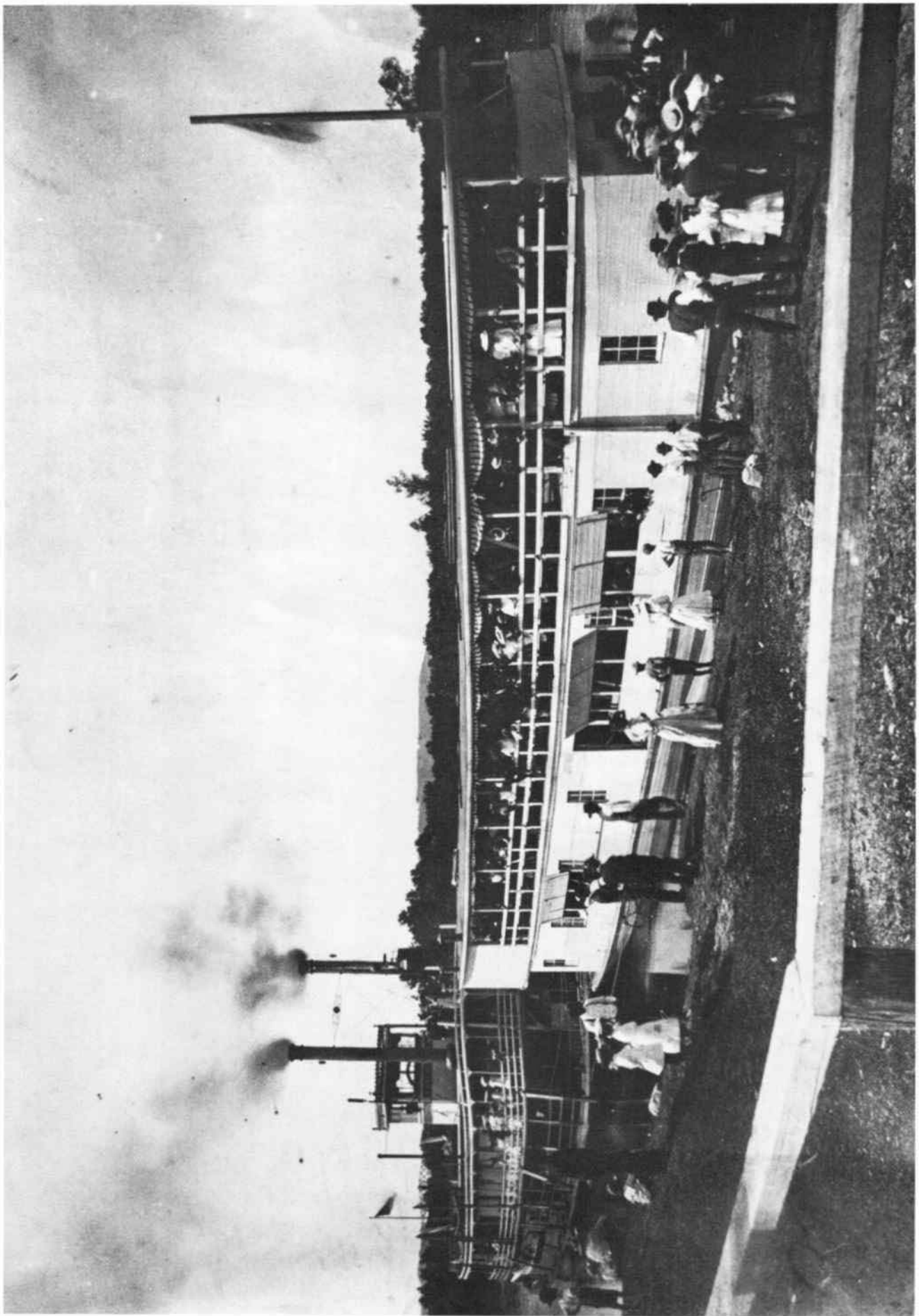
the Cincinnati area (looks like the head of Cullums Riffle at S&D, above the dam.) The other side-wheeler at the right almost certainly is her partner in the Louisville-Cincinnati trade prior to the Civil War, the TELEGRAPH NO. 3. Both were built at Cincinnati in 1853 for the U. S. Mail Line Company. Quite some picture.



A rare view indeed! The port engine of the side-wheel excursion steamer SAINT PAUL, from the William V. Turner collection, Waterloo, Iowa. She had 22' s-7 ft. stroke powered by four boilers. Looking aft, the engineer's footbox and throttle are on the out-

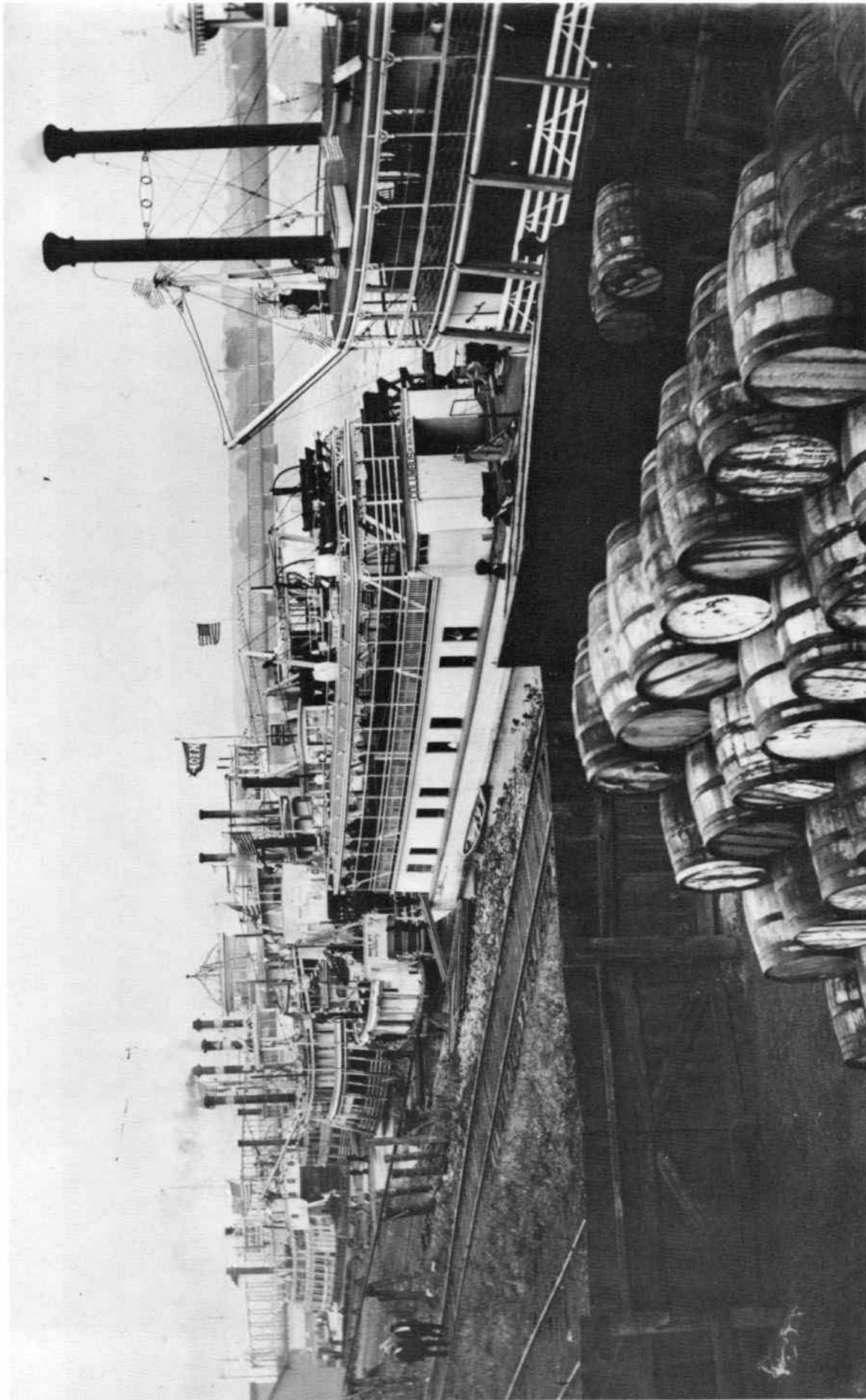
side (right) and there is a Cory Indicator to the pilothouse. The old-time signal bells were operative and Capt. Tom Posey used them frequently to keep the engineers in practice. Chief engineer Fred Koehler had spent several seasons on the Magdalena River in S.A.





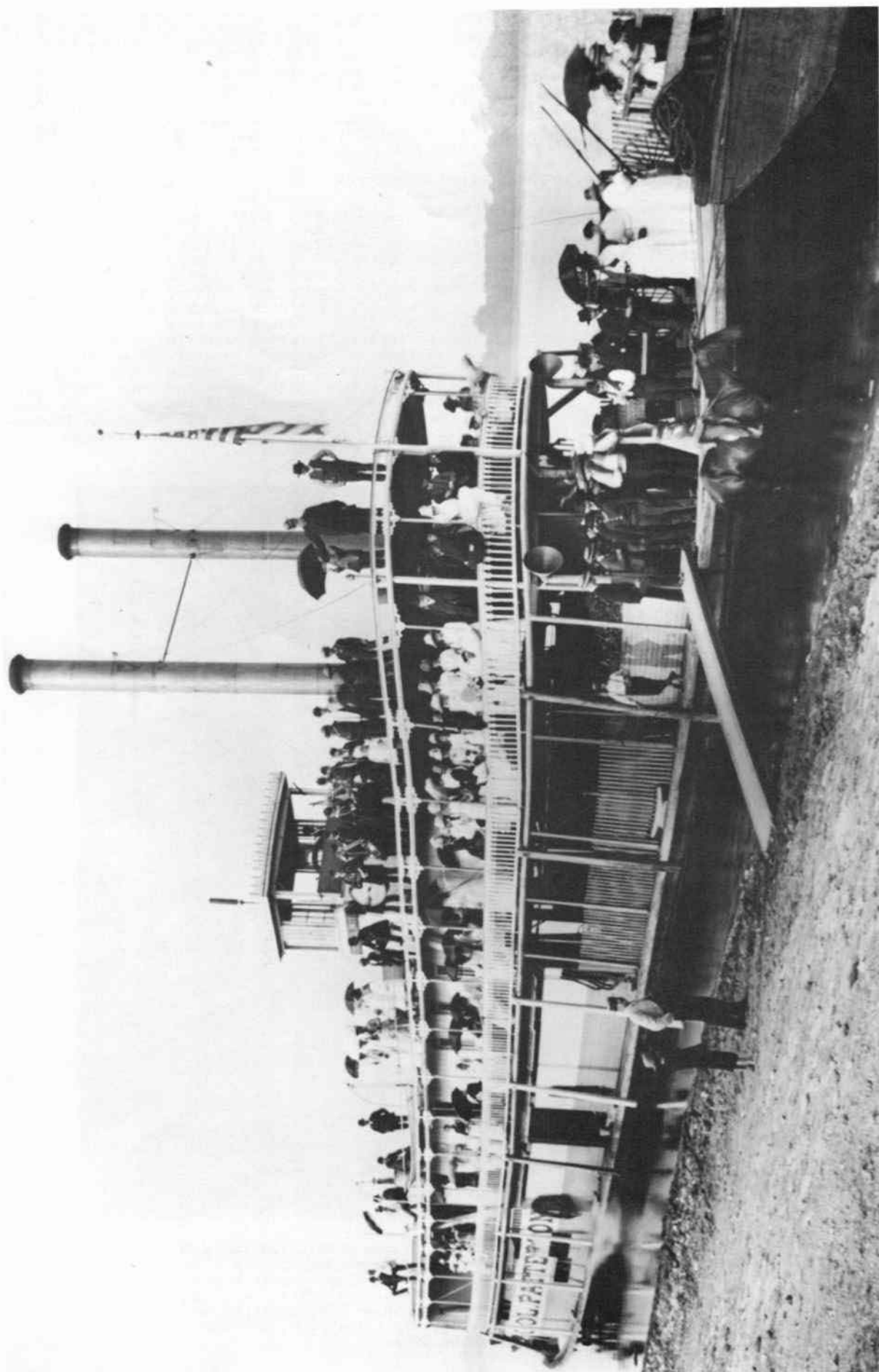
Here's a new one for your COLUMBIA collection. This one was built at Stillwater, Minn. in 1900, wood hull, 117.3 x 24 x 4.6, using the machinery from the PAULINE which dated back to 1878. Capt. William Henning and Frank Fugina ran excursions with her until 1906 when they sold her to Florida. She was used on the

Lower Keys during the construction of the Florida East Coast R.R. to Key West and burned at Milton, Fla., total loss, March 13, 1911. This picture is from Richard Muller of the Muller Boat Works, Stillwater, Minn. via the University of Wisconsin's Murphy Library, La Crosse, Wis.



**P** HOTOGRAPHED at Keokuk, Iowa, in all likelihood taken October 1st, 1907 when U. S. President Theodore Roosevelt came to town to board the MISSISSIPPI for an inspection of the Mississippi River to Memphis. In the right foreground is the OTTUMWA BELLE hitched to the excursion barge COLUMBUS, both owned by the S. & J. C. Atlee Lumber Co., Fort Madison, Iowa. An extensive story of the OTTUMWA BELLE and her consort barge appeared in the September '70 issue of this magazine, pages 6-7. Ahead of the barge is the small steamboat MARY Mc, built at Stillwater, Minn. in 1902, originally named IANTHE. Ahead of her, stage on the bank, is the SILVER CRESCENT, the regular Keokuk-Quincy packet. The packet COLUMBIA is wedged in alongside the SILVER CRESCENT (fancy domed pilot-

house) and outside of her is the rafter NORTH STAR. The little feller, no Texas, at shore immediately above, is your guess--we don't know--and last to the left is a Streckfus sternwheeler, either the DUBUQUE or SIDNEY. The bridge in the background is the Wabash and Toledo, Peoria & Western RR. structure, a real veteran, built 1869-1871. The COLUMBIA was under charter to John Sagle of Keokuk and participated in the marine parade to Memphis with Governor Van Sant of Minnesota and his wife aboard, also Capt. and Mrs. Walter Blair and others; the same COLUMBIA which later sank on the Illinois with large life-loss. The picture is from the collection of William L. Talbot, Keokuk, made available to us from the University of Wisconsin project, La Crosse.



**I**NTRODUCING the steamer COL. PATTERSON, a newcomer to most of our members, and, until William L. Talbot produced this picture the boat was known only vaguely to us, mentioned in a 1949 letter from E. Carroll Taber of Keokuk. She was not an excursion boat, as the crowd aboard seems to suggest, but rather a towboat designed to tow rock from a quarry on the opposite side of Lake Keokuk. The Patterson brothers dismantled an old boat named CRICKET and

used the engines in this new one, built at Keokuk in 1882. She measured 117.5 x 20.5 x 3.9, engines 14' s- 4 ft., and had two boilers each 38" dia. by 22 ft. Everything on her, including the oak hull, was from Keokuk, which inspired a lengthy article in the Keokuk Daily Constitution in its issue of March 23, 1882. She was a familiar part of the Keokuk landscape until she was sold in the fall of 1899 to tow logs around Baton Rouge.

Ever hear of the steam side-wheel ferry G. A. BOECKLING? Maybe not, unless you crossed Sandusky Bay on her, the 2½ mile trip between Sandusky, O. and Cedar Point. This steel hull ferry quit running in 1951 and she's been hanging around on the Great Lakes ever since. Right now there is a concerted effort being made to revitalize her as a maritime museum in Sandusky.

She's no spring chicken, built at Ecorse, Mich. in 1909 on a hull 155.2 x 30 x 9.1. She's a double-decker with a tall single stack in the middle and a pilothouse at each end of the roof, the bow and stern closed in much on the order of the old W. J. QUINLAN's front end at Davenport.

Since retirement, she's been up at Sturgeon Bay, Wis. owned by Peterson Builders, Inc. who used her as a floating warehouse. Somewhere along the line she lost her engines--taken off for some reason--but otherwise they say she retains her identity.

A group calling themselves Friends of the Boeckling hope to get an underwater inspection of her this fall and maybe, just maybe, if all goes well, to return her to Sandusky before the Lakes close.

Our thanks to George Strickling of 5330 Harroun Road #610, Sylvia, O. 43560 for a story on the above from the Toledo Blade dated Sept. 17th last.

We have received a letter from Richard Collins, 1417 E. Central Park, Davenport, Iowa 52803, who has been much in the news since he has turned archaeologist to unearth the machinery and other bits of the former U. S. Engineer towboat PEARL from the old Kahlke yard at Rock Island, Ill.

So far he has dug up parts of one engine, a pitman, hogchains and the paddlewheel flanges. His excavating is limited to times of extreme low water when the mud has had a chance to dry somewhat. In the past year this restriction limited his proddings to but three days.

What he's looking for is a good photograph of the PEARL. The only likeness in our file is taken from a post card showing her under way in the L. & M. Canal, Lock 2, at Bureau, Ill., not too hot.

#### GREEN AND BARREN

Concluded from page 22.

Thence to Lock 4 at Woodbury. The lock here, dating back to 1839, is of sandstone. The hand winches came from the shop of Charles Barnes, Cincinnati. The dam was breached on May 24, 1965, spelling the end of all slackwater navigation above here.

Twenty were seated at the Quality Inn, Bowling Green for 7 o'clock supper. Helen B. Crocker, author of "The Green River of Kentucky" joined us.

C. W. Stoll introduced Mrs. Roy B. Morningstar, daughter of the late Porter Hines. Mrs. Morningstar spoke of her experiences and said her father's favorite boat was the CHAPERON. She read a poem from Helen Crocker's book about another family boat, the KALISTA, which handled the U.S. Mail from Calhoun to Livermore.

TV station WBKO aired videotapes taken while we visited at Lock 4. So there was S&D on TV, Sandie Miller climbing across narrow lock gates; Bert Fenn telling stories; Earl Olson taking it all in quietly.

Byron Crawford of the Louisville Courier-Journal was visiting in Burkesville, Ky. on the Cumberland River recently. He went calling on E. O. Coe, 82, who had been a pilot out of Burnside, Ky., the head of packet traffic, since he got his license in 1921.

Pilot Coe recited names: PATROL, CELINA, ROWENA, BURNSIDE, FOUNTAIN CITY.

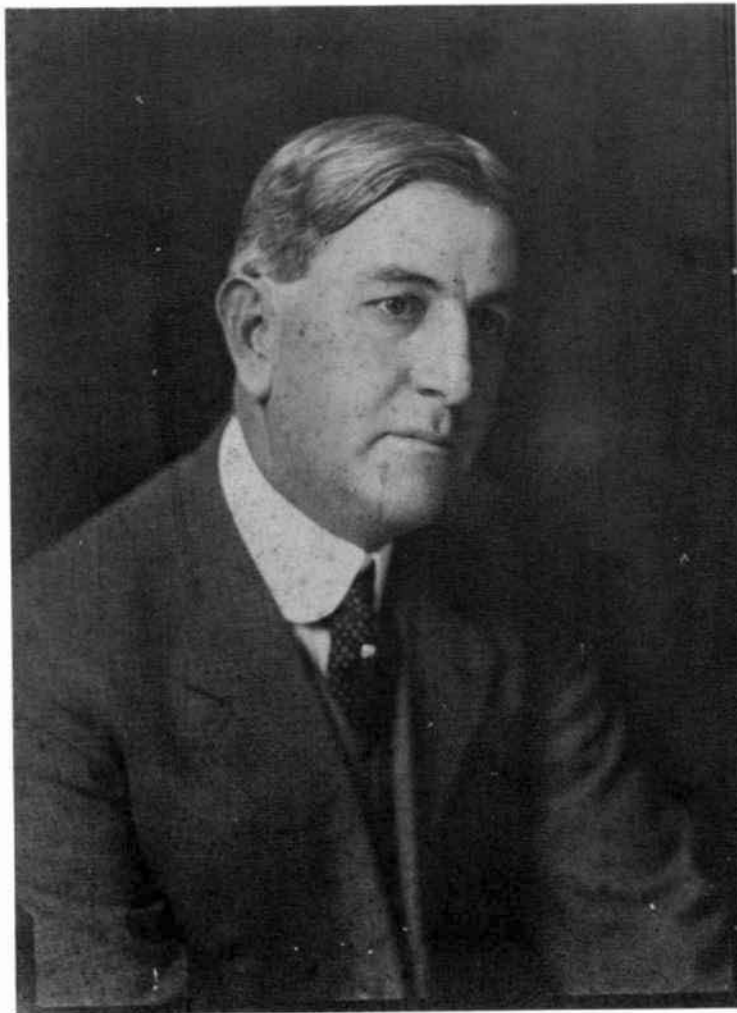
"Our biggest landing was Greasy Creek, just outside of Jamestown. Russell Springs and all the neighborhoods around had some pretty good business places. You'd almost unload half your freight there."

Until 1929, when steamboating ceased on the Cumberland, Coe did most of his piloting from Burnside to Lee's Landing near Gainesboro, Tenn. This was 163 miles.

"If a steamboat left Burnside on Wednesday night and made the short trip to Celina, Tenn., it would get back to Burnside by Saturday.

"But if a boat left Burnside on Saturday night for 'the long trip' to Lee's Landing, it would not be back until Wednesday morning."

Most boats had room for 50 passengers, with two bunks to a room. Rates were \$2.75 one way Burkesville to Burnside. Room and meals were extra."



**I**N OUR SEPTEMBER issue mention was made of Ralph Emerson Gaches as clerk and master of the VALLEY BELLE. At the S&D meeting last Sept. 19th, Russell Quillen of Letart Falls, O., nephew of Captain Emerson (as he called himself), handed us this portrait of his illustrious uncle taken during his showboat days.

Sirs: A question: Why did some sternwheel packets have their 'scape pipes up abreast of the pilothouse? On side-wheelers there is logic to this. The SENATOR CORDILL had 'em forward at first and aft later on.

Jeffrey L. Spear,  
613 Washington St.,  
Marietta, Ohio 45750

=The only practical advantage having 'scape pipes abreast of the pilothouse was that the exhaust steam was not so likely to block or impede pilot's vision under certain wind conditions when the boat was being maneuvered, especially while backing. Despite this advantage we could suspect that a more compelling reason was simply for "looks," a carry-over from side-wheelers. All, or nearly all of the St. Louis & Tennessee River Packet Co.'s sternwheelers had 'scape pipes amidships. Another variation, adopted on several of the Brown's Line towboats was in having the 'scapes set rather close together (ALICE BROWN and CHARLES BROWN as examples) and if Jeff will take a gander at the front cover of our Sept. '81 issue, the KEYSTONE STATE had hers at the extreme rear of the roof, same as the older KATIE STOCKDALE. We've not heard of any engineering justification for these variations. -Ed.

#### TV VIDEO CREW COVERS S&D MEETING

A 30-minute show, titled "Working River, Changing and Changeless" will soon be aired on public TV, and become available for showing to non-profit groups and for High School programs.

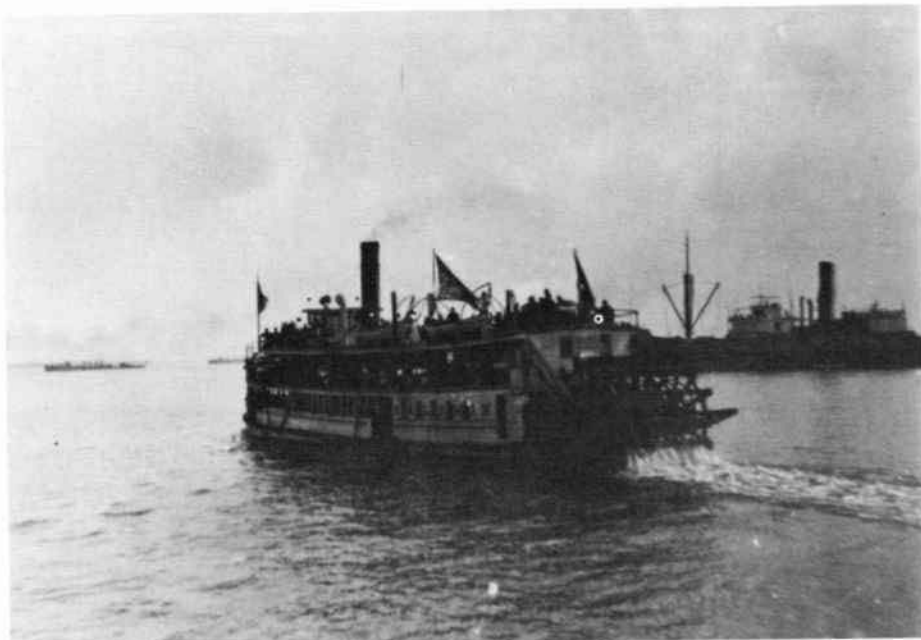
Footage was made during S&D under the direction of Letitia Langford, coordinator of special projects, University of Pittsburgh's Center for Instructional Resources. Randy Strothman was the soundman and editor, and John Reburn, cameraman.

The film is being made in color, with financing from American Waterways Operators, the Pennsylvania Humanities Council, and the National Endowment for Humanities.

Sequences were filmed aboard the W. P. SNYDER JR., at the TELL CITY pilothouse and elsewhere. The above-named crew recently went down the Ohio to Paducah as guests of Dravo Mechling aboard a towboat. They visited with Harlan and Anna Hubbard at Payne Hollow, Ky.

Sirs: I really enjoyed the September issue. The VALLEY BELLE was the first boat I worked on, towing coal from Huntington to Cincinnati. The LIBERTY, featured in the June issue, was the last boat that Bill Rizer, my grandfather, worked on--he made a couple of trips on her about 1930 firing.

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



WHEN Woody Rutter and Ye Ed descended the Tombigbee River in 1946 we saw a dilapidated old towboat nested in among a fleet named BALDWIN. She was owned by the Findlay Towing Co. who had bought out the Baker Towboat Co. of Tuscaloosa. Not until William G. Preston of Gulf Breeze, Fla. sent us these pictures last September did it dawn on me that the BALDWIN had seen better days as a full-fledged passenger boat. Bill Preston got these shots from the Pensacola Historical Society and they may have been taken at Pensacola. The BALDWIN was built at Mobile in 1905, wood hull, 109 x 23.7 x 5.2. She had 12's- 6 ft. engines and two boilers.





**M**ATCHWOOD AND KINDLING. When the DELTA QUEEN passed through the Panama Canal on Saturday, May 10, 1947 enroute from California to the Mississippi River, there were two tourist steamboats in service on the Father of Waters, the GORDON C. GREENE and the GOLDEN EAGLE. When the DELTA QUEEN shortened tow line and entered the jetties on Sunday, May 18, 1947, there was only one. The GOLDEN EAGLE, downbound from St. Louis, had stubbed her toe at Grand

Tower Towhead, 78 miles above Cairo, and sank to rise no more. All passengers were brought safely ashore. During the wrecking operations, the pilothouse was saved and all else was scrapped. This and the two following pictures come from the Donald T. Wright collection, Tulane University, New Orleans, thanks to the University of Wisconsin's Murphy Library steamboat picture project at LaCrosse.

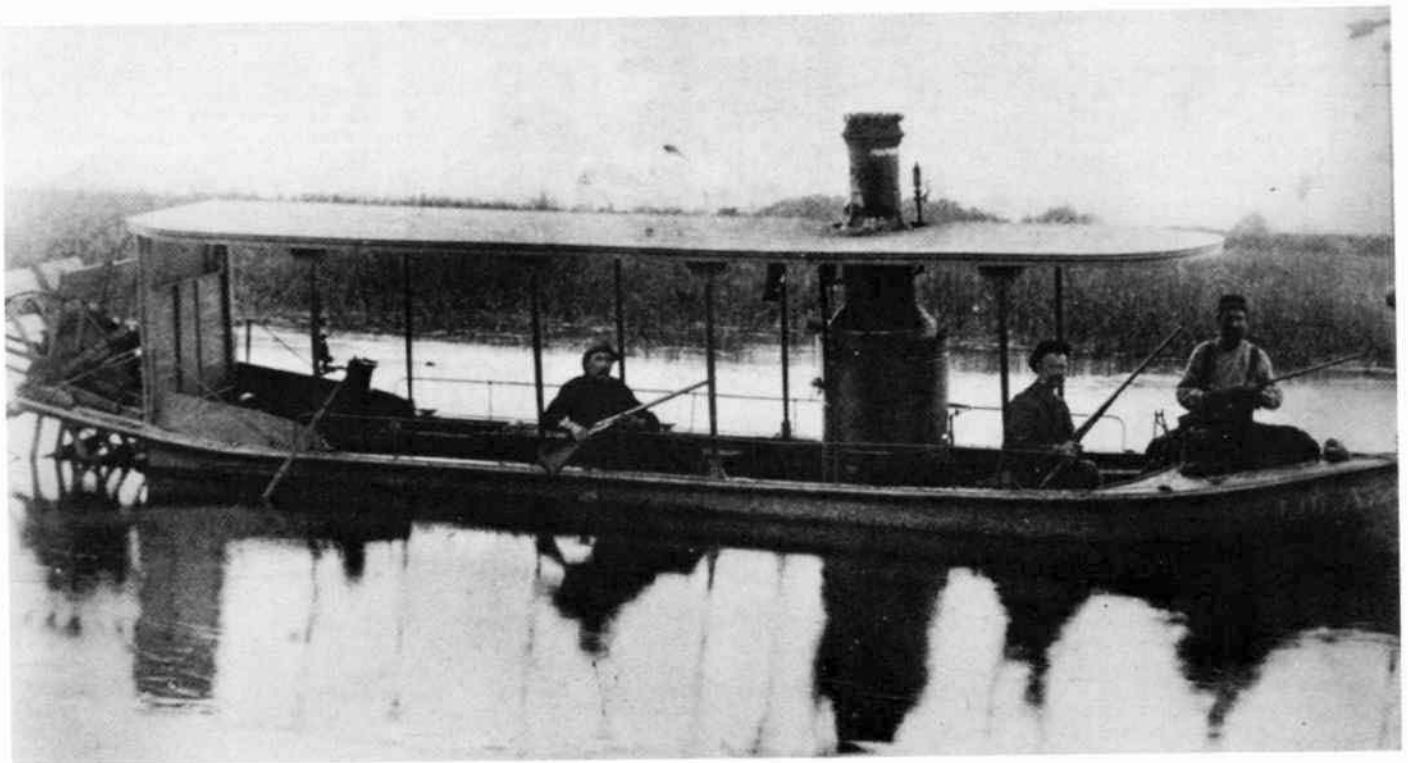


See caption under picture on page 38.



See caption under picture on page 38.





Duck shooters on the Upper Miss in the 1890s. She's named LOLA and looks like some sort of a cog drive from the upright steam engine to the center flange of the paddlewheel. The sportsmen are Ira Fulton (left), Charles Ratz Sr. and a Mr. Steede. Ralph DuPae unearthed this one from the Goodhue County Historical Society, Red Wing, Minn.

Clyde K. Swift, 274 Newton Ave., Glen Ellyn, Ill. 60137 did some tall looking at the picture of the VALLEY BELLE at the bottom of page 14 in our last issue. He reports that the Morgan County (Ohio) Democrat, issue of May 31, 1895, runs an item telling of the VALLEY BELLE's special trip from Marietta to McConnellsville, Sunday, May 26, 1895 for the Meigs County (Ohio) Republican State Convention. The account concludes: "The boat belongs to Bob Edwards, former McConnellsville man, and Aaron McLaughlin was one of the boat's crew; returned Wednesday."

Our artist friend Jim Trott, Box 1264, Fort Benton, Mont. 59442, has come upon a bundle of passes dated 1898-1902 made out to Oscar Johnston, general manager of the Fort Benton and Lewistown Transportation & Express Co. Steamboat lines swapped passes those days with abandon, witness this list:

Adirondack Steamboat Co.  
Albemarle Steam Navigation Co., Va. and N.C.  
Arkansas River Packet Co.  
The Beach & Miller Line; St. Johns River, Savannah, Beaufort and Bluffton  
The Black River Transportation Co.  
Casco Bay Steamboat Co.  
Cumberland Route; Brunswick & Florida Steamboat Co.  
Eureka Springs Harrison Yellville Passenger Line  
Eureka Springs Transfer and Harrison Passenger Line  
Georgia & Alabama Steamboat Co.  
Goodrich Transportation Co.  
Indian River & Bay Biscayne In-

land Navigation Co.  
Inman-Decker Packet Co.  
International Steamboat Co.  
Str. KANAWHA; Pittsburgh, Gallipolis & Charleston Packet  
Lake Michigan & Lake Superior Transportation Co.  
Lake Ontario & Bay of Quinta Steamboat Co. Ltd.  
Little Rock and White River Packet Co.  
Long Island & New England Steamboat Co.  
Manitou Steamship Co.  
Memphis & Arkansas City Packet Co.  
Nashville, Paducah & Cairo Packet Co. (Nashville & Evansville Packet Co.)  
Natchez & Bayou Sara Packet Co.  
Natchez & Vicksburg Packet Co.  
Niagara River Line; Niagara Navigation Co. Ltd.  
The North American Transportation Co.; Baie des Chaleurs Route  
The Peoples Line of Steamers; Alabama River  
Pittsburgh, Wheeling, Marietta & Zanesville; and Marietta & Zanesville Packet Co.  
St. Louis & Tennessee River Packet Co.  
Seneca Lake Steam Navigation Co.  
Star-Cole Lines; Lake Ontario & St. Lawrence River Day Line  
The Thomson Line; C. & O. T. Co.  
Virginia Navigation Co.; James River Route  
Warrior & Bigbee River Packet Co.  
White Star Line  
Yazoo City Transportation Co.; U.S. Mail Steamers

In addition to these, Mr. Johnston held many railroad passes.

Paul R. Coppock of the Memphis Commercial Appeal advises us under the dateline of Oct. 10th last that the SPRAGUE was been raised from the Yazoo River. She was brought up in two sections by the Patton-Tully Transportation Co.

Patton-Tully was awarded a contract in September in amount of \$441,000 by the Mississippi Building Commission to do the work. An earlier contract with the Achilles Construction Co., Memphis, was terminated after the company failed in a year-long effort to move the boat.

From other sources we gather that plans to rehabilitate the former world's largest steam sternwheel towboat have been abandoned.

Sirs: About 1936 I was pilot on the towboat E. D. KENNA on the Illinois River. She was laid up repairing boilers when John I. Hay asked me to help him out as pilot on his BETSY ANN, which I did--for a week--and now am thankful I did so.

Three years ago I went to take a look at the MISSISSIPPI QUEEN at Davenport. Again I was asked to help, and I have not missed a trip St. Louis-St. Paul since. Have been kept busy on her and on the DELTA QUEEN for the past three months and when we get back to St. Louis (now on the DELTA QUEEN, Oct. 6th) will be done until next season which will be my 50th year as a pilot.

Capt. William L. Foley, Sr.,  
P.O. Box 295,  
Andalusia, Ill. 61232

## THE SAM BROWN EXPLOSION

The following letter was written by Frank C. Anderson, general inspector with The Industrial Commission of Ohio, Department of Boiler Inspection, and was addressed to J. C. Callery, chief deputy of the Commission, who was stationed in Columbus.

Feb. 8, 1916

Dear Sir:

I beg to report to you on the explosion of the Ohio River towboat SAM BROWN, near the river bank at Chesapeake, O., which is opposite the city of Huntington, West Virginia.

The explosion occurred on February 2, 1916, at 10:10 a.m., with a toll of eleven lives and a financial loss of about \$35,000. This boat was the property of the Pittsburgh Coal Combine, and had just completed the rebuilding of its tow of coalboats, and was hooking in ready to go south, when the explosion took place. This was a five-boiler boat, boilers set in battery, connected to a common steam and mud drum, and I suppose as in most all cases of towboats, the boilers were alike, but will confine myself to the boiler which was exploded. The other boilers are either in the wreckage or the river, while the greater part of the exploded boiler is on the bank. It was of the two-flue steamboat type, 40" in diameter, and I believe, about 28 ft. long, but was so blown to pieces that the length was difficult to ascertain. The shell was made of  $\frac{1}{2}$  inch plates 24 to 48" wide, with the longitudinal joints of double lap construction, with an efficiency of 65.7% of the solid plate, and would have had a bursting pressure of 453 lbs., assuming that the tensile strength of the steel was 55,000 lbs. But if we take the tensile strength at 60,000 lbs., the bursting pressure would have been 492 lbs. With a Factor of Safety of  $4\frac{1}{2}$  which is used in our State on boilers installed prior to July 1, 1912, the boiler should not have been allowed over 109 lbs., and unless there had been evidence of the higher tensile strength, would have been allowed only 100 lbs. The flues of this boiler were 14" in diameter, of  $\frac{5}{16}$  plates, riveted construction in 24" sections, and, according to Ohio rules, would have been safe at 180 lbs. The heads were of  $\frac{5}{8}$  steel which would have been strong enough for a much higher pressure than each of the foregoing parts. The steam drum was of  $\frac{5}{16}$  plates, double lap construction, with an efficiency of 65.7%, and was good for at least 209 lbs. The mud drum was not to be found, and I suppose it is in the river.

I was informed by local rivermen that the Federal Inspectors had allowed this boiler 165 lbs., which I consider excessive, since that pressure only would have allowed a Factor of Safety of a little less than 3 and a pressure of 50% more than that allowed by Ohio laws, or is considered safety with

insurance companies. There was no indication of low water, and as it was the center boiler which exploded, there is very little likelihood of this being the cause. I found that the fusible plug had been removed from the flue, and was informed by watchmen on the bank that it had been taken out by Federal Inspectors and the tin had not been fused.

There is no doubt in my mind but that the explosion was caused by "Blue Ruin," which is the rivermen's expression for high steam, and this belief is strengthened by the fact that a "cold water" engineer has no chance for a job on a river towboat. I found the steam drum weighing about 2,000 lbs., the main steam valve weighing 200 lbs., and an ordinary office safe 30" square by 26" high, about 1000 to 1200 ft. from the point of explosion. The front end of the boiler 4 ft. long, with head and two pieces of flue weighing about 1400 lbs. was 700 ft. from the point of explosion, and pieces of flue, shell, parts of the old lever safety valve, together with other debris weighing from 100 to 500 lbs. were scattered over an area of twenty acres.

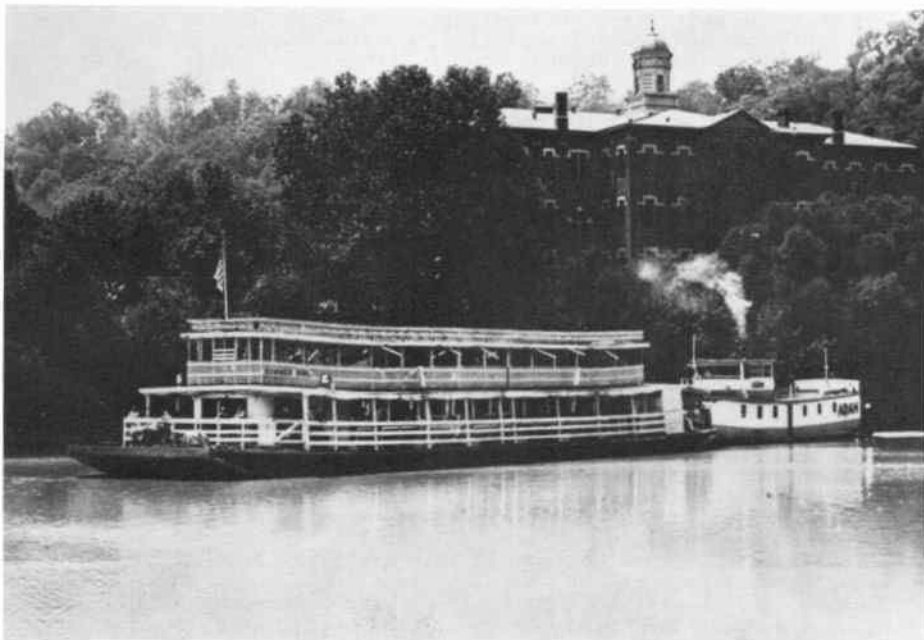
It is my belief that it is high

time that the Federal laws should be changed to require a higher Factor of Safety on riverboats for the protection of the people who are compelled to use the river for transportation, and above all, the protection of the lives of the people who ply the river for a livelihood.

Respectfully Yours,  
Frank C. Anderson,  
General Inspector.

=A photograph of the office safe mentioned in the letter appeared in our Dec. '72 issue, page 41 and other details of the explosion are in the same issue, page 39. The Huntington area was the scene of three major boiler explosions in the present century: first was the DEFENDER, a towboat, on January 3, 1905; then the SAM BROWN on February 2, 1916, and last of all the towboat J. C. RAWN on December 7, 1939. -Ed.

Betty Blake, according to a recent announcement, will coordinate public relations and advertising for Hart Productions Inc., consumer show specialists who operate Energy Expo, Home and Garden Shows and London '82.



**T**HIS SCENE is at Frankfort, Ky. on the Kentucky River, taken about 1924 when Grant Dean was running excursions with his two-decker SUMMER GIRL handled by his gasboat ADAH. This is the same SUMMER GIRL which formerly was the "luxurious boathouse" owned by Garrett E. Lamb of Clinton, Iowa, attended to in an extensive article in the S&D REFLECTOR in the March '78 issue, pages 12-13. It measured 110 x 18 x 3.5, built at Rock Island, Ill. in 1900. Originally it was owned by the Acme Packet Co., named ACME, often towed alongside Capt. D. Walter Wisherd's excursion steamer W.W. Captain Wisherd sold it to the Lamb family about 1904. As ACME and SUMMER GIRL in Lamb's service it had a finely modelled hull, but by its Kentucky River days it floats on a scow-raked barge. The towboat ADAH was built at Madison, Ind. in 1922, wood hull, 64.3 x 13.1 x 2.9. Most of this information has been pieced together from official records and we will be glad to hear from readers who remember SUMMER GIRL and ADAH on the Kentucky, and who may expand the story to its conclusion. Meanwhile our thanks to Ralph DuPae for the picture.

## S&amp;D REFLECTOR INDEXES

The 1969-1973 Index has been published and may be ordered from our secretary. The price is right, \$1 the copy, which includes mailing charges. Sixty-four pages loaded with information.

Also available is a complete printed Index of the S&D REFLECTOR for the years 1974-1978, same price, \$1.

Both of these Indexes are the same page size as the REFLECTOR, 8½x11 inches, and they may be inserted in your binders.

The 1969-1973 Index runs 56 pages, and the 1974-1978 Index, as noted above, is 64 pages. Everybody mentioned in the S&D REFLECTOR during these 10 years is listed for easy reference, as well as all boats, all events, pictures, feature articles and obituaries.

Alan Bates is now working on a third Index covering the first years of the magazine, 1964-1968, to be available in 1982.

## BACK ISSUES AVAILABLE

Our secretary has in stock the following:

Vol. 1 #1	Vol. 5 #4
Vol. 2 #4	Vol. 7 #1
Vol. 3 #1	Vol. 7 #2
Vol. 3 #3	Vol. 8 #1
Vol. 4 #1	Vol. 8 #2
Vol. 4 #2	Vol. 8 #3

Also all copies of Vols. 9-17

Any or all of these will be carefully wrapped and mailed to you at the going price, \$3 per copy. Address Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.

We have in stock the following:

Vol. 1 #1	Vol. 8 #4
Vol. 3 #1	Vol. 9 #1
Vol. 4 #1	Vol. 9 #3
Vol. 5 #4	Vol. 9 #4
Vol. 7 #1	Vol. 10 #1
Vol. 7 #2	Vol. 10 #3
Vol. 8 #1	Vol. 11 #2
Vol. 8 #2	Vol. 11 #3
Vol. 8 #3	Vol. 11 #4

Also all copies of Vols. 12-17

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.

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 \$5 postpaid.

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

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.

## 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.

In 1922 Ben D. Richardson, Malta, O., was corresponding with J. Mack Gamble, Clarington, O. These excerpts are from Ben Richardson's letters, having to do with the LIBERTY in the Zanesville trade:

July 22: LIBERTY has not arrived as scheduled yesterday. River low, but enough for her. She burns too much coal and has too many crew with not enough to do.

Aug. 2: LIBERTY went down Tuesday morning about 12 hours late.

Aug. 14: LIBERTY went up last evening with good trip. Sorry she can't make it in better time.

Nov. 14: LIBERTY having light trips account never on time.

Dec. 4: LIBERTY nice trip down last week and a good trip into Zanesville. She went up yesterday afternoon at 4 o'clock.

Dec. 20: They said on LIBERTY that low water is here. I would like to know where it would be at this time of the year. Grave mistake for LIBERTY to be out of her trade this time of year.

--Thanks to Clyde K. Swift.

Those fine pictures of the G. B. KNAPP and the NELLIE KENT on the St. Croix River that we ran in the March issue remind us that S&D has a fan on the St. Croix, Thomas C. McLeod, Box 113, Taylors Falls, Minn. 55084. Tom is first mate on the excursion boat JUBILEE based at Stillwater.



Capt. William S. Pollock, Beaver, Pa., was digging amongst his old negatives and had this print made for us. When Bill took this, he was standing on the old Rochester-Monaca highway bridge, demolished when the present one was built 1930. The VERNE SWAIN was making a head-on landing at the Rochester (Pa.) wharfboat, upper left. The lettering on her wheelhouse reads WHEELING and PITTSBURGH, and she's still wearing the diamond trade mark of the Royal Route. She ran this trade, operated by Capt. Fred Hornbrook, in the summer of 1918, having been brought around from Peoria. On board for the delivery trip was Capt. David Swain, in his 77th year, who developed what was diagnosed as food poisoning upon arrival at Pittsburgh and was taken to the West Penn Hospital where he died on July 3, 1918.



While preparing the back page and the scene on page 47 of the ADMIRAL being towed up the Mississippi, we were reminded of the above pictures sent to us after the DELTA QUEEN had run shy of fuel oil and was forced to hitch hike to Vicksburg in April 1949. The pictures were taken by B. C. Morse, Jr. The towboat is the ILLINOIS, steam prop job of the Inland Waterways Corp.

Ken Watson, our overseas member who built a model of the stern-wheel IDLEWILD, designed after the real one now the BELLE OF LOUISVILLE, has been very much in the British news lately. As you may recall he built his model 18 feet long, the size of a right smart rowboat, and powered the paddlewheel with two 12-volt motors. When his IDLEWILD goes forth on an excursion, Ken goes along, riding, as he describes it, from a position up forward just below the pilothouse. This is hard to visualize without the aid of a photograph, and we have not seen one, so must accept his word for it.

This past August the Midlands

TV and the newspaper at Rugby, Warwickshire, England, where Ken Watson lives, invited Ken to go cruising aboard his IDLEWILD while they shot film and scribbled in notebooks.

Ken was glad to oblige. In his letter describing the event, for it certainly was an event both for Ken and for the IDLEWILD, too, Ken neglects to say what body of water he launched her in, so we will call it a lake, and the lake was 11 feet deep.

He drove his trailer with the IDLEWILD aboard to the usual launching place and there ran afoul of an obstinate fisherman already there who refused to move

himself and gear, so Ken was obliged to seek another spot ill-suited to the business at hand, a steep approach at an acute angle. This awkward launch, putting his IDLEWILD into the lake sternfirst, caused the model to ship a goodly lot of water by the stern, a fact which somehow escaped Ken's notice.

The TV cameramen in another small boat had a hey-day filming the IDLEWILD and crew, catching a head-on approach, then panning along the starboard side and then the splashing paddlewheel. These maneuvers required a certain amount of backing up, and unbeknownst to Ken every time she backed, more water spilled in at the stern.

The sinking was rather dramatic. She went down sternfirst, pivoted for a moment at the bow, heeled over and capsized. The crew abandoned ship (for the water was eleven feet deep, remember) and Ken swam ashore. We can visualize Muriel Schotten clutching at her hair right about now as she reads this, although her husband George didn't actually sink aboard his PIONEER---although that is hard to explain to Muriel. So, and anyhow, the IDLEWILD was quickly rescued and within ten minutes was hauled out on shore, right side up.

The TV crew missed this opportunity to record the climax. As for the news coverage Ken says this:

"Our local evening paper front-paged the story of the catastrophe complete with a picture, using up half the page. Next evening they ran a center spread of photographs and on the third day a feature story headlined UNDAUNTED, CAPTAIN KEN JUST COMES BOBBING BACK. A local weekly front-paged it.

The IDLEWILD has been repaired and by last accounts Ken Watson was accepting another TV session.

Sirs: Thank you for the S&D REFLECTOR, a joy forever, and this comes from a very 'egregious' old man. (I love that word; nothing fits me better than that word does).

Please express our thanks to William L. (Steamboat Bill) Talbot for a most enjoyable Chautauqua Slide Show with commentary on 4th September 1981 at the Midwest Old Settlers and Threshers 32nd annual reunion, at Mount Pleasant, Iowa. His riverboat show was most enjoyable and certainly represented a tremendous preparation.

We also enjoyed your report on Keith Norrington and his tour of the rivers. Good to hear that Dave Tschiggfrie is on the rivers.

A year ago we stopped aboard the BELLE OF LOUISVILLE wharfboat to say hello. We met friendliness and courtesy far in excess of what we deserved. They were all most kind. Also had a chat with chief engineer Charlie Dietz and his wife Claudia. Dictum Meum Pactum.

Mr. and Mrs. Robert H. Lees,  
3818 East 8th St.,  
Des Moines, Iowa 50316

Looks like Lloyd Ostendorf finds plenty to keep him occupied. He recently completed a painting of Abraham Lincoln's stepmother for the Sarah Bush Lincoln Health Center in Mattoon, Ill. Another recent portrait of Mary Todd Lincoln as a young woman hangs in the restored Todd home in Lexington, Ky. Currently Lloyd is working on three books; a study of Lincoln portraits from life (with Harold Holzer); the recollections of Mariah Vance, a Lincoln family maid in Springfield (with David Balsiger); and a Lincoln family photograph album (with James T. Hickey).

The picture of the EXPORTER's cabin in our last issue, page 41, reminded Jim Wallen of a conversation he had with Dr. William Garlach some years back. Doctor Garlach was son of Dr. Henry Garlach who tended the wounded after the explosion of the towboat DEFENDER in the Huntington, W. Va. area in January 1905. The EXPORTER was a mile or so down the Ohio River when the DEFENDER's boilers let go, tied off her barges, came to the scene, assisted with the rescue work and helped put out the fire. Jack Custer advises us that the Combine bought the EXPORTER in April 1901 but he's had problems trying to discover who had owned her just prior. He has established that the Bunker Coal Co. and Snyder-Barthel, both of New Orleans, were involved, and that the towboat ADELLE was acquired by the Combine at the same time as a result of the same deal.

My name is Sue. How do you do! Johnny Cash would get a laugh at the story Bill Talbot tells in the Fall 1981 Issue of River Ripples. A baby born aboard the sternwheel packet BRIGHT LIGHT, August 19, 1881 was named Bess Bright Light Reeves. The parents were Dr. and Mrs. C. L. Reeves of Indianapolis, bound from St. Louis with 150 excursionists to visit Lake Minnetonka. Bill Talbot doesn't know anything of the career of Mr. Bess B. L. Reeves, born just 100 years ago. Bess was named for Captain Bess who commanded the BRIGHT LIGHT. With a name like that his chances of becoming a centenarian would be low on any mortality table. Like Sue, what could he do?

Harold (Hal) Wilmunder, Box 491, Carmichael, Calif. 95608, is around to the point of needing a steam whistle for the steamboat he is building at Sacramento. Ever since he dropped in at 121 River some years back looking for steam engines to power her sternwheel (which we helped him locate) Hal has been giving us l.d. calls with progress reports. So now it's the whistle--he hopefully imagines a three-chimer perched aloft, one with a gusto appropriate to his ELIZABETH LOUISE. You can phone him at 916-485-9595.



Mary Helen Dohan

The baby born aboard the Mississippi System's first steamboat turns out to be a boy. Not only was he a boy, but now we know his name, Henry Latrobe Roosevelt. The event took place at Louisville on the downbound voyage of the NEW ORLEANS, and the birthday was October 30, 1811. The proud parents were, of course, Mr. and Mrs. Nicholas Roosevelt.

Of course it took a lady author to pin this down, and she is Mary Helen Dohan of New Orleans. Her new book, "Mr. Roosevelt's Steamboat" has been released by Dodd, Mead & Company, New York, and retails at \$10.95 the copy.

So three cheers for Mary Helen Dohan. She has substantiated a fact which heretofore has been glossed over by all of the writers who have tackled the subject of the first steamboat. Not only does she give the young lad's name, but also she populates the NEW ORLEANS with a young lady who, in prior accounts, has been conspicuous by her absence. The Roosevelts had with them their

pre-school-age daughter Rosetta Mark Roosevelt. Now did you know that? Of course not.

The story is of that first voyage complete with earthquakes. In a broader sense it's much, much more than that, for the author has researched the Roosevelt family and the Latrobes and they turn out to be an interesting lot.

Mary Helen Dohan adds very little to the accepted factual details of the NEW ORLEANS, skimpy at best, historically, for nobody who saw the boat, or knew it first hand, ever bothered to record the mechanical details, and what we know of the cabin arrangements are not much better. Yes, it was a side-wheeler. The author says the boat could handle "sixty or eighty cabin and steerage passengers comfortably." Maybe the idea of what is comfortable has changed since 1811, but that number sounds like a lot.

The people in the book are real people; the surroundings are real, and the story is told by a real story teller. You'll like it.

Joe Hoffman, of the Wheeling News Register, runs an "old-time" column. Recently he looked back to April 26, 1877 and found an article on ice, or about ice. We quote:

"Almost every farmer thinks an ice house to be as essential as a corn crib. We have become so that we will not drink a glass of water in summer without it be well flavored with ice, and our appetite for ice cream as increased to an alarming extent.

"When Wheeling goes into any line of business she does not do it by halves. We put up more ice for our own use, according to the extent of our population, than most any other city in the Union. When the rumbling ice wagon stops at your door next summer, and a cake of preserved water is left at your gate, you need not hurry to take it in. Indeed, you may let it stay out and suffer a severe case of sunstroke, and melt away without any fear that you will immediately come to want, for we laid by last winter enough to last us for two years. The winter of 75'6 was a poor one for ice, and the greater part of the large quantity used here last summer had to be brought from other places. Reymann, the brewer, paid out over \$15,000 for ice last summer, and the ice used at the Nail City brewery during the same time cost over \$12,000. This ice was brought from the lakes by rail. Retailers, too, keenly felt the ice famine, and the very useful article of merchandise came to be considered quite a luxury. This year every ice house has been filled to its utmost capacity, and new ones were built and filled, so that we will not run out of ice if next year should prove to be a continuous Fourth of July.

"The manner of cutting the ice and elevating it into the ice houses is too well known to need description. An immense stock of ice was laid in at Reymann's brewery. As is well known, large quantities of it have to be used to keep the storage cellars cool. An immense ice house beneath which is a two-storied cellar, and the floor of which is of iron, is filled with ice, which is left there till it melts away, and is then replenished. Mr. Reymann elevates his ice from the creek with an endless chain. It requires a 12-horse power engine to propel the chain, which is simply an elongated straw carrier. They will lay in ice at a cost of probably \$100 per 1,000 tons. Three large ice houses were filled in this way by Mr. Reymann, enough to last two years.

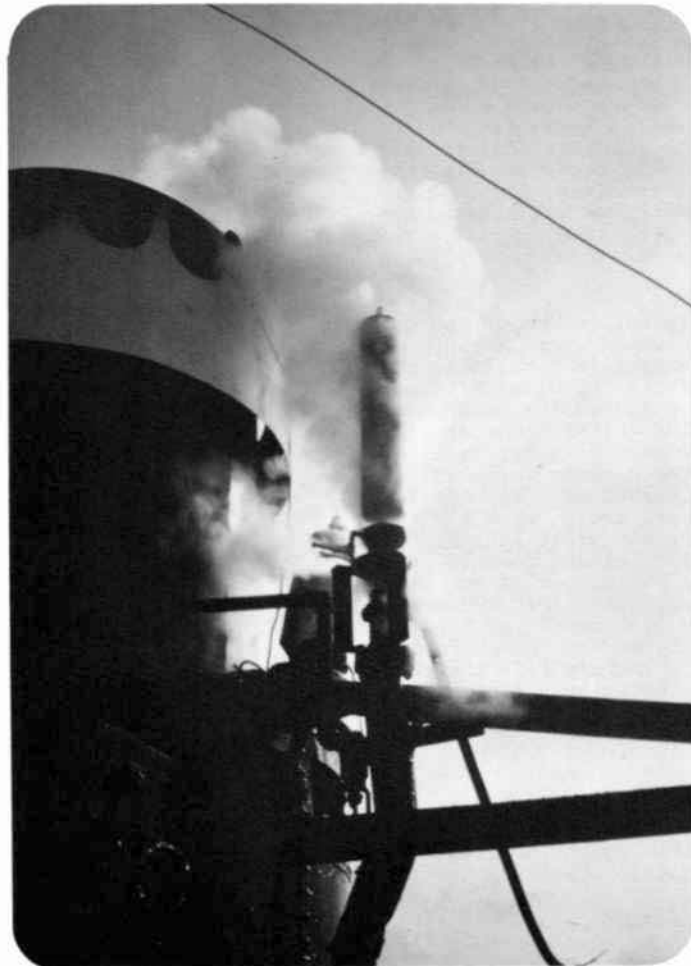
"Mr. Frank Walters, who sells ice only at wholesale, has three houses filled near his place up the creek. Messrs. C. H. Booth and Co. have laid in about 300 tons, which they furnish only to the steamers for which they are agents. Besides these there are probably 15 or 20 persons who deal exclusively in ice and who have all laid in large stocks. These

dealers who generally furnish the hotels, saloons and private consumers daily from their wagons, have already agreed on prices for the coming summer. The ice will be left at your door every morning and evening also if you desire, at the rate of fifty cents per hundred pounds.

John Hartford was digging in old files of The Waterways Journal and located the accompanying portrait of Capt. Horace E. Bixby. It appeared in the WJ's issue announcing the famed Captain's death in August 1912 at the age of 86. Although this picture of him leaves much to be desired, reprinted from a newspaper cut, it serves as the first glimpse we have had of him. He was described as of small physique, wiry, and tremendously energetic. The Waterways Journal account reported that the Captain was still piloting and, although at home when he died, he was expecting a call to take out the government towboat NOKOMIS. He had been serving on the U.S. snagboat HORATIO G. WRIGHT just prior.



Capt. Horace E. Bixby  
Story, center column.



If this looks a bit odd it's because the DELTA QUEEN is blowing the whistle from the MISSISSIPPI, now BECKY THATCHER. -Photo in May 1978 by Keith Norrington.



**A**BOVE AND ON THE BACK COVER are what undoubtedly will turn out to be the best shots of the ADMIRAL headed northward from New Orleans to St. Louis this past summer. She was placed in a Dravo Mechling tow shoved by the triple prop 10,500 hp. JASON. At the time of the trip the ADMIRAL was owned by Gateway Clipper, Inc., Pittsburgh, having been bought by them from Streckfus Steamers with the idea in mind of refurbishing her at St. Louis, pre-

paratory to bringing her to Pittsburgh to serve as a glorified dance hall and also to contain the company offices. Shortly after delivery at St. Louis announcement was made that negotiations were under way to transfer ownership to a civic group of that city. For these pictures, above and on the back cover, our thanks to Bob Lay and Ronald W. Sommer of Dravo, and Ross Rogers, Jr.

Next time in Memphis you won't believe your eyes when a bus comes rolling down the street looking like a Mississippi side-wheeler, complete with twin feathered smokestacks, and flying a Confederate flag on the forward staff.

The Area Transit Authority is converting ten of its buses into rubber-tired steamboats. The aft part of the roof of each has sort of an observation texas accessible by a bannistered stairway where passengers peer through tinted windows. Antique scrollwork patterns are reproduced on up-to-date upholstery materials. The "cabin" interior includes a pilotwheel, wood ceiling beams, marine-type light fixtures and Victorian woodwork.

The design was worked out by a Californian, Forrest Sievers, with

California Arts and Graphics in Walnut, Calif. The conversion is being handled by Microbus, Inc. Financing stemmed from the Memphis business sector. Sievers, who lives in Whittier, Calif., says this is the biggest and most unique job he has ever done.

Our thanks for this Memphis news to Rich Brown who lives in Pico Rivera, Calif., right next to Whittier.

Sirs: I can't possibly tell you how very pleased I am to have received the engineering drawings of the WM. P. SNYDER JR. As a Lehigh graduate, a Stanley Steamer owner, and a son of the late Wm. P. Snyder Jr., the drawings certainly have a very special meaning.

Please accept my most grateful thanks and appreciation.

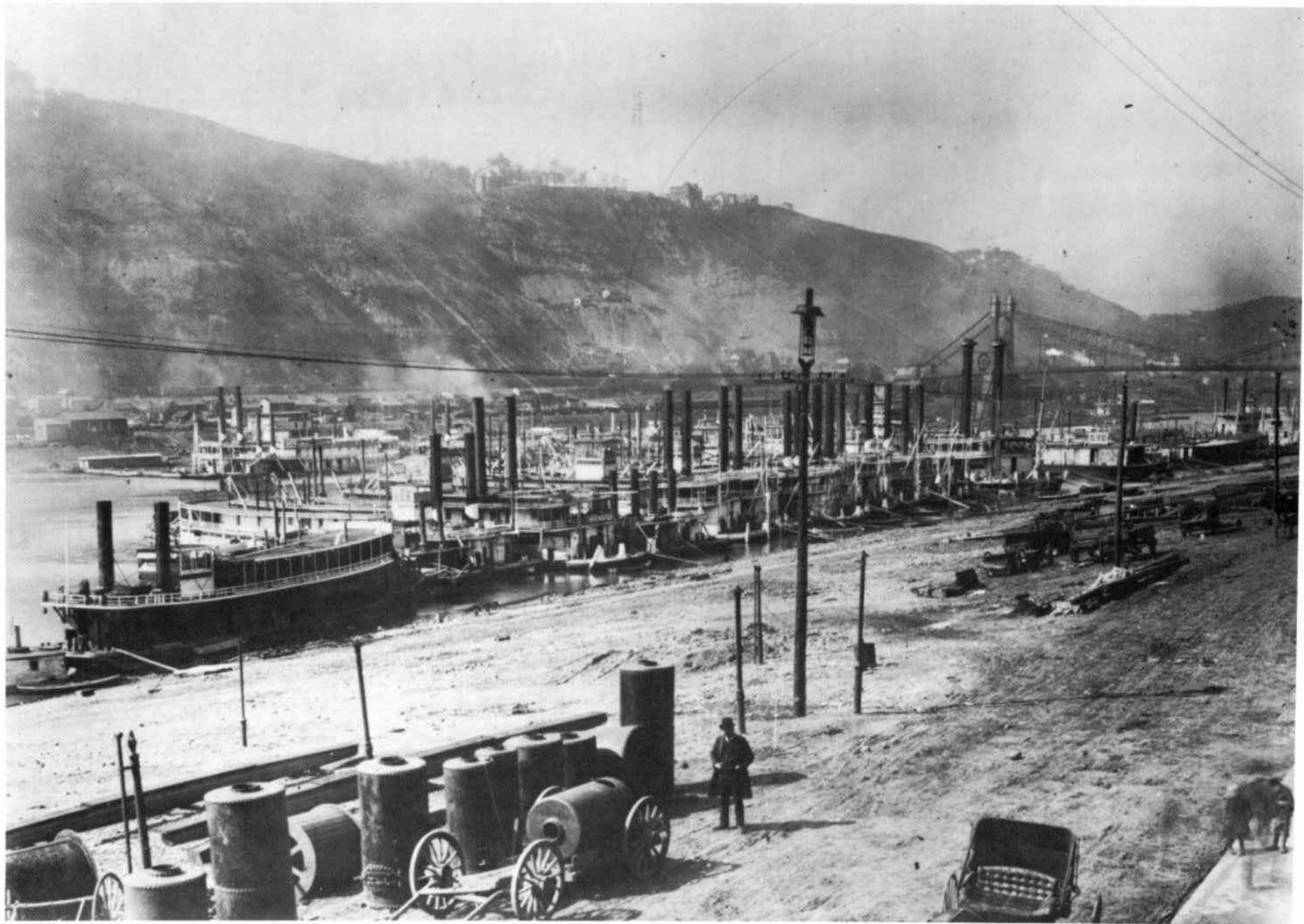
We were to visit the SNYDER this summer but, in my case, business once again got in the way and I apologize. But, nonetheless, we'll be certain to find time to make the rip with you just as soon as possible. Meanwhile--many many thanks for the magnificent drawings.

G. Whitney Snyder,  
Waterworks Road,  
Sewickley, Pa. 15143

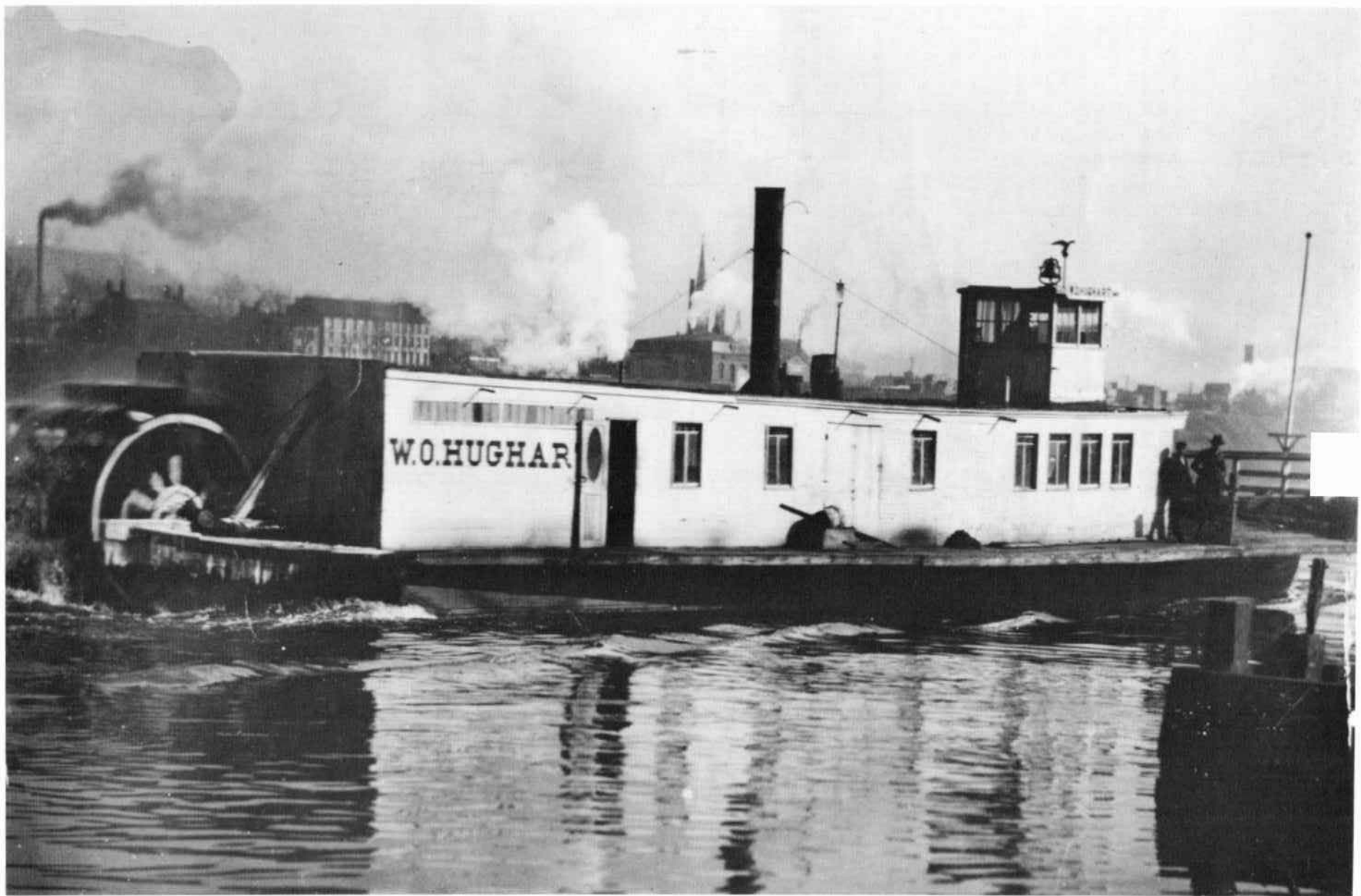
=These drawings were prepared last summer by Alan L. Bates for the Ohio Historical Society. For information about obtaining a set contact Campus Martius Museum, Marietta: phone 614-373-3750.





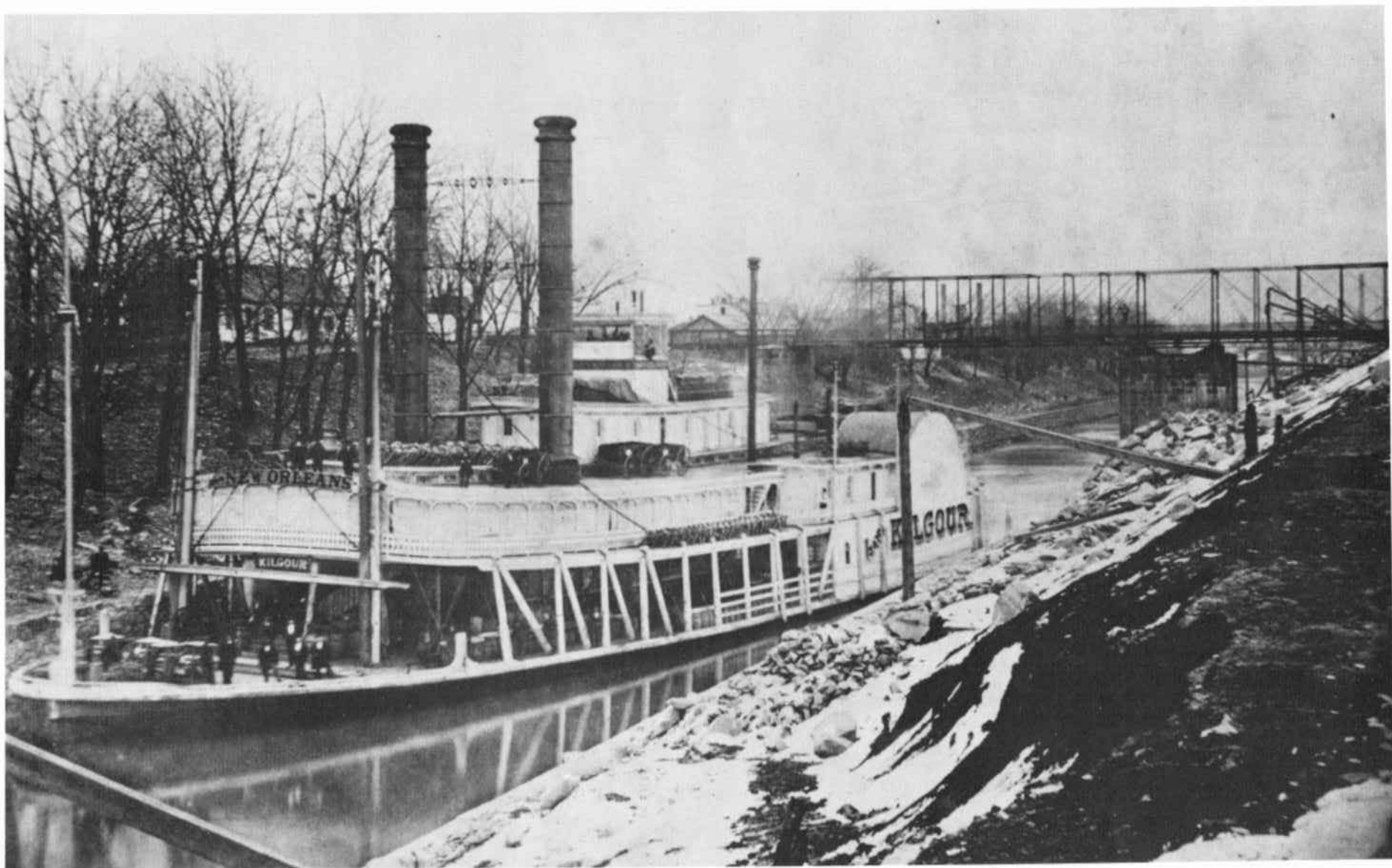


See column one, next page.



**O**NE THING about photographer Thornton Barrette: if it ran by steam, he photographed it. One icy morning at the turn of the century, he caught the W. O. HUGART in action. This wood hull 73.4 x 16.8 x 4.3 job was built at Conway, Michigan for service on Crooked Lake. Later she was brought to Chicago where the stack and pilohouse were removed for low bridges, and thence via the

Illinois River, Mississippi and Ohio to Cincinnati where she served briefly as a pleasure craft. Capt. W. L. Thomas bought her for ferry service at Augusta, Ky. and also did job towing with her. In 1902 she was sold to Racine, Ohio where the Pickens Ferry Co. ran her back and forth to Graham Station, W.Va. She was dismantled and the hull became the Racine wharfboat until it sank in 1914.



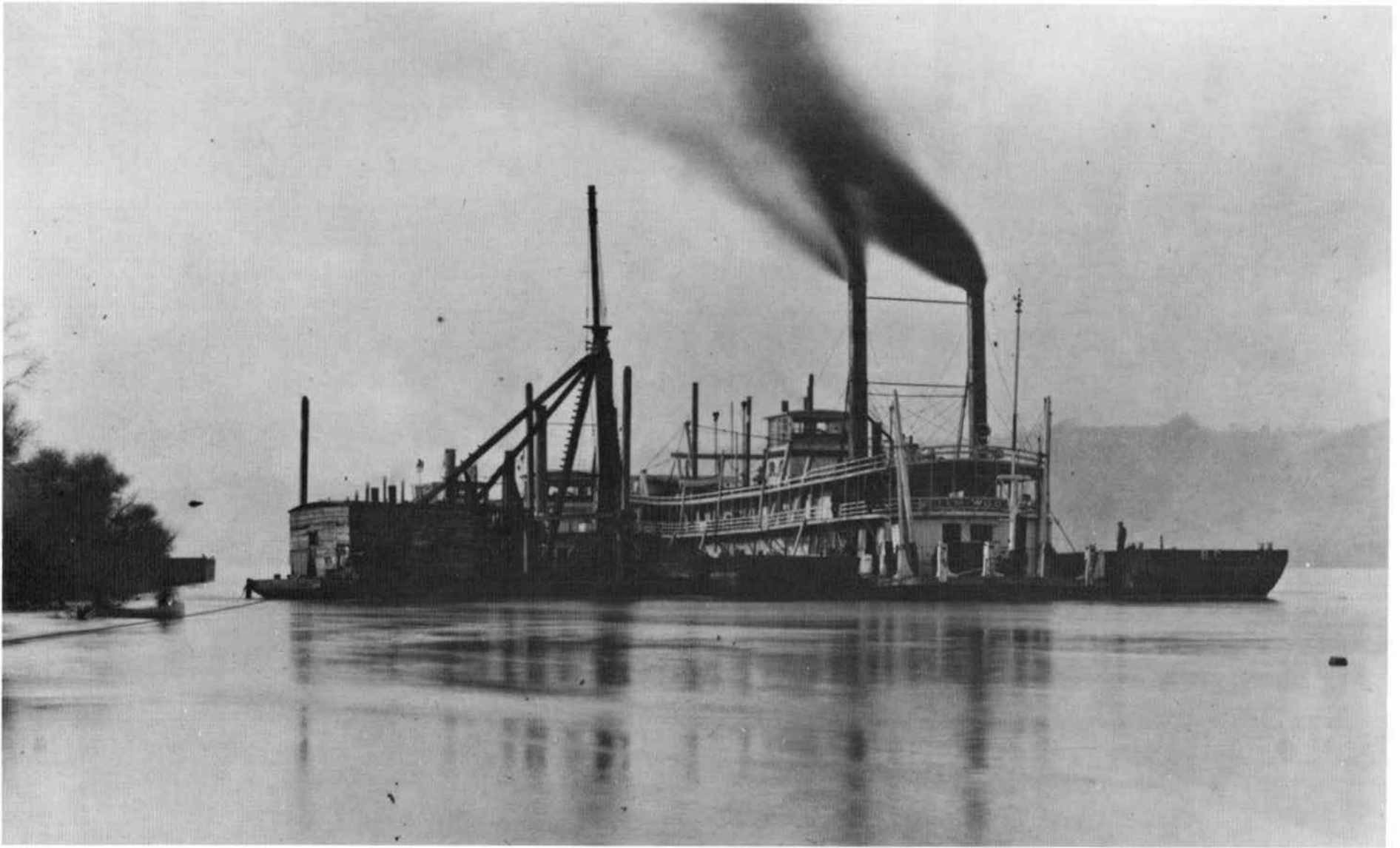
**P**AUSING in the Louisville & Portland Canal, the JOHN KILGOUR poses for her photograph to be taken one cold winter day. This is an occasion of some sort and we would suspect that the date is in 1873 and the new and greatly enlarged tandem locks have, for the first time, permitted a boat this large to use the canal for passage around the Falls. The recently completed tandem locks, two in number, each measured 335 by 80 feet. The KILGOUR's hull size was 252 x 41 x 7. She was built at Cincinnati in 1864 and was

announced for the Pittsburgh-Cincinnati trade, Capt. William S. Foster. This did not materialize inasmuch as she was impressed into U.S. service as a cargo and troop transport. After the war she ran Cincinnati-New Orleans, Capt. John G. Benson, and later commanded by Capt. Alfred Stein. Her engines, 25's- 8 ft. stroke, went to the CHARLES MORGAN when she was retired in 1873. This copy photo showed up in the Thornton Barrette collection, thanks to C. M. Dowling and Capt. William S. Pollock.



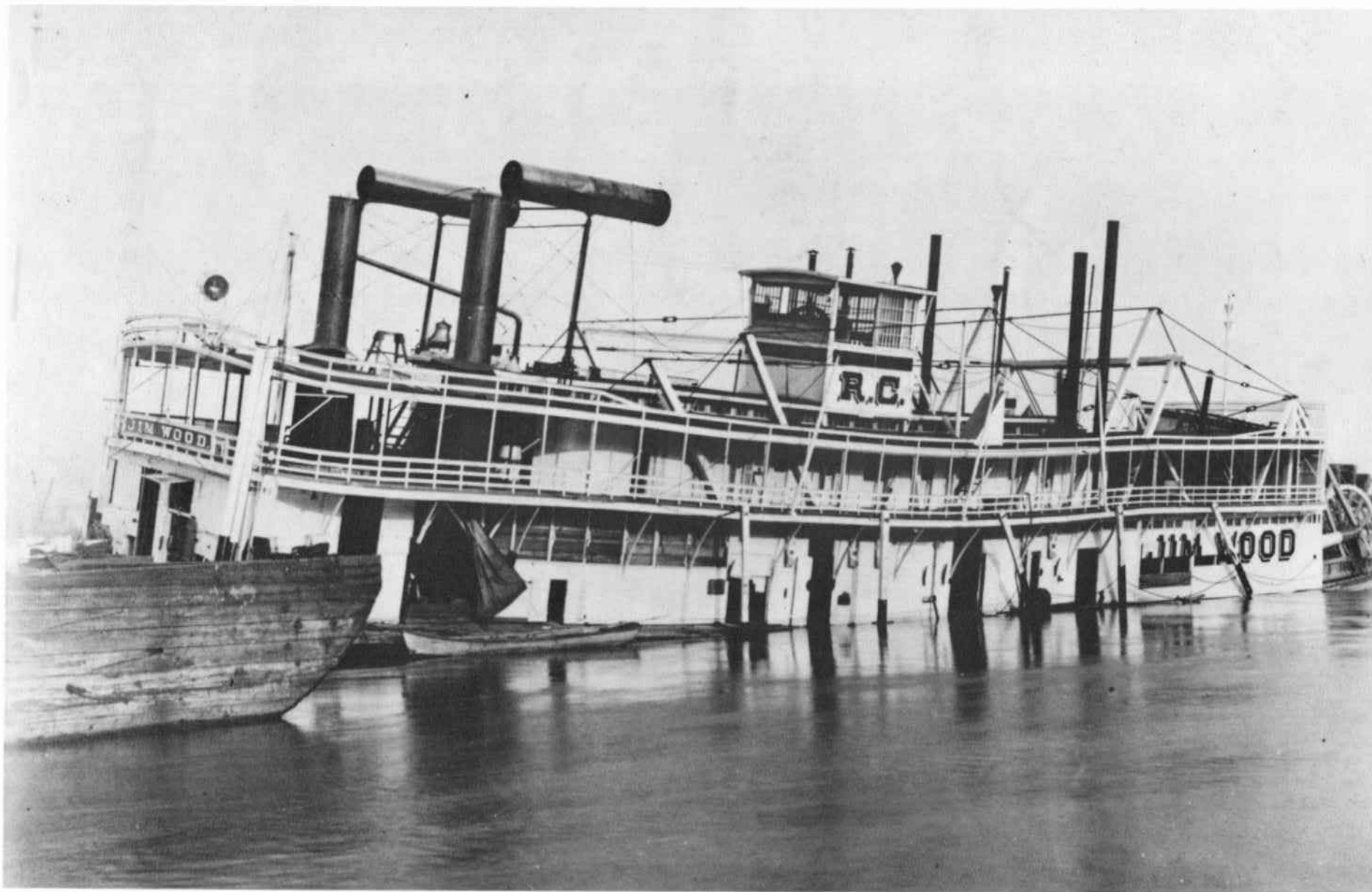
THE U. P. SCHENCK was built for the Cincinnati-New Orleans trade at the Cincinnati Marine Ways in 1876, owned by U. P. and A. K. Schenck of Vevay, Ind. Her wood hull was 251 x 42 x 6.5 and she had 21½'- 7 ft. stroke engines from the ill-fated PAT ROGERS which had burned at Laughrey Creek two years prior. This picture was taken by the Cincinnati levee and is the best print of it we have seen, copied from the original by Thornton Barrette. The "O" between her stacks was the designation of a pool organization styled Cincinnati, Memphis & New Orleans Packet Co. This was one of a very few

sternwheeler packets which broke with custom and carried her name amidships instead of on the engineroom bulkheads, remindful of the present-day NATCHEZ. Later on she was lengthened to become 318 feet long and renamed LONGFELLOW (no photograph of LONGFELLOW has yet been disclosed). Departing from Cincinnati shortly after 6 a.m. on March 8, 1895, she got lost in a pea-soup fog, hit a pier of the C. & O. Railroad bridge broadside, broke in two, and was demolished. Harbor towboats removed passengers and crews.



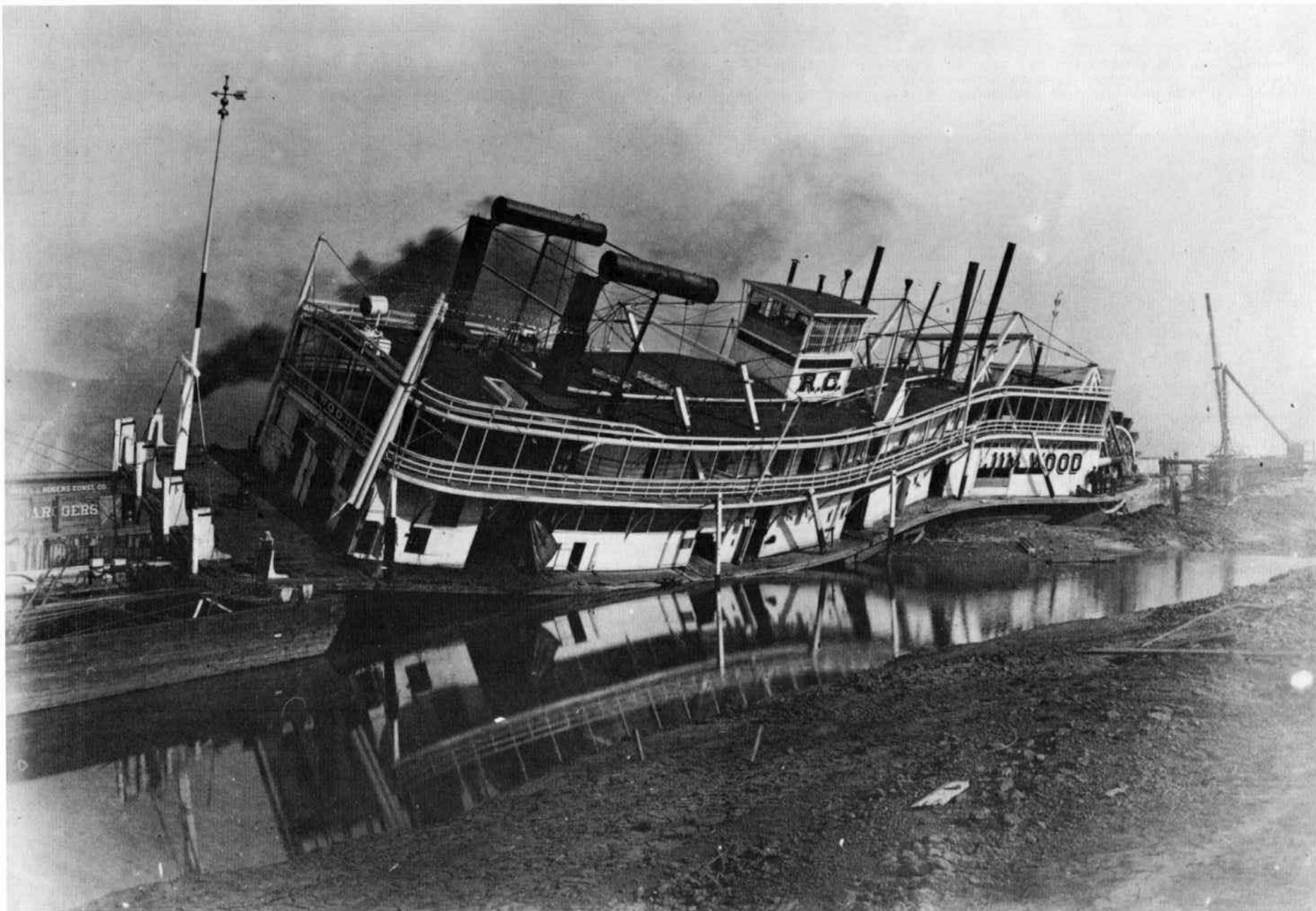
**D**URING the construction of Ohio River Lock and Dam 33, above Maysville, Ky., the Combine towboat JIM WOOD, shoving a tow of empties upstream, stalled on the pass (the river was high), got out of shape, and got caught fast on a mooring pin on the lower guide wall. This picture was taken Nov. 7, 1917 during the at-

tempt to dislodge her. The river was on a slow fall, which did not help matters, and the pin punctured up through the wood hull, holding her captive. This and the succeeding pictures tell the story. They came from the files of the Huntington District, U. S. Engineers, thanks to Jerry Sutphin.



**W**HILE attempting to lift the pinioned JIM WOOD free of the guide wall mooring pin she turned around facing downstream with a huge gash in her hull. This picture was taken next day, Nov. 8, 1917, the river still falling. Attempts to raise her had been abandoned as futile. Her boilers had been cooled down

and the stacks lowered as a precaution that they would not topple and hurt somebody. The 32-year-old towboat was doomed. Maybe the old lugger had a premonition that she was headed for the "bone-yard" inasmuch as her owners had discontinued river coal shipments to the lower Ohio and the Mississippi.



**O**NE WEEK after the accident the river had fallen to expose the guide wall. This picture, taken on Nov. 14, 1917, shows the contorted steamboat wreck. The JIM WOOD was built at Freedom, Pa. in 1885 on a hull 169 x 32.2 x 5.8 by the coal firm John A. Wood & Son, using the 22½'s- 7 ft. stroke engines from the dis-

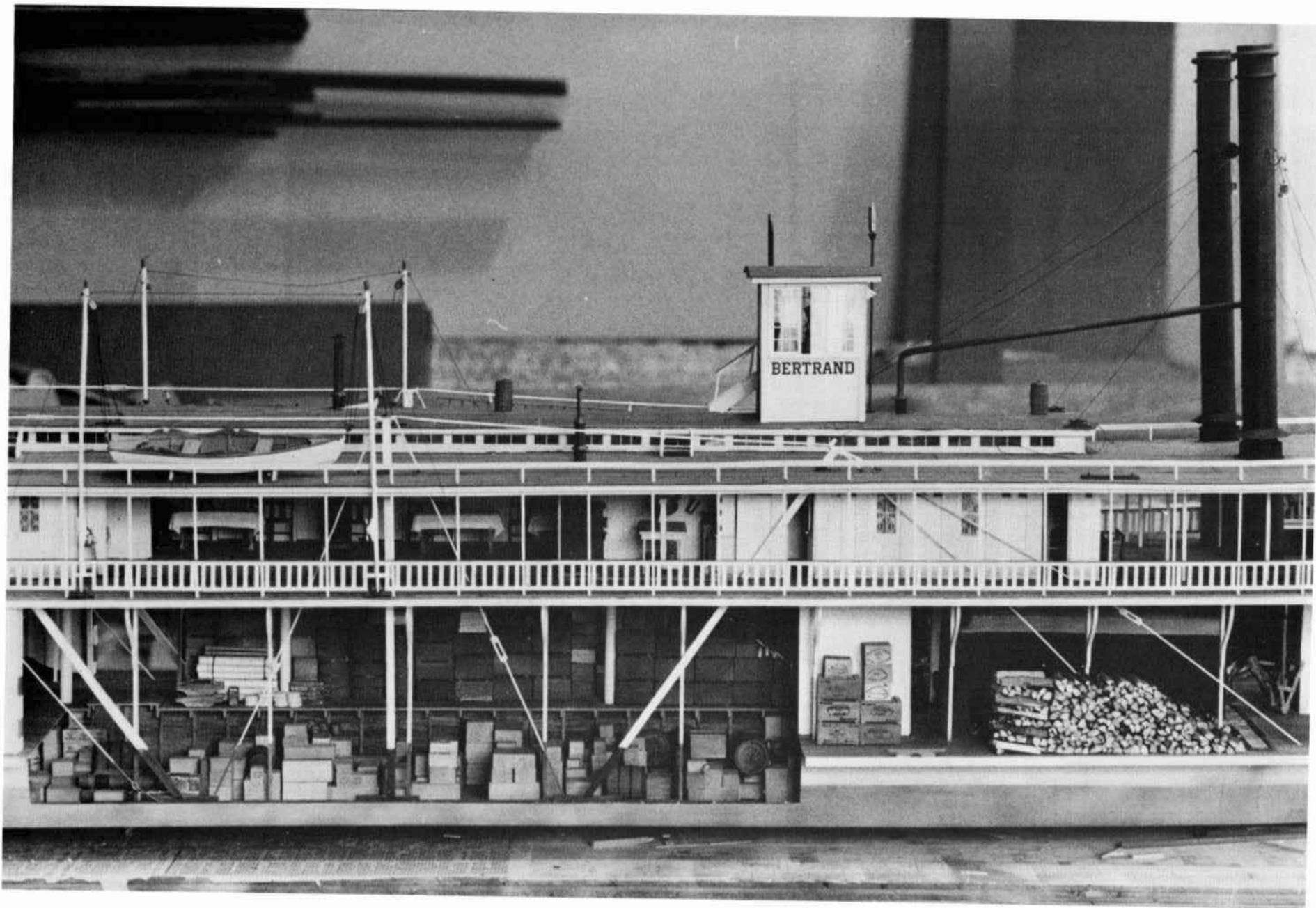
mantled GRAND LAKE. The ornate jackstaff visible in the picture was acquired by Hugh Crawford of Maysville, Ky. who erected it in his orchard west of town and later presented it to the city. Today it stands in front of Maysville's city hall.



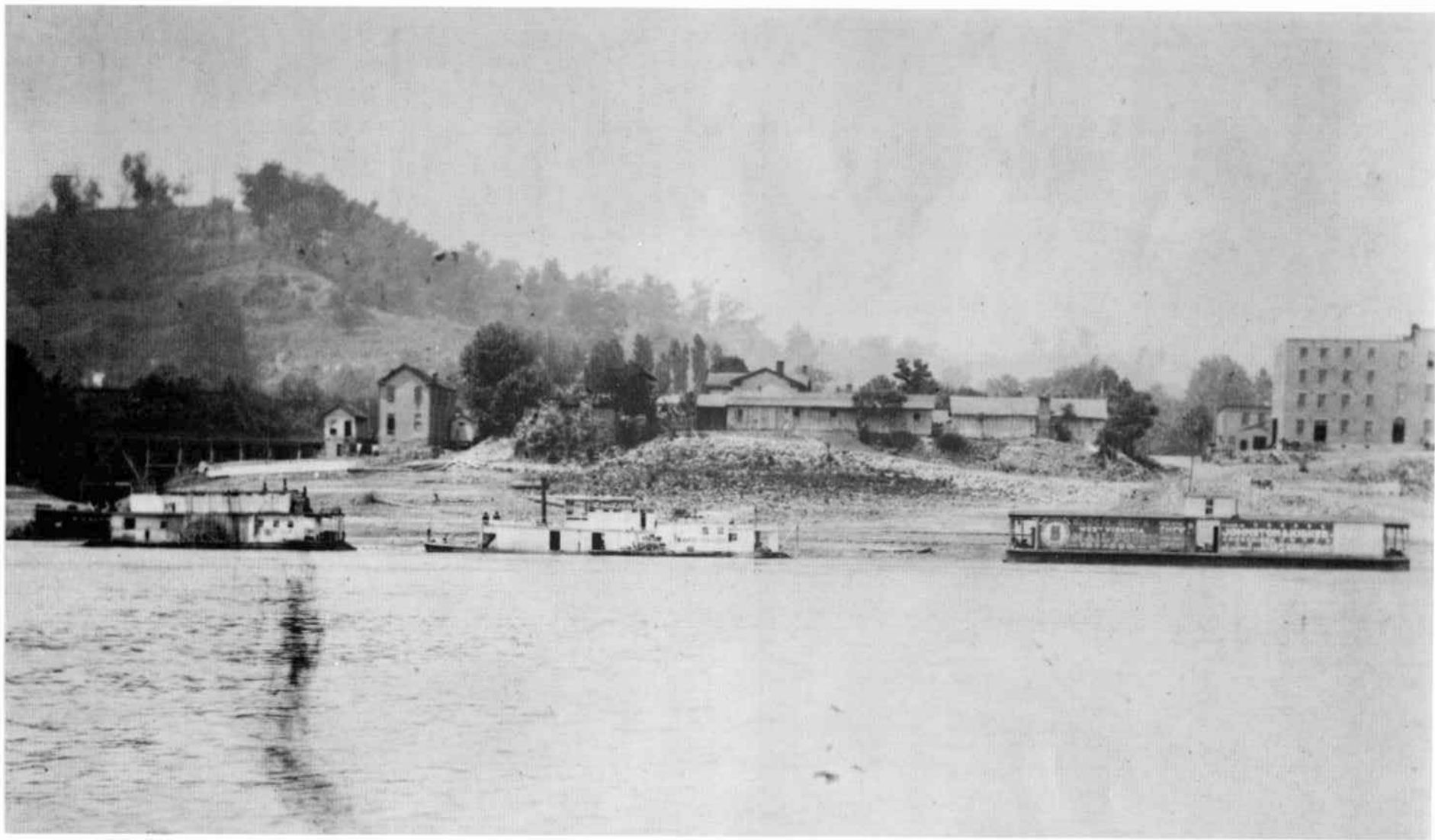
**L**OCK AND DAM 33, Ohio River, was opened to traffic in 1921, having been built by Bates and Rogers Contracting Co., the same firm which built Lock and Dam 29 at Ashland, Ky. They bought the JIM WOOD wreck and disposed of it. This picture was taken the same day as the preceding view, Nov. 14, 1917, shortly

before demolition commenced. In the day and time when this accident happened a regularly scheduled street car line served between Maysville and Lock 33, fare 5¢ each way. Again our thanks to Jerry Sutphin for making available these dramatic scenes.



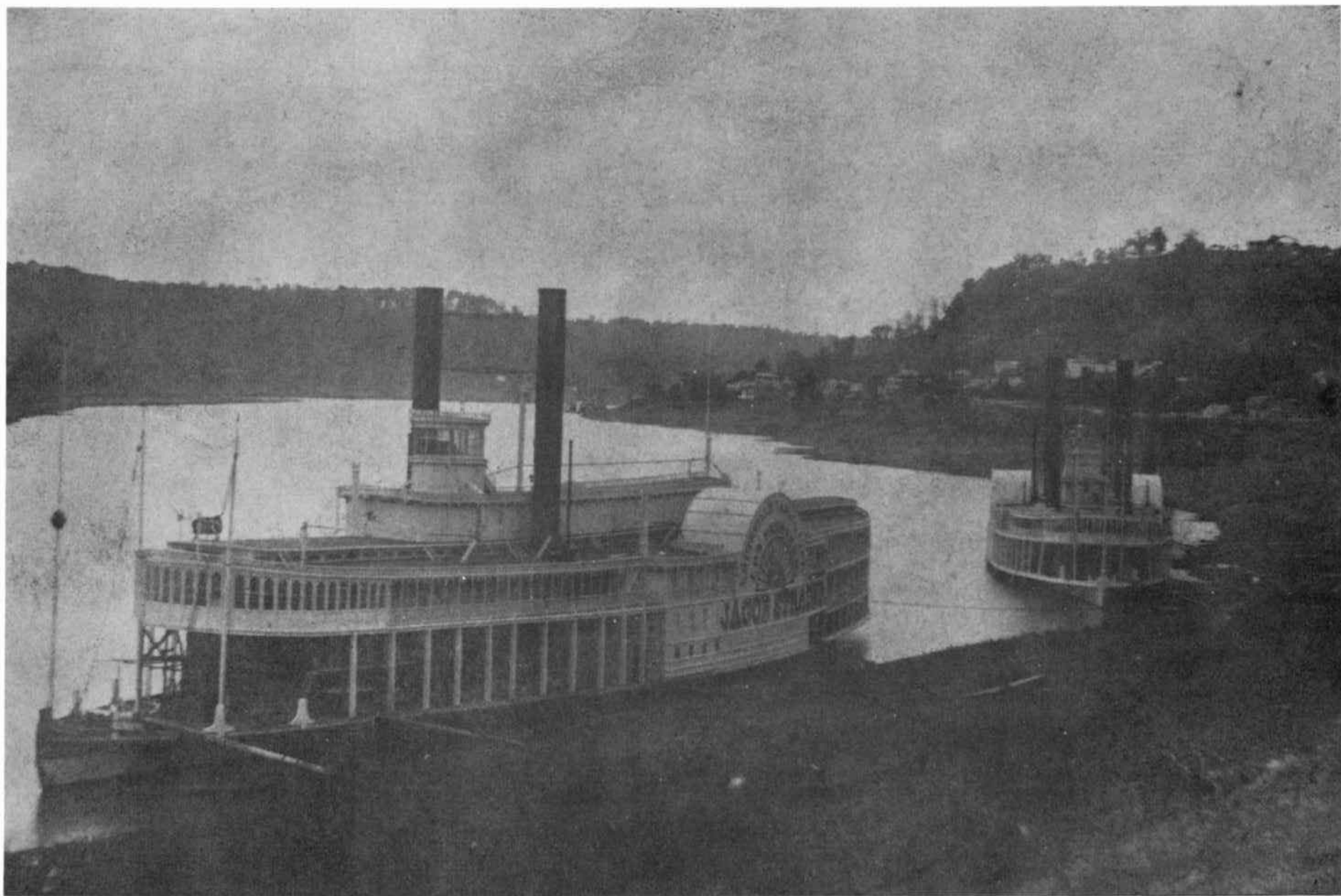


Ingenious cut-away section of BERTRAND model showing freight recovered from the hull, dining tables and kitchen on the boiler deck, etc. --See article on page opposite.



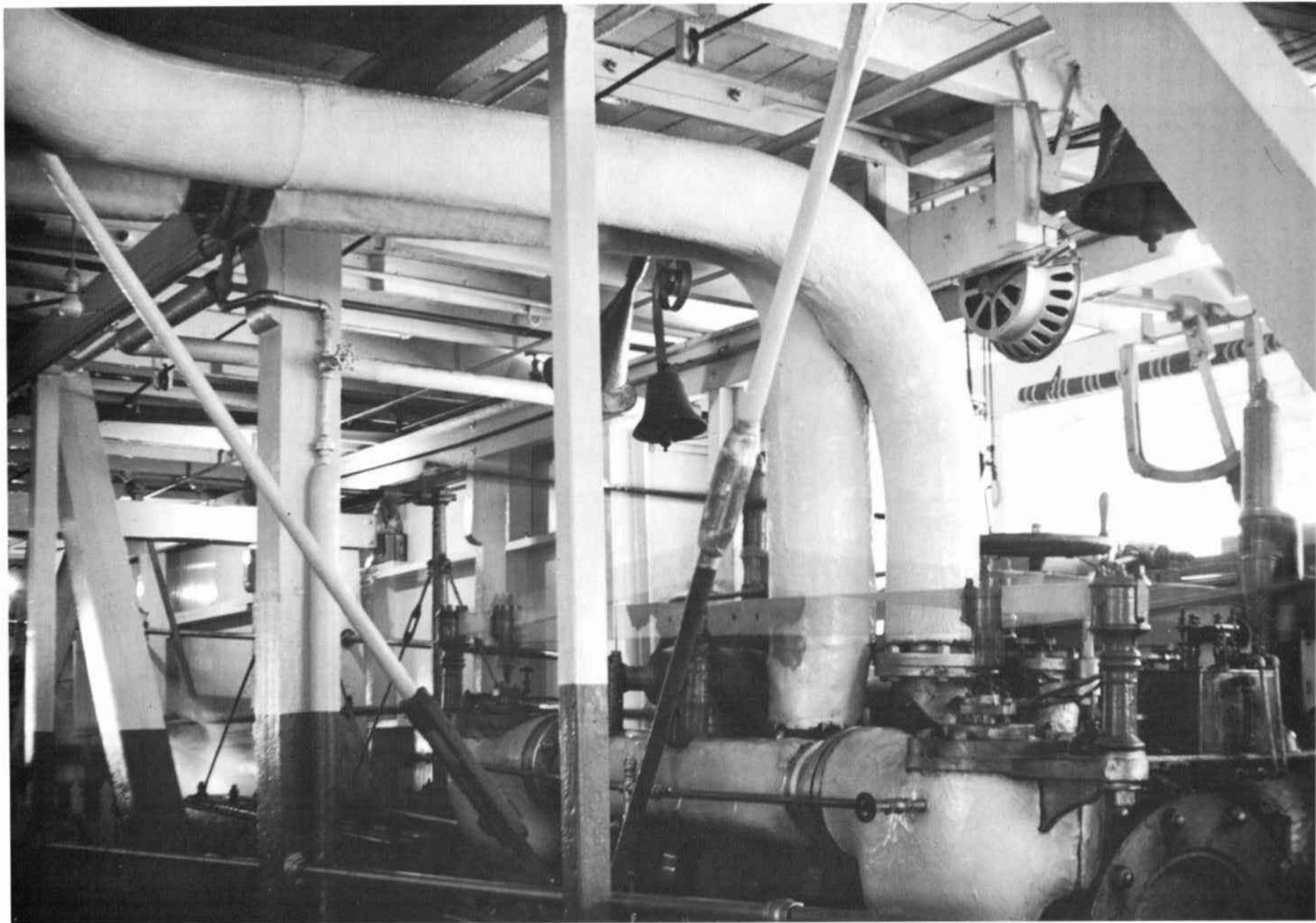
**T**HORNTON BARRETTE took this picture in the latter 1890s and now we have it thanks to C. W. Dowling, his grandson, and the good offices of our Murphy Library friends, La Crosse. Ralph DuPae sent it along to us for identification and there's where the fun started. The presence of two "bat-wing" side-wheelers at once suggested the vicinity of Catlettsburg, Ky., outlet of the Big Sandy River, habitat of this species. A railroad trestle at the extreme left spans a watercourse which decidedly is NOT the Big Sandy. So we dipped into the original river maps of Capt. Jesse P. Hughes, drawn in 1897, to learn that the "lower" wharfboat at Catlettsburg in those days was below the mouth of Catletts Creek,

with a mill named Patton's Mill midway between the wharfboat and the creek. The wharfboat is marked JOHNSTON & KIRKER on its lower end, and the upper bulkhead is devoted to Bloch Bros. Mail Pouch Tobacco. The bat-winger in the picture's center is the SANDY VALLEY, built at Catlettsburg in 1888, a one-stack low water boat of consequence owned for some time by Capt. George Bay who often ran her Gallipolis-Huntington when the Ohio River was virtually dry, and sometimes to Parkersburg. The double-deck job at the left is the FAIRPLAY, also a bat-winger, built at Ashland, Ky. in 1891. This is the only photographic glimpse we have seen of her. The Big Sandy River is about  $\frac{1}{2}$  mile upriver to the left, out of range.



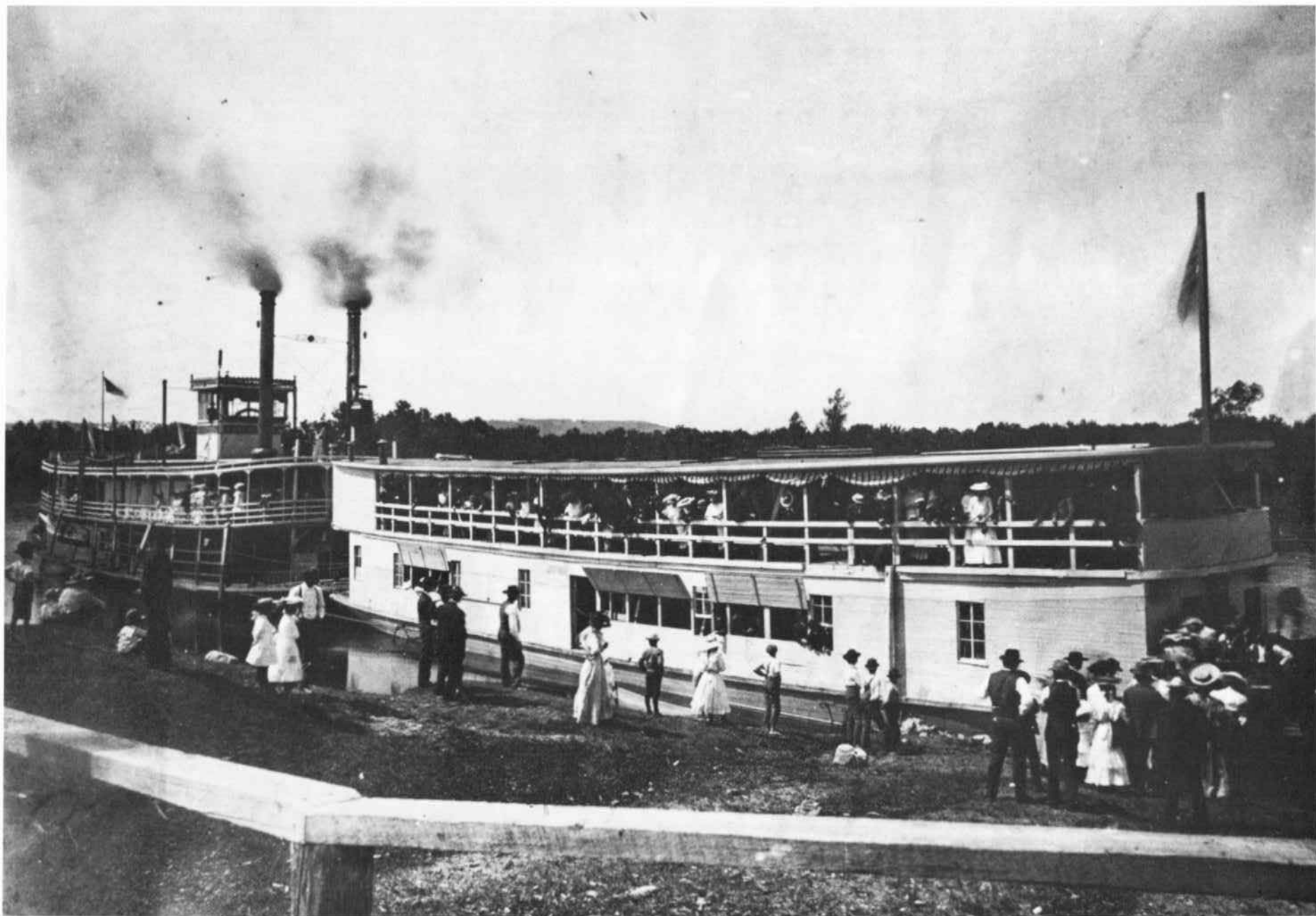
**A**NDY ANDERSON of the Cincinnati Public Library showed us the above photograph at S&D, remarking that he believed it was a new one of the 347-foot JACOB STRADER. Yes, new to us, at least. The photograph was taken by F. C. Hawkins, a name not familiar to us, obviously taken during summer low water, laid up in

the Cincinnati area (looks like the head of Cullums Riffle at Sedamsville.) The other side-wheeler at the right almost certainly is her partner in the Louisville-Cincinnati trade prior to the Civil War, the TELEGRAPH NO. 3. Both were built at Cincinnati in 1853 for the U. S. Mail Line Company. Quite some picture.



A rare view indeed! The port engine of the side-wheel excursion steamer SAINT PAUL, from the William V. Torner collection, Waterloo, Iowa. She had 22'-7 ft. stroke powered by four boilers. Looking aft, the engineer's footbox and throttle are on the out-

side (right) and there is a Cory Indicator to the pilothouse. The old-time signal bells were operative and Capt. Tom Posey used them frequently to keep the engineers in practice. Chief engineer Fred Koehler had spent several seasons on the Magdalena River in S.A.



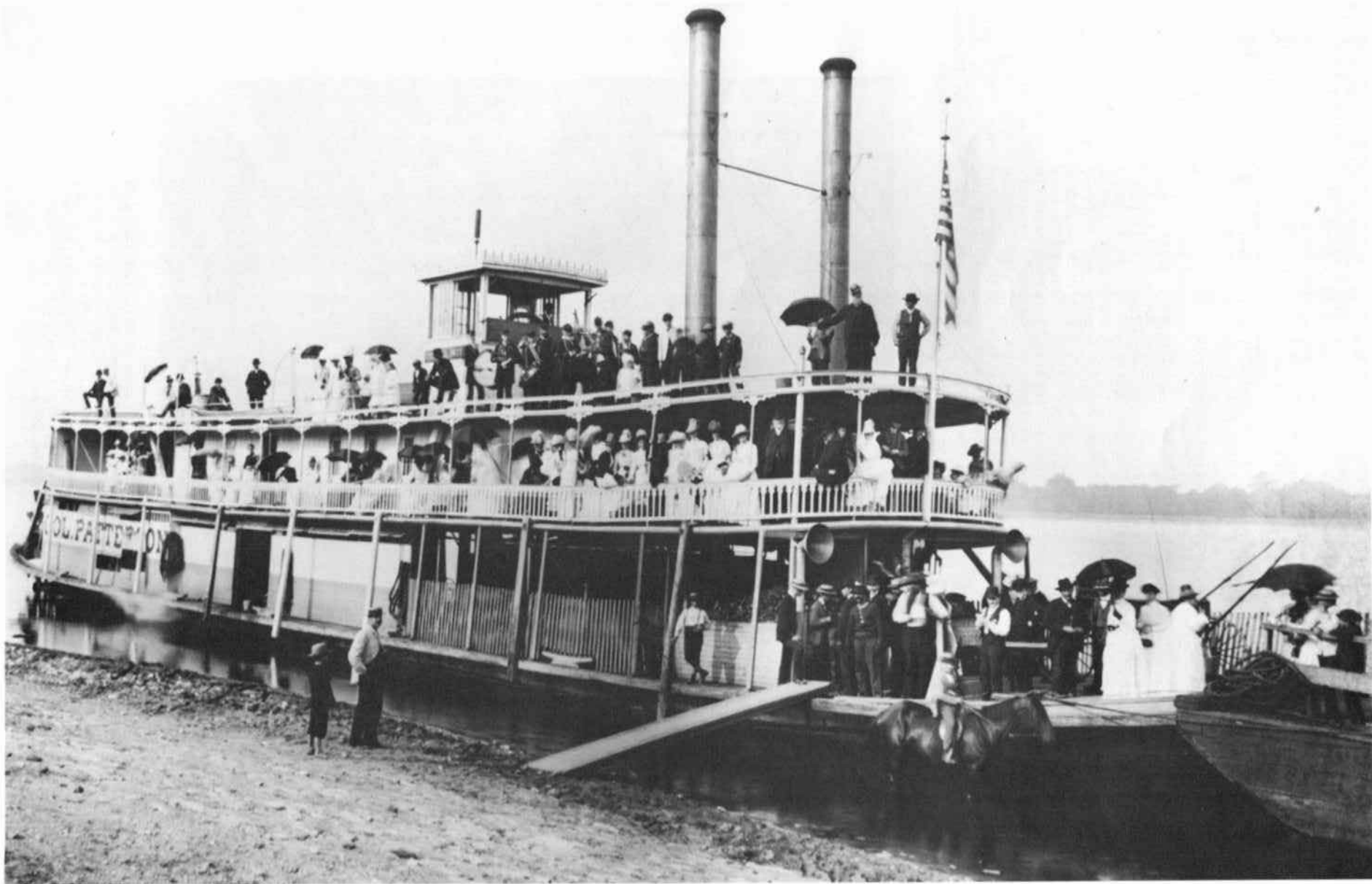
Here's a new one for your COLUMBIA collection. This one was built at Stillwater, Minn. in 1900, wood hull, 117.3 x 24 x 4.6, using the machinery from the PAULINE which dated back to 1878. Capt. William Henning and Frank Fugina ran excursions with her until 1906 when they sold her to Florida. She was used on the

Lower Keys during the construction of the Florida East Coast R.R. to Key West and burned at Milton, Fla., total loss, March 13, 1911. This picture is from Richard Muller of the Muller Boat Works, Stillwater, Minn. via the University of Wisconsin's Murphy Library, La Crosse, Wis.



**P**HOTOGRAPHED at Keokuk, Iowa, in all likelihood taken October 1st, 1907 when U. S. President Theodore Roosevelt came to town to board the MISSISSIPPI for an inspection of the Mississippi River to Memphis. In the right foreground is the OTTUMWA BELLE hitched to the excursion barge COLUMBUS, both owned by the S. & J. C. Atlee Lumber Co., Fort Madison, Iowa. An extensive story of the OTTUMWA BELLE and her consort barge appeared in the September '70 issue of this magazine, pages 6-7. Ahead of the barge is the small steamboat MARY Mc, built at Stillwater, Minn. in 1902, originally named IANTHE. Ahead of her, stage on the bank, is the SILVER CRESCENT, the regular Keokuk-Quincy packet. The packet COLUMBIA is wedged in alongside the SILVER CRESCENT (fancy domed pilot-

house) and outside of her is the rafter NORTH STAR. The little feller, no Texas, at shore immediately above, is your guess--we don't know--and last to the left is a Streckfus sternwheeler, either the DUBUQUE or SIDNEY. The bridge in the background is the Wabash and Toledo, Peoria & Western RR. structure, a real veteran, built 1869-1871. The COLUMBIA was under charter to John Sagle of Keokuk and participated in the marine parade to Memphis with Governor Van Sant of Minnesota and his wife aboard, also Capt. and Mrs. Walter Blair and others; the same COLUMBIA which later sank on the Illinois with large life-loss. The picture is from the collection of William L. Talbot, Keokuk, made available to us from the University of Wisconsin project, La Crosse.



**I**NTRODUCING the steamer COL. PATTERSON, a newcomer to most of our members, and, until William L. Talbot produced this picture the boat was known only vaguely to us, mentioned in a 1949 letter from E. Carroll Taber of Keokuk. She was not an excursion boat, as the crowd aboard seems to suggest, but rather a towboat designed to tow rock from a quarry on the opposite side of Lake Keokuk. The Patterson brothers dismantled an old boat named CRICKET and

used the engines in this new one, built at Keokuk in 1882. She measured 117.5 x 20.5 x 3.9, engines 14's- 4 ft., and had two boilers each 38" dia. by 22 ft. Everything on her, including the oak hull, was from Keokuk, which inspired a lengthy article in the Keokuk Daily Constitution in its issue of March 23, 1882. She was a familiar part of the Keokuk landscape until she was sold in the fall of 1899 to tow logs around Baton Rouge.



**M**ATCHWOOD AND KINDLING. When the DELTA QUEEN passed through the Panama Canal on Saturday, May 10, 1947 enroute from California to the Mississippi River, there were two tourist steamboats in service on the Father of Waters, the GORDON C. GREENE and the GOLDEN EAGLE. When the DELTA QUEEN shortened tow line and entered the jetties on Sunday, May 18, 1947, there was only one. The GOLDEN EAGLE, downbound from St. Louis, had stubbed her toe at Grand

Tower Towhead, 78 miles above Cairo, and sank to rise no more. All passengers were brought safely ashore. During the wrecking operations, the pilothouse was saved and all else was scrapped. This and the two following pictures come from the Donald T. Wright collection, Tulane University, New Orleans, thanks to the University of Wisconsin's Murphy Library steamboat picture project at LaCrosse.