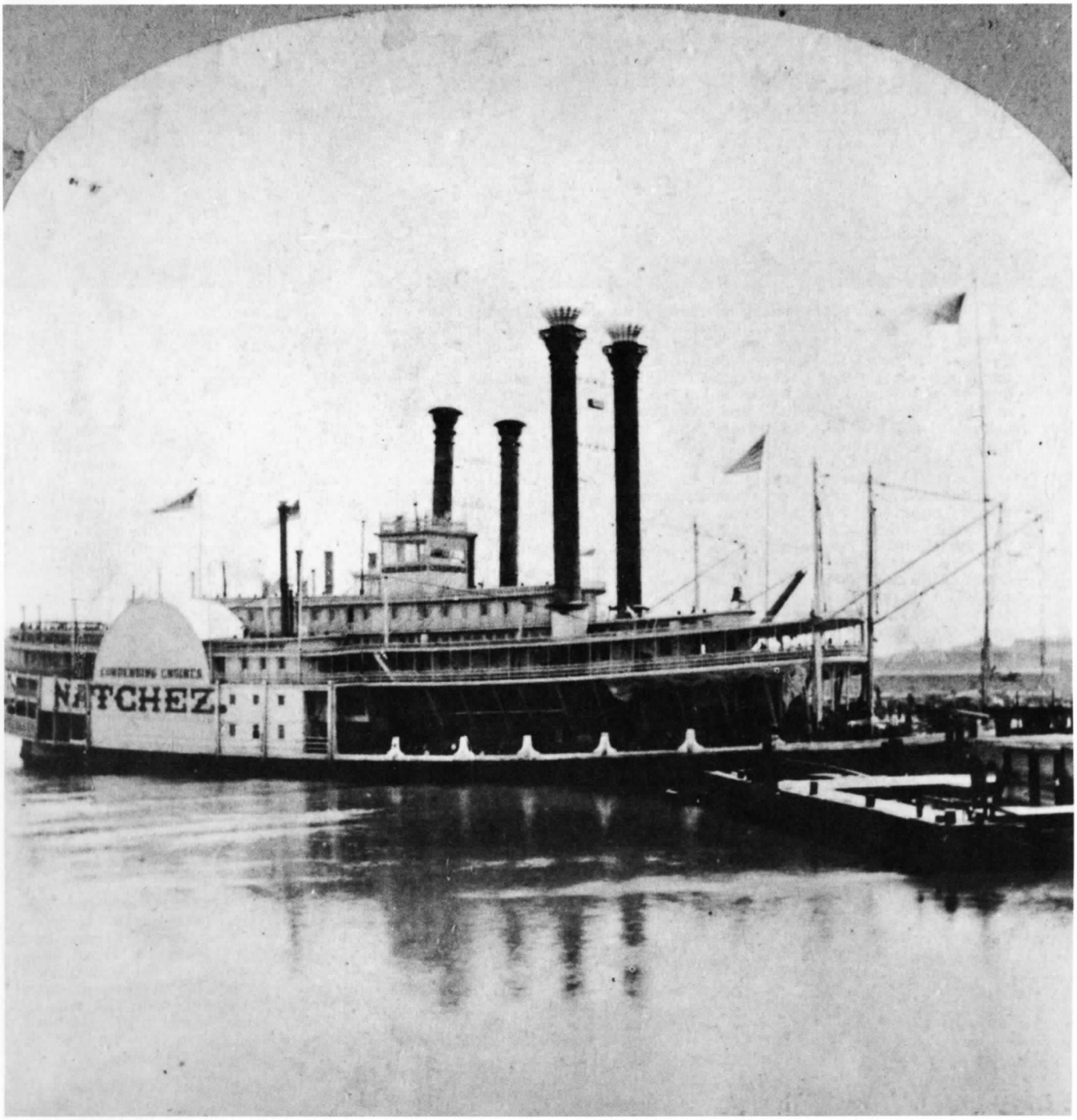
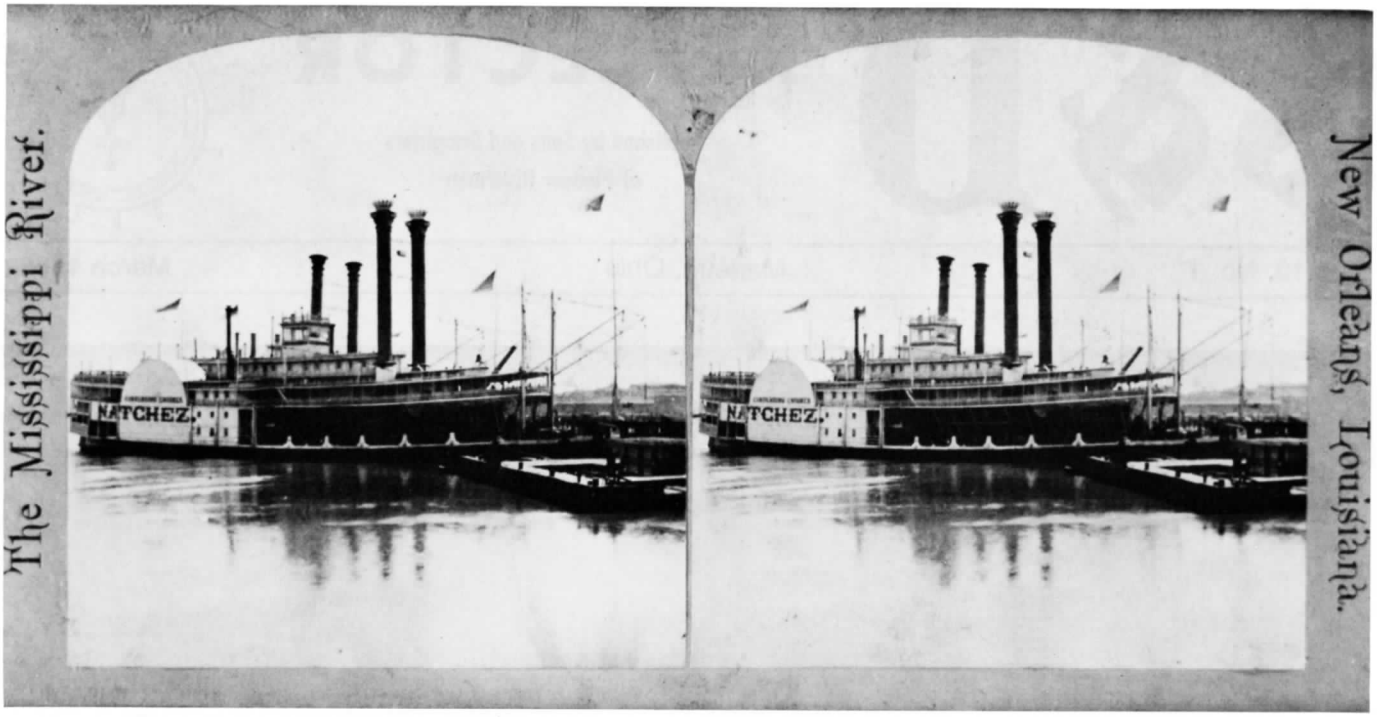
S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen

Vol. 19, No. 1 | Marietta, Ohio | March 1982



A "new" view of the "racer" NATCHEZ; details on page 2.



THIS rather astonishing stereoscopic view of the "racer" NATCHEZ comes to us from Ray Samuel who operates a print shop under the title of J. Raymond Samuel Ltd., 2727 Prytania St., New Orleans, La. 71030. For our front cover Ralph DuPae enlarged the view at the right to expand and clarify the details. The reverse side of the slide is marked "New Orleans Series A" with no hint of the photographer's name, or date. This provides the first glimpse we've had of the starboard side of the famed steamboat which raced the ROB'T E. LEE from New Orleans to St. Louis in 1870. The stacks are different. The name on the wheelhouse is different, and the wording over the wheelhouse name says: CONDENSING ENGINES. All of which, combined, threw us for an initial spell of doubting that it really was the racer. On the yon side are the stacks of another steamer, the fancy tops recognizable as those of the side-wheel BELLE LEE and none other. This means that the slide might have been made as late as 1875, five years after the race, when the BELLE LEE was taken to Metropolis, Ill. to be enlarged into the MARY BELL. Initially we figured this NATCHEZ to be the one built at Cincinnati in 1879, but no way! is she that one; no porch and railings around the texas for starters and the picture shows hogchain braces peculiar to the "racer" and absent on the 1879 edition. But how about those "condensing engines?" When she ran the race there was nothing condensing about those Niles 34's- 10 ft. high pressure engines. O, sweet mystery, the more we learn the less we know. Our thanks again to Ray Samuel, and to the Murphy Library crew for making special effort to get the cover picture and the one above to us in time for this issue.

Sirs: Concerning the photo of the flying boat on page 5 of the Dec. '81 S&D REFLECTOR: This is the famous NC-4 which made the first flight across the Atlantic in 1919. Lindbergh made the first non-stop flight across in 1927; the NC-4 did it in several shorter hops in 1919. After WWl things were kind of desperate, personnel--wise, in the military. Great efforts at recruiting were made during 1919-1920 with many destroyers, subs and aircraft visiting ports not usually frequented by naval vessels. During Dec. 1919 a trip along the Atlantic and Gulf coasts and up the Mississippi River was made by the NC-4 and an accompanying flotilla, which attracted wide attention.

So I would guess the date of the photo to be Dec. 1919. Some of our sleuths in Cincinnati might dig up more detailed information. The CHILO, which shows in the picture, is long gone, as is the wharfboat.

The NC-4 is alive and well, thank you. She was restored to pristine condition by the Smithsonian for the 50th anniversary of her historic flight, this in 1969. She was exhibited for a short time on the Mall in Washington, D.C. She is now displayed at the Naval Aviation Museum in Pensacola, Fla. which os well worth seeing.

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

=John is putting finishing touches on models of the S. S. BROWN and ROB'T E. LEE as this is written and expects to deliver them to the new Memphis Steamboat Museum by the time this is read. Two disdinguished visitors called to see the models at John's home during January, Michelle Kingsley and George G. Lee. Inasmuch as the S. S. BROWN in real-life was renamed REES LEE, honoring George's grandfather, the visit turned into an occasion for George. -Ed.

Pipes and instrument gages froze and burst on the NATCHEZ at New Orleans when that January storm whipped south from the Yukon.

S&D'S MEETING SCHEDULED

S&D's annual conclave will be held at Marietta, Ohio the week-end of Saturday, September 18, 1982.

The kick-off will be a reception for all members present in the Riverview Room, Hotel Lafayette, on Friday evening, September 17th.

Details of Saturday's program are pending (too early to predict how the cat will iump) but Board members are advised they will convene at 9:30 Saturday morning in the Sternwheel Room at the Lafayette for the annual business meeting. All members in good standing are invited to attend and participate.

Throw caution to the winds, break the piggy bank, fire up the old clunk and be there.

On page 40 of this issue is mention of the illness of Betty Blake which is fine & dandy, far as it goes. Just a moment ago we had a phone call from Doc Hawley (this on January 27th) which updates the page 40 story. Betty indeed was moved to the Memorial Sloan Kettering Institute, 1275 York Ave., New York 10021, and holds forth in Room 1107. Doc had just talked on the phone with her, says she has her usual zip, but advises that well-wishers will stand a better chance if they write mer.

John B. Briley, manager of the Ohio Historical Society's properties at Marietta, gave us a welcome phone call one morning in latter January. Says he is back on his hind legs and feeling fine. A kink in his spine floored him, literally, just prior to S&D's annual meeting September last.

Prospects are that the Ohio River Museum and Campus Martius will be open to the public by the time this is read, having been closed all winter. Serious curtailment in operating funds required lay-offs of most of the crew. Only three of the operating personnel were retained during the winter; John, Juanita Etter and Bill Reynolds.

John says they've had good help from Jim Sands, particularly in latter January when sudden high water required attention to the SNYDER's moorings.

-OBITUARIES-

Clara Margaret (Peg) Baker, 20
Comdr. E. Jay Quinby, 19
George J. Stoll, 17
Walter Mills Windsor, 34

Sirs: John Hartford and I went to visit Harlan and Anna Hubbard at Payne Hollow, Ky. on November twoth last. We dined regally on raw chard and raccoon liver, and raccoon livers ain't bad. I'd prefer them to even baby-beef smothered in onions au jus, a dish that I love. They were baked or fried crisp; probably baked for I didn't see a frying pan in action.

Ranger, their dog, had provided the meat course during a late-night hunt in the woods. Ranger is a very self-sufficient dog of strong personality. When first we came up the path to the house he met us and took my arm into his mouth as gently as a spaniel retrieving a very tender quail. Yet I knew, and he knew, that a crippling crunch was in his control, not mine. One bends with the gentle winds at Payne Hollow.

Alan L. Bates,
2040 Sherwood Ave.,
Louisville, Ky. 40205

Sirs: I understand your expanded Packet Directory is ready for publication. Mt late aunt Alene Stottlebower prized your earlier directories, so would like to have this one to add to her collection. Please let me know when it will be off the press, and price.

Mrs. Norbert A. Steinhardt,
213 West Second,
Madison, Indiana 47250

=Formal agreement with The Ohio University Press, Athens, O. for the publication of the book was signed on November 18th last. The details of preparation will take time. As of this writing, January 31, 1982, we cannot even hazard a guesstimate of how much time. We will publish progress reports in these columns. Meanwhile our real thanks to Mrs. Steinhardt and to others who inquire. -Ed.



Upon seeing pictures of young Jason Way in our last issue, Bill Patterson of Richmond, Ind. was reminded of a hand-made wooden toy train which was presented to him some years back by the late Capt. Volney E. (Stogie) White. Whereupon Bill mailed it to us, engine, box car, tank car, hopper car and caboose which, coupled and ready to roll on the main line measures 48 inches long. Nobody knows precisely how many of such trains Stogie turned out in his workshop, scads of them, neatly tooled and painted, which he gave to delighted children. Jason still is too young to be entrusted with such a prize so, until he grows up a bit, the train awaits, stretched out on our diningroom sideboard.

THESE C. C. Bowyer pictures Woody Rutter has been sending along to us sometimes are a bit of a puzzle, such as this one. Woody has fairly established that Mr. Bowyer bought a post card size camera in time to take construction pictures of the HOMER SMITH in 1914 and used it regularly thereafter. The above scene was taken with that camera so it was taken in 1914 or later. The dipper dredge is the WESTERN owned by the Western Rivers Company, Point Pleasant, West Va., general contractors and, after 1921, in the sand and gravel business. The one-stack ferry has been through a fire but what's she doing with towing knees? Seems that the Wilson Sand & Supply Co., Huntington, bought the ferry BUCKEYE which had long served at Wellsburg, W. Va., converted her into a towboat of sorts, and in the fall of 1920 sold her to Capt. Lewis Tanner. Problem: The BUCKEYE, built in 1896, was a two-stacker, but tucked away in an envelope we now discover a negative we took of her in 1917, and she had become a One-Arm-John by that time. So this COULD be the BUCKEYE although we don't know about the fire. Does anybody know for sure?

No pipes froze at 121 River but the typewriter did. During the last minute rush toward the March issue's deadline, of course. So we phoned Roy E. Hegner who lives two blocks away, over on Charette Place. Roy arrived at the back door in nothing flat, put our Adler 131d in his car, and took off for a repair shop in Pittsburgh. Five hours later he was back here with the machine and a neatly typed invoice: Air clean, lubricate, adjust, clean power and platen rolls, install new cloth and Mylar ribbons, complete check out, $30. Typed below was a note: "Instead of paying please extend my subscription to the S&D REFLECTOR, Thank you, Roy."

S&D REFLECTOR

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

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

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

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

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ONE MISCHIEF of a Great Depression is that it catches the vast majority by complete surprise and consequently with little or no opportunity to batten the hatches. My dear old Dad just before the financial landslide of 1929 took unto himself a second marriage, renovated an 18-room mansion, retired from business, and settled down to live happily ever after. Slick. Instead of paying cash on the line he did what just about everybody else was doing. He borrowed on his securities which, in April 1929, were skyrocketing daily on the Big Board. His son and namesake was going great guns with the steamboat BETSY ANN, running races in the national spotlight with the TOM GREENE, married, three children, living in a mortgaged home, driving a Buick four-door with monthly payments, and listening to Amos and Andy on a new Brunswick cabinet radio, on the installment plan, of course.

Well happy days! Who-o-osh. Four years later my Dad's mansion was rented out at a pittance, the pleasant bankers were demanding more collateral (one morning I helped my Dad count the old gold and silver coins in his modest collection before turning them over to a bank); my home was gone, my wife was gone, the BETSY ANN was gone, the Buick was sold and the cabinet radio was repossessed.

If a point is to be taken here, it is that during this avalanche of desperation, trial and tribulation we (meaning the Way family) never missed a meal and slept every night in good beds, and now I'm bragging, for many unfortunates did not. So I for one look back on that Great Depression with mixed emotions. My partner in the BETSY ANN and GENERAL WOOD, Bill Pollock, good friend since High School years, had learned to pilot boats, even as I had, and on the excursion boats as pilot partners we became the "Gold Dust Twins," although Bill was dubious of the title. Grace and I were married in 1934 and bought a home (80% cash on the line this time) and a car (cash on the barrelhead) and a furnace and a stove (Sears, for cash) and made a pretty good life of it. My kids grew up, not much worse for the wear, and I wouldn't trade them for all the tea in China.

Yes, we're headed for big trouble, a depression which may make the 1930s look like a piker. This issue tells of thunder-rumbles in Ohio as the River Museum at Marietta retrenches. S&D has a big stake in what goes on at Marietta and we're keeping close watch. As for S&D itself, we don't owe the butcher, the baker or the candlestick-maker. This fact, coupled with an almost incredible clannishness between you--who read this--and you other S&Drs who will be reading these lines, is ample assurance for optimism, say we.



Recognize this?
Taken in 1967
On the Ohio
State of Ohio
Clarington
School teacher
Book author

Rear view of
the home
of S&D's
benefactor
J. Mack Gamble

Photo by
J. W. Rutter.

Sirs: On page 42, last issue, you invite comment on the gasboat ADAH and the excursion barge SUMMER GIRL.

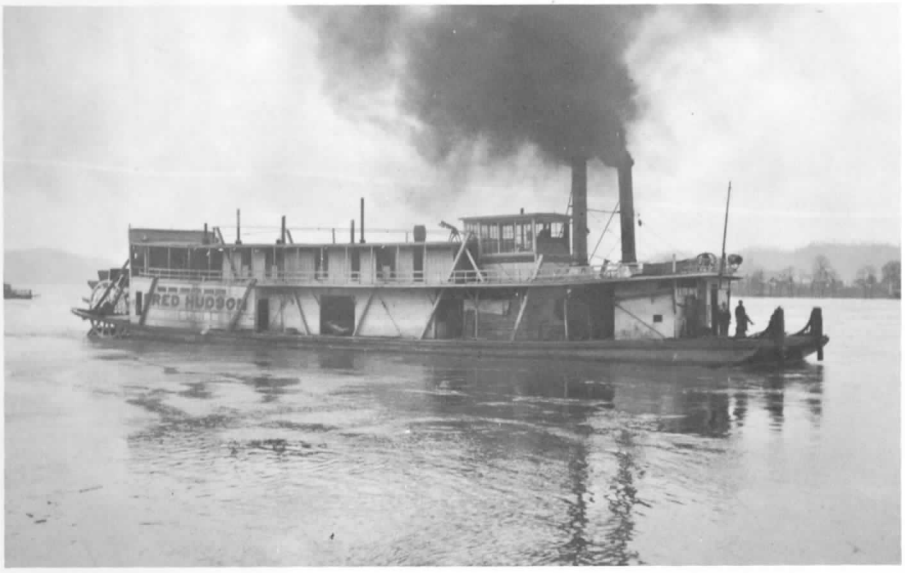
The picture was taken just below the St. Clair St. bridge in Frankfort, Ky. The building in the background is the old red brick Frankfort Elementary School at the foot of "Louisville Road," now US 60.

Unless my memory is playing tricks on me the SUMMER GIRL became the landing boat and office of the Town Yacht Club at Cincinnati, moored below the Coney Island wharfboat. During WW2 my first assignment with the Coast Guard was patrolling the Cincinnati waterfront, Newport Waterworks to the Southern Bridge. We based our cruiser at this Yacht Club which, according to the watchman, was the SUMMER GIRL. I think she was wrecked and sunk in high water in the 1940-50 period.

During my first 14 years on this planet, starting at the age of less than a month, my father (who just celebrated his 94th birthday) was active in the State YMCA of Kentucky which featured a two-week vacation at their Camp Daniel Boone on the Kentucky River at the mouth of Marble Creek, about two miles below Lock 9 and Valley View. I was taken along and it was during these 14 years I became acquainted with the ADAH, teamed up with the RUTH (somewhat smaller) both owned by Capt. Grant Dean. These two teamed up towing crude oil in small wooden barges from near Beattyville to refineries in Louisville. There were other boats as well; Capt. Oliver Shearer's JUANITA, a regular; a small gasboat named CAROLINE which backed down the river and pulled rafts on a line; and I recall two steamboats, the PLYMOUTH towing oil, and the snagboat KENTUCKY. The KENTUCKY usually ran light, and boy! how she tore up the river.

The old red brick Frankfort Elementary School which shows up so plainly in the picture had a stone plaque embedded in the brick, "Frankfort's Gift do Her Children." I always liked that.

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



THIS PICTURE was made at Pt. Pleasant, West Va. at the mouth of the Kanawha River by C. C. Bowyer about 1918 on one of the rare occasions when the towboat FRED HUDSON was there. The 124.2 x 26 x 5 wood hull for this boat was built in 1910 at West Hickory, Pa., Mile 161 on the Allegheny River, up in the "native" or unimproved section, and was floated out to Kittanning, Pa. for completion. Most of her service was on the Allegheny until she was sold to Capt. Ralph Emerson early in 1918. The Pressed Steel Car Company at McKees Rocks, Pa. had completed a number of knocked-down steel freight cars and there was high priority to get them to New Orleans, a World War I hush-tush project, so they were loaded in a barge and the FRED HUDSON took off with them, the project in charge of Capt. J. Harvey Brown of Memphis who at that time was river manager for Aluminum Ore Co. engaged in government war work. Capt. Graham Varble was master of the boat. There was no regular barge service at the time, and the urgency must have been extreme to hitch a full-crew towboat to one barge in the Pittsburgh area and start south with it. Mr. Bowyer might have snapped this picture at the time. The Big Ice that 1917-1918 winter was no help, and departure from McKees Rocks had been delayed from January 2nd until February 19th because of impossible river conditions. There also is the possibility that this picture was taken somewhat later. The FRED HUDSON came in collision with the tow of the J&L towboat VULCAN at old Lock 2, Ohio River, Neville Island, Pa. on the day after Christmas 1918 and went to the bottom. Soon after she was raised, Capt. Emerson sold her to Houston Bros., a lumber firm at Vicksburg, and this picture may have been snapped on the delivery trip.

If you go due west from Cincinnati along the 39th parallel and continue across most of Indiana there is a town named Linton, Ind. about the size of Sewickley, with the difference that Linton is inhabited by a man named Wayne Reed, R. R. 3, Box 607, who has this big yen to build a 1-48 scale set of steamboat engines. Not any old engines--the engines of the 1878 vintage J. M. WHITE, the big one.

"I had no idea how very little documentation there is on this machinery." He wants "to see them turn."

The old Louisville firm Ainslee-Cochran & Co. built those engines, and whoppers they were: 43's- 11 ft., high pressure.

A fund of experience with the S&D REFLECTOR dictates that we mention Wayne Reed's big yen; he has about as much chance of finding the drawings as we have of six-siding a Rubik Cube without benefit of an instruction book. But there is always that chance. His zip is 47441. (see page 37.)

Sirs: In the Log of the BOAZ I notice a number of times the expression "boiler bagged" or "the boiler was bagged." What's that mean?

Roy R. Worrall,
2608 Zurich Ct.,
Woodridge, Ill. 60517

=Western River-type boilers, set horizontally and interconnected, were particularly vulnerable to this disease. A welt or blister developed on a boiler sheet, usually on the crown sheet directly over the furnace fires, caused by incrustation or sediment lodged internally in the area preventing even heating of the sheet and consequent overheating of the area, causing the affected sheet-portion to bulge downward. The boiler was said to be "bagged" and demanded immediate attention. One expedient was to haul the fire and when things had cooled off a bit to brick off the damaged area to protect it from further exposure. Many a boat has limped to the boiler shop with reduced steam by such method. Small bags at the shop could be locally heated about cherry red and "driven up" to assume the original contour. Larger ones required the placement of an entire new sheet. -Ed.

PICTURE ON THE OPPOSITE PAGE

While S&D is celebrating its annual meeting this fall at Marietta this photograph will be celebrating its 40th birthday, taken on September 18, 1942.

The executive and operating personnel of Union Barge Line Corporation assembled in the Dravo Building, Pittsburgh. The group portrait was taken by R. W. Johnston of Trinity Court Studio, 313 Sixth Avenue.

Standing from the left:
Capt. Elmer E. Culp
Capt. F. W. Springer
Capt. R. B. McCulloch
Capt. Louis Althoff
Capt. Walter C. Booth
A. D. Osbourne
Capt. Sidney S. Booth
L. M. Baker
Capt. Clark Sheets
Capt. A. L. Edgington
Arthur J. Brosius
Capt. Leon Ash
Seated, from the left:
H. S. Stuckeman
Alfred S. Osbourne
Alex W. Dann
Lowell W. French

By cajoling, squirreling, and by means fair and foul we have staged a triumph. Right here at our elbow in a cardboard box is a COMPLETE FILE of the S&D REFLECTOR, from Volume 1 #1 up to and including this one, Volume 19 #1. Each copy is in reasonably good condition. Also included are two "Extra" issues released for the First Whistle Blow and one titled "Incredible Journey." These copies are unbound, filed in order, so you can fix them up to suit yourself. The indexing 1964-1978 by Alan L. Bates is included. $600 in U.S. funds takes the lot, first come first served. Write Ye Ed or call him at 412-741-5395.

The S&D REFLECTOR now is completely indexed 1964-1978 thanks to Alan L. Bates. Separate booklets contain the years

1964-1968
1969-1973
1974-1978

and all three may be obtained by writing our secretary,

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

and enclosing $3. They may be ordered separately at $1 each.

The booklets are the same page size as the S&D REFLECTOR.

You are probably (well, undoubtedly) listed in one, two, maybe all three, sort of a personal index of your doings for the 15-year period covered. How can you resist?



OUR WINSTON-SALEM members Frederick and Virginia Creasey were aboard the MISSISSIPPI QUEEN when he took this shot last December 2nd at St. Francisville, La. What ferry is it? Last time we were there, some ten years ago, the ST. FRANCISVILLE was plying back-and-forth across the Mississippi, but, according to Dan Owen's 'Inland River Record' she has ceased to exist in favor of this replacement, whatever it is. In the palmy day of packets the location in this scene was the landing place at Bayou Sara, La., terminus for the BETSY ANN and others, a town which since has dried up and evaporated. Stretching in the distance on the yon shore is Point Coupee, scene of the burning of the fabled J. M. WHITE in 1886. The Creaseys boarded the MQ at New Orleans, having come Amtrak from Greensboro, N.C. and were delighted with the "warmth and hospitality" accorded them from start to finish.

Should you have occasion to visit the Crocker National Bank in Los Angeles on a matter of credit, or, for that matter, the same bank's San Francisco office for like reason, you may find yourself talking with the winsome vice president and credit manager, Betsy Ann Bertram. Betsy Ann is named for--what else?--the BETSY ANN. In looking into this matter we are informed that Betsy has her own apartment in L.A, and the bank provides another for her in San Francisco, with maid service and breakfast. She divides her time between these two cities, and some of the time jaunts to New York.

Further delving provides for us the exact age of this career lady named for a steamboat, which we are not about to divulge. Her parents are Karl and Penny Bertram who live at 2602 Kingston Road, Cleveland Heights, Ohio 44118.

NB: Our reticence about telling Betsy Ann's age stems from how very young she seems to us for such responsibility---why, why---when last we were in San Francisco on the DELTA QUEEN deal there was no Betsy Ann Bertram and there wouldn't be for another couple of years.

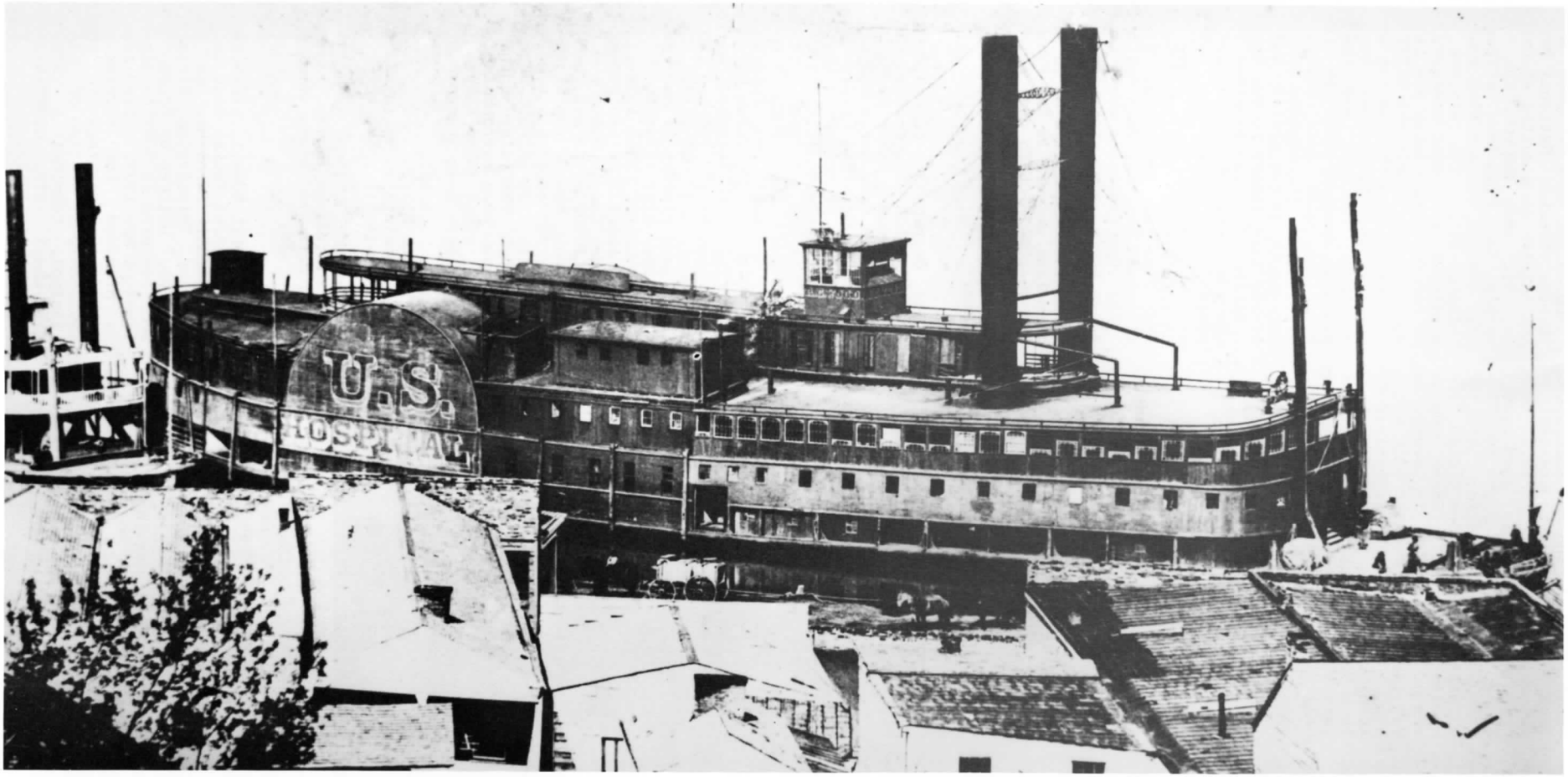
Sirs: On page 36 of the Dec. '81 issue mention is made of the retired Sandusky ferry G. A. BOECKLING. This rang bells and sent me running to my slide file. Yes, I had taken a picture from the decks of the NORTH AMERICAN in 1963 of the Peterson Shipyard, Sturgeon Bay, Mich. The BOECKLING appears in it, but alas, too distant, too small, to be of value to the S&D REFLECTOR. So I looked up in my 'Steamboat Bill' Index, found a reference, and was guided thereby to a good picture of her taken in her prime, plus information.

Speaking of this Index, let me enthuse about the two prepared by Alan Bates for 10 volumes of the S&D REFLECTOR. I use both, and don't know how we got along without them for so long a time. You who file your REFLECTORs will agree that the value of the magazine has been astronomically increased since Alan's two Index volumes have been issued.

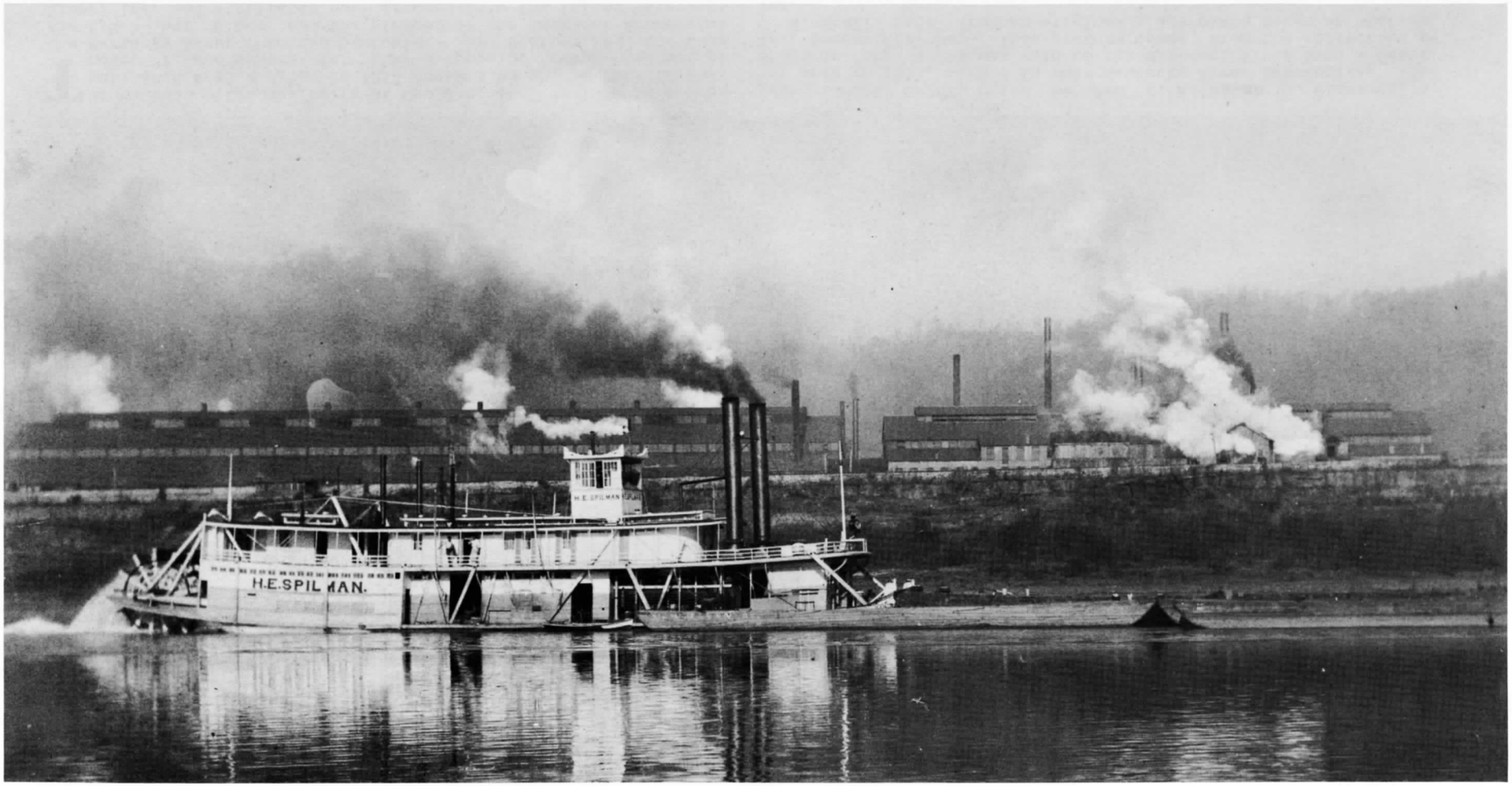
C. W. Stoll,
Rock Hill,
Mockingbird Valley Road,
Louisville, Ky. 40207

=See column 2, this page, for notice of release of the third Index which will be ready when this is read. -Ed.

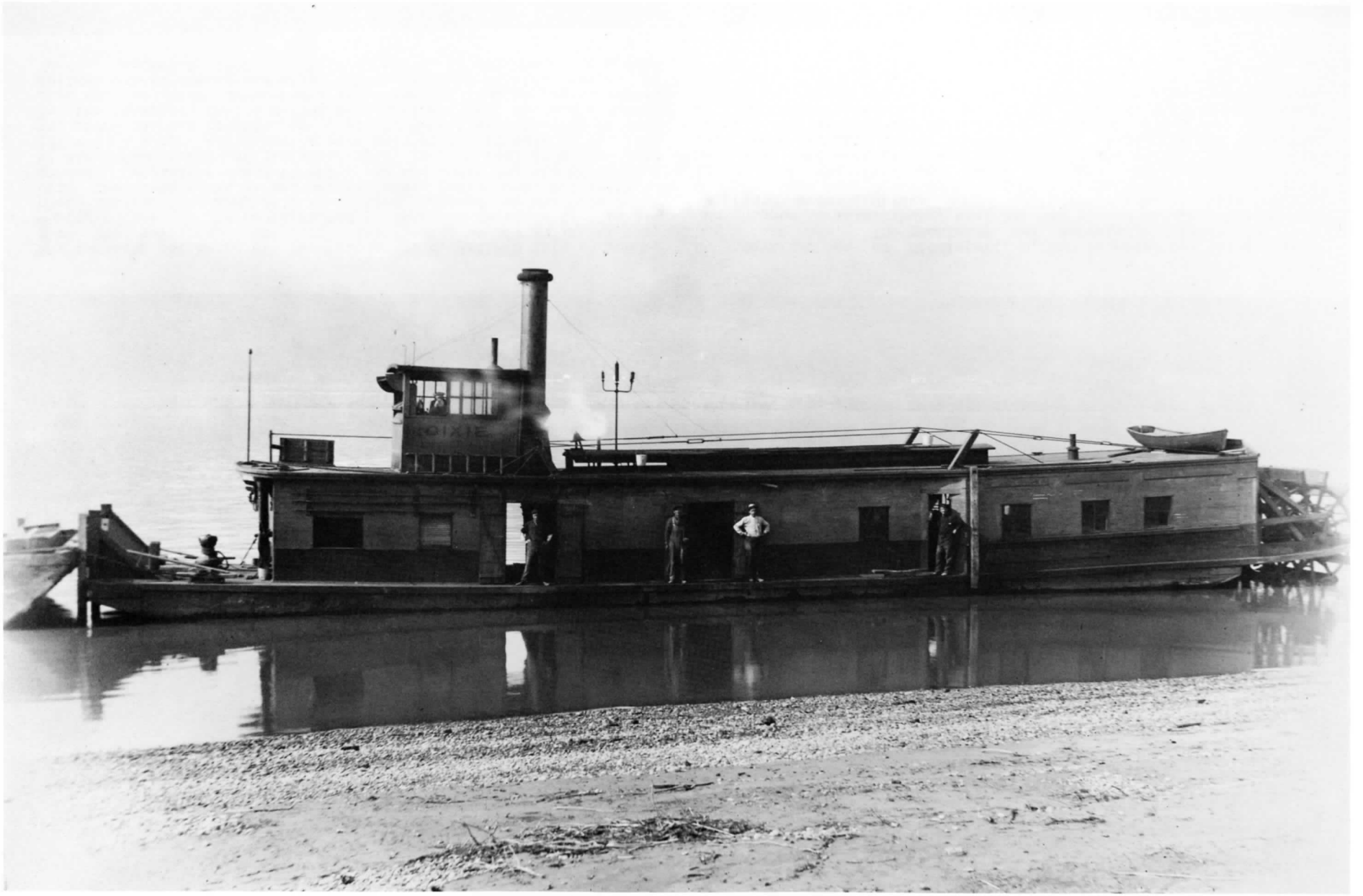
Capt. Bill Bowell, president of the Padelford Packet Boat Co., St. Paul, kindly furnishes us with a copy of "Mississippi River Train Ferries," written by Edison Shrum, and featured in HOBBIES magazine, issue of May 1979. Good coverage is provided for ferries which served at crossings in the St. Louis-Memphis section of the Mississippi, terminating when the side-wheel STE. GENEVIEVE was withdrawn in 1961.



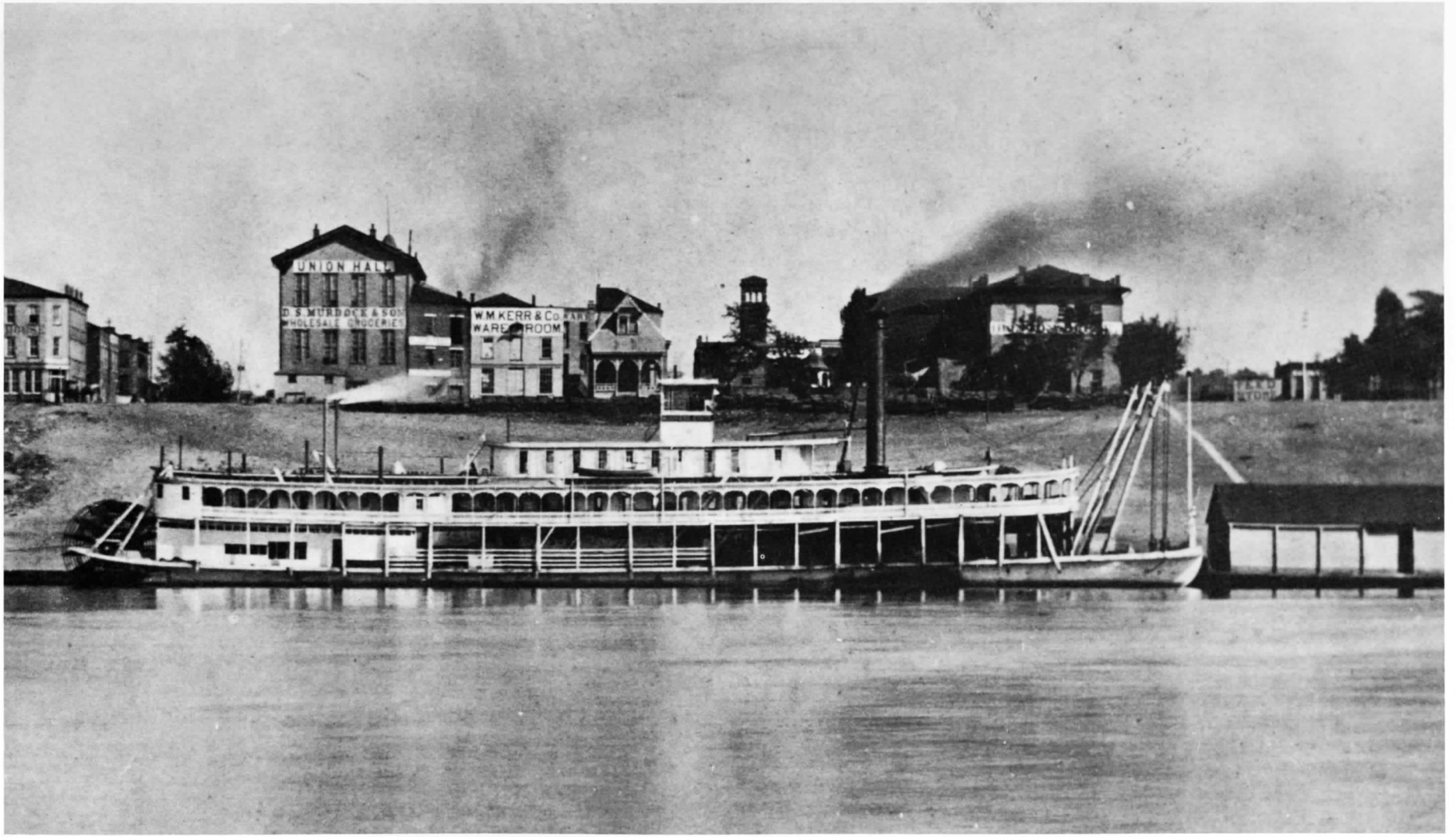
HERE IS the U.S. Hospital steamer R. C. WOOD moored at Vicksburg following the unpleasantness of '63. Dr. R. C. Wood was assistant surgeon general of the U.S. Army, a pioneer in forming the Sanitary Commission. Originally she was a packet named CITY OF LOUISIANA, built at Madison, Ind. in 1857, hull 250 x 40, owned and operated by the Keokuk Packet Co. in the St. Louis-Keokuk trade, her name honoring Louisiana, Mo., below Hannibal. She was impressed into U.S. service in early March '62. After the Sanitary Commission had outfitted her, she served at Island 10, Pittsburg Landing and after the Battle of Shiloh took 3,389 wounded to northern hospitals. The U.S. purchased the boat in the spring of '63, removed all of the cabin staterooms, making of the boiler deck one huge wardroom, and renamed her R. C. WOOD. Strangely the CITY OF LOUISIANA was removed from documentation Sept. 14, 1860 with the notation "snagged at Hat Island, below St. Louis" and the Lytle-Holdcamper List uses this obituary. Our Keokuk-based Bill Talbot, from whose collection this picture comes, also sends us an item clipped from The Daily Gate City dated Sept. 27, 1860, announcing that the CITY OF LOUISIANA, sunk while making a trip to Memphis "some weeks since" was raised by the SUBMARINE NO. 9 which happened to be nearby at the time of the snagging. Most of the events related herein took place following the resurrection, and the picture certainly dates 1863, but as to what the final outcome was, we know not, probably not Acts 1:9 unless the boilers let go.



IF YOU have not heard of the towboat H. E. SPILMAN it's no wonder to the jaybirds. She didn't last long, but did exist at the proper time to be photographed by Thornton Barrette of floating photo gallery fame and she's seen here upbound on the Ohio River with the iron works at New Boston (above Portsmouth, O.) as background. Originally named VIDALIA, she was built for the Mississippi River Commission at Jeffersonville, Ind. in 1882 on a wood hull 127 x 23 x 4.5. After having been sold at public sale in the latter 1890s she was rebuilt by Capt. I. Newt (Isaac Newton) Flesher for the Consumers Coal & Mining Co., Spilman, West Va. and renamed. Just now we have exhausted a great deal of time trying to locate Spilman on old charts and maps, with no success at all. Anyhow, on Sunday, January 2, 1900 at 11 a.m. the H. E. SPILMAN was cut down by Ohio River ice at Middleport, O. and so ended her brief career under that name. The machinery was salvaged and later that year was shipped to Parkersburg, West Va. and placed on a new sternwheel sand and gravel dredge named REBECCA being built there for the Rodgers' Sand Co., Pittsburgh. Much of this story came to us in a letter from the late Capt. Jesse P. Hughes who remembered these events and who went on to add that Capt. I. Newt Flesher had a towboat named for him, the I. N. FLESHER, and he was the father of two sons, Howard and Grover, who also had towboats named for them, the H. P. FLESHER (later the A. I. BAKER) and G. K. FLESHER which went to Mexico, all of this after the family had removed to Mount Vernon, Ind.



THE towboat DIXIE was built at Madison, Ind. in 1910 on a wood hull 89.5 x 15 x 3.5. In 1915 she was bought by Patrick Calhoun, Jr. and others for the purpose of towing coal out of the Kentucky River from the headwaters at Beattyville, and thus she takes her place as the pioneer of the American Commercial Lines, Inc. and affiliates now grouped into the Inland Waterways Division of Texas Gas Transmission Corporation. The sternwheel gasboat HARRY RAIKE, built by Ben D. Raike at Pt. Pleasant, W. Va. also in 1915, served in this Kentucky River enterprise. The DIXIE in the 1920s was sold to the Missouri River Sand & Gravel Co., Booneville, Mo. This picture comes from the collection of C. W. Stoll, made from an original glass plate taken at Madison, Ind.



CAPT. WASH KERR'S best boat was this one, the first sternwheel packet BUCKEYE STATE. He lived in Ironton, O. where this picture was taken. In the summer of 1878 he, with two Ironton friends, T. T. Johnston and Jacob Ensinger, plus Shadrick Ward of Ashland, Ky. and Capt. Wash Honshell of Catlettsburg, Ky. joined with William M. Rees in building at Freedom, Pa. this 235-foot-hull steamboat for the Pittsburgh-Cincinnati trade. She was completed at Pittsburgh with Rees engines 18's- 7 ft. powered by four boilers, and took her place in the P&C trade along with the EMMA GRAHAM, KATIE STOCKDALE and SCOTIA. There was much fanfare about her experimental paddlewhwel, the arms, braces and circles built of iron. Artist Emil Bott landscaped her cabin of 41 staterooms. As matters turned out she was Captain Kerr's last command; he died at home in Ironton in April 1880. Following an adjustment in ownership the BUCKEYE STATE was operated to St. Louis and Memphis. Downbound with a heavy cargo, pilot Henry Nye was turning her to land at Louisville in the face of a strong off-shore wind when she got out of shape and collided fatally with the outside pier at the Louisville-Portland Canal. The salvaged machinery went to the last sternwheel BUCKEYE STATE built at Cincinnati in 1883, a 252-foot steamboat which existed until 1901 when she burned on the Mississippi.



The LORENA making waves on the Muskingum, Silas Thorla, photographer.

The New Orleans Steamboat Co., operator of the cruise steamsternwheeler NATCHEZ and other diesel-powered excursion boats in the New Orleans area, expects early spring completion of a new 600-passenger vessel. It is being built at the yard of Blount Marine Corporation, Warren, Rhode Island. The steel hull measures 124 x 32, and she has twin props powered by Twin Cats 3408 with 870 total hp.

Wilbur E. Dow, Jr. informs us that this latest addition to their fleet is a far cry from conventional river boats. The exterior is streamlined to incorporate the latest in ocean cruise ships, one mast forward and a raked stack aft. She will have a dining hall ample to handle 300 at a sitting. The name selected for her is BAYOU JEAN LAFITTE.

Following the christening the BAYOU JEAN LAFITTE will take to sea. She will have open water to Cape Hatteras. Wilbur Dow, Jr., who recently renewed his all-tonnage master's license on the high seas, 50th issue, plans to command.

Upon arrival at New Orleans the BAYOU LAFITTE will relieve the COTTON BLOSSOM in the Bayou trade. The New Orleans Steamboat Company has sold the BECKY THATCHER (ex-COMMODORE of the Streckfus Line) to BB Riverboats, Inc., Covington, Ky. for early spring '82 delivery. Also sold is the MARK TWAIN, which N. O. Steamboat acquired from the Streckfus deal. She goes this spring to Great River Packet Co., Hannibal, Mo. Their MARK TWAIN (ex-LADY M which Great River has operated since 1975) goes also to BB Riverboats, Covington, Ky.

As a follow-up of our story in the Sept. '81 issue, page 2, about the removal of the machinery from the CENTENNIAL SHOWBOAT (ex-GENERAL JOHN NEWTON), the work was completed last fall. Instead of shipping the material to California, the engines were taken to New Orleans where they will be in temporary storage.

Sirs: In regard to the picture of the barge SUMMER GIRL and towboat ADAH, page 42 in the last issue:

The ADAH was a good little boat. She had a Fairbanks Morse single cylinder gas engine on her rated 50 hp. It was the same as the ESTEL II owned by O. F. Shearer at that time. Dad and Grant Dean were always wondering which boat would outshove the other, but we never did find out as Grant Dean would never agree to a shoving contest. At that time both were towing crude oil from Beattyville on the Kentucky River to Louisville.

About 1927-28 Dean put a 120 hp. FM diesel on the ADAH at Louisville. I was working on the REBA at Madison when the ADAH came by and she was rolling a mean wheel.

In 1933-34 the ADAH was put up for sale and Dad bought her. I went to work on her and we used her in the DuPont trade towing coal from Harewood on the Kanawha, plus a few trips to Cincinnati and also to New Albany, Ind.

In 1935 we dismantled the ADAH and transferred the machinery to the LELIA which later we sold to Ralph Raike, and I believe she later sank at the Sporn plant.

The hull of the ADAH was sold to the Carrollton Coal Co. and they returned the original engine to her.

I do hope this will be of some help to you.

Capt. Bert Shearer,
5100 Virginia Ave., S.E.,
Charleston, W. Va. 25304

Sirs: At long last we are ready to move to Mud Island. As you might imagine, things are getting pretty busy as we work toward an opening on July 3rd and 4th, 1982. Thanks to all the support we have received from our friends along the rivers we are actually seeing some major accomplishments. My very best wishes for a happy holiday season to everyone. Please note our change of address.

Jan Clement,
Curator of Collections,
Mississippi River Museum,
Mud Island,
125 North Main St.,
Memphis, Tenn. 38103

It's been fun these cold winter nights browsing through the 1897 diary kept by Capt. Jesse P. Hughes. He was examined by the U. S. Steamboat Inspectors at Gallipolis and awarded his original pilot's license on June 8 that year, having celebrated his 21st birthday the day before. Then he climbed aboard the H. K. BEDFORD, which had lately been given a texas, with Capt. Gordon C. Greene and Jesse on the forward watch and Capt. Jim Rowley, Jr. on the after. They were running in the Pittsburgh-Charleston trade. Upbound at Mingo on the 24th they met the new QUEEN CITY downbound on her maiden trip. Six feet at Wheeling.

Deadline for inclusion of material in the S&D REFLECTOR falls one month prior to the publication date. All copy for the June issue is mailed to the printer on May 1st, and so on.

Allen K. Wisby sends us the latest catalogue issued by Jack Clinton, Hope Valley, Rhode Island, dealer in old books. Listed is "The Saga of the DELTA QUEEN" by F. Way at $23.



KEITH NORRINGTON has our thanks for this shot of the CITY OF CLINTON SHOWBOAT which he snapped at Clinton, Iowa last June. "She has been beautifully refurbished," writes Keith. "She's gleaming all over, the paddlewheel has been rebuilt, and her engines and boilers are in place all intact, painted and nicely labeled. A museum and showboat theatre occupy the upper decks." This old boat will be recognized by many as the former showboat RHODODENDRON, originally the crack towboat OMAR built by Dravo for The Ohio River Company in 1936. The engines described above are compounds, 16's, 32's- 8 ft. built by the Marietta Manufacturing Company.

CIRCUS MAXIMUS - 1982

The Mississippi and Ohio Rivers will be the theater. Three real steamboats are the actors. The curtain goes up Sunday, April 18th when the tourist steamer NATCHEZ heads up the Mississippi from New Orleans on a 10-day jaunt to the northernmost city of the South, Louisville. Enroute she will pay calls at Natchez, Greenville, Memphis and Paducah. Following four days in Louisville, trips on the return to New Orleans will be taken out at Tell City, Memphis, Natchez and Baton Rouge.

Prime time comes Wednesday, April 28th, 4 til 8 p.m., when the DELTA QUEEN, BELLE OF LOUISVILLE and the NATCHEZ will run the 19th annual Derby Race, a 12-mile sprint from Louisville to Six Mile Island and return.

Schedule for the NATCHEZ on her premiere trip to the Ohio River:

Mon	Apr	19	Natchez D/D
Tues		20	Natchez L,A
Wed		21	Greenville A, D/D
Fri		23	Memphis L, A, D/D
Sun		25	Paducah A, D/D
Tues		27	Louisville D/D
Wed		28	Louisville L, A, D/D
Thur		29	Louisville L, A, D/D
Fri		30	Louisville L, A, D, X
Sat	May	1	Louisville L, D/D
Sun		2	Tell City A, D/D
Tues		4	Memphis D, X
Thur		6	Natchez A, D/D
Fri		7	Baton Rouge A, D, X

L-lunch trip; A-afternoon trip; D/D-dinner-dance trip; D-dinner trip; X-dance trip.

Betty Blake has been retained to take care of all advance bookings for the NATCHEZ. On the Derby Race, April 28, 4 to 8 p.m., the NATCHEZ is accepting 1,000 passengers; the B/L is cutting off at 500; the DQ at 200.

Instead of hinging the stacks on the NATCHEZ, as originally planned, they have been shortened ten feet to assure bridge clearances.

A limited number of invited guests will ride the NATCHEZ during her trip up the Mississippi and Ohio Rivers.



CAPT. CLARKE HAWLEY will be on the bridge as the NATCHEZ makes her New Orleans-Louisville go-around this spring (see column 1 this page.) Twenty years ago he was relief master and mate on the AVALON when she discontinued making "tramping trips," and no steamboat on the Mississippi has made any since. This NATCHEZ trip is a revival, wherein an excursion steamer hops from town to town running matinees and moonlights. "Doc" Hawley is bringing along a four-member New Orleans Dixieland Jazz Band and, of course, the steam calliope. In this picture he is posed alongside the roof bell on the NATCHEZ. That cone-shaped thing in his right hand is a megaphone, the most foolproof and inexpensive voice amplifier known to man. We say this to keep from answering letters.

The Ohio-Kanawha Branch of S&D met this past Sunday, December 6th at the Beverly Hills United Methodist Church, Huntington, West Va.

Jerry Sutphin narrated a 45-minute film, loaned through the kindness of Mrs. Harold Nichols, taken along the Ohio River in the 1920-1930 period. The movie-maker was Capt. F. Way, Jr., much of the footage taken while he piloted the SENATOR CORDILL, WASHINGTON, J.S. and others.

The same movie had been shown at a previous O-K meeting under adverse conditions, too much daylight on the screen, and this repeat was staged by popular request and with ideal conditions for the viewing.

Lenore Sutphin then served refreshments to the 28 members, a repast of fudge, cookies, coffee and punch.

Among those present was Garland Frasher, a Huntington native, who recalls having traveled aboard a Big Sandy batwing, and who formerly operated a marine sales and service at Huntington. He joined S&D through the kindness of Jim Wallen.

ATTENTION NATCHEZ FANS

Those wishing tickets aboard the NATCHEZ for the race scheduled Wednesday, April 28th at Louisville are advised to procure them from the New Orleans Steamboat Co. at 2340 International Trade Mart, New Orleans, La. 70130, phone 504-586-8777. Ask for Jean Unterseher. The officers of the NATCHEZ will not have tickets available, so write in or phone. They are priced at $25.

A regular contributor to these columns is Jerry Devol, Devola, Ohio, who lately has sent to us a Xerox of the Marietta (Ohio) Times dated November 22, 1899, containing a front page "blow" for the new excursion steamer FRANCIS J. TORRANCE. Miss Anna Boyd christened the boat with champagne at the Knox Yard, whereupon her father Capt. J. M. Boyd, made a nice speech (reported in full) and the new craft took its initial plunge into the Ohio with some 50 invited guests riding her in.

AGNES S. HARRALSON of Central City, Kentucky recently celebrated her 86th birthday by distributing copies of a hardbound book released December 16th last. The title is "Steamboats On the Green and the Colorful Men Who Operated Them." She put the whole thing together herself, 343 pages of printed text and scads of good photographs. In addition to being the book's author "Mrs. H." as she is affectionately known to many, now markets her book. It is available by writing to:

Steamboat Books,
104 North 4th Street,
Central City, Ky. 42330
Tel. (502) 754-3104

Priced $14.30 including mailing charges.

The years spent in preparation are evidenced on every page. Agnes Harralson, in addition to her first-hand knowledge of the Green and its people (she saw the BOWLING GREEN pass her home on its maiden trip in 1904), interviewed scores of river persons, read all that's been written, and engaged herself in a correspondence covering many years.

She lets these people talk for themselves, their conversations and writings set forth in italicized paragraphs, lending a marvelous authenticity of the "I was there" sort, scenting otherwise mundane history with the aroma of freshly baked bread.

The eight chapters are subdivided into essays. Each such sketch is given a title and at the present moment we have just perused the one labelled "Captain Donald T. Wright," complete with a portrait. What did he ever have to do with Green River? we were wondering. Well, believe this or not, the long-time owner-editor of The Waterways Journal rates attention because he ate 14 dishes of ice cream at one sitting on a drug store at Monterey on the Kentucky River. The tenuous connection with Green River history is that the ice cream was brought to Monterey aboard the HAZEL RICE, a packet which later plied the Green. Verily, our 86-year-old author is capable of surprises and we like this one.

Another of these essays is titled "Captain C. W. Stoll." He also rates a portrait keeping company with George Dabbs, the Morgantown, Ky. photographer who took that most striking picture of the CHAPERON in 1906, and Capt. Dixie Vinson. Keeping company with these two celebrities would be aplenty to get C.W. into the Green River act. But don't forget, C.W. once was mud clerk on the GORDON C. GREENE which some years later twice showed up on the lower Green and so, presto! C.W. is in, and he is allowed to boast that he thrice ran the Louisville Falls.

Bert Fenn also rates an essay, this one titled "The Big Blow." Bert and others rigged up the first Whistle Blow, staged August 1, 1960 at the Tell City (Ind.) Chair Co. The BOWLING GREEN's tooter once again enjoyed the tonic of live steam, and also the whistle from the LONGFELLOW, one of the first towboats on the Green and Barren rivers.

Of course, as it should be, the thrust of the book is in telling about several families who predominated the scene for several generations. "Hines" rates eleven separate entries in the Index, and "Williams" thirteen. An excellent portrait is included of Capt. J. Porter Hines, father of Jane Morningstar who sends clippings regularly to the S&D REFLECTOR.

Open this book any old place and you start having fun. That's because Agnes Harralson had so much fun writing it. We don't usually tell secrets out of school but this gallant lady paid for the printing herself, and Kentucke Imprints, Berea, Ky. may take a deserved bow for producing an attractive volume.



Author Agnes S. Harralson at home in Central City, Kentucky

A caller at 121 River last January 5th introduced himself as George Gunther Lee, 30, who arrived in a pick-up loaded with pieces and parts of sailboat haberdashery and he was enroute from Memphis to Boston.

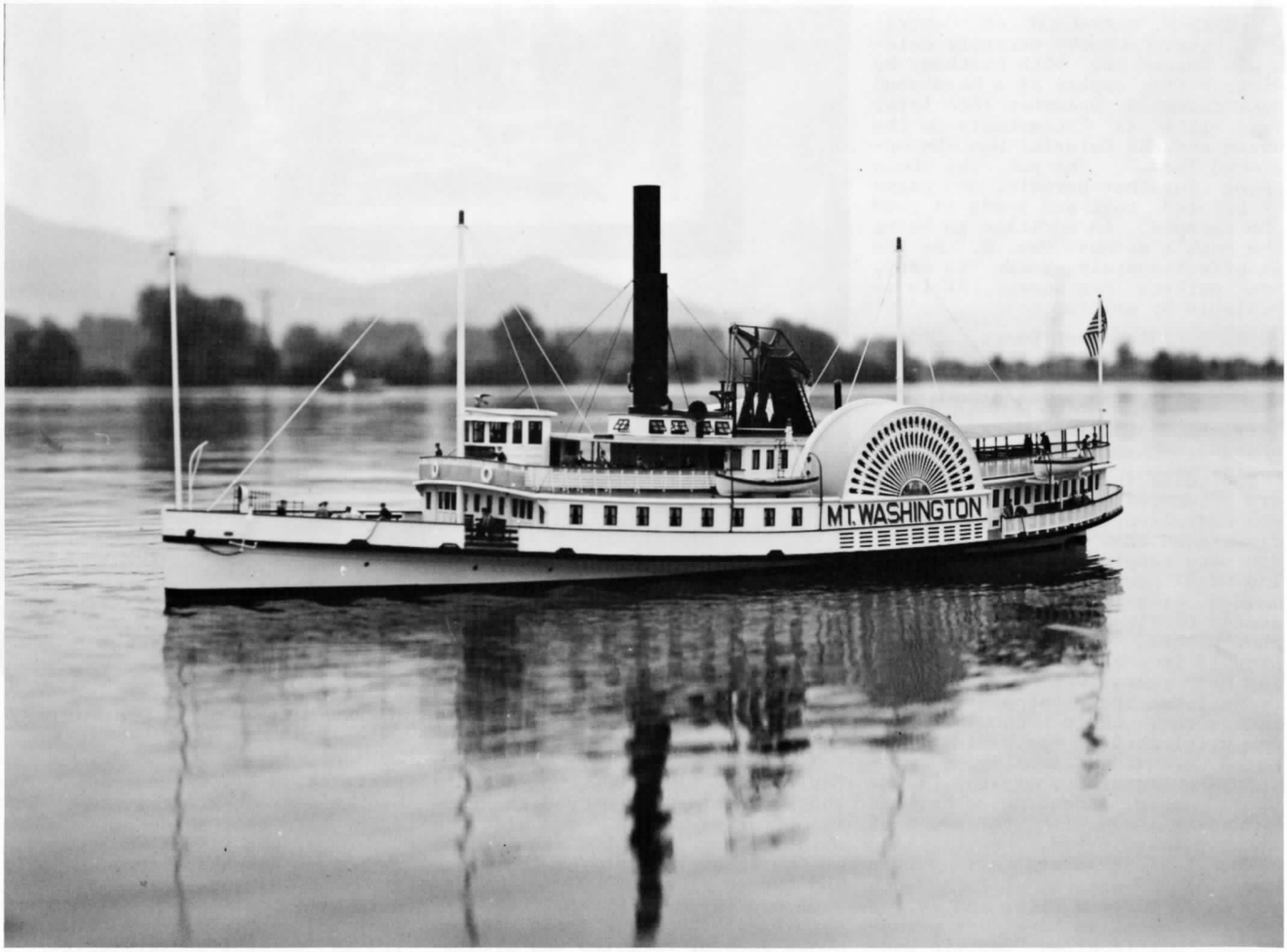
George's grandfather was Shelby Rees Lee, known on the rivers as Capt. Rees Lee, for whom two Lee Line packets were named. Another of George's credentials is that his twin brother's name is James Rees Lee, a savory monicker if ever we heard one.

So, after having floated around on rivers nigh on to four score years we were shaking hands with the first Lee Line Lee in our experience, a fifth generation from George's great-great grandpa Capt. James Lee, the founder.

George, who lives at Cordova, Tenn., a hop-skip from Memphis, has been looking into his linkage with steamboats and his progenitors who ran so many of them (over thirty packets conservatively) by visiting Memphis libraries and such sources, and by visiting local cemeteries to obtain records. Also he has done some decking on towboats. His latest step in the right direction has been to join S&D. Yes, he has visited with Capt. Bill Tippitt at Hernando, Miss.

George is single, doesn't drink coffee (prefers lemonade with his supper) and is an engaging person, withal. We wish him well.

S&D's Madame Secretary has passed along to us a pre-Christmas note from Capt. John Leonard who plies the Great Lakes and resides at St. Catherines, Ontario. "I believe my wife sent you ten dollars for 1982. I consider my membership and the S&D REFLECTOR as extra special, and because of the high postage rates, etc., am enclosing another ten dollars. When the REFLECTOR comes I read it from cover to cover, forward and aft, and then it goes on the bookshelf to be read over again later on. I guess 99 44/100 percent of the credit goes to your father. I am all finished for the season now, as of December 14th when we laid up at Toronto, Ont. for the winter. Good luck for 1982." Capt. John Leonard honored us with his presence at the last S&D meeting.



JUMPING the fence for a moment, this 5'7" model is paddling on a lake in Western Germany at Offenburg, built by Peter Buck whose model of the VALLEY BELLE appears in our Sept. '81 issue. He used John Breynaert's set of drawings plus assistance from the New Hampshire Historical Society. The real-life MT. WASHINGTON plied the waters of Lake Winnipesuakee, touted as the third largest lake wholly contained within the boundaries of the U.S. Even so, we reached for our Collier's World Atlas, never having learned whether New Hampshire is east of Vermont or west of it (it is east) and sure enough splotched about mid-center of New Hampshire is this island-studded (somebody counted 274 of them) Lake Winnipesuakee. Mount Washington is about 50 miles north of the lake. But back to Peter Buck's model: "It is radio controlled with several functions like speed control and reverse drive, steam sound imitation (electronic) whistle, tape music. smoke generator and illumination." He further says "everything is hand-made except the anchor chains, and only item purchased. Even the life boats are planked on frame. The walking beam, a characteristic of such North American steamers, oscillates synchronically to the rotation of the paddlewheels and to the puffing of the steam sound."

Peter Buck in 1969 spent a few days in St. Louis where Harry Pope took him aboard the BECKY THATCHER and for some spins on the Mississippi in his old motor yacht. His interest in river boats started right there. Then in Germany he met Manfred Mueller who encouraged him to build the model of the VALLEY BELLE. So now he has joined S&D.

We are not in shape to expound facts about the real-life MT. WASHINGTON--with one solitary exception, that is--her skipper's name was Capt. Leander Lavallee. Once you've rolled that name over in your mind you can't easily forget it, like the name of that old-time Mississippi Capt. A. St. Clair Thomasson.

Frank Napoleon, 1625 Church St., Ambridge, Pa. 15003, gave us a phone call from the PPG plant at Natrium, West Va. on January 22nd. "Thought I'd update you on the old steamboat whistle which blows regularly here for shift changes," he said. "It's still in business."

What he refers to is the mellow-chimed tooter said to have come from the KATIE STOCKDALE and later the KEYSTONE STATE which J. Mack Gamble presented to the plant officials some years back. Mack could hear it blow from his home across the Ohio River below the plant.

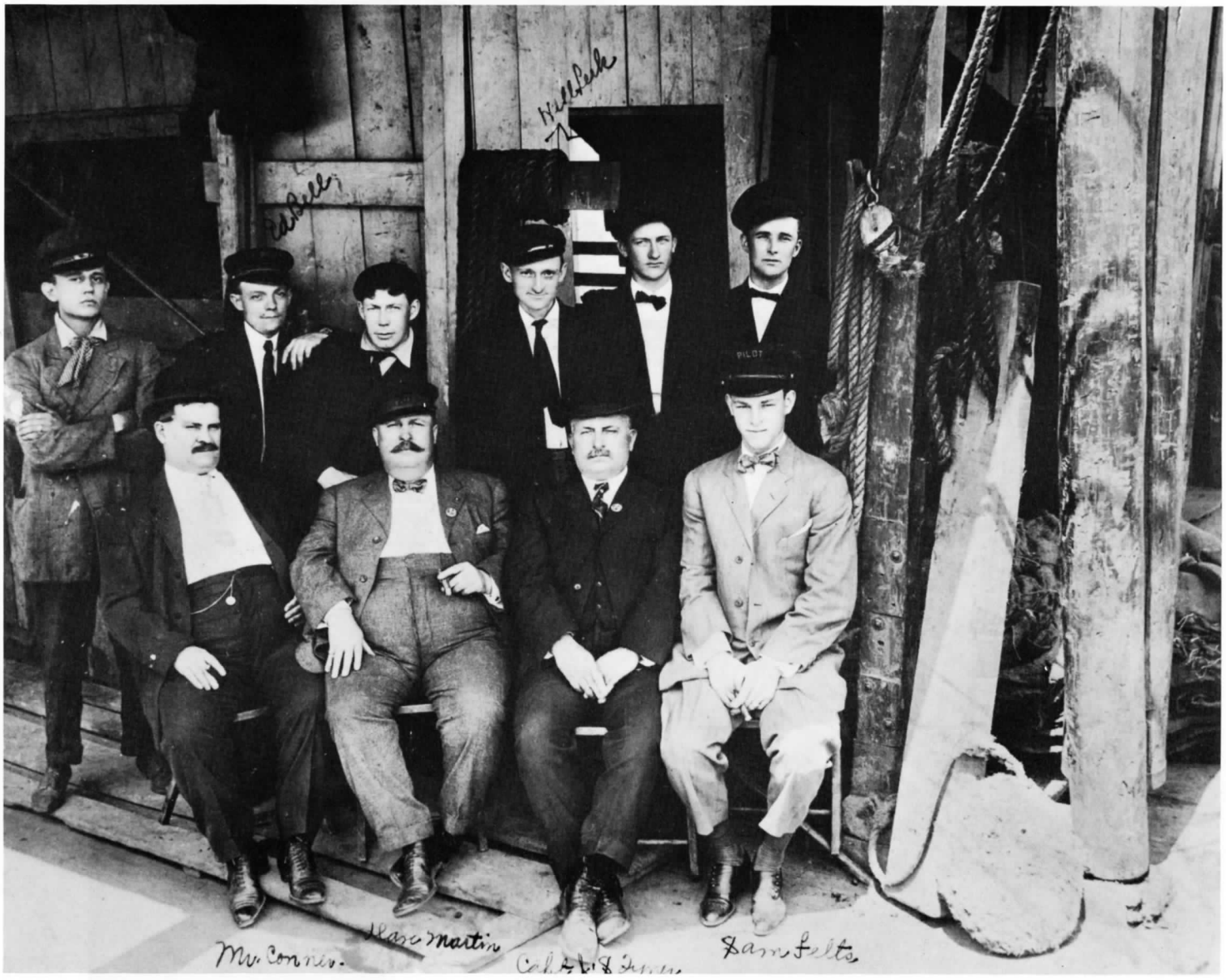
Frank Napoleon is a rail buff interested primarily in the old Pennsylvania Lines West. He has been engaged at the PPG plant making drawings of existing piping to the boiler plant.

One hundred years ago, August 12, 1882, the side-wheel UNITED STATES was being dismantled. She made her first trip for the U. S. Mail Line Co. in the Louisville-Cincinnati trade on July 28, 1869, and was retired July 28, 1882. She was built at Cincinnati using the hull of the double-cabin side-wheeler of the same name which was badly damaged in collision with the side-wheel AMERICA near Warsaw, Ky.

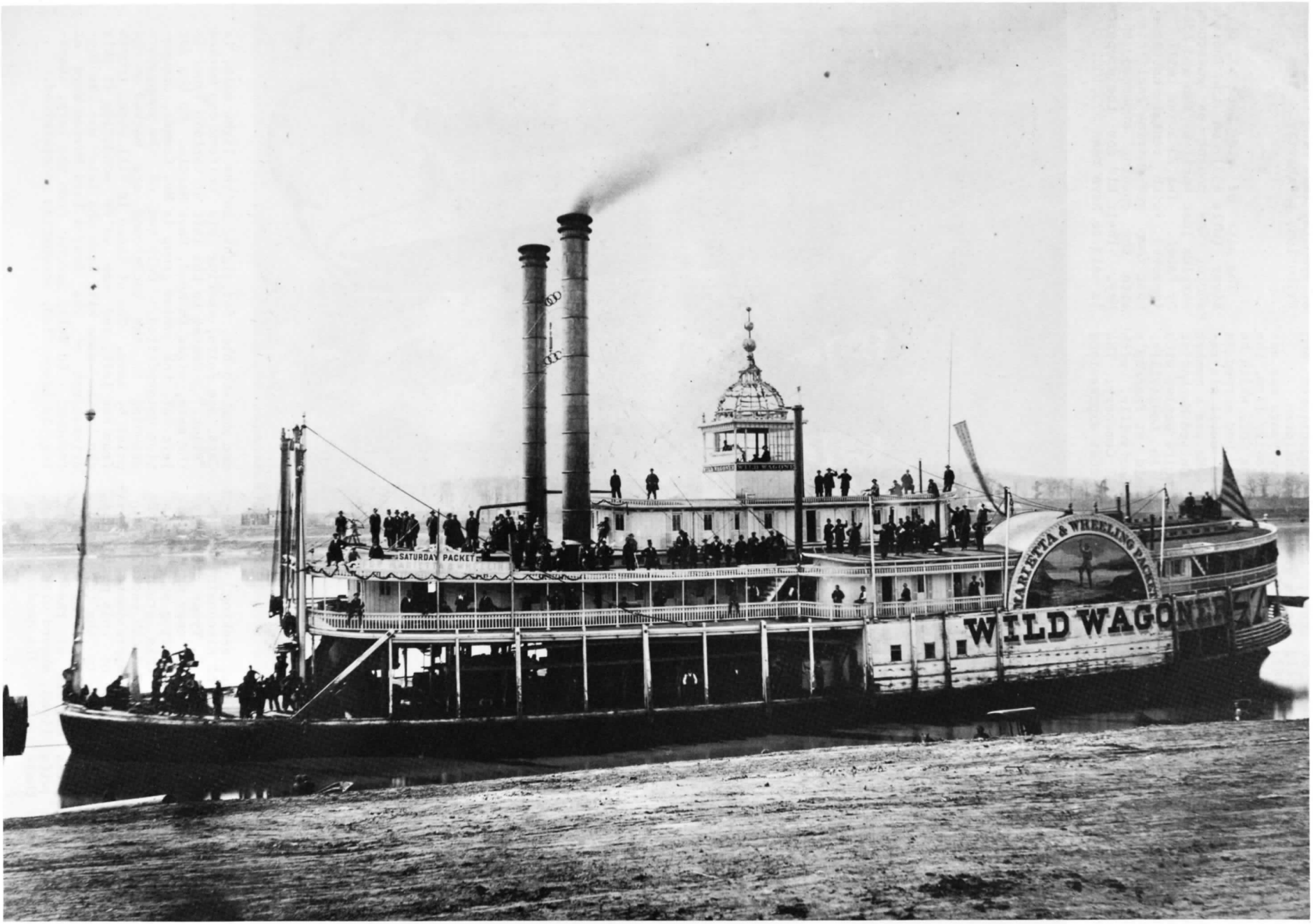
George J. Stoll Sr., father of S&D's board member C. W. Stoll, died on Sunday, January 17, 1982. He was 94. He had been residing at Westminster Terrace, Louisville, quite active and spry, until removed to the Methodist Evangelical Hospital that same morning with symptoms of pneumonia. Death came at 5:30 in the afternoon. Other than C.W. he is survived by another son, George J. Stoll Jr., of Sarasota, Fla.; by a daughter, Mrs. Everett E. Ballard; two brothers, Berry V. and Charles E. Stoll; twelve grandchildren and eleven great-grandchildren.

Mr. Stoll for many years was associated with the family firm, the Stoll Oil & Refining Co., which he joined in 1908, and had served as president from 1943 until his retirement in 1952. He was a member of the St. Paul United Methodist Church and was quite active with religious groups in Louisville. Services were held at Pearson's Funeral Home, Louisville, with burial in Cave Hill Cemetery. The family requested that expressions of sympathy take the form of contributions to charity.

The site of old Lock 43, Ohio River (Mile 633) on the Indiana shore, was bought as governemt surplus last April by Ken and Libby Fabel. The 23 acres will be improved with rental cottages, boat ramp and marine facilities, with the opening expected this May. Their bid for the property is said to have been $73,100.



OUR PERIPATETIC Ralph Dupae, seeking out pictures for the University of Wisconsin collection, called on Capt. J. D. Tyner (military title) at Mt. Juliet, Tenn., near Nashville. Captain Tyner was generous in sharing some of his family treasures, among them this group view of the crew of the Nashville-Paducah packet H. W. BUTTORFF which ran that trade approximately 1896-1911. Her skipper for most of this period was Capt. James S. Tyner, seated in the foreground, legs crossed, third from the left. He spent his honeymoon aboard, was captain of the boat 15 years, and his wife lived aboard with him for about eight of these years. The handsome young man next to him, far right, in the light suit, is Capt. Sam Felts, wearing his uniform cap marked "Pilot." Seated to the left of Captain Tyner is the mate, cigar in hand, Dave Martin. On the far left of the seated group is Mr. Conner, occupation unidentified. Only two of the youngsters standing in the background are marked on the print by name. One of these is Will Leek, fourth from the left, and now we're wondering if this can be the same Will Leek who later was the superintendent of the Ayer & Lord Marine Ways at Paducah? Ed Bell, second from the left, standing, is identified, occupation undetermined.



WILD WAGONER - Story on opposite page.

PICTURE ON THE OPPOSITE PAGE

This portrait of the WILD WAGONER, obviously posed, was taken at Marietta. A close inspection discloses the American flag dropped half-mast on the verge staff, a long burgee also half-masted on the staff at the rear end of the texas, and black crepe festooned along the forward roof rail. The late Col. Harry D. Knox related to us that news of Abraham Lincoln's death had been telegraphed to Marietta. The WILD WAGONER, enroute from Cincinnati to Wheeling, took aboard a Marietta delegation to announce the electrifying news to the valley dwellers upriver.

All of which well could have happened, but we have not researched the incident which, if so, must have made headlines at Marietta and elsewhere. Meanwhile the tale must be classed as river lore and legend. The WILD WAGONER was largely owned and commanded by a prominent Marietta citizen, Capt. Henry H. Drown. She had been built at the Leatherbury Yard in Cincinnati the year prior, in 1864, for the Wheeling-Marietta-Cincinnati weekly trade. A Marietta newspaper announced during her construction that Captain Drown was naming her for Thomas Buchanan Read's "Wagoner of the Alleghenies." A Cincinnati dispatch dated Sept. 12, 1864 announced that the poet-painter T. Buchanan Read was doing an oil illustrative of the poem "Wild Wagoner" to adorn the ladies' cabin. This painting may have been the inspiration for the wheelhouse artistry depicting a robust character waving aloft a whip (or is it a sword?) We have not read the poem.

When you start hunting for the whistle, you'll find it mounted between the smokestacks over the lower spreader-bar. It was of a novel construction, a long single barrel or chime, with one (maybe two) small whistles piped from the top, known as a "wildcat whistle" because of the unearthly sound it produced. In later years it was acquired by Capt. George C. Wolff of the Illinois River (whose name wasn't George---christened Claiborne Greene Wolff---but everybody called him George) and in October 1873 he sold it to Capt. William H. Thorwegan who owned the GREAT REPUBLIC, and it tootled on her and, after 1876, on the GRAND REPUBLIC until she burned in 1877.

The fancy signboard adorning the forward roof rail reads SATURDAY PACKET for MARIETTA and WHEELING, designed for Cincinnati viewers.

The original from which this photo is made came from the S&D collection, Marietta, and was reproduced by the University of Wisconsin lab at La Crosse this past fall.

Col. Harry D. Knox who told us about this Lincoln business was named for Capt. Henry H. Drown of WILD WAGONER fame---full name was Colonel Harry Drown Knox--not Henry, but Harry, because everybody called Captain Drown by Harry.



IT SEEMS only yesterday but C. W. Stoll snapped this candid shot on July 21, 1976. The occasion was the first Shakedown Cruise of the MISSISSIPPI QUEEN from Louisville down to Peckenpaugh Bar and return with a shore stop at Brandenburg, Ky. Betty Blake had invited the river clan and everybody came. Here in the pilothouse is Capt. Doc Hawley on watch at the controls (left) with Capt. John Beatty demonstrating a story to Capt. Harry Louden. It was the River Event of '76.

Comdr. E. Jay Quinby, USN Ret., died on Sunday, November 8, 1981 at Summit, New Jersey where he and his wife Margaret resided since their marriage 42 years ago. Jay appeared on the river scene as sort of a satellite to the late Richard C. Simonton when Dick became involved with the DELTA QUEEN, and was named vice president of Greene Line Steamers. He was highly visible as a natural-born showman, both in dress and deportment, the perfect foil for his shy and reserved West Coast mentor. Jay Quinby attended many S&D meetings and indeed it was he who broke the news at our '69 meeting of the impending take-over wherein, two months later, Overseas National Airways sopped up the Greene Line. The S&D REFLECTOR in its December '76 issue ran a series of rare QUEEN CITY photographs made from original negatives Jay provided. He was an adept writer and his latest volume was "Ida Was a Tramp," released in '75. The best piece he ever did was coined in Cajun vernacular after riding a bayou sight-seeing cruise, reporting the skipper's spiel. He and Margaret wintered for some years in Key West, then gave that up, and their river friends had sort of lost track of them lately. The news of Jay's passing came to Lucy and C. W. Stoll in a personal note from Margaret Quinby this past Christmastime.

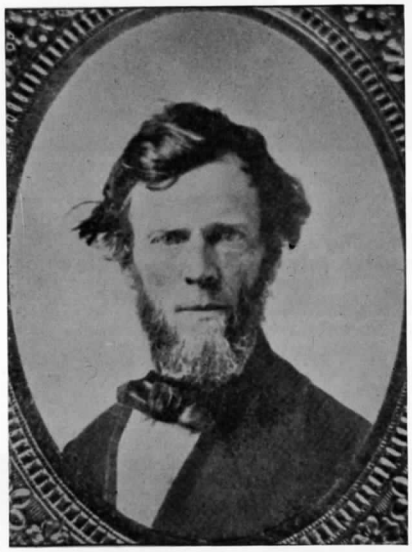


SHAWNEE PRINCESS is pulled out in winter quarters along the Maumee River in Ohio. This past winter her bow was removed and replaced by a new V-shaped one, the work done by Les Woodyard, Jim La France and helpers. The original steel hull was built in 1970 by Jess Tucker in Cincinnati and since has been widened. She operates by steam and attracts wide attention blowing a bevy of whistles and handling excursions. This picture comes from Woody Rutter whose story of a voyage aboard was featured in these columns several years ago.

That photograph of the JACOB STRADER and TELEGRAPH NO. 3 on page 31, last issue, was taken by Ezekiel C. Hawkins of Cincinnati in 1854.

This advice comes to us from Lloyd Ostendorf. When Andy Anderson showed Lloyd the original at S&D last September, Lloyd noted the name E. C. Hawkins on the photo mount.

"Hawkins was from Steubenville, O. and was a sign painter and house painter before he became a photographic artist," says Lloyd. "He is now generally credited as the inventor of the ambrotype, the first photographic advance after the daguerreotype. He used this process at Cincinnati in the 1850s and Andy Anderson's original is one of them, a soft albumin print.



Ambrotypist Hawkins

I do not know of any paper (albumin) photographic prints of steamboats on the Western Waters earlier than Hawkins'."

Lloyd furnished us with the accompanying portrait of E. C. Hawkins. "This is a copy of the original ambrotype taken in 1856," he says.

All of which caused us to reach for our copy of Beaumont Newhall's "The Daguerreotype in America" which goes into some detail regarding the development of the ambrotype, a photo process of relatively short-life, supplanted by the tintype known in its day as the ferrotype.

Inasmuch as the JACOB STRADER ambrotype was taken in 1854, it follows that she and her partner TELEGRAPH NO. 3 were one year old at the time. Our identification of the latter is based on a contemporary pen drawing of the TELEGRAPH NO. 3 which shows her to have had a glass-enclosed front around her boiler deck, quite similar to that of the STRADER, and quite unusual for the period.

Sirs: Ahhh! that photograph of the GENERAL LYTLE on page 18 of the December issue!

That boat LOOKS fast and I'll bet she was. Let modern architects blather about harmony, rhythm, and beauty. They ain't seen none of it 'til they see that picture. She fits all of John Ruskin's criteria for good architecture (firmness, commodity and delight) with emphasis on the delight.

we just don't build them thataway any more, P I T Y!

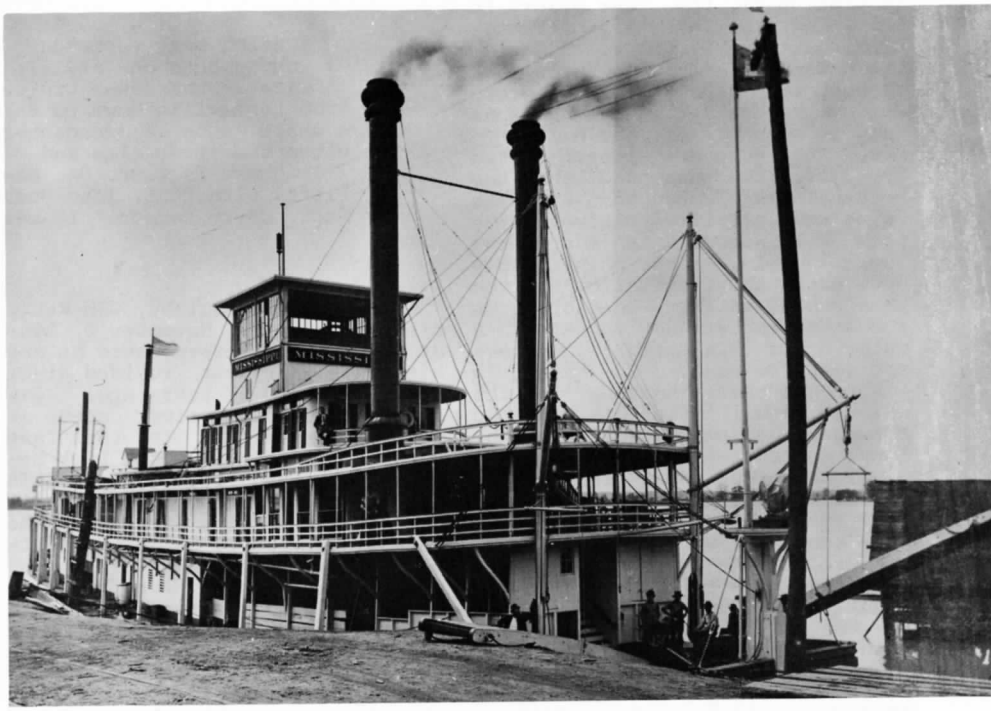
I don't often get sentimental or effusive in the praise of design by others than myself but this time I must. When I get to heaven the LYTLE will be there and Harris Underwood will be steering her with me for a cub. And we're going to run!

And if I don't, then I shall roast and miss her.

Alan L. Bates,
2040 Sherwood Ave.,
Louisville, Ky. 40205

Clara Margaret (Peg) Baker, well known on the DELTA QUEEN, died on Friday, November 6, 1981. She made many trips and then joined the crew, working as hostess, assistant purser and in the concession stand. She was a resident of Wilkinsburg, Pa. and taught in the public schools. As a young girl she fell on ice and was partially disabled the balance of her life. Peg is survived by a sister, Gertrude E. Paschall; also by three nieces and two nephews. Services were conducted at Wilkinsburg.

Word comes via our old reliable grapevine telegraph that Louise Carley underwent surgery in the Baptist Hospital, Memphis, and now is back home recuperating. Her address: Mrs. Jack Carley, 393 Garland, Memphis, Tenn. 38104. She and Theo Cook, also of Memphis, are regulars at S&D meetings.



TOM KENNY provides this one of the "good looking" U. S. Mississippi River Commission's inspection sternwheeler MISSISSIPPI, built at St. Louis in 1882. The packet influence is readily apparent what with the fancy-topped stacks and the double swinging stages. She was built with an iron hull 174 x 32 x 6. Capt. Grant Marsh of Missouri River fame was her skipper for some years. Our last issue contains a picture of her whistle being blown on the DELTA QUEEN in May 1978. Every picture we've seen of her shows the searchlight mounted on the gallows-frame over her stem, this one included. Tom says he has no idea where this was taken or the date. Her claim to fame was carrying U. S. President Theodore Roosevelt from Keokuk to Memphis in the fall of 1907. This MISSISSIPPI was transferred to the U.S. Engineers, West Memphis, in 1919. Later on, stripped to the hull, she served as a barge in the Warner & Tamble fleet at Memphis.

S&D'S 1982 ANNUAL MEETING WILL BE AT MARIETTA, O. THE WEEK-END OF SEPTEMBER 18th.

The once-palatial private housebpat IDLER, originally built at Clinton, Iowa by Lafayette Lamb in 1897 and towed hither and yon by his private steamboats WANDERER and WANDERER II is much in the news at Clinton these days.

The IDLER, built on a wood hull 120 x 20, still exists, although for the past 60 years she has been moored in Beaver Slough and, more lately, in Joyce Slough, both in the Clinton area.

The Clinton "Herald" in its issue of November 28th last announced that the IDLER has changed hands, having been bought by Donald Nichols, South Haven, Mich. Plans are afoot to tow her up the Illinois to Chicago, then across Lake Michigan to her new home in South Haven.

Lee F. White, editorial consultant with the Herald, recalled in the newspaper article that the Lamb family disposed of the IDLER in 1919, transferring ownership to the Clinton Corn Syrup Refining Company (present Corn Syrup Processing Company) of Clinton. One year later she burned to the water line and the upper works was rebuilt following original plans and photographs.

Thereafter IDLER was moored in Beaver Slough not far from the plant. It was used to shelter and entertain officials of Standard Brands, Inc., owner of the Clinton plant, as well as other visitors. A fully staffed culinary department provided sumptuous meals.

Due to advancing age, the IDLER frequently required maintenance repairs and its use dwindled. Finally the houseboat was moved to a berth in Joyce Slough because of work in progress along Beaver Slough as part of Clinton's flood control project.

There it was kept lighted at night to prevent vandalism and openings were boarded for the same reason.

The IDLER was built in 1897 by Lafayette Lamb, and in 1900 a similar elaborate houseboat SUMMER GIRL was built by Garrett E. Lamb (see picture in Dec. '81 issue, page 42 and an extensive article in the March '78 issue, pages 12-13.)

Lafayette Lamb and friends in 1898 descended the Mississippi in the IDLER, towed by WANDERER to visit in New Orleans, and then explored on out the Jetties. Many of the party stayed aboard for the return trip to Clinton. The original towboat WANDERER was sold in 1906 to the Florida East Coast Railroad then being extended to Key West. She was replaced by a new WANDERER II which did service until 1915 when C. Lamb & Son (lumber) sold her to Standard Oil of Louisiana.

The IDLER has been "idling" at Clinton since that time. We are indebted to C. C. Sloane, 2351 Barker St., Clinton, for the news article mentioned above, who adds these details:

"The IDLER had some new frames and planking put in at Rock Island about 15 years ago. The old hull is quite solid; the replacement frames were of oak, and planking is cypress, same as the original. John E. Mooney, who formerly ran a grocery here in Clinton used to tell me that Lafayette Lamb often ordered enough stores to provision the IDLER for two and three week cruises. Fancy items, not usually carried in stock, were ordered from Chicago by express."

Our correspondent Mr. Sloane was born and raised in McGregor, and has been in Clinton since 1936--now 73 years old.

LATER: The Clinton Herald in its issue of December 15th last announced that the IDLER had made safe arrival in South Haven, Mich. at 7:30 p.m., Sunday, Dec. 11th.

The trip across Lake Michigan was uneventful, handled by two tugs.

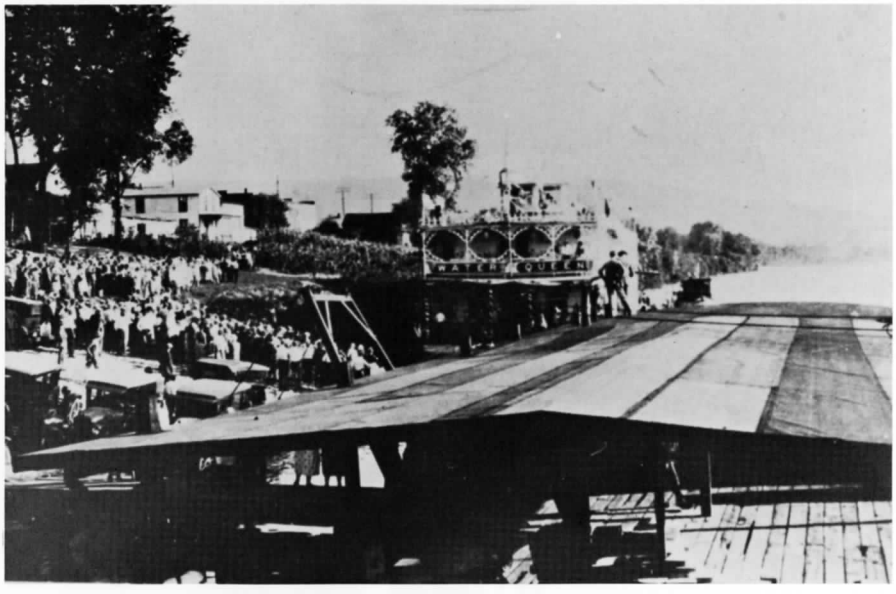
Donald Nichols and a brother have developed the Lake Michigan Maritime Museum at South Haven. They have purchased and renovated old boats. Also they operate fishing charters and other water activities.

At the time of purchase, the IDLER was owned by Nabisco Brands, Inc., says the article, sent to us by C. C. Sloane.

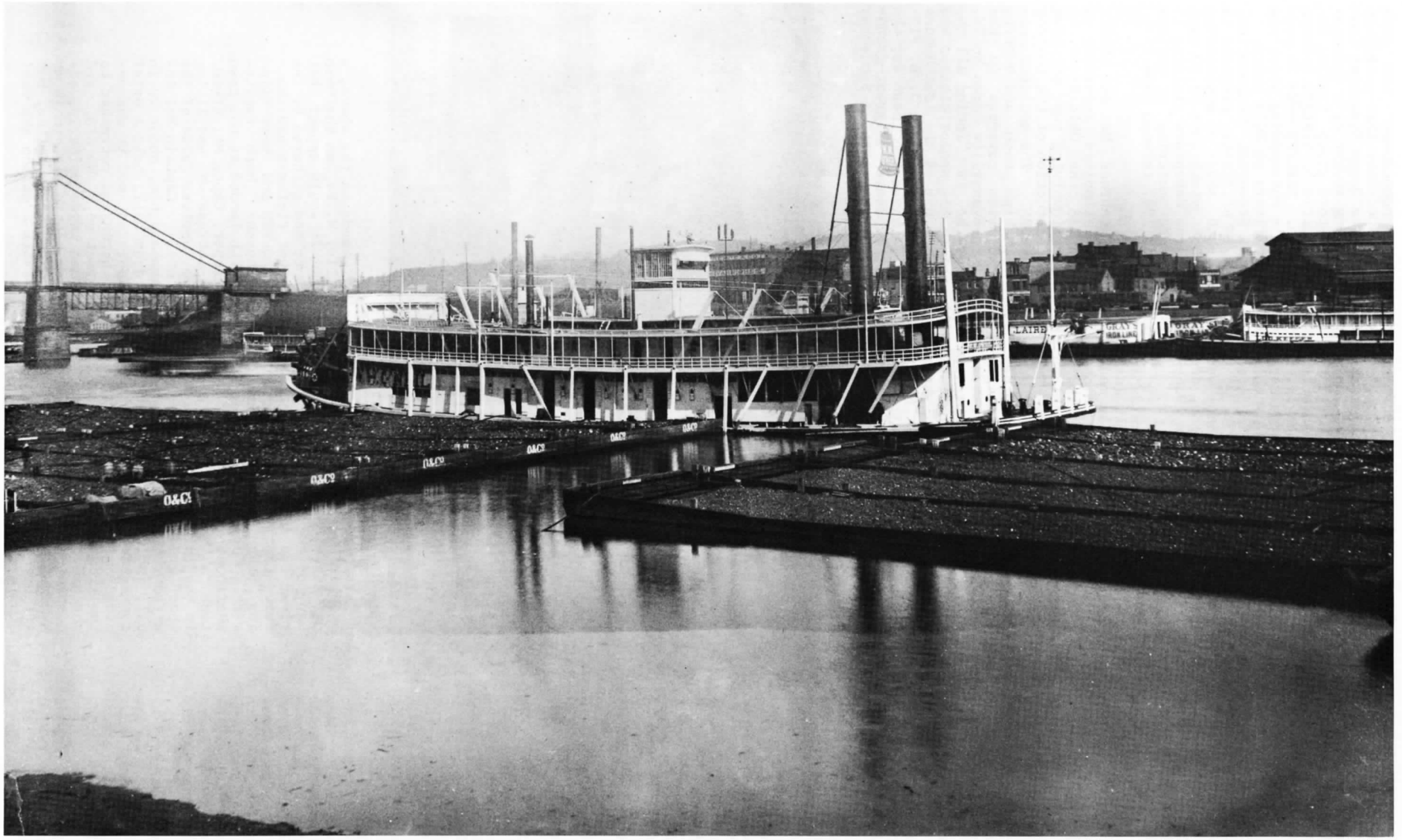
Public announcement was made early last December that ownership of the Delta Queen Steamboat Company is being sought by a Chicago-based investors group trading under the title of SZRL/HS Venture Corporation. SZRL/HS owns 28 percent of DQ's outstanding stock and has two officers on DQ's board.

Venture Steamboat Corporation, an SZRL/HS affiliate, proposes to convert each share of outstanding DQ steamboat stock into $2.60 cash and a $7.40 debenture yielding 15 percent and maturing at various times from 1987 through 1996.

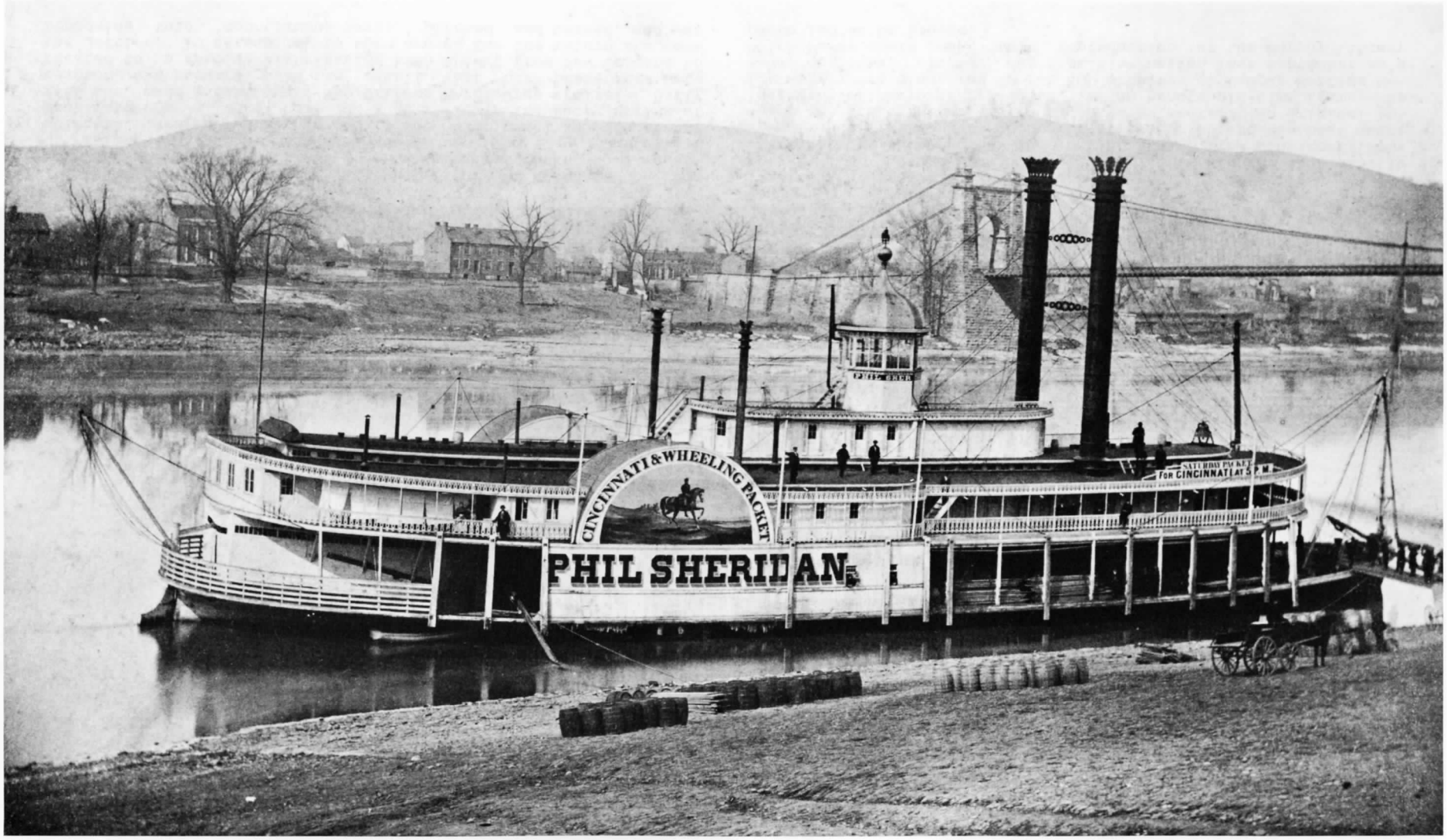
Paul W. Seabrook has our thanks for news clippings regarding a collision on the Ohio River at Wolf Creek involving two oil tows and the destruction of the towboat FORT DEARBORN. The accident happened at high noon and burning cargo had wide coverage in the Louisville-Evansville area on TV. Paul says he is "facing all the ills of an 85½ senior citizen who probably is one of the last humans left who rode on the J. B. FINLEY." He saves the best for the last: "I became a great-grandfather on the 12th of September last," he crows.



JEROME COLLINS, St. Albans, W. Va., sends us the above, a picture snapped at New Martinsville, W. Va. on the Ohio River during the summer of 1925. It would appear that many of the inhabitants of Wetzel County had gathered by the river and such was the case. Paramount Pictures had chartered Capt. Roy Hyatt's showboat WATER QUEEN and were filming "Stage Struck" featuring Gloria Swanson. Much excitement. One afternoon the SENATOR CORDILL landed at the town wharfboat (foreground) and her skipper, Capt. Mel Erwin, took a notion to call on the famous actress who was living in the large white frame home on the upriver side of the wharf grade (not visible in the picture.) Captain Mel invited the boat's passengers to accompany him, about 20 in all, including Ye Ed. He rang the door bell, held a brief conference with the attendant who appeared, and it was decided if we all cleared off of the porch and retreated to the front lawm Miss Swanson would greet us. We did, and she did. She appeared at the door and waved daintily, accompanied by her husband whose name has become mislain in my memory, something like Marquis de Coudray de la Falice, but all eyes were on her--and how very small a person she was! Gloria Swanson was 26; I was 24.



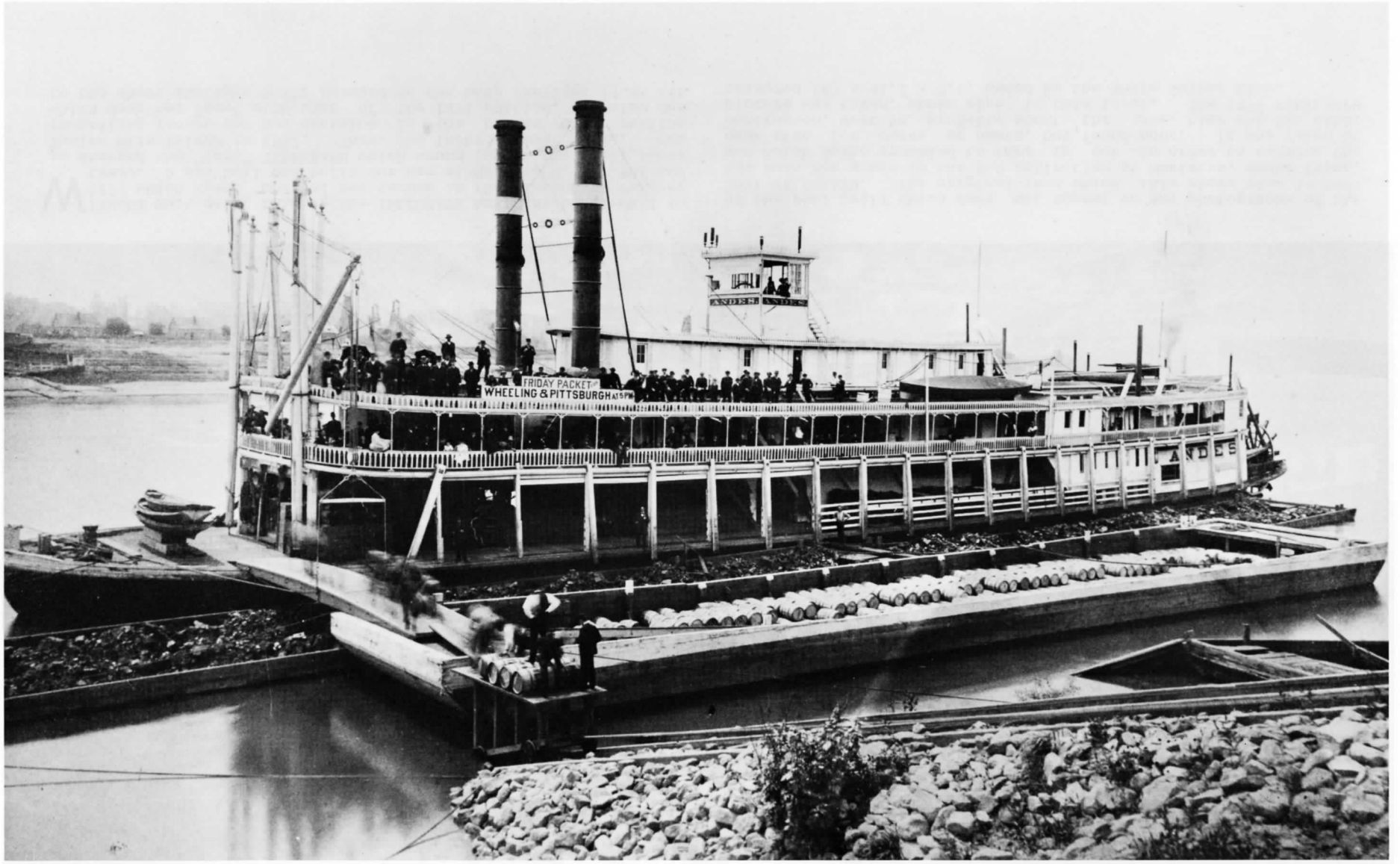
ONE of the "greats" in sternwheel towboat days was the W. W. O'NEIL pictured in the O'Neil harbor landing, Pittsburgh, in the Monongahela River, South Side, above the old Point Bridge (which shows at extreme left.) The original from which this print is made comes from a large framed enlargement presented to S&D several years ago in memory of the late Claude L. Printz. It is not dated, but the presence of the LUD KEEFER (partly showing at extreme right) helps somewhat, as the KEEFER was built in 1881 and the O'NEIL was new that same year. Over the O'NEIL's stern, moored above the Point Bridge, is the old ROVER (built 1863 at Wheeling, one of the pioneers of Gray's Iron Line) which was dismantled in 1883. The large brick building which shows behind the O'NEIL's pilothouse is the W. W. Lawrence Paint Co.'s headquarters before they relocated to the South Side below the Point Bridge. Our thanks to the Murphy Library crew at La Crosse for this copy of the original picture.



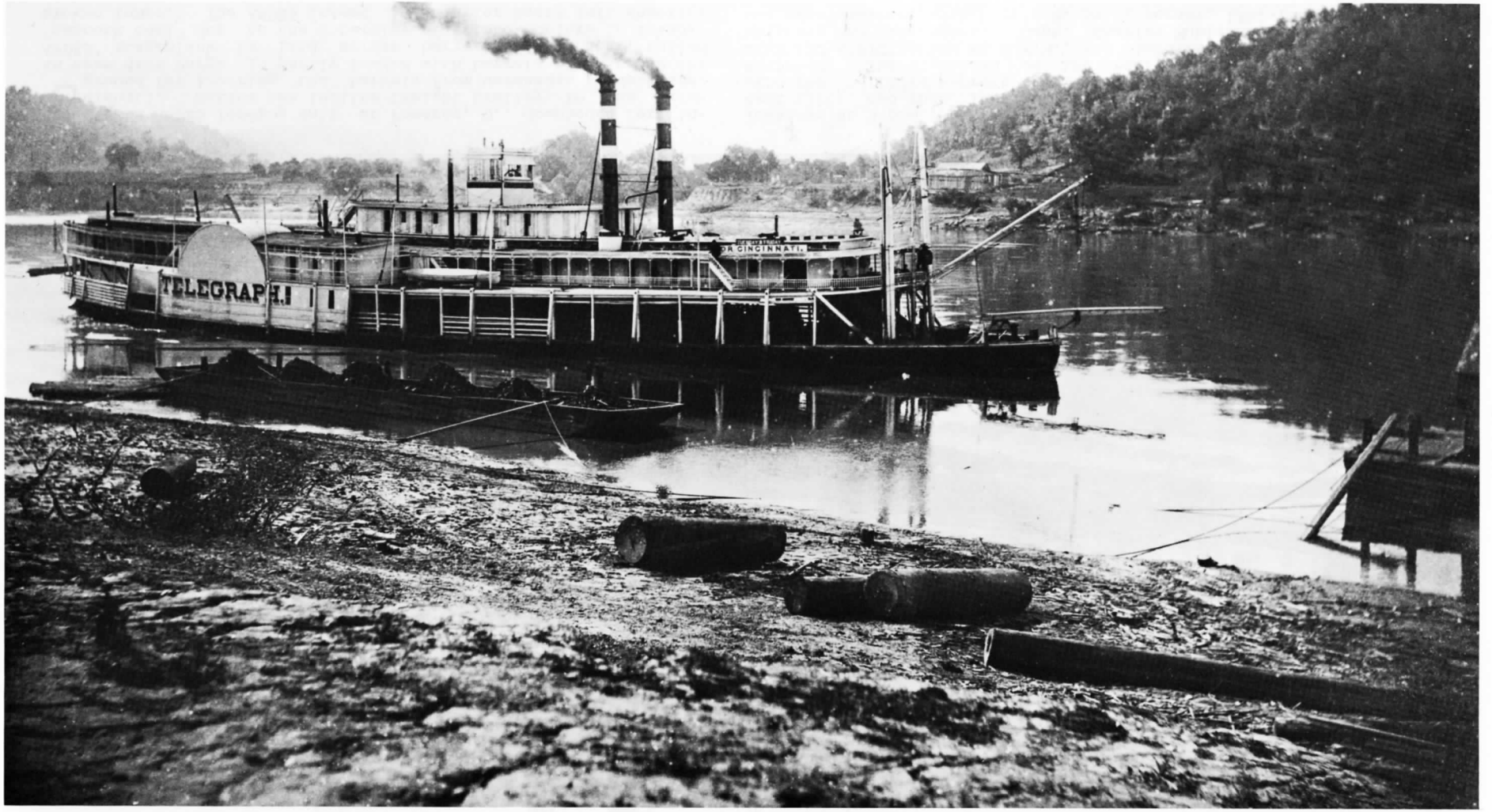
TWO of the most photogenic side-wheelers built for the Wheeling-Cincinnati trade were the WILD WAGONER (shown on another page in this issue) and the PHIL SHERIDAN, the former in 1864 and the PHIL in 1866, both Cincinnati products. This picture was included in a prior S&D REFLECTOR but it has again been copied from the same original, this time using modern fine-grain film which does so much to enhance details and shading. The above copy comes from the photo lab of the Murphy Library, La Crosse. One of the most popular steamboat models at the Ohio River Museum is Robert G. Thomas's PHIL SHERIDAN complete with the wheelhouse oil paintings of General Phil's famed 20-mile sprint on horseback down the Shenandoah valley from Winchester in the fall of '64--Bob Thomas enlisted our secretary Bee Rutter to do the art work. "Sheridan's Ride" is the subject of a poem by T. Buchanan Read, whose name is mentioned in the WILD WAGONER caption in this issue.



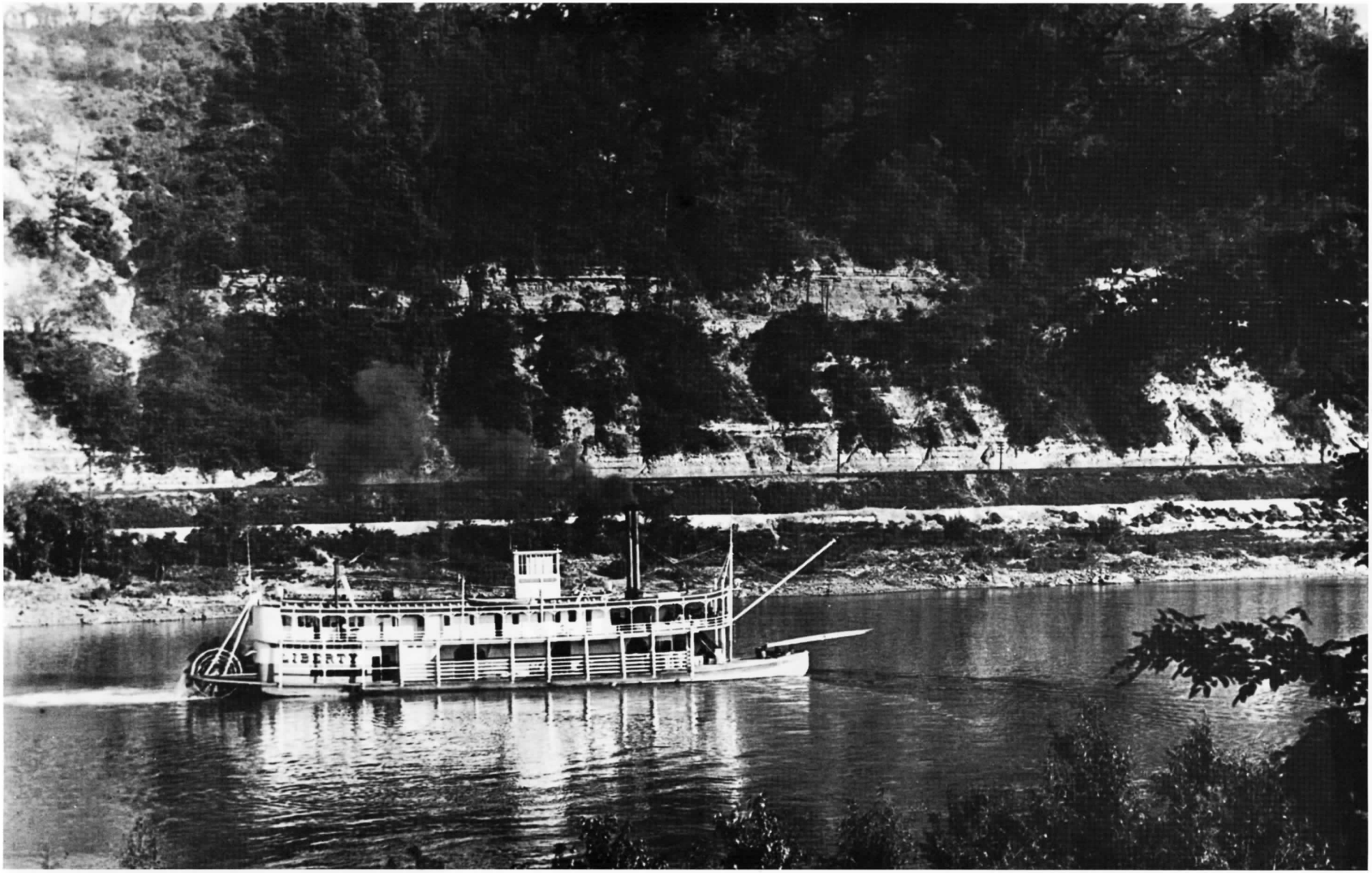
TAKEN at Huntington, West Va., the BIG SANDY belonged to the Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Co., an affiliate of the Cincinnati-based White Collar Line, Capt. C. M. Holloway, manager. She was built at Cincinnati in 1884 at the Mack Yard on a wood hull 292 x 47 x 7. In the early spring of 1885 she made a Cincinnati-New Orleans Mardi Gras cruise. Billy Sampson, the steward, used to recall that her passengers were treated to a special sight-seeing trip aboard from New Orleans to the Jetties. In attempting to turn around for the return she came broadside into 'mountainous waves,' pitched and tossed, and was about to throw the stacks overboard when a tug gave her an assist to get her headed back upriver. This picture was made shortly thereafter as she entered the upriver trade from Cincinnati, obviously posed for the portrait, everybody aboard the boat quite aware the photographer was out there on shore. An original enlargement of the picture, cased in an ornate old-time frame, has for many years slumbered in the S&D archives at Campus Martius Museum, Marietta. It was dug from hibernation last September so's Ralph DuPae could make this reproduction at the Murphy Library photo lab at La Crosse.



STEAMER ANDES loading salt at Pomeroy, O., downbound for Cincinnati. Notice the incline freight trolley in the foreground for lowering the barrels from warehouse to dockside. An open deck barge is partly loaded with barrels of salt and the ANDES' stageplank is laid across barges of lump coal, called "peacock coal" due to the interplay of rainbow colors in freshly broken lumps. The ANDES (named for a prior boat) left Wheeling Tuesdays at 3 p.m., picked up iron products at various independent mills, and then left Bellaire at 6 p.m., making connections with the "Bellaire express" from Pittsburgh via the Pennsylvania Railroad. The signboard on the roof says FRIDAY PACKET for WHEELING & PITTSBURGH at 5 P.M., the information for Cincinnati shippers and passengers. Capt. Charles Muhleman, Hannibal, O., was owner-master, with Martin F. Noll, purser, 1882-1889.



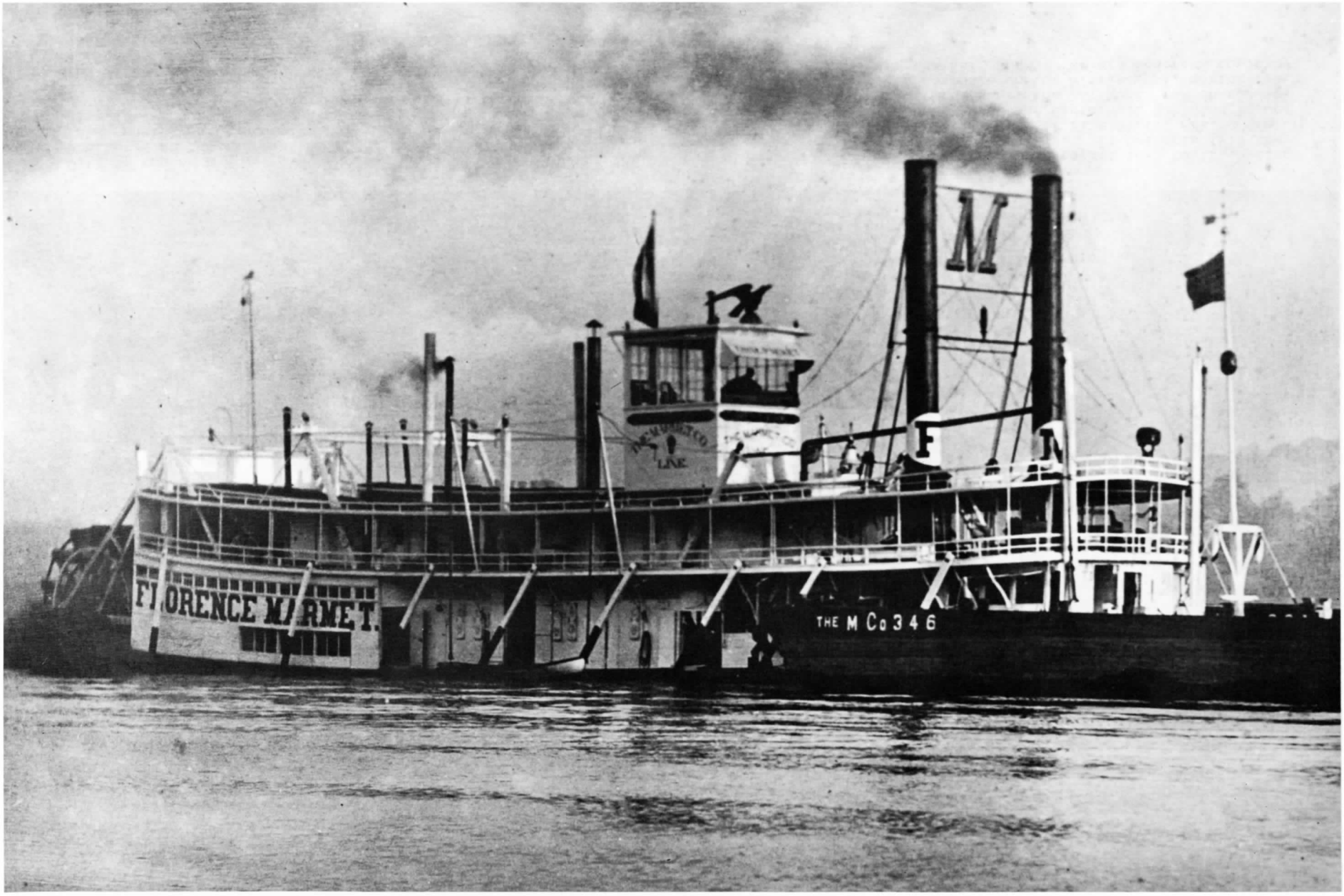
WITHOUT much doubt this is the TELEGRAPH built at Cincinnati in 1877 which spent most of her career in the Cincinnati-Pomeroy trade. A new hull was built for her at Harmar, O. in 1891 and so emerged the "last" TELEGRAPH which wound up on the rocks above Twelve Mile Island in 1897. These two looked almost alike. One compelling reason for our decision is the boiler deck railing which does not "gee" with that of the 1891 edition, and also due to the short skylight built forward on the main skylight (just aft of the roof bell) which does not appear on any photographs of the 1891 TELEGRAPH. The original from which this above view is made has been for years in the S&D collection at Marietta, under frame, and Ralph DuPae troubled to take it out in order to examine the back side for dates or names, but found none. It was taken at Huntington, West Va. probably about the same time the BIG SANDY picture was taken, shown also in this issue. The 1877 TELEGRAPH measured 287 x 41.2 x 5.1, owned by the White Collar Line.



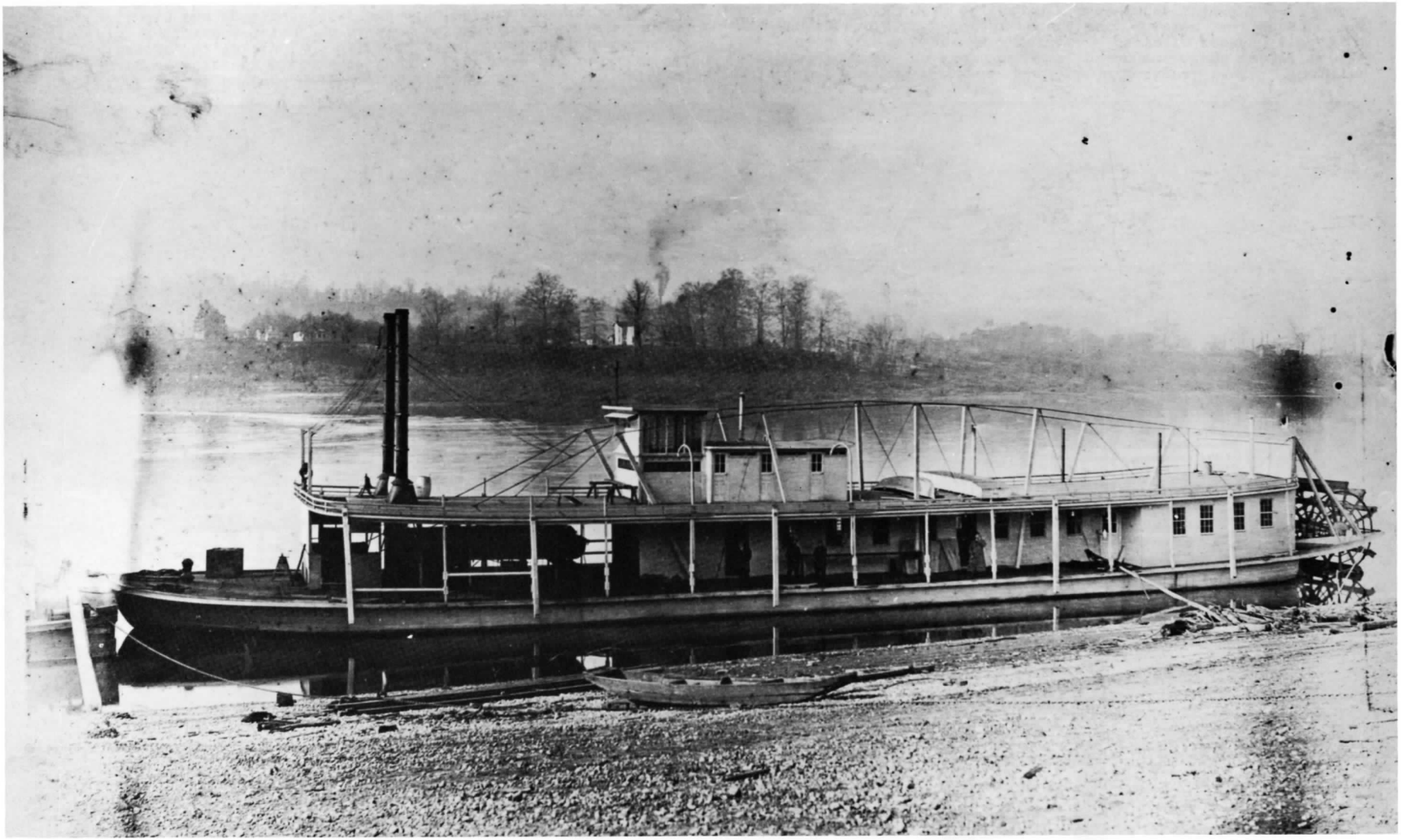
THE IN-DEPTH story of the "last" LIBERTY in our June '81 issue included, on page 10, a picture of her described as the earliest known, taken at Wheeling on July 4th 1912. Bob McCann phoned us from Cincinnati to say he recalled a still earlier picture, a tinted photo enlargement under frame, hanging in the home of Capt. Walter C. Booth. This one, Bob recalled, was taken on her maiden downbound trip in the Wheeling-Clarington trade at Shadyside, Ohio. While examining old pictures in the S&D collection last September we happened upon it. Obviously the LIBERTY had landed at Shadyside and was straightening down the river, having come ahead a few licks, when the camera shutter clicked.



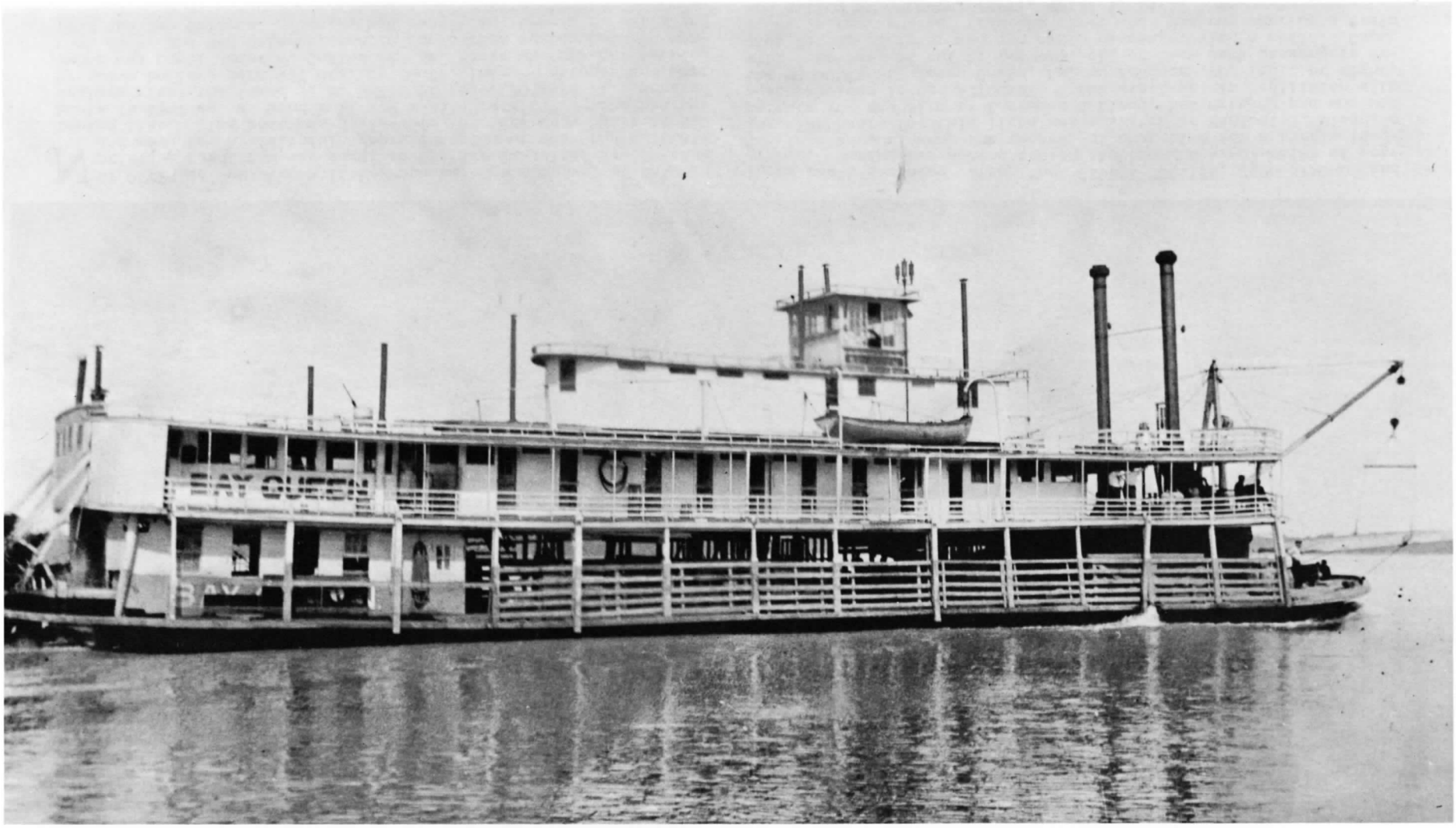
PHIL PEYTON furnished this excellent picture of Union Barge Line's JASON, forerunner of the modern diesel-prop JASON on the back cover of our December '81 issue. This sternwheel JASON was built by the Marietta Mfg. Co. in 1940. There are two versions of how hew name was selected, the more likely one being she was named for Jason Weissenburger, son of Charles G. Weissenburger who was president of Marietta Mfg. The other is also probable: construction was started in July and ended in November, and she was named for the first letter of the five months involved, J-A-S-O-N. The paddlewheel still exists on display in Pittsburgh.



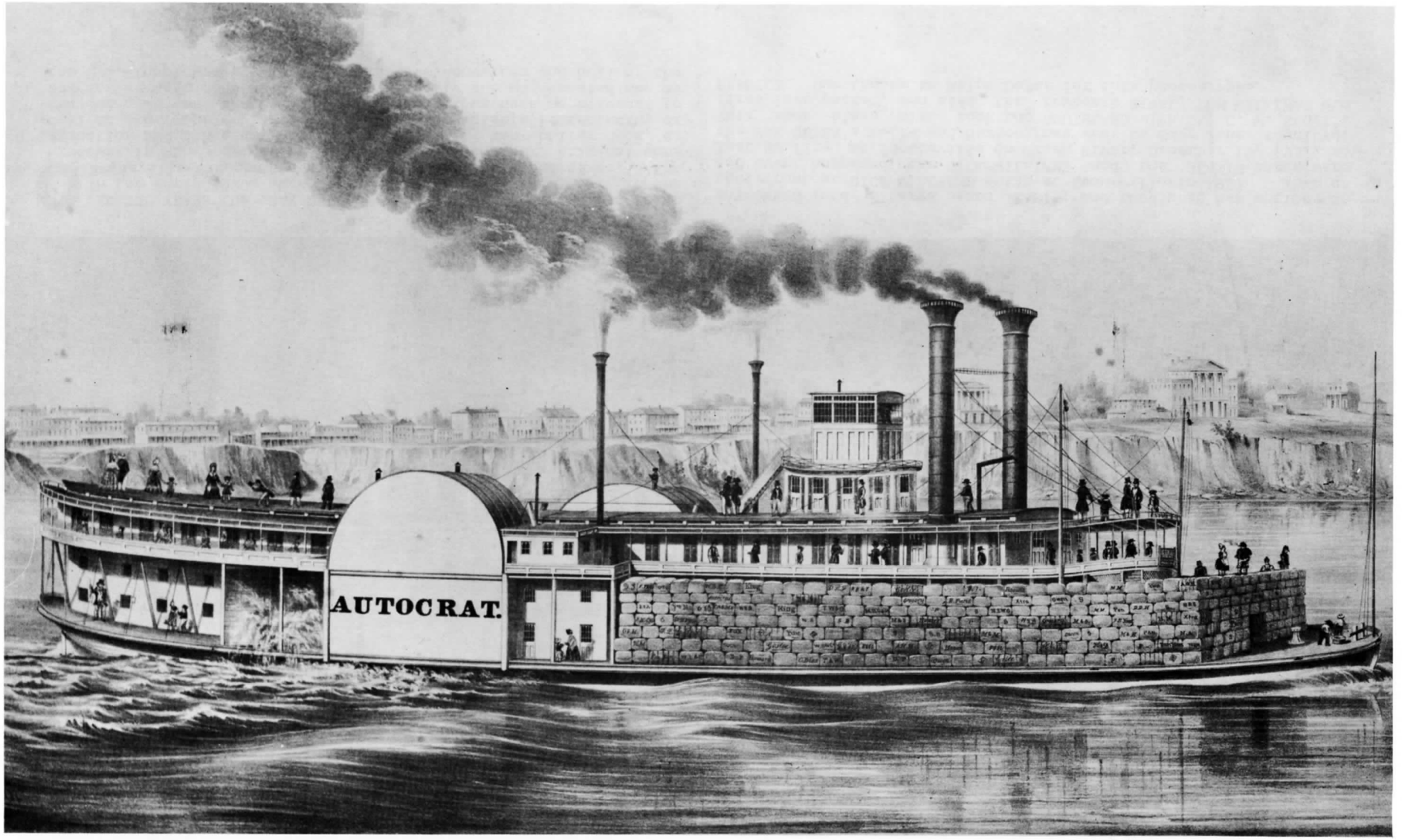
OUR FRIEND S. Durawrd Hoag made this photo-copy of an original Thornton Barrette picture in 1966. The boat was built at Pt. Pleasant, W. Va. in 1900 using material from the old ARK built in 1873. Florence Marmet, native of Germany, came to Cincinnati, did well in the coal business, and also was president of the Zoological Gardens and v.p. of the German National Bank. The huge gilded eagle seen on top of the pilothouse came from a G.A.R. float used in a Cincinnati parade. Barrette took this picture early-on in the boat's career when her whistle was between the stacks. She was victim of ice that bad winter 1917-1918.



BUILT to run on a heavy dew, the BAY QUEEN was built by the Bay brothers on the grade at Ironton, O. in 1912. This picture, taken shortly after completion, shows her with water in her boilers, ready to go, drawing 12 inches. Her wood hull was 149.1 x 28 x 4. She had a one-foot guard, making her over all width 30 feet. Her two boilers were 34" dia. by 20 ft. long, each having five 6" flues, allowed 190 psi. The engines were 10's- 4 ft. Capts. George and William Bay designed her for the Huntington-Portsmouth trade to help out their older GREYHOUND and, as matters turned out, the BAY QUEEN was the last packet they built, having owned in some 30 steamboats since 1876. In December 1915 they sold the BAY QUEEN to H. C. Myers of Pine Bluff, Ark. Capt. George Bay died in February 1916, and Capt. Will Bay died in December 1917. Then for several years the BAY QUEEN ran on the Arkansas from Pine Bluff to Rosedale on the Mississippi, making connections to Memphis with the KATE ADAMS. We are indebted to Jerry Sutphin for this photograph.



OVER THE YEARS the BAY QUEEN grew up. This picture was taken in the early 1920s when the Williams family had her in the Evansville-Paducah trade, complete with cabin and texas. The windows in the engineroom bulkhead date from her original construction and hence her name was carried on the boiler deck, as well as under the engineroom windows. The whistle is remindful of the one used on the DICK FOWLER although we have no evidence to say for certain that's what it is. Finally she was crossed out by the U.S. Inspectors. The Williams boys converted the hull of the BAY QUEEN into a barge named JEANIE, and they used her engines on their towboat DICK WILLIAMS built at Evansville in 1927. Then an odd event happened, the DICK WILLIAMS and the JEANIE barge were lost by fire at Spottsville on Green River, December 16, 1932, so the BAY QUEEN's hull and her engines went to Davy Jones reunited. This same blaze also took the SOUTHLAND with it, C. W. Stoll's first love packet, and also the towboats RIVAL, TOM WILLIMAS and BERNICE. Our thanks to Ralph DuPae for this photograph.



NOT OFTEN do we run a lithograph but the original of this in pristine condition was acquired by Ray Samuel of New Orleans and may be a faithful representation of what the AUTOCRAT looked like. The boat was a gee-whiz of her day, built at St. Louis in 1847 on a wood hull 279 x 35'4" x 8'10". She had the engines from the famed J. M. WHITE of 1844, 30's-10 ft., powered by seven boilers each 42" dia. by 30 ft. long. Skipper and part owner was Capt. James W. Goslee of St. Louis who ran her between that city and New Orleans, and in the cotton season between Memphis and New Orleans. Goslee had owned in the J. M. WHITE and later was associated with the GEORGE COLLIER, JOHN SIMONDS and others. During her second season she brought 4,407 bales of cotton into New Orleans, the record of that time for a single loading. The basis for this litho was a sketch by Hanibal S. Blood, a partner in the firm of Lawrence & Blood, New Orleans and who was a stockholder in the AUTOCRAT. She was lost in collision with the MAGNOLIA at Bayou Goula, La. on February 10, 1851, at night, with life-loss of thirty persons, all of them deck passengers except for an engineer and one cabin passenger with a child. Capt. J. W. Goslee retired from the river and was run over by a train and killed at Anchorage, Ky., April 1, 1875.

Sirs: I have just finished re-reading the September issue of the S&D REFLECTOR for the third time. I especially enjoyed the article and pictures of the VALLEY BELLE. My home is near Millwood, West Va. on the Ohio River, a region with which I am well acquainted. The picture at the top of page 13 is taken from Apple Grove, O. looking across at Schoolhouse Run. Things are quite different there now, what with 23 feet or more water due to the lately constructed Racine Locks and Dam. The railroad trestle has been filled in, and trees now cover the hills; but the terrain fits.

About ten years ago, more likely fifteen, I came upon an old wreck at the water's edge on the Ohio side about where the VALLEY BELLE is in that picture. It appeared to have been covered with mud for years and then uncovered. It was a wooden boat and had been burned. I found some silverware, a small safe with the door removed, and a kevel. I loaded the kevel, complete with bolts through a piece of timber, and back plate, in my runabout and brought it home. After I cleaned the rust off, I discovered the kevel had been made by the Point Pleasant Machine Works, Pt. Pleasant, W. Va. It is now mounted on the head of my stern-wheeler MUD SOCK. Would you have any idea what boat this was? I talked with Boone Weaver about it; he remembered the boat and the incident but couldn't recall the boat's name. He invited me back to his shop for a later gab session, but unfortunately he passed away.

I have been a member of S&D since my parents-in-law gave me a membership for Christmas in 1966. I have every issue since then in the beautiful red binders, and they are constantly in somebody's possession being read and enjoyed. Keep up the good work.

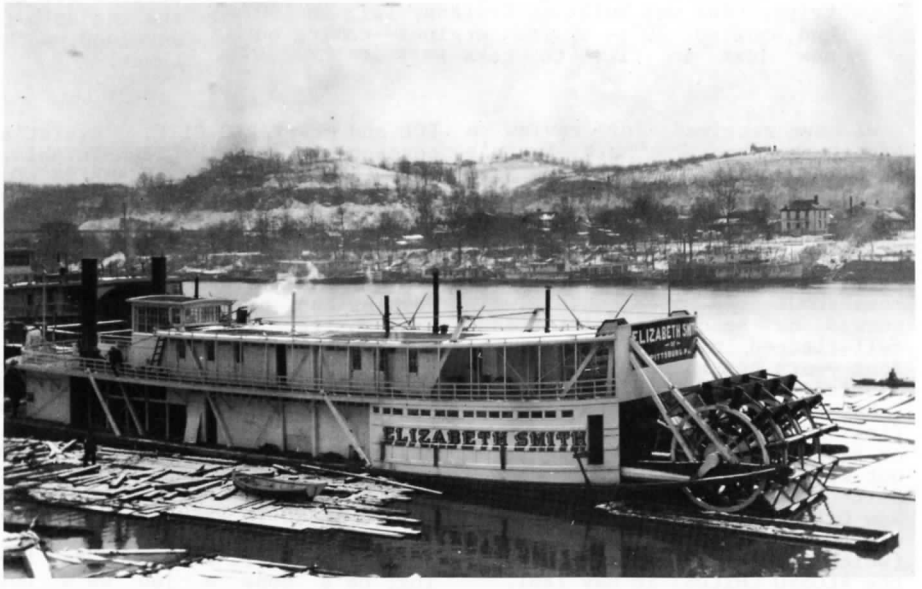
Carl R. Wright,
P. O. Box 8,
Cottageville, W. Va. 25239

=Ye Ed recalls the wreck of the ADMIRAL DEWEY in the approximate location described. This steam, sternwheel towboat had been owned by John Donald, Ripley, O. when sold in Dec. 1917 to Spang-Chalfant Company (iron and steel) at Pittsburgh. Capt. John Britton was bringing her to her new owners when she became ice-bound below old Lock 23. The unprecedented gorges that winter demolished her. Then in 1928 the ferryboat CHARON downbound in tow of the ferryboat RUTH ANN was wrecked on the outer lock wall at Lock 23. The U. S. Engineers disposed of the remains, and conceivably could have burned the old timbers, etc. along the Ohio shoreline below there. -Ed.

The Dubuque County (Iowa) Historical Society which has on display the old U. S. side-wheel dredge WILLIAM M. BLACK, plans to open their Upper Mississippi Riverboat Museum at Duquque this May.



WOODY RUTTER has been making prints from negatives taken by the late C. C. Bowyer of the Merchants National Bank, Pt. Pleasant, West Va. who had a life-time interest in steamboats. These two were snapped early in January 1917 at the Smith Docks in the mouth of the Kanawha River. The towboat ELIZABETH SMITH, built there, was raising steam preparatory to going to Pittsburgh to enter service for her owner, J. K. Davison & Bro., Allegheny River sand and gravel producers. Her wood hull was 124.5 x 22.5 x 3.4. Engines, 13½'s- 6 ft. were powered by three boilers. She arrived at 42nd and Davison St., company headquarters, on January 17, 1917 in charge of Capt. William L. Cavett, replacing the LEE H. BROOKS which had been sold to Paducah, Ky.



Slackwater navigation on the Kentucky River was drastically reduced when the U. S. Engineers closed Locks 5-14 last October 1st. Locks 1-4 remain operative.

Lack of commercial tonnage along the upper course between Tyrone and Beattyville, 176 miles, caused the decision. Boats and barges of less than 6 ft. draft are now restricted to the 82 miles from Carrollton, Ky. to Tyrone, which includes the state capital at Frankfort.

The small locks on the Kentucky discouraged modern barge traffic. No.'s 1-4, which remain open, have chambers 38 by 145, adopted when No.'s 1-5 were built by the State of Kentucky 1841-1844. Ironically the upper locks, built by the U.S. after 1891, are much larger, the chambers 52 feet wide.

The closures at 5-14 mean that the lock gates have been welded shut and lock personnel dismissed. The dams, of the fixed type, continue to maintain full pools.



DICK LEMEN sent us this rather tantalyzing picture at Christmas-time. Fortunately he identified it as the roof bell of the former St. Louis harbor boat ERASTUS WELLS or otherwise we'd still be groping. Some of the old roof bells had cast into them some pretty fanciful designs, this being a case in point. Nor do we recall any other steamboat named ERASTUS anything, let alone plain Erastus, a masculine name meaning beloved. Anyhow ERASTUS WELLS was some pumpkins, a side-wheeler 188½ feet long, steel hull, no less, which earned her keep hosing off the St. Louis levee and squiring visiting dignitaries on harbor trips. She was built at Grafton, Ill. in 1907 and sported 20's- 6 ft. engines--coming out new just in time to take part in the 1907 Roosevelt parade. She was costing the city of St. Louis some $51,000 annually, which was a bit much when the Depression hit, so the $65,000 boat was knocked down to Commodore Edwin C. Koenig for $6,100. Second high bidder ($5,100) was the Evansville & Bowling Green Packet Co. and we've wondered from time to time what the Williams boys planned for her; whatever, it didn't come to pass. Instead she became an excursion boat named CITY OF ST. LOUIS under the management of Andrew D. (Andy) Franz, an experiment which lasted until she ran her last trip on Labor Day 1934, a round between St. Louis and Ste. Genevieve. Then she was sold for scrap. Whether the roof bell survived, we know not. Thanks again to Dick Lemen.

We have received for review a paperback book, "Mark Twain's Steamboat Years," from the Mark Twain Home and Museum, 208 Hill St., Hannibal, Mo. 63401. The author is a Hannibal native, Raymond P. Ewing, about 57, who became interested in discovering more about the steamboats Twain worked on as cub, and later as a full-fledged pilot, during the four years he spent afloat on the Mississippi.

Ray Ewing names 12 and identifies the dates of Twain's service on each of them. The list starts out with the PAUL JONES which departed from Cincinnati bound for New Orleans on April 15, 1857, and winds up with the ALONZO CHILD (which the author elects to call the ALONSO CHILDS) in May 1861.

Point is made of the fact that all were side-wheelers. One of these was the ALECK SCOTT which caused the author a bit of confusion inasmuch, apparently not knwon to him, there also was an ALEX SCOTT plying the Mississippi just prior to Twain's time on the river. A photograph of the ALECK SCOTT appears in the Dec. '75 issue of S&D REFLECTOR, discovered by Lloyd Ostendorf.

Author Ewing is justly proud of having located and reproduced in his book pictures of some of these boats. Actual photographs in full page size appear of the JOHN J. ROE and NEW FALLS CITY. Artist's conceptions show the PENNSYLVANIA, COL. CROSSMAN, A. B. CHAMBERS NO. 2, CITY OF MEMPHIS and ALONSO CHILDS. Also presented are views of the EDWARD J. GAY (with an explanation it is not the one Twain was on) and of the ALEX SCOTT. Perhaps the artist simply was a poor speller in the cases of the ALONZO CHILD and ALECK SCOTT.

Mark Twain was a cub pilot for two years almost to the day, and acted within the rights of his license for the final two years. He had very little truck with small-fry tramps---nearest he ever came to it was about three months on the ARAGO in 1860; all the others were strictly gold-braid.

We'll hand it to author Ray Ewing; he's done a job we'd not thought possible, for in all of his writings, Twain never bothered to list his steamboats, let alone set them down in chronological order. Fact is, the absorbing part of his book comes right at the first in the Preface where Mr. Ewing recounts how he dug up the details. Of necessity he used spellings recounted in some contemporary accounts, not always reliable, a case in point being a blurb from the Cincinnati Daily Gazette announcing the departure of the PAUL JONES, in which the name of the master is given as Capt. R. K. Hazlett. Inasmuch as we are presently preparing an Index of rivermen for the new Packet Directory we at once discovered we have no such person listed, but do have a Capt. Hiram K. Hazlett who boated with Capt. Grant Marsh and Capt. William J. Kountz, and we'll almost bet a hat he's the one who was on the PAUL JONES.

Enough of nit-picking. Send $4.75 to the address supplied in the first sentence of this article and get the book prepaid.

Walter Mills Windsor, one-time president of the Marietta Manufacturing Co., died at St. Mary's Hospital, Huntington, West Va., on Thursday, December 17, 1981. He was 52. Reportedly Walter was in the Huntington area seeking funds to build a barge yard along the West Virginia shoreline opposite Crown City, Ohio, and had suffered a heart seizure while attending a conference in a bank only several days prior to his passing. Of late years he had operated the Mound City (Ill.) Shipyard. He attended meetings of S&D some years ago while presiding at the Marietta plant, at that time known as one of the outstanding business leaders of the U. S., so dubbed by the U. S. Junior Chamber of Commerce, acclaimed as the youngest president of a major shipyard.

A new book about Benjamin Latrobe contains information about the BUFFALO and HARRIET of 1814-1815. The book is Darwin H. Stapleton, ed., "The Engineering Drawings of Benjamin Henry Latrobe (New Haven: Yale University Press, 1980), and it relates the following story:

Latrobe, probably the best known American civil engineer of his time, in 1810-11 took a contract to build waterworks for the city of New Orleans and another from Bezaleel Wells to build a steam-powered woolen mill at Steubenville, Ohio. With the outbreak of the War of 1812, Latrobe found he could not get the engines and materials for the New Orleans waterworks to the city by sea, so he decided to relocate his business to Pittsburgh where he could handle the Steubenville contract and at the same time ship materials to New Orleans by river. He had known Robert Fulton and Robert Livingston since 1806, and Nicholas Roosevelt, builder of the NEW ORLEANS in 1811, was his son-in-law; so joining the Fulton steamboat enterprise was a logical step.

Fulton was organizing two companies for the business: the Mississippi Steamboat Co. for trade between Louisville and New Orleans and the Ohio Steamboat Company for trade between Louisville and Pittsburgh. In July 1813, Fulton gave Latrobe a third interest in the Ohio Steamboat Co., an annual salary of $2,000, an advance loan of $1,500 to start construction, and plans for the steamboat BUFFALO and a barge which it would tow.

In August-September 1813, Latrobe hired men, purchased materials, and sent them to Pittsburgh. He hired Jonathan Criddle, a millwright at the Washington, DC, Navy Yard, to supervise construction of the engines, and William Hurley, assistant chief shipwright at the Washington Navy Yard, to supervise construction of the hulls. As chief engineer for the new boats, he hired Nicholas D. Baker who had been engineer for Roosevelt on the NEW ORLEANS.

Latrobe expected to use the shipyard of the Mississippi Steamboat Co., the other Fulton company, at Pittsburgh for construction of the new boats, but when he arrived in Pittsburgh on October 31, 1813, he found that the Mississippi company already had two boats on the stocks and there was no room for the Ohio company boats. He built his own shops--boiler, machine, and smith shops with horses furnishing power for the drills and lathes--on the Monongahela adjacent to the Anthony Beelen foundry, which had a contract with him to furnish metal parts for the engines.

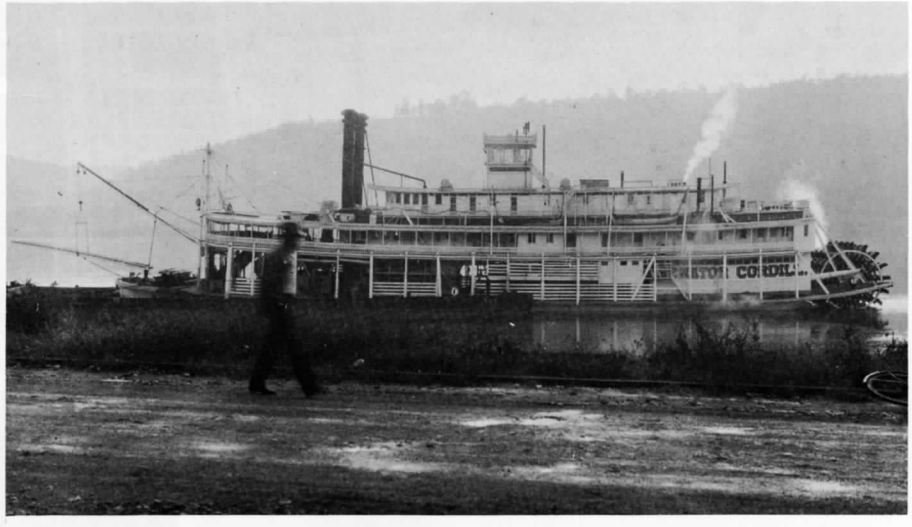
The Fulton plan for the BUFFALO called for it to be 116 feet long and 25 feet beam and a 9.5 foot draft; the engine was the Boulton & Watt type with a 34-inch steam cylinder. The BUFFALO was to carry the engine and passengers alone and was to tow freight on a 100 x 20-foot barge. Latrobe changed the Fulton design for the BUFFALO somewhat, making the hull four feet longer and redesigning the boiler. When he launched the hull of the BUFFALO in May 1814, he realized that its draft at 9.5 feet was too great for the shallow upper Ohio River, so he changed the barge, which drew only 6.5 feet, to a steamboat, adding a 24-inch cylinder engine and naming it the HARRIET after the wife of Robert Fulton. The hull of the HARRIET hit the water in July 1814.

Latrobe had estimated the costs of the BUFFALO and the barge (HARRIET) at $25,000; but inflation of the War of 1812 created a large cost overrun. In July 1814, Fulton, upset by the high costs, stopped payment on Latrobe's checks and accused him of extravagance, especially in building the new shops. Latrobe replied that the boats being built under the direction of John Livingston for the Mississippi Steamboat Co. were costing $45,000 each. But to no avail; Fulton fired Latrobe in September 1814.

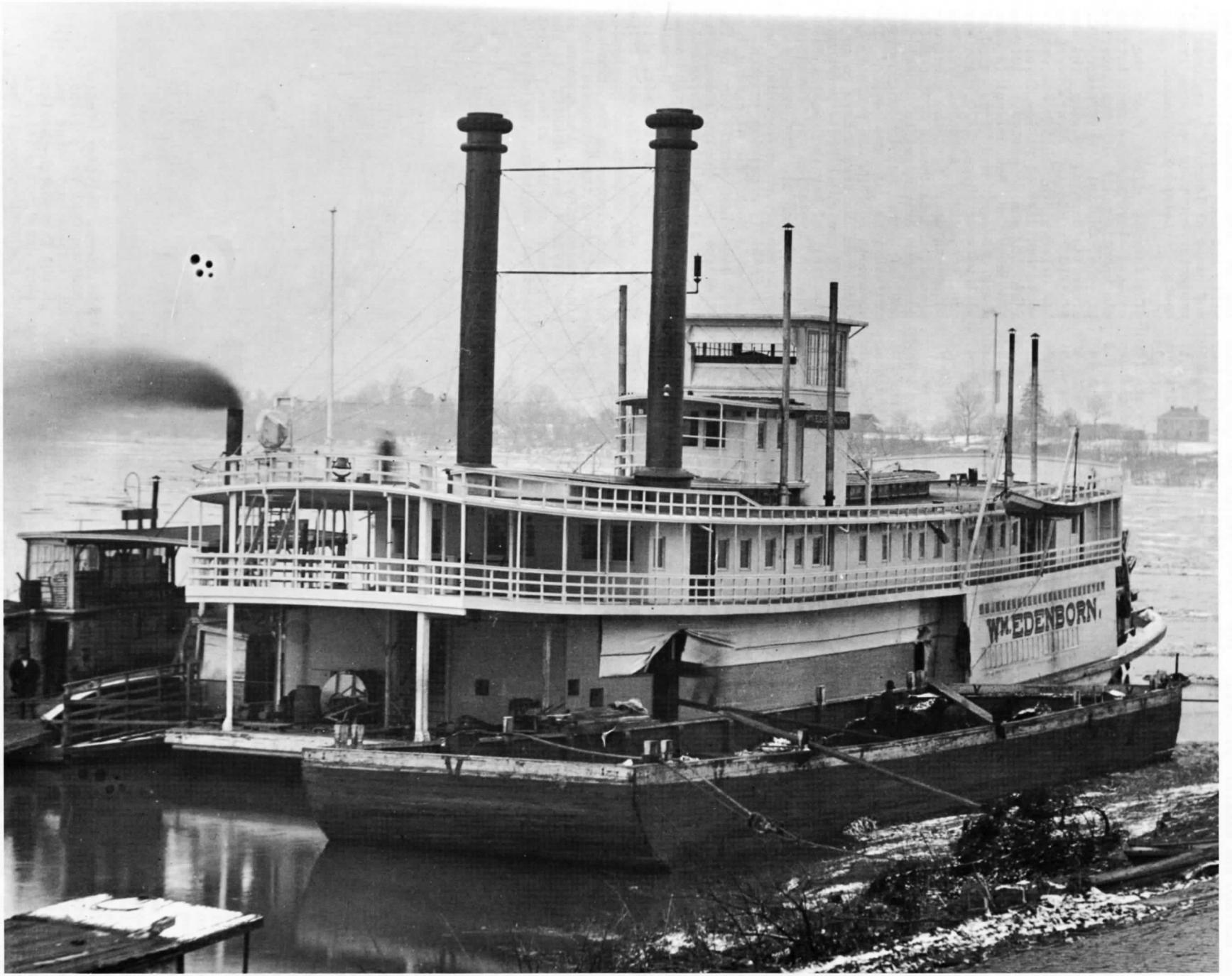
Latrobe put a lien on the BUFFALO and the HARRIET, arranging with the Allegheny County sheriff to leave Hurley in charge of the boats and Baker of the shops and engines. A Pittsburgh court in December 1814 decided that Latrobe had no right to a lien on the property. Latrobe lost his $4,000 investment in the project and went bankrupt in 1817. The sheriff sold the assets of the Ohio Steamboat Co. at public sale and the BUFFALO and HARRIET entered service under other ownership.

The new book "The Engineering Drawings of Benjamin Henry Latrobe sells for $62.50. It contains plans for steam engines, a painting of the Steubenville woolen mill, and many other illustrations and maps of Latrobe's engineering projects, but none of the steamboats. --Leland R. Johnson.

=The Latrobe fired from the job related above was the same Latrobe who rebuilt much of the interior of the Capitol, Washington, DC. after its burning during the War of 1812. His son Henry went to New Orleans to build the waterworks and died of yellow fever before it was completed. Latrobe then went to New Orleans to complete the work and also died of yellow fever there, 1820. Another son, Benjamin H. Latrobe, Jr., was chief engineer for the construction of the Baltimore & Ohio Railroad from Baltimere to Wheeling, one of the major engineering achievements of the day. The steamboat BUFFALO was probably the first on Western Waters to go to sheriff sale. Lytle-Holdcamper disposes of her in dramatic fashion; an explosion at Owensboro, Ky. on March 20, 1820 snuffed out seventeen lives and wrecked her. The HARRIET, according to Mrs. S. Kussart's book "The Allegheny River," made her trial run up the Allegheny to a point above Wainwright's Island, about three miles above the Point, Pittsburgh owned by Capt. Joshua Armitage, December 10, 1816. The small craft, which started out as a barge, made trips between New Orleans and St. Louis, and was a pioneer in the steamboat navigation of the Tennessee River. Also noteworthy in the account of the BUFFALO and HARRIET is the full name of the rivers' first steamboat engineer, Nicholas D. Baker. -Ed.



This comes to us from John A. Williams, Whittier, California and it was taken at the Madison Coal Co.'s fleet, Madison, Ind. on October 30, 1926. Question: What was the SENATOR CORDILL, regularly in the Pittsburgh-Charleston trade, doing at Madison on that date? The files of The Waterways Journal could supply the answer, very likely, and meanwhile our memory is total blank except that in 1926 she stubbed her toe on a Kanawha River log and sank near old Lock 8, but seems quite unlikely they'd raise her (which they did) and go clear to Madison to dock her for repairs.


WM. EDENBORN.

PICTURE ON THE OPPOSITE PAGE

In going over the post card size negatives of the late C. C. Bowyer Woody Rutter was attracted to this one of the WM. EDENBORN taken in the mouth of the Kanawha River at Pt. Pleasant, West Va. with the side-wheel ferry ANN BAILEY moored outside. Heavy ice is running in the Ohio River at the background. This is the WM. EDENBORN (second) with a steel hull built at the American Bridge Co., Ambridge, Pa. in 1913 on her delivery trip to Angola, La. She had compound engines built by the Marietta Mfg. Co., 16's, 28's- 8 ft. powered by four boilers, 38" dia. by 30 ft., oil fired. She had a "square" paddlewheel 22 x 22 ft. Capt. William Dippel long was her master and she was owned by the Louisiana Railroad & Navigation Co. based at Baton Rouge. The Sohio Petroleum Co. renamed her ATLAS when they bought her in the spring of 1942. The ATLAS was sold to Island Creek Coal Co., Huntington, W. Va. early in 1945 but they did not operate her. Two years later they sold her to American Rolling Mill Co. who had her towed to Pt. Pleasant for removal of the machinery.

DRAWINGS OF J. M. WHITE ENGINES LOCATED AT LILLY LIBRARY

(Follow-up of letter on page 5.)

Wayne Reed advises us that he has been looking into the engine drawings deposited in the Lilly Library, Indiana University, at Bloomington, Ind.

"They have 68 machinery drawings from Ainslee, Cochran & Co. which include the main engines of the J. M. WHITE of 1878," he reports. "Comments written on one of these indicate disbelief that engines so huge were used on her, but the drawings are clear about her having 11-foot stroke.

"Other of the Ainslee-Cochran drawings cover a wide variety of related items, such as the doctor pumps, capstan engines and plumbing," he adds.

This treasury at Lilly has been catalogued on file cards, all of it acquired some while back from the Howard collection, Jeffersonville, Ind. Plans to publish the index are pending.

Sirs: My husband is delighted with the big red binders that make it possible to keep all the S&D REFLECTOR issues intact. Also the bright red color keeps them from getting lost and the pages lie flat no matter which issue is being read. We think it was a splendid idea.

Mrs. Frederick K. Creasey,
3602 Maverick St.,
Winston-Salem, N. C. 27106

=Our secretary was debating over the phone last week whether to reorder another batch. -Ed.



END OF AN ERA came at New Orleans when the DELTA QUEEN landed nose-to-nose with the veteran CRISTOBAL being withdrawn from Panama service. The large "P" on her bow is for the Panama Canal Company which ran her since her maiden voyage in March 1939. The picture was taken Oct. 31st last with the stage of the DQ in the foreground.

Capt. Roddy Hammett supplies a few details:

"Originally there were three sister ships, CRISTOBAL, ANCON and PANAMA. They provided weekly runs New York-New Orleans-Panama but a Presidential edict in 1961 ordered the run trimmed New Orleans-Panama and ANCON and PANAMA were sold. In 1972 the Panama Canal Co. quit selling passenger tickets to the public, and CRISTOBAL finished out her days as a carrier of military passengers (12) and goods to Americans in the Canal Zone. The ship's huge refrigerated holds were built to haul food to the Canal Zone. Because of the U.S. phase-out in Panama she has been withdrawn and sold, having made 1,154 voyages.

"She is shown here listed somewhat to starboard due to bunkers and water having been removed. The U. S. Maritime Administration put her up for bids "for non-transportation use" and the purchaser Nov. 5th last was Consolidated Andy of Texas--to be scrapped.

"George Fitzgerald used to be engineer on her. George, who since then has been chief on the DQ and NATCHEZ, says when CRISTOBAL was new she boasted more space per passenger than any other vessel, carrying 216. All rooms had private baths. Her large public rooms, swimming pool, raised level dining room, and bar, made her quite posh. The mild art-deco design of Raymond Lowey was evident throughout. Her last captain was Joseph Grieg and the last chief was Jack Jackson, both of New Orleans.

"CRISTOBAL always was a favorite in the New Orleans harbor, and when she made her final departure enroute to the wreckers the NATCHEZ gave her a big harbor salute. She thundered back."

We had a phone call last Friday, January 8th from a gentleman who introduced himself as Robert Taylor and said he was calling from San Francisco. "I am a Canadian from West Vancouver, heading up a group called Delta King Enterprises, Inc. which has lately acquired the DELTA KING which still lies sunk on the bottom of the Lauritzen Channel in the Richmond, California Inner Harbor," he explained by way of introduction.

His group plans to raise the old DK and to restore her upper works and cabins as faithfully as is possible to match the original design and architecture.

So primarily what he was calling us about was to procure a copy of "Saga of the Delta Queen" which, as he understood (correctly) contains deck drawings made while these twins plied the Sacramento.

Mr. Taylor, who has a floating restaurant in Vancouver, is well aware of the improbability of getting engines or wheel shaft to restore the boat mechanically. His group plans to moor her permanently in the San Francisco Bay area offering hotel accommodations to vacationists. "It won't be a Disney operation; it will be an authentic restoration," he emphasized.

Delta King Enterprises has retained San Bruno naval architect David J. Seymour, who drew up the plans for Hal Wilmunder's sternwheeler ELIZABETH LOUISE now nearing completion at Sacramento, to recommend the most feasible way of refloating the KING and getting her to a drydock.

The San Francisco office of the National Park Service has given tentative blessing to the project, and feels she will fit in well with the collection of historic ships on display at Aquatic Park. Mr. Taylor hopes to have a firm proposal in their hands by the time this is read. Briefly, the proposal is to let the Vancouver group operate the DK, and then, at the end of 50 years, the DK and an endowment fund built up over the years, become the property of the National Park Service.

"This is the only way she will be saved," Park Service's Douglas Nadeau is quoted saying. "And if she is not saved she will be lost forever."

Past issues of the S&D REFLECTOR contain the checkered career of the DELTA KING culminating in the death of her former owner M. K. Sun and her sinking April 3rd last. A photograph of the sunken boat appears in our June '81 issue, page 3, thanks to Harold Wilmunder. We are indebted to marine architect Miklos M. Kossa for some of the details presented here.

We have a report from a trusty scout regarding the launching of a new book, "The River Book--Cincinnati and the Ohio" held in the board room at the Fifth-Third National Bank, Cincinnati, last November 30th. The soiree (his word) was attended by many of the 28 authors who contributed literary effort, by the editors, Joyce V. B. Cauffield and Carolyn E. Banfield, and by officials of the bank.

Our scout, also a contributor (and hence his presence) sizes it up this way:

"There were no 'ladies club gushers,' a welcome relief. The book is hard-bound in a rather garish red-and-black cover with 227 pages (page size 9 x 10 inches) and an index. Copiously illustrated with engravings, maps, both color and b&w photographs and of course the 1848 famous daguerreotype of the Cincinnati waterfront. Most of the selections are not seen in the usual river books although a few trite ones were used.

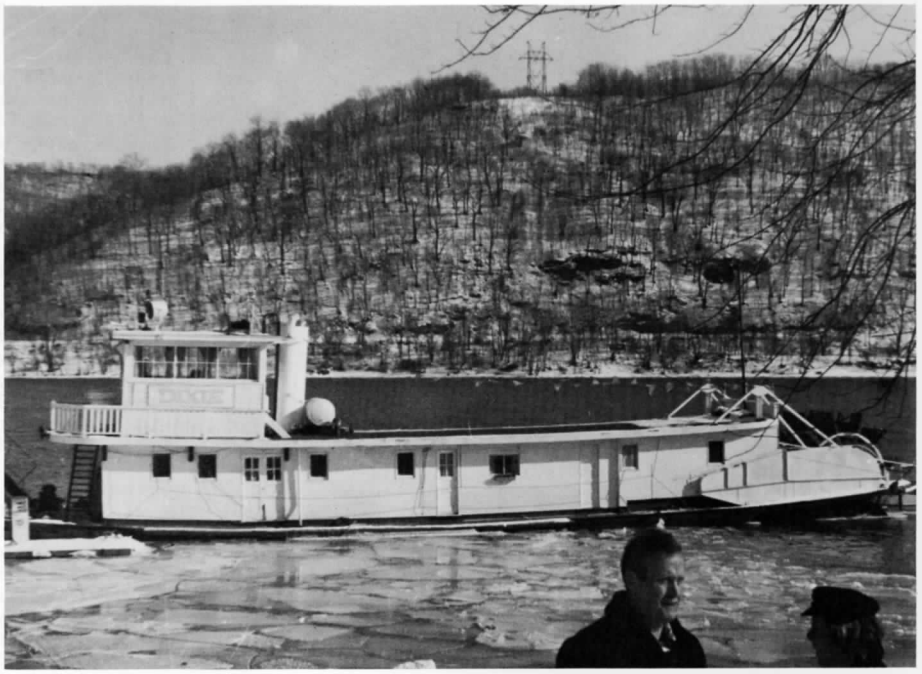
"The subject matter is interesting, aspects of river life and commerce that have been presented nowhere else. The range is from a professional dissertation on geology through governmentalese reports to romantic tales. The general vision of the collaborators is clear and there is little or no garbage and certainly no padding.

"The book is available through the Fifth-Third National Bank, Department 00826, Cincinnati, Ohio 45263. Priced $21.95 postpaid.

Sirs: I received my complimentary copy of "The River Book--Cincinnati and the Ohio" early in December. Young and Klein, Inc. is the publisher. It is quite good and highly suggested reading for those seeking an introduction to the history and lore of the river. Nearly all of the 28 contributors have pretty well hit their mark, Oh, there were a few "sleeper" pieces but, then, with all the writing by free gratis, who is to blame. I am especially taken with Yeatman Anderson's essay "The public landing" and Alan Bates "Shipbuilding."

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

Here is a showboat not on the usual lists:- J. Mack Gamble reported in The Waterways Journal, dispatch dated April 7, 1919, that the showboat VICTORY, Capt. Ralph Emerson, was touring the upper Ohio displaying German war material while "gifted talkers" explain "all of the various contrivances." The towboat FRED HUDSON, owned by Emerson, was doing the towing.



HARBINGER of things to come in 1982 is this wintertime shot of the DIXIE taken at the Skipper's Haven Yacht Club, Toronto, O. in the winter of 1976-1977. The attractive sternwheeler had lately been acquired by Primo and Jan DiCarlo, Steubenville, Ohio. Since that time their plans to remodel the DIXIE into a pleasure boat turned into a succession of frustrating delays. Now she's moored at Warsaw, Ky. where work is going forward and her debut seems assured. The bareheaded gentleman in the picture's foreground is William E. Brandt to whom we are indebted for the picture. The DIXIE was built at Nashville in 1937 on a steel hull 115 x 19.8. Her first owner was Frank W. Paden, Sardis, O. who sold her to Standard Sand & Gravel Co., Wheeling. When Jan and Primo DiCarlo first looked at her she was owned by Capt. Sidney E. Johnson, Beaver Falls, Pa. and that was in the fall of 1975.

Jack W. and Charlotte Smith, then living and employed in Columbus, O., were married on Tuesday, Sept. 1, 1925 at Dayton, O. Now, about 57 years later, a letter comes to Juanita Etter, assistant manager at Campus Martius Museum, Marietta, signed by Mrs. Smith, wondering if a picture of the packet BETSY ANN could be supplied to her. Juanita sent the picture and in response got this letter:

"A trip on the BETSY ANN was to be part of our honeymoon. Following the wedding we came to Cincinnati by train, discovered the boat at its landing place, came aboard, and after leaving the city and much to our surprise we found on board an excursion sponsored by the Columbus Dispatch.

"We tried in vain to convince the Columbus passengers that we were not newlyweds. The captain of the BETSY ANN knew my father, and suggested we should not act like newlyweds, confiding to us that some of the passengers were plotting to have Jack and me assigned to separate staterooms, but this did not come to pass. Jack and I tried to act casual, as the captain had suggested, but didn't get along very well with the deception, and when we got to Pomeroy, our destination, the boat's orchestra played a wedding march as we walked across the stageplank with our luggage. The passengers somehow had procured a plentiful supply of rice, so between the music and the pelting rice our exit was sufficiently dramatic to attract a throng of Pomeroy natives. A Mr. Sedgwick of Columbus took our picture.

"Jack and I thought we were being so cagy, slipping off to Dayton to be married, and as events turned out this Mr. Sedgwick got back to Columbus with our picture before we did and informed our friends of our BETSY ANN honeymoon from Cincinnati to Pomeroy. A large public wedding probably would not have attracted half the publicity.

"we still have the snapshot in our family album, and every time we look at it we again hear the wedding march and feel the sting of rice. These memories of course are dear and now you may better appreciate how glad we are to have the picture of the BETSY ANN."

Mr. and Mrs. Jack W. Smith now reside at 100 Fairfield Drive, Route 2, Box 600, Clarksville, Va. 28927.

NB: Ye Ed feels obliged to disavow any connection with the BETSY ANN honeymoon, these events having taken place about three months before our association with the boat commenced. D. Grover Gill owned in and managed the boat, and Capt. Will L. Guthrie was master.



ANOTHER of these C. C. Bowyer pictures is this one of the towboat M. T. EPLING at the wharf, Pt. Pleasant, W. Va. During the Big Ice, winter 1917-1918, the towboat J. R. WARE was sunk at Manchester, O., was repaired, and renamed by Moses T. Epling who used her for general contracting. She had a wood hull 107.8 x 26.5 x 2.8 and worked 12's- 5 ft. engines built by Iowa Machine Works. Later she was renamed WESTERN by the Western Rivers Company, Pt. Pleasant, W. Va. and eventually was sold to Pfaff & Smith, Charleston, W. Va. who used the engines in the JOE COOK which they built in 1930. Moses T. Epling died at Gallipolis, O. in 1944 and today his son Miles T. Epling runs the M. T. Epling Co. at that city. Miles ran an ad in the 1981 Annual Review Issue of The Waterways Journal celebrating the 56 years of the firm dating back to 1925 "when Calvin Coolidge was president, Babe Ruth hit 25 home runs and M. T. Epling was just beginning."

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

Last evening James H. Darby, Jr., a deacon in our local Presbyterian Church, brought to us a potted plant with fiery red blooms which he called a collenchyma, or some such name. Jim had phoned beforehand and was late getting here due to an appointment with a chiropractor, no thanks to a lame back. He also brought along to us a one-hour tape-recording of last Sunday's service wherein the associate pastor Robert H. Heppenstall III had preached "Age Old Truth About Old Age." Bob Heppenstall is a young and handsome young man, in our catalogue at least, less than 30, single, and is descended from an old Pittsburgh family weaned on iron and steel. So after Jim Darby had departed, and even though the hour was late, we played the tape as the clock struck twelve expecting the worst, for what, pray tell, does a youngster know about old age? One elderly matron had told him that old age would be fun if it wasn't for arthritis. Another described it as a privilege, and I'd go along with both, come to think of it. Bob quoted Genesis wherein a patriarch named Methuselah is said to have lived 969 years but, as Bob pointed out, not much is said of what Mrs. (or Ms.) Methuselah thought of that. My cat C.W. was more intrigued with the organ music which followed, and Wrecks slept through the whole thing.

Nationally recognized artist Nat Youngblood splashed into the river scene with a showing of his prints of paintings and watercolors exhibited aboard the GATEWAY RIVER BELLE at Pittsburgh on December 4th last. Centerpiece attraction was a commissioned painting of the steamboat activity in the Monongahela River at that city about the turn of the century. Another accented the famous riverfront hotel, the Monongahela House, with the packet C. W. BATCHELOR at the landing.

Nat Youngblood takes to the river rather naturally, having been born at Evansville, Ind. and raised at Newburgh, Ind. He came to Pittsburgh in 1946 as an artist with the Pittsburgh Press and was the newspaper's art director until his retirement in 1980.

Nat and his wife recently bought an old home at West Middletown, about 15 miles from Washington, Pa. on the old National Pike which serves as home and studio. His prints are handled by Maser Galleries, 5427 Walnut St., Pittsburgh, Pa. 15232.

Alan L. Bates has issued a new brochure of Steamboat Plans listing detailed drawings of some 14 boats ranging from the ROB'T E. LEE to the W. P. SNYDER JR. Also listed is the new edition of his celebrated WESTERN RIVERS STEAMBOAT CYCLOPOEDIUM, the bible of model builders, at $10 the copy. The brochure may be procured by writing him at 2040 Sherwood Ave., Louisville, Ky. 40205.

Her many friends are concerned about Betty Blake who has been on the sick list since around Christmas-time, and then was admitted to the Bethesda North Hospital in Cincinnati for exploratory surgery and treatment. Betty for some time past has been occupying an apartment on East Third Street, Covington, Ky. As these lines are written her sister Helen is in temporary residence at the apartment and Betty is allowed no visitors other than immediate family and a special friend or so. No bedside phone calls are being accepted. As we go to press, we understand that arrangements have been made to transfer her to the Sloan-Kettering Hospital in New York for specialized care.

(See update on page 3.)

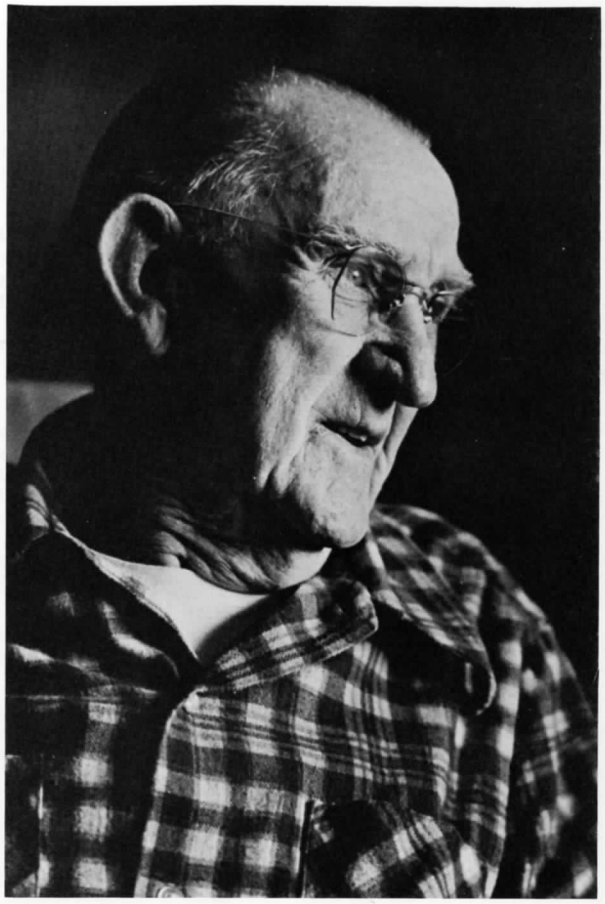
Just at press time, the mailman Chuck Smith brought to us a rather hefty package which turns out to be a copy of "The River Book--Cincinnati and the Ohio." Two reviews of the work appear in this issue, page 38. Tucked inside was a letter from Charles Westheimer, director of "The Program for Cincinnati" (which cooked up the new book) who asks: "Do you think you could mention it (the book) in the S&D REFLECTOR? I am a member of S&D and really enjoy that unique publication."

Well, I'll tell you what, it is quite the book. The many illustrations are of the same high quality as those in S&D REFLECTOR, big size, mostly, and they include a number of excellent shots taken years back in and around Cincinnati. One is a full page bleed of passengers aboard the ISLAND QUEEN (first) watching from the roof as she overtakes the towboat CROWN HILL. And here's Ben F. Klein taking off in a canoe marked NEW ORLEENZ OR BUST, this in 1934, and he and his partner made it. Another, new to us, is a shot of the GOLDEN RULE laid up in the mouth of Licking River.

Among the many contributors, each doing a chapter, are Yeatman Anderson III, Alan L. Bates, Clare Elsie Beatty, Betty Blake, Dr. Carl R. Bogardus, Jim Coomer, Ben F. Klein, Dan Pinger, Dave Roberts and Charles Westheimer.

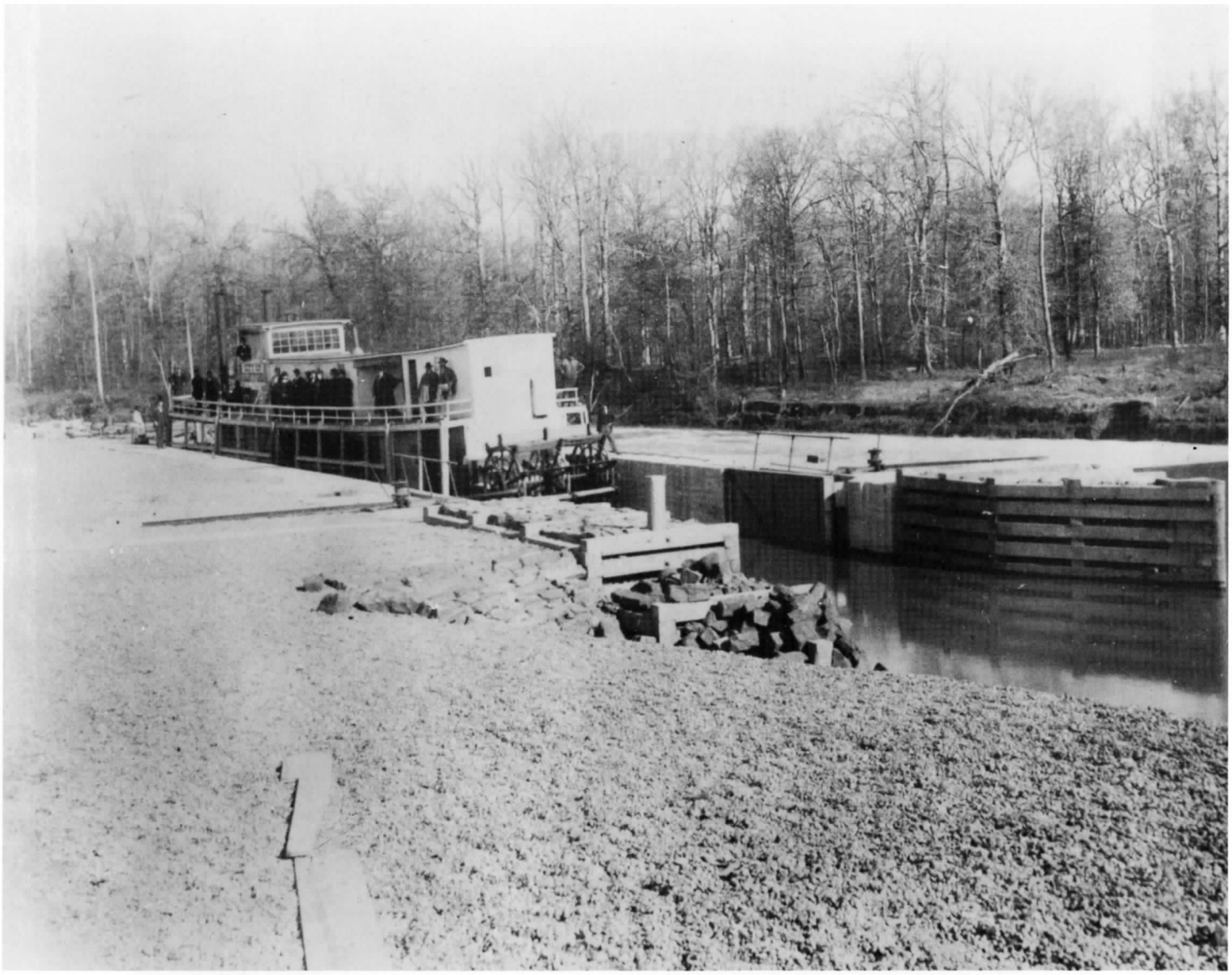
Betty Blake does "Women of the River," writing her story just like she was telling it at S&D, dishing out her honest and high opinion of Letha Greene, and to and including in her modern "cast of characters" Mom Tooker and Lexie Palmore. Understandably she soft-pedal'd the Betty Blake bit, the most miraculous tale to date.

We are looking forward to reading the rest. Once again the book is available by writing Fifth-Third Bank, "The River Book," Department 00826, Cincinnati, Ohio 45263. Priced $21.95 postpaid.



CAPT. FRANCIS WRIGHT

Now retired and living at St. Albans, West Va., Francis Wright started in the pilothouse of the ROBERT P. GILLHAM and spent most of his river career towing coal between the Kanawha River and Louisville. When Ye Ed worked for the Campbell's Creek Coal Co. in 1919-1920, Francis was on the GILLHAM with his father Capt. Tom Wright, and his half-brother Dana Wright was chief engineer. We look back those sixty-plus years with fond recollections of all three. Francis now is 83, lives alone, and likes to talk steamboat. For this picture we are indebted to R. Jerome Collins, also of St. Albans, who recently researched the extensive Wright family.



FROM the C. W. Stoll collection comes this scene taken at the Rough River Lock and Dam on December 18, 1896. It was completed in 1890, some six miles above the river's junction with the Green at Livermore, Ky. and afforded slackwater to Hartford, county seat of Ohio County, Ky. The lock chamber was 123 x 27, two feet shorter and five feet wider than the original locks on Little Kanawha River. In the lock chamber is the packet CITY OF HARTFORD, the only picture we recall having seen of her. Apparently the venture did not pan out, as in 1904 she was advertised departing from Harvey's Canal every Tuesday at 11 a.m., Capt. H. A. Harvey, master, accepting passengers and freight for Bayou Lafourche, La. via the canal. Statistical information about the CITY OF HARTFORD will be appreciated by Ye Ed. Members of S&D's Middle Ohio River Chapter visited the Rough River dam on October 23, 1976 to find the dam intact, backing up water, but found the lock a shambles, long abandoned.

Sirs: For a long time I've had the notion that during Sam Clemen's time on the river (1857-61) the examination for a pilot's license for the St. Louis-New Orleans trade required the drawing--literally--of the river between those two ports.

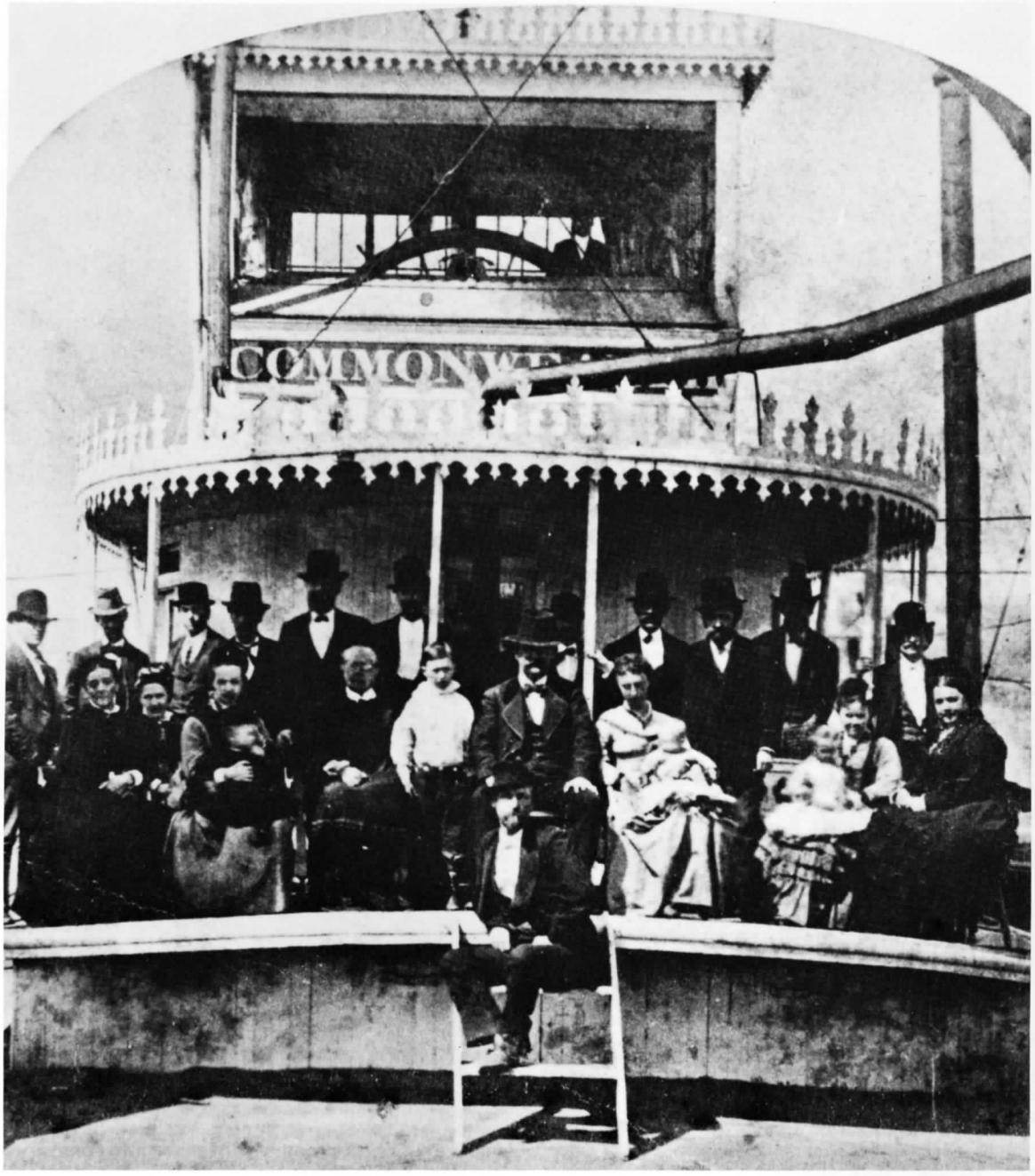
And now, for an article I've written that touches on Mississippi River piloting in those days, I am finding it impossible, so far, to dig up solid documentation on that point.

Do you know of any written evidence that the candidate for a license did indeed have to draw the river from memory--or where such evidence might possibly be found?

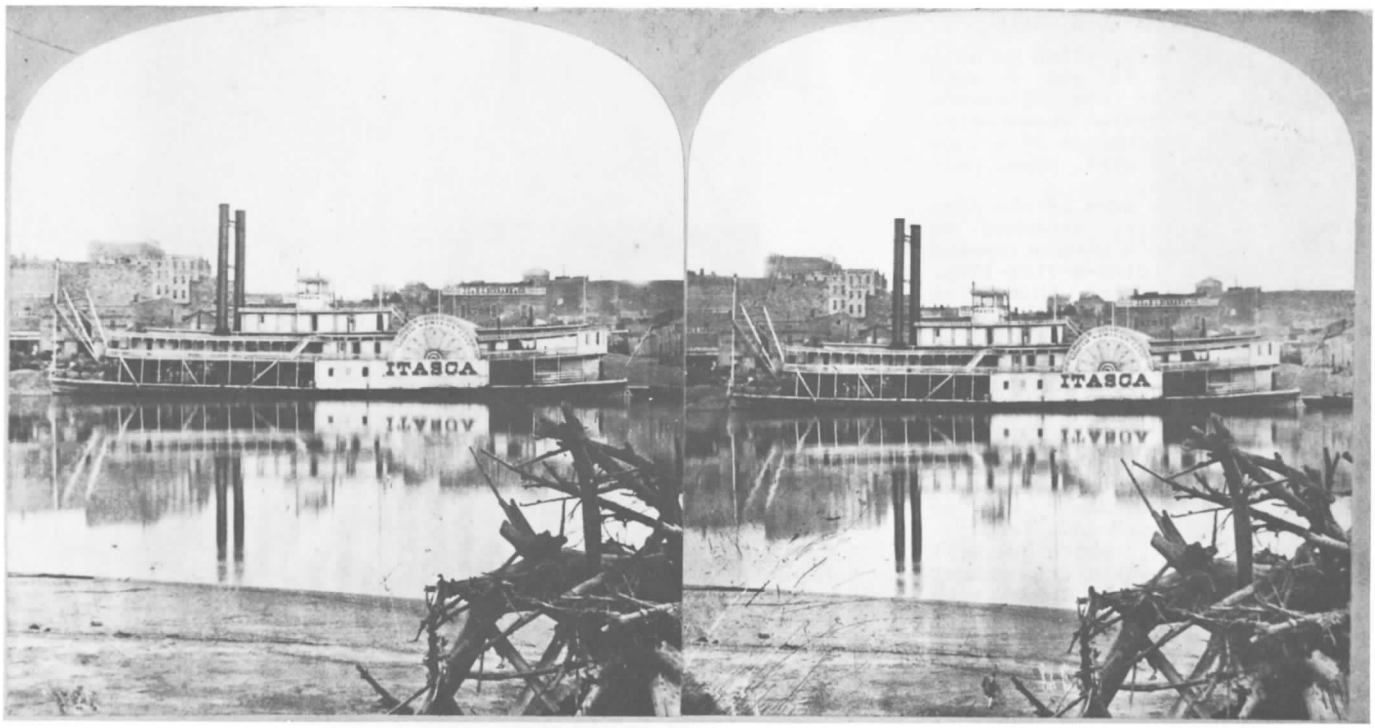
Edgar M. Branch,
Miami University,
Department of English,
Oxford, Ohio 45056

=Solid evidence, no. Many of the pilots in Twain's time on the river could not read or write, let alone draw a map. The U.S. Inspectors were charged with the duty of satisfying themselves of the capability of applicants to pilot boats over the territory applied for in their application for such license. Oftentimes an oral examination was first given by a committee of their peers who already held license and who were members of a recognized Association. A recommendation from such a committee went a long way with the Inspectors. Many of the so-called "Hull Inspectors" were licensed pilots as well, qualified to judge. A point we do not know about is when and where the drawing of maps became mandatory, but certainly not in Twain's time. -Ed.

Don Brookhart, Route 2, Box 401, Belpre, O. 45714, has developed a yen to create a model of the former Pittsburgh-Charleston packet KANAWHA. He is grandson of the late Capt. Henry Brookhart who served as pilot on the boat.



THE COMMONWEALTH was a big side-wheeler built at the Porter Yard, Shousetown, Pa., predating the DICTATOR and GREAT REPUBLIC, during the Civil War. Her principal owner was Benjamin F. Hutchinson, a Pittsburgher who removed to St. Louis where on Market Street he managed a wholesale grocery called Cassett, Hutchinson & Ledlie. He built the COMMONWEALTH in 1864 with the conviction that the St. Louis-New Orleans trade was about to stage a dramatic come-back, which it did do, dominated by new steamers with power and speed, fuss and feathers, which lowered the status of the three-boiler COMMONWEALTH to that of a poor and needy relative always in trouble with the law. She went through three or four U.S. Marshal sales and finally wound up in the Cincinnati -Coney Island excursion trade as a pinch-hitter for the THOMAS SHERLOCK. But and anyhow, Ralph DuPae found this picture, a stereo card, marked "American Views, New Series, Steamboat on the Mississippi River." If the COMMONWEALTH looks sort of bedraggled to you, it is because she probably was, a paling missing from the texas ornamentation, the stove pipe askew, and in need of a few dabs of paint. This may depict the classic case where the captain, staggered by continual dearth of pay passengers, finally invited all of his wife's relatives to ride for free.



THE STEREOSCOPIC SLIDE from which this picture is made was purchased at auction by John R. Miller, 729 Hazelhurst, Keokuk, Iowa 52632. Depicted is the 1857-built ITASCA moored at St. Paul, Minn. On the circular part of her wheelhouse appears NORTH WESTERN LINE and ports of call too small for our magnifying glass. She was built at Cincinnati on a wood hull 230 x 35 x 5.6 and had 20's- 7 ft. stroke engines. She originally ran St. Paul-Prairie du Chien, Capt. David Whitten, the Cincinnati skipper who had charge of the double-cabin side-wheel AMERICA when she fatally collided with the UNITED STATES near Warsaw, Ky. in 1868. During the war years she ran Dunleith-St. Paul, Capt. Jesse Y. Hurd, the Portsmouth, O. skipper on the MISSOURI which exploded boilers at the mouth of Green River above Evansville in 1866 with large life loss, including his wife and son Henry. River historian George B. Merrick says the ITASCA burned at Paducah in winter quarters, although official records say at La Crosse, Wis., Dec. 27, 1869. We have recently seen a news dispatch of contemporary origin which, dated January 1869, states she was at Paducah. This photo copy was made by the University of Wisconsin people at La Crosse.

Sirs: I thought you might be interested in knowing how I, a son of a New York City harbor pilot, became interested in Ohio River packets. I passed up my chance to become a Sandy Hook pilot, feeling that I didn't want to be tied down to New York City all my life, and didn't especially care for the idea (at the rebellious age of 18) of having my father, Capt. Howard Wm. Mueller, as one of my employers. After a time I studied and was employed in architecture, and then moved to Arizona where I spent ten years owning and operating a food processing company, and in managing income property investments. A few years ago I decided on a more simple life style, so bought a piece of property in West Virginia where my wife and I now live in a semi-self-sufficient manner.

But we are both interested in travel and spend about half our time away from home in various parts of the country from Florida to Washington. We have met some folks who travel and live on boats and it has occurred to us that we are in an ideal position, with the Ohio River only about 15 miles from home, to see the country from a different angle.

But a live-aboard houseboat runs in the $25,000 to $250,000 price range and doesn't fit into our semi-retirement income. Also the cost of gasoline and diesel fuel will surely continue to escalate out of reach so I wondered why a boat couldn't be powered by steam, and fueled with cheap wood as was done in the past. And, if I built the boat myself, the cost would be but a fraction of the purchased item, and we could design it to suit ourselves.

Further, why couldn't the boat be a scaled-down version of the old river packet with all that Victorian gingerbread, paddle-wheels (I think side-wheelers are prettier), hogchains (I've been studying some), a walking beam just for show, a calliope just for fun, and so on.

My biggest beginning question is what size engine and boiler will I need to power the boat? Enclosed is a copy of Catalog No. 53 of the Nagle Engine and Boiler Works, Erie, Pa., issued in 1906. Please retain this, but I have more of same which I will mail postpaid to S&D members for $7.50 the copy. I got these catalogues from a man near Erie who has for sale two of the engines described on page 10. Would either engine power my proposed 40-foot "packet?"

Bill Warren Mueller,
Rt. 1, Box 262,
Middlebourne, W. Va. 26149

=Middlebourne is a far cry from Sandy Hook, perhaps a bit less arid than Arizona, and is a hopscotch from Sistersville situated on the Ohio River. Bill is an S&D member of recent vintage and he wrote and mailed this letter to us during those January days with the temperature -7° with 35 mph. winds blowing snow horizontally. The Nagle Engine and Boiler Works catalogue runs over 80 pages, copiously illustrated with steam engines and boilers, spotlessly new, all of the text set in Spanish. We are delighted with ours. These enthusiasms in the midst of a cold January to build a little steamboat fortell an early spring. We have directed Bill to Charles L. Brown in Cincinnati who runs the sternwheel steamboat LORENA. -Ed.

The editor is grateful to Mrs. Jane Morningstar for sending in batches of clippings. Precious little escapes her scissors when she's culling the Louisville Courier Journal and other Kentucky publications in the area of her hometown Bowling Green.

ENGINEROOM BELL SIGNALS

Four signal bells, which we will designate #1, #2, #3 and #4 were slung overhead in the engineroom of Ohio River System steamboats, rung from the pilothouse by a connecting system of wire, rope, pulley and quadrants.

Three of these were of the dinner bell variety, attached to coiled springs so's when activated they sounded a ding-a-ling-ling. The largest of these three (for they graduated in size and hence in tone) was--

#1, variously called the "stopping bell" or "come ahead bell."

#2, with a more soprano pitch, was the "backing bell" or "slow bell."

#3, the baby of the lot, was the "dead slow bell" or "chestnut bell" (and please don't ask me where the "chestnut" came from.)

The fourth one, which we will designate as #4, was a trip-hammer gong large enough to convey with authority its single tap, and loud enough so's the cook could hear its emergency signal of two taps in quick succession. Many in steamboat crews did not understand the bell signals save for this "double gong" which meant trouble. The system of ringing signals was not too complicated once you got on to it:

Boat at rest:
Come ahead full, ring #1
Come ahead half, ring #1, #4
Come ahead slow, ring #1, #2
Come ahead dead slow, #1,#2,#3
STOP from any of above, #1

Back full head, ring #2
Back half head, ring #2, #4
Back slow, ring #2, #2
Back dead slow, #2, #2, #3
STOP from any of above: #1

Reverse engines for next signal: #4

Running full ahead or astern:
Reduce to half, ring #4
Reduce to slow, ring #2
Reduce to dead slow, #2, #3
STOP from any of above, #1

Reversing while the engines are working either direction requires STOP (#1), ship-up (#4) and then the new instruction. Example: say the engines are working ahead half head and the pilot wants slow astern: he rings #1, #4, #2, #2.

The "double gong" emergency is sounded by two taps of #4 in quick succession from either full ahead or full astern.

When the boat has been dormant at a landing place, engines stopped, the pilot alerts the engineroom of the imminent departure by three taps of the gong (#4, #4, #4), called "ringing the engineer on." The engineer responds by a prearranged signal. On packets he usually blew the "ready whistle," mounted over the boilers, or gave three answering taps on the gong.

Once the boat was safely moored at a landing place with no further need of engines, the pilot customarily "rang the engineer off" with two or three gong taps.

The principal variation to the above signals was on the Mississippi where many boats were not equipped with the gong (#4). When stopped, floating along in a forward direction, the notification to the engineer "to reverse engines" was given by a preliminary pull on #2 which in such case did not mean "reverse full" but rather "ship up to back." The second pull on #2 initiated the actual backing instruction. Otherwise the signals were pretty much the same. For "give her all you've got!" Mark Twain reports that the emergency message was delivered via the speaking tube from pilot to engineer.

With this manual system, engineers not only interpreted the pilot's wishes, but could readily gauge whether Bill Jones or Harry Fletcher was on watch up there in the pilothouse, and whether he was calm or excited, or mad or glad.

In the main this old-time baling wire system of bells was dependable. Oh, yes, once in a while a connecting wire or rope broke, or got tangled, or jammed, precipitating a few interesting moments. Once down in the Louisville trade a circus elephant quartered in the deckroom got to exploring overhead with his trunk and jingled the wires, ringing a few engine signals. The engineer answered them. The pilot also heard the ringing through the return-tube trumpet in the pilothouse, knew he hadn't



Jim Wallen sends us the above, which he took om Saturday, Nov. 7th last aboard the CAMDEN QUEEN enroute to winter quarters. He fills us in as follows:

"This isn't really a steamboat but it's almost as good, a diesel sternwheeler, looking out forward from the upper deck. She's downbound on the Ohio River near Ashland, Ky., enroute to Captain's Cove, a short distance above Greenup Locks and Dam, on the Ohio side. We entered the Cove between steep banks of what had been a narrow creek mouth until permanently flooded by the Greenup Dam. Inside this "gate" the slough is deep and wide, now the home port for many pleasure craft. Two sternwheelers were already there, the VIRGINIA and BAYER ISLAND.

"On the way down, Capt. Gene Lister, owner and master, rounded to and landed at the lower end of Coal Grove, O. to look for a trace of the incline on which railroad cars moved, to be transported across the Ohio by the BOB BALLARD and track barge. An ancient brick outfall and the remains of slag that had been poured over the river bank, indicated the presence of a long-ago iron industry, perhaps the Kelly nail mill, which had a landing in the area.

"Shortly after returning home, Captain Lister left for New Orleans to attend a radar school, and he hoped to get in some time aboard the NATCHEZ while there."

rung them, and the mix-up wasn't solved until the boat's mate and the animal's keeper got into the act.

In "The Adventures of Tom Sawyer" a young man named Ben Rogers hove in sight eating an apple, and giving a long, melodious whoop, at intervals, followed by deep-toned ding-dong-dong, for he was personating a steamboat. As he drew near, he slackened speed, took the middle of the street, leaned far over to starboard, and rounded to ponderously and with laborious pomp and circumstance--for he was personating the BIG MISSOURI, and considered himself to be drawing nine feet of water. He was boat, and captain, and engine-bells combined, so he had to imagine himself standing on his own hurricane deck giving the orders and executing them:

"Stop her, sir! Ting-a-ling-ling!"

The headway ran almost out and he drew up slowly toward the sidewalk.

"Ship up to back! Ting-a-ling-ling!" His arms straightened and stiffened down his sides.

"Set her to back on starboard! Ting-a-ling-ling! Chow! ch-chow-wow! Chow!"

His right hand, meantime, describing stately circles--for it was representing a forty-foot wheel.

"Let her go back on the labboard! Ting-a-ling-ting! Chow-ch-chow-chow!"

The left hand began to describe circles.

"Stop the stabboard! Ting-a-ling-ling! Stop the labboard! Come ahead on the stabboard! Stop her! Let your outside turn over slow! Ting-a-ling-ling. Chow-ow-ow! Get out the head-line! Lively now! Come----out with your spring-line----what're you about there! Take a turn around that stump with the bight of it! Stand by that stage, now----let her go! Done with engines, sir! Ting-a-ling-ling! Sh't s'h't, sh't!" (trying the gauge cocks.)

Tom Sawyer went on whitewashing ---paid no attention to the steamboat.

Ben Rogers knew his engineroom bells. He was using the Mississippi-style noticed a moment ago, ringing #2 for "ship up to back," then another #2 for "back on the stabboard." The BIG MISSOURI was a real steamboat, so called (her name was MISSOURI) because of her immoderate size, over 300 feet long, which ran the Mississippi just before Mark Twain became a cub pilot.

Like we say, once you learn the bells, you never forget 'em.

Seems the Stanford Alumni Association has chartered the DELTA QUEEN for a voyage from Pittsburgh to New Orleans, September 3rd through the 14th. Stops will be made at Marietta, Cincinnati, Madison, Louisville, Evansville, Paducah, Memphis, Natchez and Baton Rouge. Objective is to retrace the historic 1811 journey of the first steamboat NEW ORLEANS.

This Alumni Association has twice before cruised en masse on board Her Ladyship, in 1979 and in 1980, both trips from New Orleans to St. Louis.

Peter Voll, director of travel/study programs with SAA tells us that these two previous trips have "converted hundreds of Stanford alumni into avid steamboaters." He also points out that "many of our past participants have traveled on the DELTA QUEEN when she ran San Francisco-Sacramento."



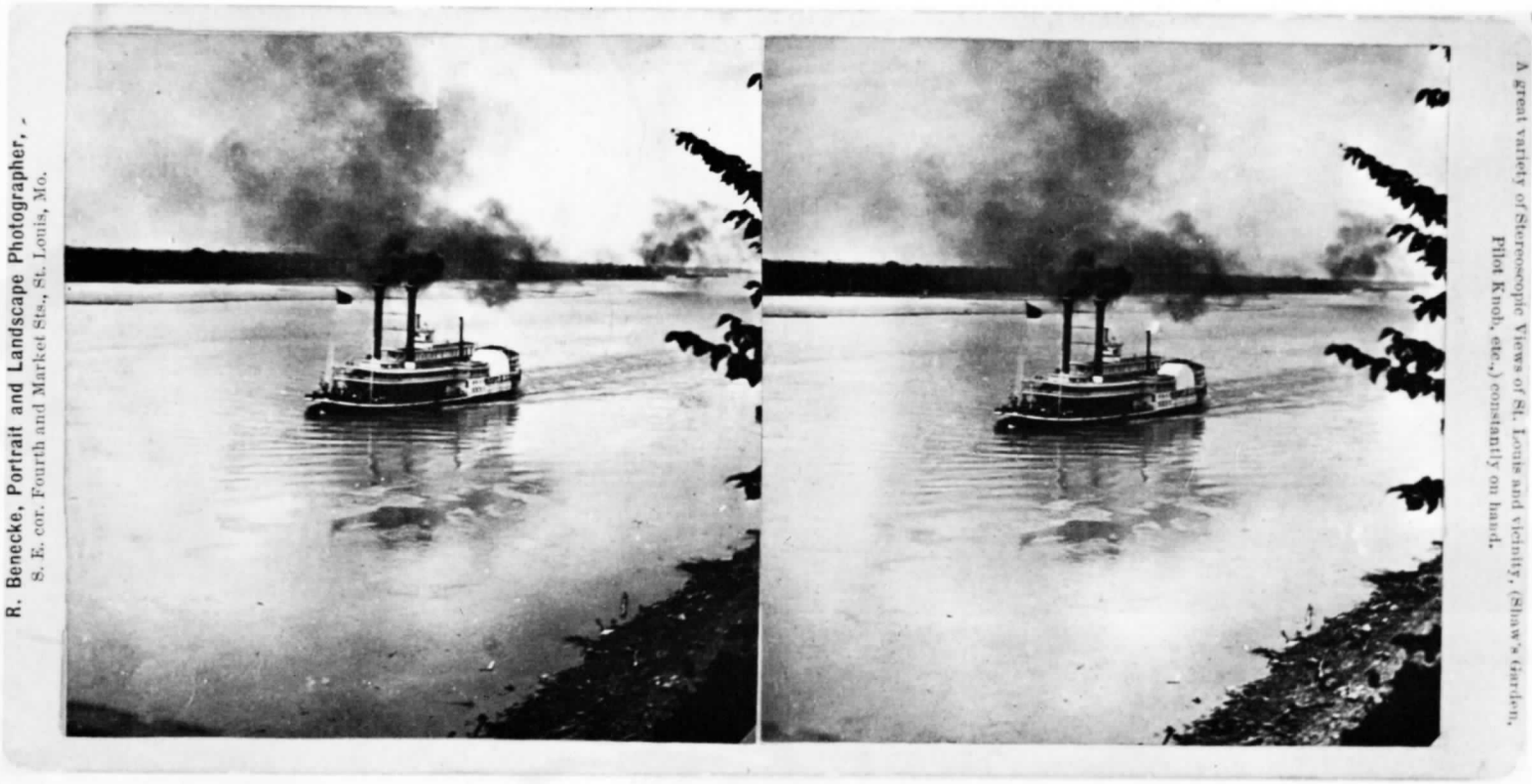
PHOTO taken by the U. S. Engineers, Memphis, in 1930 of the Mississippi Valley Barge Line's new towboat INDIANA. The long banner on the boiler deck rail reads: 2000 HP. WESTINGHOUSE TURBINE ELECTRIC RIVER TOWBOAT---FIRST OF ITS TYPE---THE CHARLES WARD ENGINEERING WORKS, CHARLESTON, WEST VIRGINIA. Ward also built a duplicate, the LOUISIANA. The turbines were driven by steam. Kort nozzles were added at Dravo in 1948, and in 1949 MVBL converted both to diesel-electric at their Cincinnati shops, increasing the horsepower to 3200. -Copy photo by crew at La Crosse, Wis.



CUMBERLAND RIVER activity at the wharf, Nashville, Tenn. This comes courtesy of Capt. J. D. Tyner, Mt. Juliet, Tenn. and, although the print is undated, the ROBERT RHEA looks very new. She was built at the Knox Yard, Marietta, O. in 1908 for W. W. Parmenter and Thomas G. Ryman, Jr. Her wood hull was 149 x 30 x 4.4, and she had engines 11 3/4's- 4 ft., steamed from two boilers. She has about all the freight she needs, the guards virtually dragging the water. Later in her career she was owned by the St. Louis & Tennessee River Packet Co. and acquired a texas. They operated her about ten years and sold her to Mobile, Ala. in the fall of 1927. There she became partner with the HELEN BURKE, replacing the JOHN QUILL. The boat at far left looks suspiciously like our old friend the R. DUNBAR, but then again maybe not. Our thanks to the University of Wisconsin crew for the print.



Helen Crayden, Route 6, Box 496, Corydon, Ind. 47112 sends us this print made from a glass plate found in an old house at Alton, Ind. It was brought to her by Mrs. Otis Summers who also had found a similar glass plate taken of the sidewheel MORNING STAR in what appears to be the same locality and at the approximate same time. These clues date the above flatboat in the early part of this century, after 1901 and before 1910. Photographs of flatboats don't come a dime a dozen, and our thanks to Helen and to Mrs. Summers. This rugged specimen seems to have cargo aboard and about ready to depart for the sunny southland.



RAY SAMUEL'S original stereo slide of the victorious ROB'T E. LEE is blank on its reverse side save for a penned notation "July 4, 1870." The printing at the left reads "R. Benecke, Portrait and Landscape Photographer, S.E. cor. Fourth and Market Sts., St. Louis, Mo." Bordered at the right is "A great variety of Stereoscopic Views of St. Louis and vicinity, (Shaw's Garden, Pilot Knob, etc.,) constantly on hand." So hallelujah to Mr. Benecke for capturing for us the climax of the most newsworthy event ever staged on the Father of Waters, an epic which continues to lap muddy waves of prose in The Waterways Journal. Again our thanks to Ray Samuel for loaning this slide.

The Memphis/Shelby County Public Library, 1850 Peabody, Memphis, contains the river collection of the late Capt. Rees V. Downs, presented by his sister Mrs. Bess Jenkins of Pine Bluff, Ark. The Library has prepared a printed brochure indexing the material.

Many of the steamboat pictures, mounted in scrapbooks, are from the collection of Fielding L. Wooldridge, noted river historian of his day who in his latter years lived at Memphis and died there, 62, on November 22, 1941. F. L. Wooldridge was one of the first to assemble a comprehensive "directory of steamboats," which was never published. A manuscript of this endeavor is included in the Downs collection. Older readers of The Waterways Journal will recall his writings under the signature of "Capt. Bill Coalshovel."

Capt. Rees Vernon Downs (1878-1955) was son of Capt. Matt Downs of Pine Bluff. He went on the river as pilot of the LUCILLE NOWLAND and later stood watches on the KATE ADAMS, GEORGIA LEE, FERD HEROLD and others. He served with the U.S. Steamboat Inspection Service at St. Louis and was the first superintendent of the Federal Barge Lines there. He is buried at Pine Bluff.



WELL, here's a new one, for our collection at least, the SOPHIA M. GARDNER, photograph taken by C. C. Bowyer at the Ohio River landing, Pt. Pleasant, West Va. She was built at the Gardner Docks at that place in 1912, named for the wife of George P. Gardner. Parts of the former Kanawha River packet CALVERT were utilized on the new wood hull, and she was owned by Capt. Ralph Emerson Gaches. In this view she is towing the showboat GOLDENROD which Cap'n Ralph bought in 1913. Runs in our mind that she operated with a patented Kidney boiler allowed 230 psi, but there always was trouble holding steam on her. Emerson sold her to the Missouri River where she sank and was lost in a windstorm on April 3, 1917 at Missouri City Bend. Our thanks to Woody Rutter for the print.



RAY SAMUEL in New Orleans loaned his original stereoscopic slide of this oft reproduced picture to Ralph DuPae, and so the Murphy Library photo lab at La Crosse comes up with this startlingly clear result. The ROB'T E. LEE, about to become the winner of the classic LEE-NATCHEZ race, is about six miles below the finish line, passing Carondelet Bluffs hot on her way to St. Louis and victory, the only known photograph taken of either boat during the contest of 1870. A picture of the stereo slide and other comment appears on page 47.