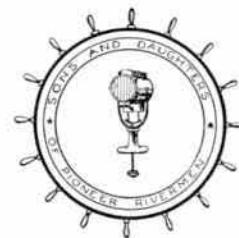


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 19, No. 2

Marietta, Ohio

June 1982



A special section in this issue, pages 39-43, pictures and describes the rebuilding of the MONONGAHELA in 1946.

The old steam ferry ALGIERS was torn up for scrap this past winter.

She was a long way from home. Most rivermen remember her plying across the Mississippi at New Orleans teamed up with her partner NEW ORLEANS, both Howard-built in 1925.

The ALGIERS was sold to Florida in 1958 and was taken to Sanibel Island off the mouth of the Caloosahatchee River near Fort Myers. Lathrop Brown, retired New York state congressman and friend of Franklin Roosevelt, acquired the old ferry. He had his wife Helen Hooper Brown were gung-ho on creating a lavish winter quarters aboard and were reputed to have spent some \$200,000 putting in 30 staterooms, a sitting room fitted with a French fireplace, a kitchen equipped with seven stoves, glass panels for viewing the Gulf, and then---suddenly---in 1959---Lathrop Brown died.

His widow lost all heart in the project and moved away. The ALGIERS stayed on, hidden under Australian pines and isolated by a barbed wire fence. Three years ago the city of Fort Myers bought the 30 acres of beachfront property, including the boat, for \$1.3 million.

So, in the last week of February 1982 the city let a contract to have the ALGIERS torn up for scrap and souvenirs. The fancy feather-topped smokestacks were still in place when the wreckers arrived.

--For the above we are indebted to J. William Martin who runs the Valley Bell Dairy, Charleston, W. Va. and who winters at Fort Myers Beach.

Sirs: The ferry shown on page 7 in the March issue is the NEW ROADS, named for the town across the Mississippi from Bayou Sara. My brother and I were on the MISSISSIPPI QUEEN which spent a night choking a stump right below the ferry landing.

Frank X. Prudent,
2919 Dunaway Ave.,
Cincinnati, O. 45211

=NEW ROADS was built at New Orleans in 1976, twin props powered by Cat diesels, total 930 hp. according to Inland River Record. -Ed.

Back again a moment to the excursion barge SUMMER GIRL pictured in our Dec. '81 issue, page 42, and commented upon in our last issue by C. W. Stoll. We have now heard from John L. Donaldson of Nicholasville, Ky. who recalls having gone aboard for an afternoon trip at Frankfort, Ky. in 1924 when he was about 9 (our figuring). He says he doesn't remember too much about it except that turning her around was accomplished by getting a line on a tree and backing around. John says Charles Armstrong was running the show, and in later years either this same SUMMER GIRL of a replacement

bearing the same name, cut down single deck, continued at Frankfort into the late 1920s.

John's father, Lincoln Donaldson, took him on his first trip aloft in a hydroplane named LOUISVILLE at the Cincinnati wharf in 1921. Pictures of the event were taken by Charles H. Longley, the Cincinnati photographer and brother-in-law of John's father. It was a former Navy plane, but not the NC-4 pictured in our Dec. '81 issue, page 5.

Phillip L. Kiely, the Evansville attorney, favors us with a news story from the Evansville Courier & Press, dated April 11th last.

The old towboat MAMIE S. BARRETT (later PENNIMAN) was sold at West Alton, Ill. last October to Dick and Cathy Oberle who had it towed to the Cumberland River near Eddyville, Ky. where they operate the Eddy Creek Resort and Marina. They plan converting it into a restaurant.

The MAMIE S. BARRETT was Howard-built at Jeff in 1921 for the Barrett Line, steel hull, 146 x 30 x 5. Later she was sold to the U.S. Engineers, St. Louis, who renamed her PENNIMAN. In 1947 she went to public sale and was acquired by Vollmar Bros. Construction Co. She still has paddlewheel and cranks, but the machinery was taken out years ago.



THOSE OF YOU who keep your back issues of the S&D REFLECTOR in those beautiful red binders turn now to the December '74 issue, page 45, and you'll see the above picture of the ROBERT F. BRANDT. In the caption we wrote at the time we remarked "Sorry we don't know who took it." Now we do know, and here he is. A letter here from Walter L. Rauth, retired personnel director, Jeffboat, Inc., 625 East Market St., Jeffersonville, Ind. 47130 tells this:- "It is with pleasure that I report the photograph was the work of Norris E. Mode, who took the picture at Jeffersonville in the early '40s when he was active as a free-lancer. Later he was on the photographic staff of the Louisville Courier-Journal and then was employed by the Jeffersonville Boat & Machine Company (now Jeffboat, Inc.) as the shipyard's official plant photographer---this at the time when the company was engaged in building LSTs for the Navy. In the late '40s Mr. Mode established a studio in downtown Jeffersonville which he successfully operated until recently when he retired. He is a Master Photographer and past president of the Indiana State Photographer's Association. At present he accepts photographic assignments and is in demand as a speaker and seminar panelist in Indiana and surrounding states. This picture of Norris Mode holding a 16 x 20 enlargement of the BRANDT photo is from my modest towboat picture collection and depicts him in his earlier years.

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 jump) 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.

The looming excitement as we put this issue to bed is the forthcoming three-steamboat classic at Louisville. Unfortunately the June issue must be in the hands of the printer by April 30th, which prevents any report of these April 28th doings. Roddy Hammett sends us from New Orleans a post card dated April 14th, showing a 1976 comet which won't be back for a million years, give or take, with the following message from the NATCHEZ:- "Put 1500 cases of good Dixie beer aboard this morn to prepare for upriver thirsts, see you soon, Roddy."

Betty Blake died following a relatively brief bout with cancer at 12:30 a. m., Tuesday, April 13, 1982 at the home of her sister, Mrs. Helen Shu, Georgetown, Kentucky. She was barely 51. The evening had been spent celebrating the birthday of their father, state senator Stanley Blake (retired).

The Los Angeles "Times" runs a special obituary column every Monday. In the April 19th issue, signed by Paul Wong, appeared this tribute:

"Thanks to Betty Blake, a 56-year old steamboat keeps rolling along 'Ol' Man River,' much to the delight of its 13,000 passengers each year.

"The feisty brunette captured the country's imagination in 1968 with a publicity machine fueled only by her own energy and affection for riverboats.

"That year safety officials had threatened to junk the DELTA QUEEN because of a regulation forbidding any wooden superstructure on U.S. vessels accommodating more than 50 overnight travelers.

"As general manager of Cincinnati's Delta Queen Steamboat Co., Betty fought to keep the riverboat operative. She lobbied in Wash-

ington, asking Americans to write Congress. Thousands did. She appeared on radio and television talk shows.

"She organized a riverboat race between the DELTA QUEEN and the BELLE OF LOUISVILLE, twice bringing in the JULIA BELLE SWAIN of Peoria. These contests attracted all three TV networks.

"From Pittsburgh to New Orleans, at every whistle stop along the Mississippi River route, she collected signatures until she could fill a wheelbarrow with petitions. Then she pushed the load to the steps of Congress.

"Meanwhile the boat's owners modernized and fireproofed the boat's structure in a singular program to retain the original charm, at a tune of \$5 million.

"Her efforts won the congressional exemption she sought, time and again.

"Born in Carlisle, Kentucky, the daughter of a state politician, she had campaigned more than once for her father. After earning a business degree from the University of Kentucky she did promotion work for a Cincinnati television station. She then joined forces with the excursion steamer AVALON booking advance charters where, as they say in the world of inland steamboats, she was 'bitten by the river bug,' hopelessly, irrevocably.



Betty Blake
She died at the conclusion of her Dad's birthday party.

"When the AVALON cashed in its chips, Betty joined forces with Greene Line Steamers, Cincinnati, original operators of the DELTA QUEEN on the Mississippi System.

"Betty, who was 51 when she died April 13 in Georgetown, Ky. of cancer, started her own marketing and public relations firm, Betty Blake & Co. in 1979."

Services were held at Johnson's Funeral Home, Georgetown, at 11 o'clock Thursday morning, April 15th, followed by burial in the

family plot at Carlisle. The ladies of the local Presbyterian Church provided a luncheon.

On the following day, Friday, April 16th, a special memorial service was held in the chapel of Christ Church (Episcopal) in Cincinnati at 10:30 in the morning. The chapel, designed for 250, was overflowing. A touching tribute was given by William (Bill) Muster climaxed by the playing of the Johnny Cash tape made some years back when Johnny devoted a TV show to 'saving the DELTA QUEEN.' Then the DQ's familiar whistle blew for the final landing. To quote from one mourner: "There wasn't a dry eye in the house after that."

Participants were invited to the Covington-based BB Riverboats, by Ben and Shirley Bernstein, following the services, where a reception was held in honor of Betty Blake who had been associated with the firm. Guests were invited for a cruise aboard the BETTY BLAKE. A symbolic wreath was cast upon the waters of the Ohio.

On the Saturday before Christmas 1981 Betty was her cheery self and quite excited about the prospect of having family for the holidays at her Covington apartment. She did a bit of complaining to close friends helping her decorate about discomfort in her tummy and vowed to see her doctor the following Monday. Then she was admitted to Bethesda North Hospital in Cincinnati, from whence she was flown to Memorial Sloan Kettering Institute, New York. She was returned to her sister's home at Georgetown from there. She closed her eyes and died at the conclusion of her Dad's birthday party, and she always adored him.

--The editor's thanks for assistance from Richard E. Brown who sent the L.A. "Times" story; from C. W. Stoll who filled us in over the phone with a number of essentials, and to Larry Walker and Dorothy Frye for helpful letters.

Thanks to George P. Hogg, retiring chief naval architect with American Bridge, Ambridge, Pa., S&D has been provided with priceless books, documents, pamphlets and drawings dating back to the beginnings of the firm. More will be told of this in the next issue. The MONONGAHELA story in this issue is a sampling, and also the listing of American Bridge contracts occupying pages 16-19.

Changes are in the making with two quarterly river publications. Jan DiCarlo for some time past has indicated a wish to pass along her editorship of STERNWHEELER which she has nourished into a 48-page compilation. John L. Fryant of Alexandria, Va. has agreed to take on a major share of the work. The quarterly news-letter issued by the Middle Ohio River Chapter of S&D, named RIVERVIEW, and lately edited by Michelle Kingsley, will be guided, at least in part, by Dolly Robertson of New Richmond, Ohio.

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
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'Hi, Betty'

by R. Dale Flick

NOBODY knew more people than Betty Blake. Her friends and admirers were legion. "You know what my epitaph is going to read someday?" she asked shyly. "It's going to say 'hi, Betty,' 'cause that's all I hear all day."

Betty Blake was a member of that exclusive fraternity of mortals who merit being called "a riverman." No other title or award in her dynamic career, which spanned almost twenty-five years on the Ohio, Mississippi, and Tennessee Rivers, gave her more pride or pleasure.

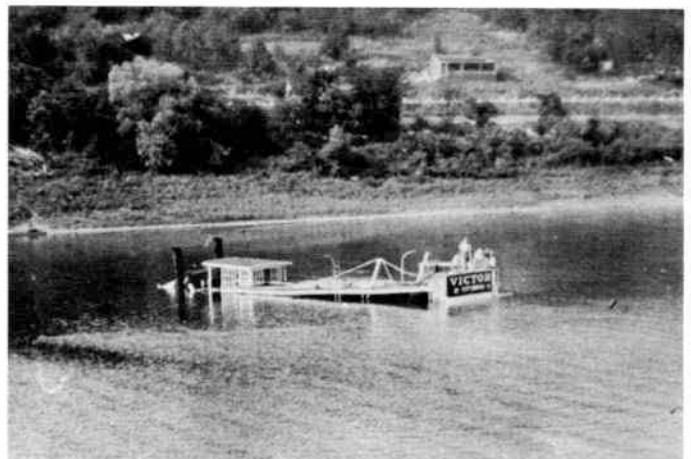
"Captain Betty" was a perky little gal from Carlisle, Ky. who made the DELTA QUEEN a household word in the United States during the 1960s when this last vestige of packet steamboating nearly vanished from the rivers. Cincinnatians, long accustomed to the weekly arrivals and departures of "that big white steamboat at the foot of Main Street" suddenly heard the raspy voice of Betty on TV rallying support to save the venerable vessel from the menacing Safety At Sea Law. She not only awakened our appreciation for this survivor from another age, but kindled the interest in what we now commonly refer to as nostalgia. She was just as at home in the halls of Congress as she was in rallying the crew on the foredeck of the DELTA QUEEN. Betty's philosophy: "To live is to work, and to work is to live."

As a practitioner of the art of public relations she raised that profession to new heights of importance and acceptance. To truly believe in what you represent was her creed. Betty once commented that: "Public relations is a hard business--you often have to use people graciously--often with them not knowing it." She believed in herself. "I'll always land on my two feet--upright," she declared more than once.

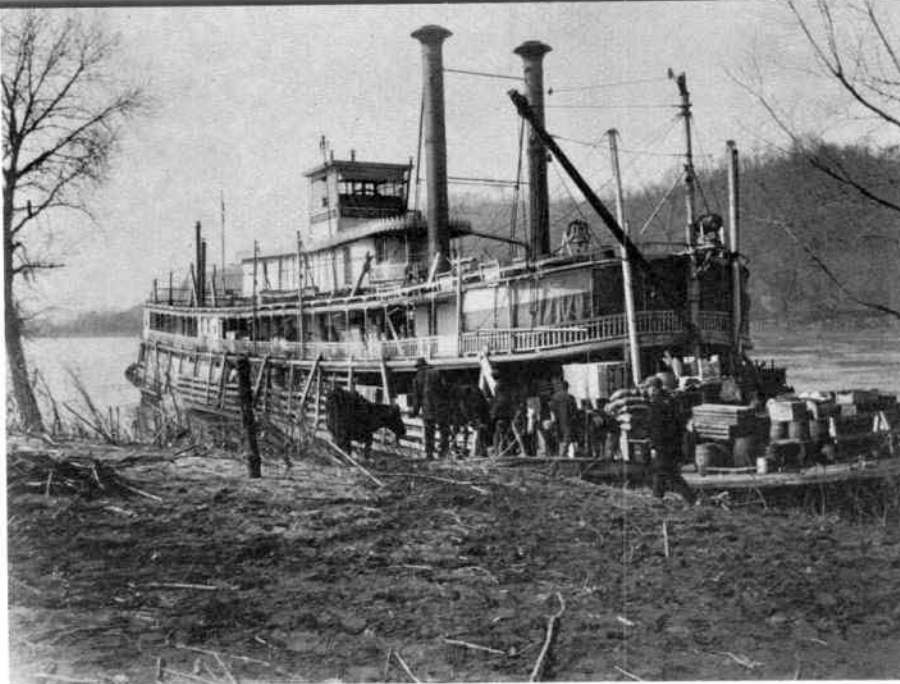
Betty pled, argued, charmed, fought for, and schemed the MISSISSIPPI QUEEN into existence, the "first grand steamboat for America in forty-nine years." Convinced that a new boat was needed to save and carry on the business, Betty got that new boat. It was on a sweltering July day in 1976 when Betty told the people of Cincinnati: "Ladies and gentlemen--I present to you the MISSISSIPPI QUEEN!" Cincinnati she loved, and the river that flows by Cincinnati she loved.

Some years back the venerable Greene Line Steamers, Inc. celebrated its 75th birthday anniversary. Betty got up a book about the history of its people and steamboats with this title: "From the wake of our past come many moments to remember..."

The riverman Betty Blake will be remembered.



Jerome Collins tantalizes us with this; the VICTOR, built at Parkersburg, W. Va. in 1923 is very much sunk. Where and when? She was raised, anyhow, and ultimately left these parts loaded on a barge destined to Guatemala.

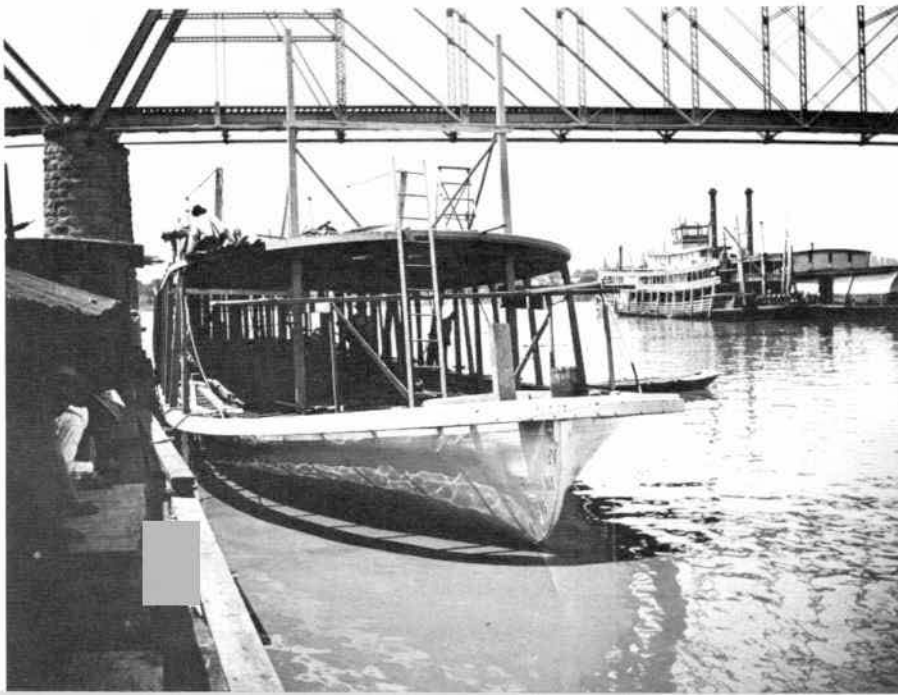
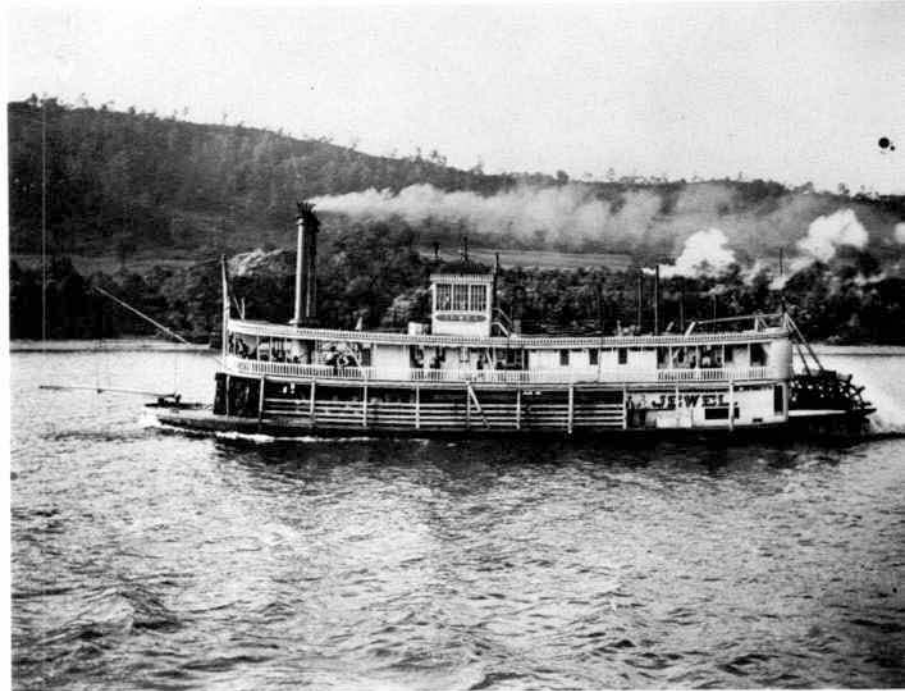


Greene Line packet TACOMA loading a household moving, including two cows, at a farm landing on the West Virginia shore about opposite Chambersburg, O. in March, 1918. The lower approach to the Gallipolis Locks and Dam occupies the site today. The TACOMA was a regular packet in the Cincinnati-Charleston-Pomeroy trade under Greene Line auspices 1904-1922 with Capt. Jesse P. Hughes as her master-pilot most of the time.

PHOTOGRAPHS BY CAPT. JESSE P. HUGHES

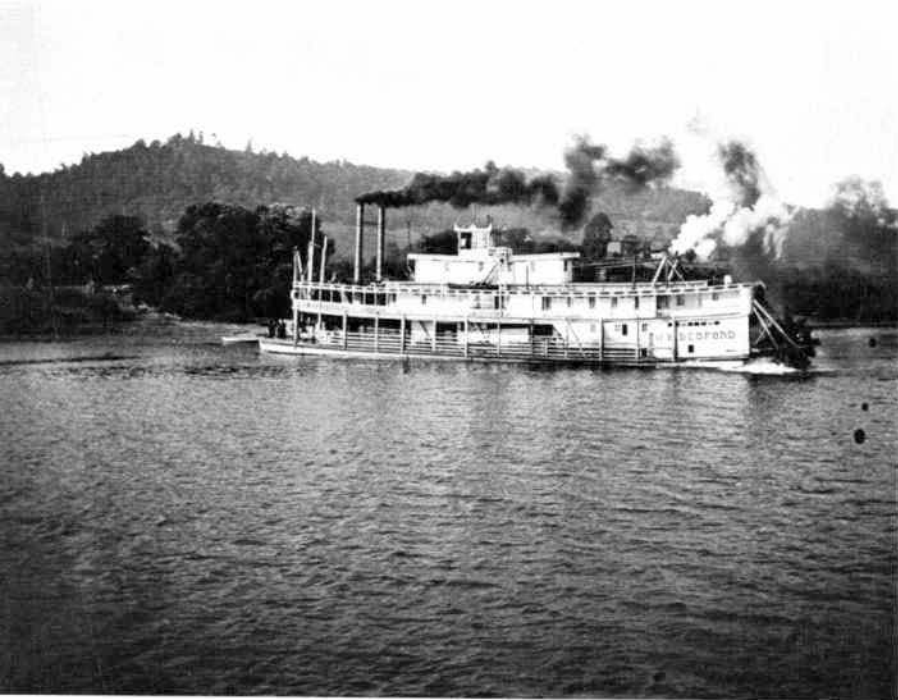
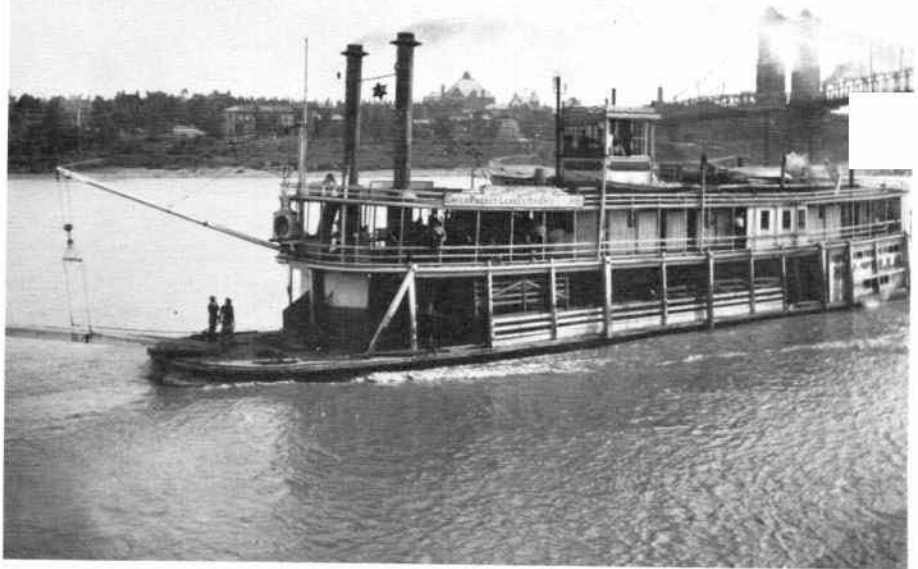
A random selection to illustrate the diversity of interests and the wide scope of river territory covered by this inveterate shutter-bug. These are from the original negs, reproduced full size, the prints furnished by J. W. Rutter and C. W. Stoll.

Cap'n Jesse took this broadside of the JEWEL (originally LYDA H.) when she had her original feathered stacks prior to 1906. All pictures of her taken along the Muskingum prior to that date show the feathers. When she was sunk in ice at Marietta in 1908 several pictures taken by H. P. Fischer show her with plain "towboat" stacks, the styling which persisted until the close of her career in 1918.



Building the EVERGREEN at the Pope Docks, 1902, in the mouth of the Little Kanawha, Parkersburg, W. Va. provided this unique shot showing the new boat with boiler deck up, the docks, the Baltimore & Ohio's Ohio River Division bridge, and the GREENWOOD in the distance tied at the Parkersburg wharfboat.

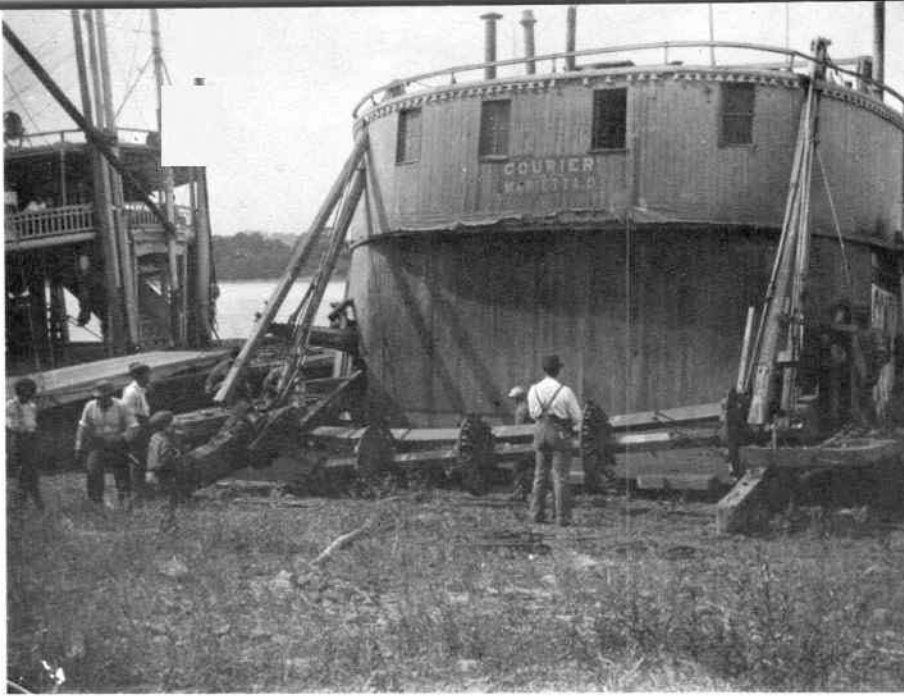
When the Greene Line started operations at Cincinnati in 1904 the shortest upriver trade was being handled by the M. P. WELLS. The sign on her roof rail reads: NEW RICHMOND, MOSCOW & CHILO, DAILY AT 3 P.M. Capt. Gordon C. Greene bought the old boat and promptly headed her for the docks at Pt. Pleasant for a complete rebuilding. Cap'n Jesse took this shot on August 19, 1905 at Cincinnati as she left for the docks to become the CHILO.



When Capt. Gordon C. Greene built the GREENWOOD in 1898 he sold his original packet H. K. BEDFORD to Capt. Henry R. Kraft, Charles Frantz and C. Augustus Frantz, each taking a 1/3 share. Cap'n Jesse snapped this picture of the BEDFORD within weeks after the sale had been completed. She was landing in at Buckhill Bottom, Ohio River, between Clarington and Hannibal, O., present-day site of a huge aluminum complex.

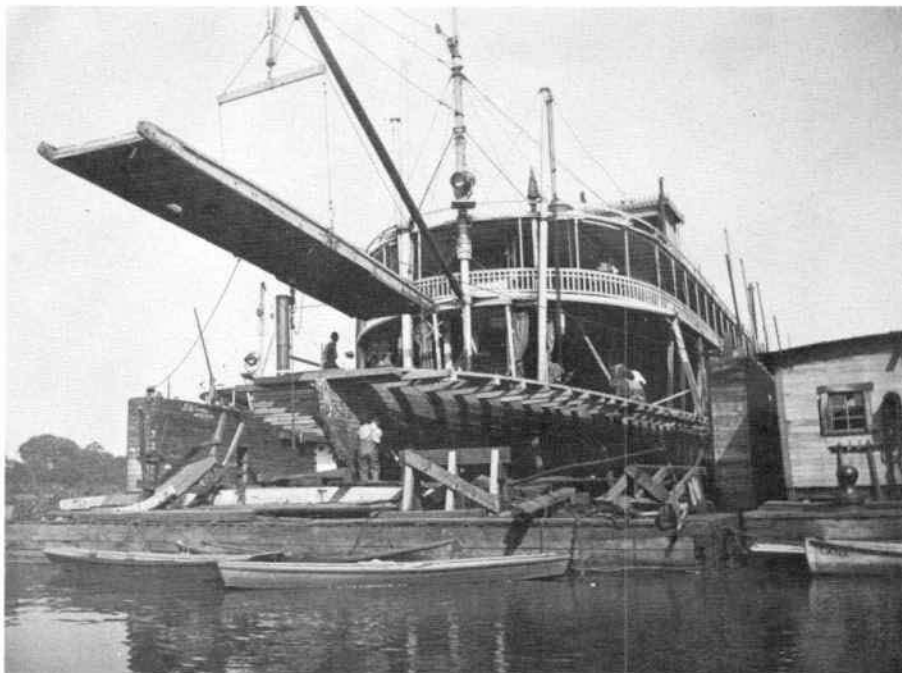
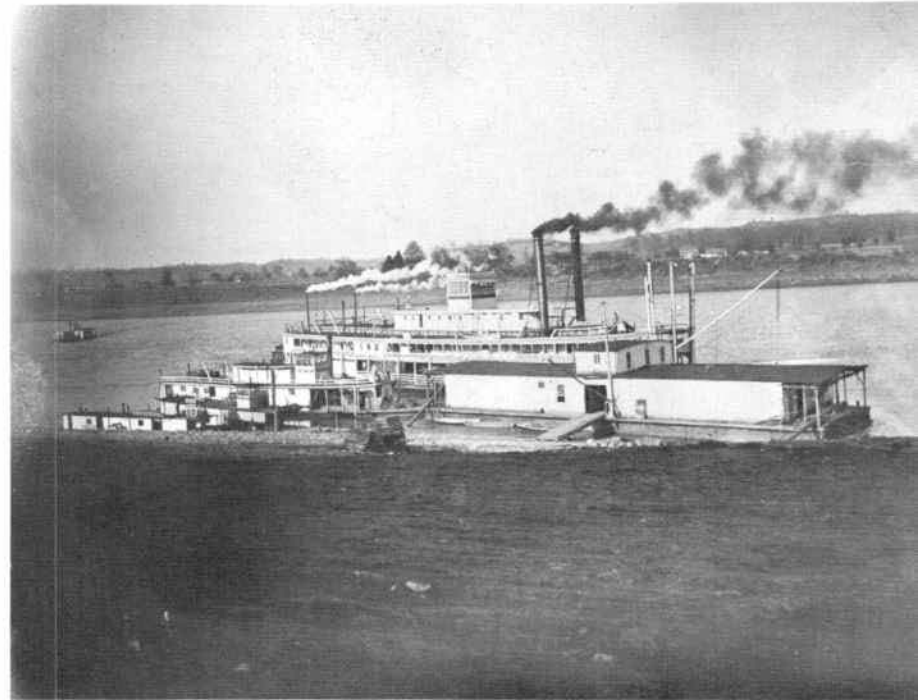
One of the more enduring landmarks bordering the Ohio River on the Ohio side is Logan's Gap, a cleft in the hills between Aberdeen and Ripley. One fine day Cap'n Jesse was inspired to take a picture of it, the only one we have ever seen, looking downstream. We vaguely recollect that historical significance is attached to this whim of nature, and, if so, the story of Brown County, Ohio related in a recently published volume, will probably tell you more than you'll ever want to know about it.





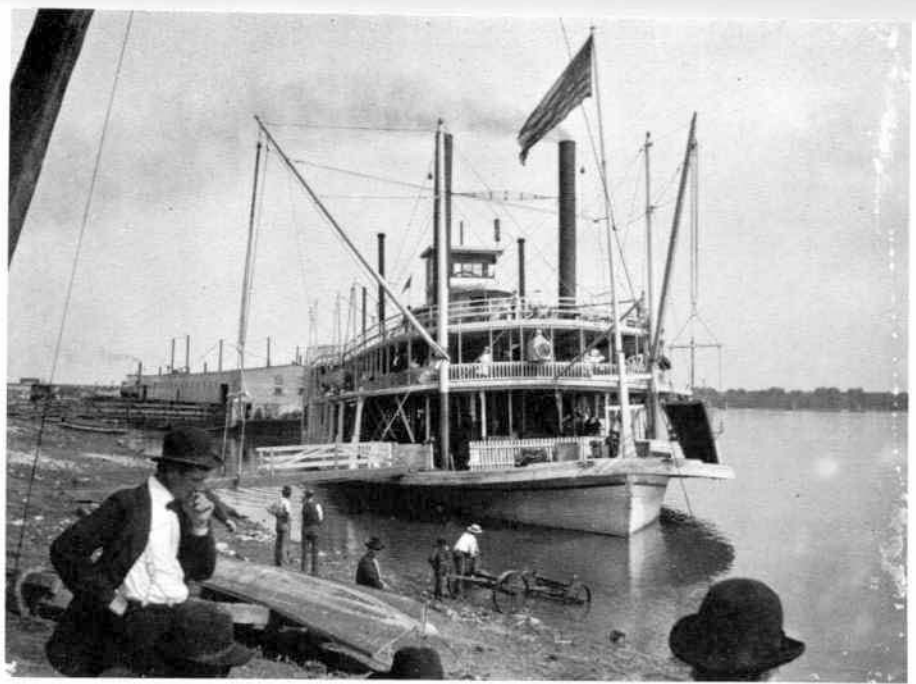
The Greene Line's Cincinnati-Maysville packet **COURIER** broke her paddlewheel shaft in the fall of 1906. In this picture Cap'n Jesse shows her backed into shore at Pt. Pleasant, W. Va. for repairs. The paddlewheel has been dismantled and the broken shaft is about to be taken off; the break was between the first and second flanges of the port side. The **TACOMA** is standing by at the left to assist. The old **COURIER**, built in 1885, was completely overhauled during this program.

Catlettsburg, Ky. in 1901 with the Pittsburgh-Cincinnati packet **KEYSTONE STATE** landed at the wharfboat. The largest of the Big Sandy bat-wings moored below is the **MAXIE YOST**, and also the **LOUISA** and, at shore, the **H. M. STAFFORD**. The ferry in mid-river at far left is the **BONNE**. At the time this was taken Cap'n Jesse was running the **CRICKET** up the Big Sandy.



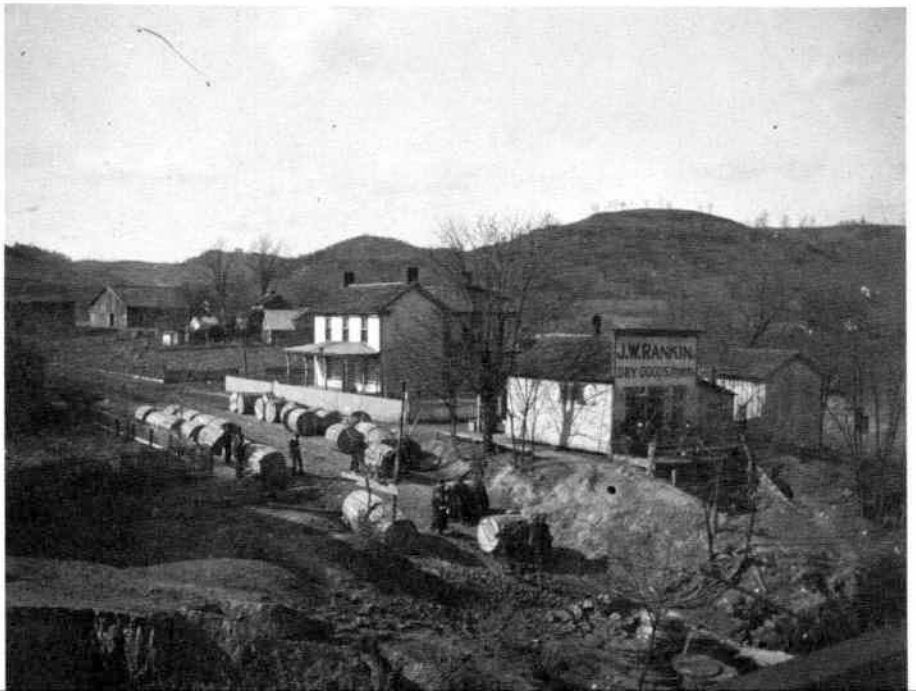
In the summer of 1908 the **TACOMA** was hauled out on the Gardner Docks, Pt. Pleasant, W. Va. for extensive hull work, including new outrakers. Also she got new boilers and stacks. Cap'n Jesse supervised the proceedings, and seated on the boiler deck you may catch a glimpse of his wife Telia and their young daughter Lillian.

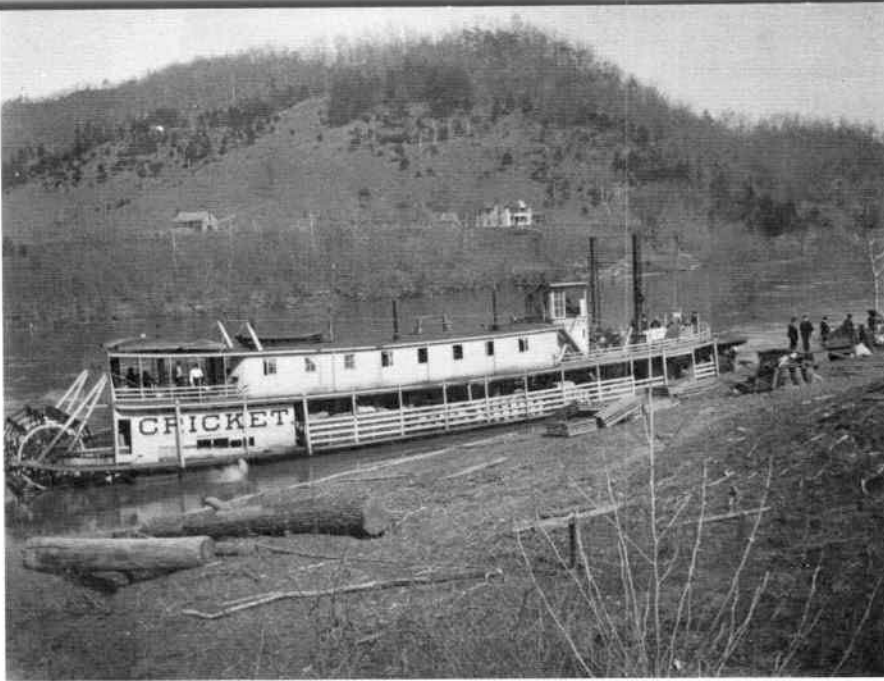
When Cap'n Jesse married Telia Vaughan of Catlettsburg, Ky. in 1904 the newlyweds took their honeymoon aboard the GREENLAND to the Louisiana Purchase Exposition in St. Louis. He and Capt. Gordon C. Greene boarded the excursion side-wheeler LOUISIANA for a ride to Alton, Ill. and back to St. Louis, and here we have the LOUISIANA (ex-JOSEPH HENRY of the U. S. Lighthouse Service) landed at Alton. The pensive young man in the left foreground is unidentified.



The CRICKET (left) was built in 1900, open hull, scow bow, for low water work. After two seasons she was returned to Parkersburg, W. Va., where this picture was taken, and got a model bow and main deck and bullrails. She and the TELEPHONE are at the Pope Docks in the mouth of the Little Kanawha. The channel span of the B&O's Ohio River Division fills the top portion of the scene, and their bridge across the Ohio shows dimly at extreme right. The TELEPHONE, also a low water boat, came from Knoxville, Tenn. where she was built in 1894.

Taken about 1908 at Crown City, O., about midway between Huntington and the Gallipolis Locks from the pilothouse of the TACOMA as hogsheads of tobacco are being loaded aboard. The small store in the foreground has a sign on it reading: J. W. RANKIN, DRY GOODS, GROCERIES. According to our count there are from 20 to 22 hogsheads on the grade, probably enroute to Cincinnati.





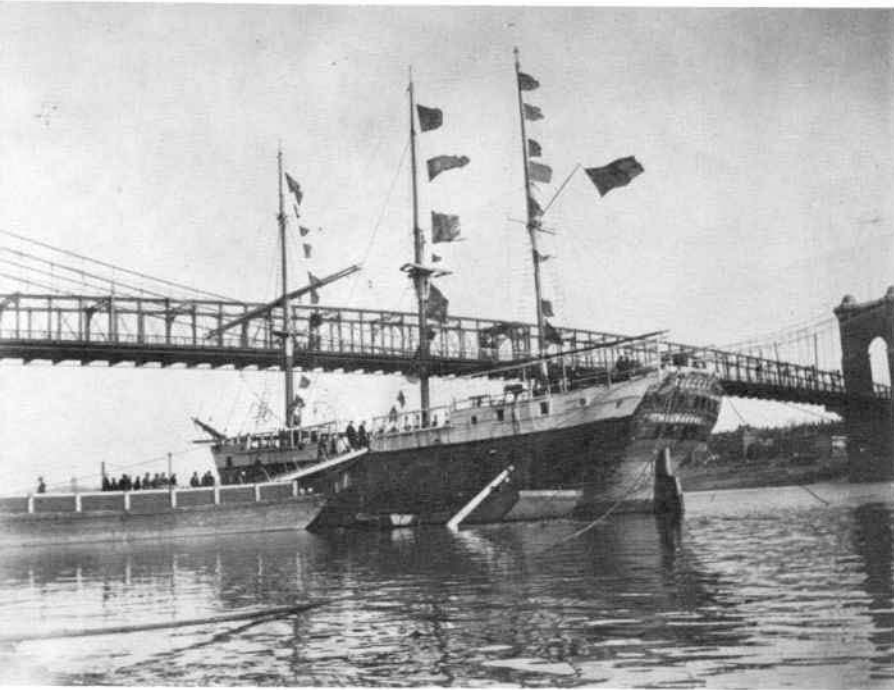
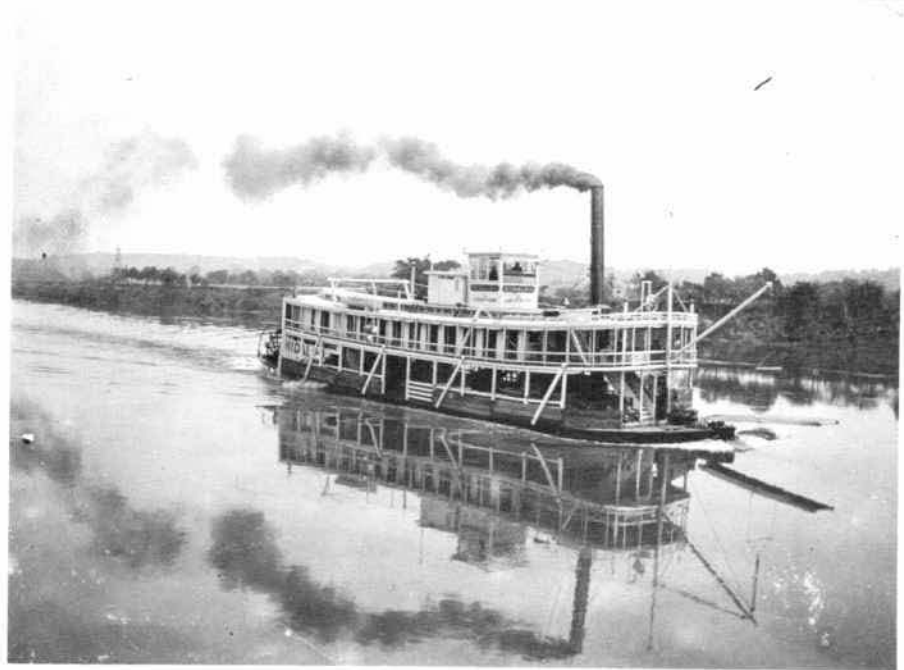
To get to this place, the little CRICKET went 27 miles up Big Sandy and then 40 more miles up Levisa Fork. The location was known as Hells Gate, Ky., about a mile and a half above Paintsville. Today it is known as Stafford. To get to Pikeville, as the CRICKET usually did, she went 48 more miles up Levisa.

The batwing SEA GULL is downbound on the Levisa Fork of Big Sandy a few miles below Pikeville, Ky. The CRICKET (left) and KATIE Mc. (pronounced Katie Mack) are laid up awaiting rain to swell the river so's to deliver their Pikeville freight. During such periods of idleness Cap'n Jesse was a great hand at exploring with his camera, rowing about in a skiff, and sometimes climbing the hilltops for panoramic views.



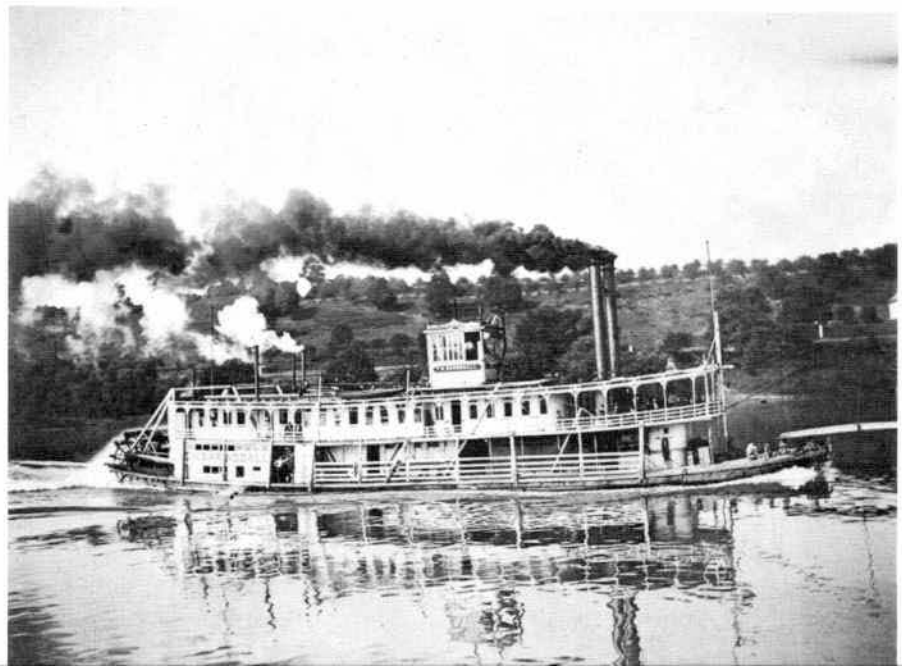
When Cap'n Jesse was piloting the H. K. BEDFORD and GREENWOOD the trips were often extended above Charleston on the Kanawha River to Montgomery. He took this view of the dam at No. 2, just below Montgomery, completed in 1887, which served until the present-day London Dam was built. No.'s 2 and 3 were fixed timber cribs filled with stone. No. 1 was never built.

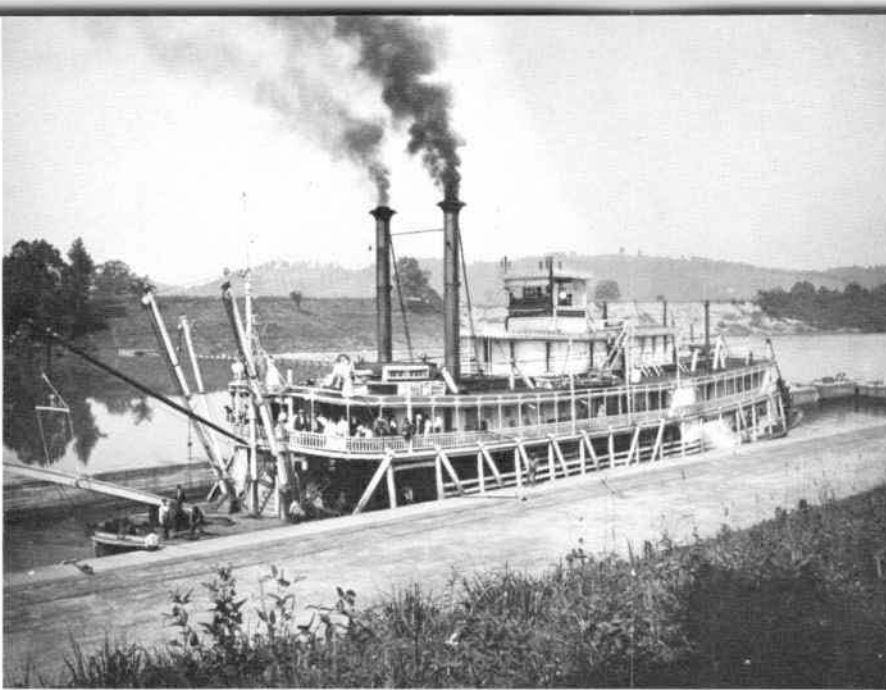
In the early summer of 1904 the Pittsburgh-built HIDALGO EL LIBERTADOR passed down the Ohio River enroute to Mexico, and Cap'n Jesse got this shot below Marietta. She was built by James Rees & Sons Co. with a steel hull. In addition to the crew she had two bulls and seven heifers consigned to Frontera, Mexico. At New Orleans she was boarded up around the head and sides and towed successfully across the Gulf. She became famed in Mexican history when she carried President Porfirio Diaz during his escape during a revolution.



During the summer of 1917 the ancient British prison ship SUCCESS was exhibited at Cincinnati at the foot of Vine Street. She was built at Moulmain, India with a teak hull in 1790 as a merchantman and after 1802 served as convict conveyer between England and Australia. Capt. D. H. Smith bought her in 1912 and sailed her to the U.S. as a tourist attraction. In 1918 she was at Wheeling and in 1919 at Pittsburgh. She burned and sank at Port Clinton, Ohio on Lake Erie on July 4, 1946.

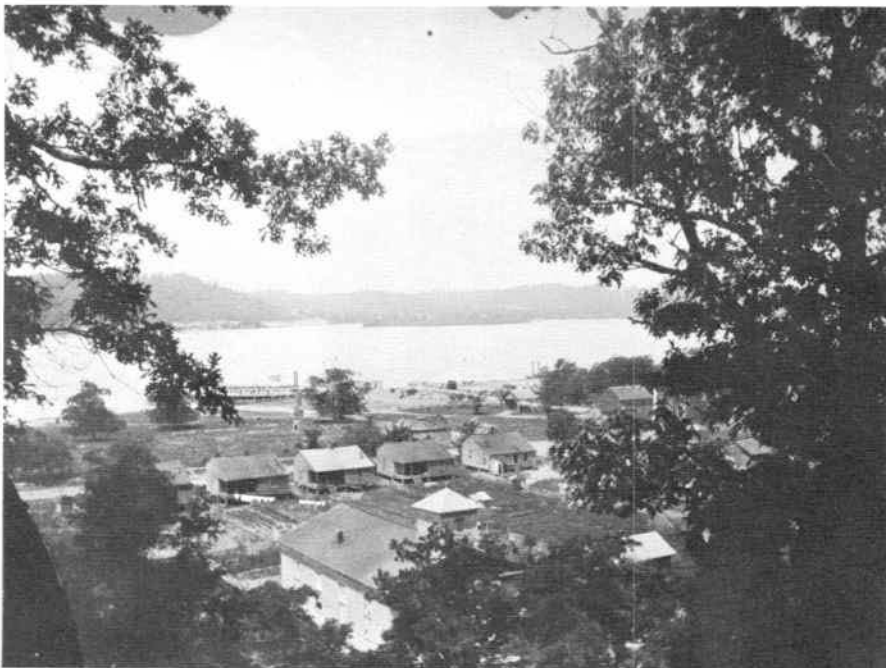
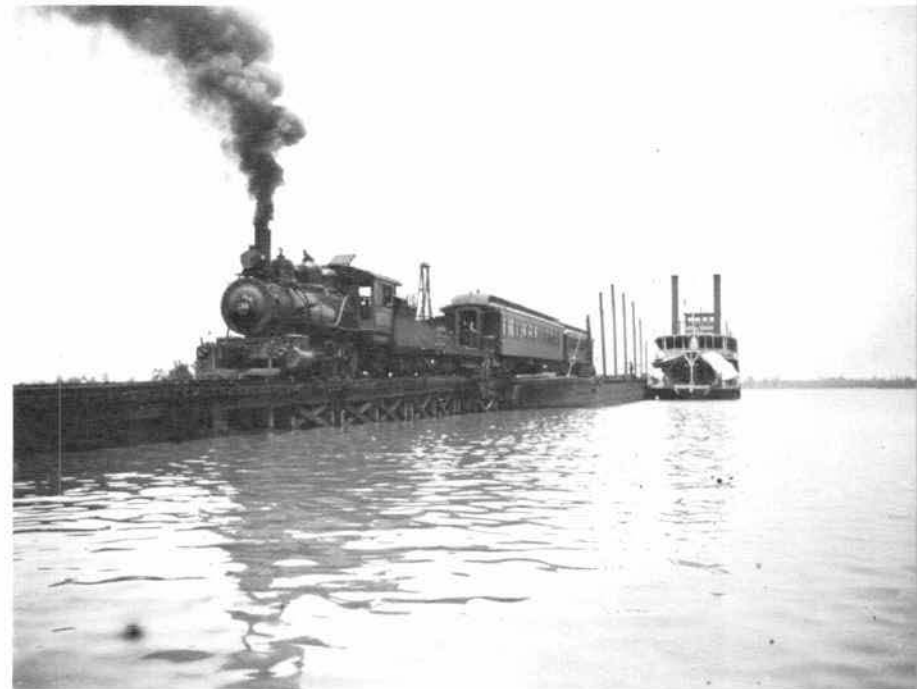
Cap'n Jesse had special regard for the T. N. BARNSDALL inasmuch as his first job afloat was as her pantryman in the early 1890s. No record seems to exist as to where he took this picture, or when, but it turned out handsomely. She ran various trades on the Upper Ohio 1890-1904 and then was renamed ROYAL.





The TACOMA upbound in old Lock No. 9, Kanawha River, the picture taken in 1916. Across the river is Frazier's Bottom. Present-day Winfield Locks and Dam is about five miles above the location. No. 9 was opened to traffic in 1898 with a lock 313 by 55. No.'s 9, 10 and 11 were discontinued when the Gallipolis Locks and Dam went in business on the Ohio River in 1936.

Cap'n Jesse recalled he had taken this shot at Paducah in 1903, and that the towboat involved in the transfer operation was the WOOLFOLK. With that much to go on, the WOOLFOLK was built at Chattanooga in 1892 as the packet CITY OF CHATTANOOGA with expectations of running direct to St. Louis, and did so, but by 1897 she had become a towboat at Paducah, and by 1906 had been converted into a sand dredge there. The Illinois Central and N. C. & St. L. railroads had transfer operations at Paducah, but we haven't figured out which one this is. The engine bears the marking 199.



In the summer of 1903 Cap'n Jesse contracted to tow the Great American Water Shows down the Ohio with the CRICKET. They went as far as Paducah with many stops enroute and ample time to roam the countrysides. This was taken from the Kentucky hill looking down at Caseyville with Battery Rock Towhead in the hazy distance.

When Cap'n Jesse visited St. Louis in 1904 aboard the GREENLAND he took this shot of the Lee Line wharfboat with the FERD HEROLD alongside. This wooden warehouse afloat was 304 by 42, built during the Civil War at Metropolis, Ill. and extensively rebuilt at St. Louis in 1902, designed for 1200 ton capacity. It was still there in 1914 when Ye Ed first visited the city. The lettering on the side lists the towns served: STE. GENEVIEVE, CHESTER, CAPE GIRARDEAU, CAIRO, HICKMAN, NEW MADRID, PT. PLEASANT, TIPTONVILLE, CARUTHERSVILLE, etc. etc.



Taken in 1902 at Gallipolis, the CRICKET had broken a cylinder timber and the paddlewheel had to be unshipped in order to place the new one. Cap'n Jesse was proficient as a lettering artist, and next on his agenda is redoing CRICKET OF NEWPORT, OHIO and the whole stern splashboard will get repainted while he's at it.

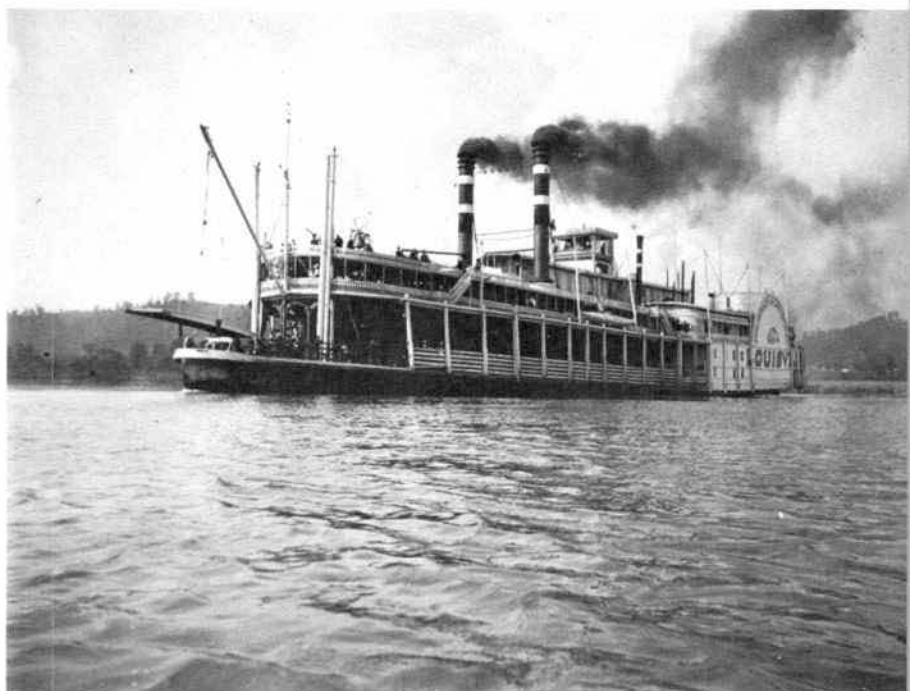
Great quantities of logs were rafted out of Big Sandy River. Every so often a summer gully washer spewed these logs free-astroy down the Ohio. Cap'n Jesse snapped this scene at Brush Creek Island, 70 miles below the Big Sandy, the surface of the water littered with runaway logs.





Capt. Peter G. Holloway and his wife stood for this Jesse P. Hughes picture aboard the TACOMA at Portsmouth, O. in 1905. Cap'n Pete was the first master of the excursion steamer HOMER SMITH, and was grandfather of the Peter G. Holloway who attended the 1981 S&D meeting at Marietta.

This shot of CITY OF LOUISVILLE was taken near Carrollton, Ky. in 1903, all of the passengers attracted to the rails for a look at the GREAT AMERICAN WATER SHOWS being towed by Cap'n Jesse's CRICKET.



In our Sept. '81 issue, pages 33 and 34, we ran pictures of the side-wheel LIBERTY's hull being framed on shore at Middleport, O. in 1900. Well, this is that same LIBERTY photographed by Cap'n Jesse on May 17, 1902 upbound below Bellaire, O. She had just received the old engines from the FLEETWING, 11" by 4 ft. stroke, set aft of the wheels, but does not look like she's setting the world on fire.

RIVER MOVIES FEATURED AT O-K MEET
Next O-K Conclave Set for June 13.

by Jim Wallen

The Kanawha, the Ohio and the Green were seen on film at the spring meeting of the Ohio-Kanawha Branch of S&D held Sunday, March 21st in the second-floor meeting room of the St. Albans, W. Va. library.

Jim Bupp and Charles Martin exhibited the film made by Capt. Harry F. White, showing salvage and construction work and towing on the Kanawha, with a few scenes on down the Ohio to Cincinnati and Louisville.

Steam derrick-boats at work, awesome river-bottom explosions for the laying of pipeline crossings, and the raising of a sunken barge with the help of a diver and other equipment, were among the activities of Capt. White's company that appeared on the screen, and there were many Kanawha River towboats under way including the diesel sternwheelers CHICKASAW, MAJOR, TAMMY L. WHITE, W. C. WHITE, ATLAS, RESOLUTE and the prop A. V. CRISS, JR. Some of these were seen from the pilot-house as well as from some distance.

Of considerable interest were excellent shots on both the Kanawha and the Ohio, of such earlier towboats under way as the MONONGAHELA, OMAR, CHARLES DORRANCE, HERBERT E. JONES, DESTREHAN, HENRY C. OGRAM, and a DPC steam prop towboat pushing an enormous tow.

The second movie was that of a trip down the Green River with a four-barge coal tow, showing graphically what the pilot was up against in this narrow, winding stream. "It's no great sin to hit the bank on that river," was the comment.

A tape recording of music composed by the late Bob Barr for his production of "Riverboat Man" was played by Herschel Burford, a musician himself, who commented on the widely varying styles included in Bob's compositions. The first, "Shove Off," was exuberant and exciting, followed by a piece of brash country music, and songs that were sentimental, joyous, religious, rhythmically jazzy and finally, a stirring march, for which the arrangement was done by Mr. Burford to be played by the Charleston Shrine Band.

Not all of Bob's songs had been included in the production's presentation at Charleston last September, but will be heard in the next production. Bob's son, Bill, stated that another presentation of "Riverboat Man" is being arranged for later this year.

At the opening of the meeting, Jerome Collins expressed the thanks of Point Pleasant's Mason County Library for the gift from Capt. G. Ed Young of a large number of log books from Kanawha River towboats of the Hatfield-Campbell Creek fleet.

Announcement was made that the next meeting will be held at 2 P. M. Sunday, June 13th at the Ma-

son County Library in Point Pleasant. At that meeting, Bill Smith of Springfield, O., a Point Pleasant native, will exhibit a motion picture on showboats and will have other material on the subject.

Refreshments included coffee, and some delicious cookies baked by Jerome Collins.

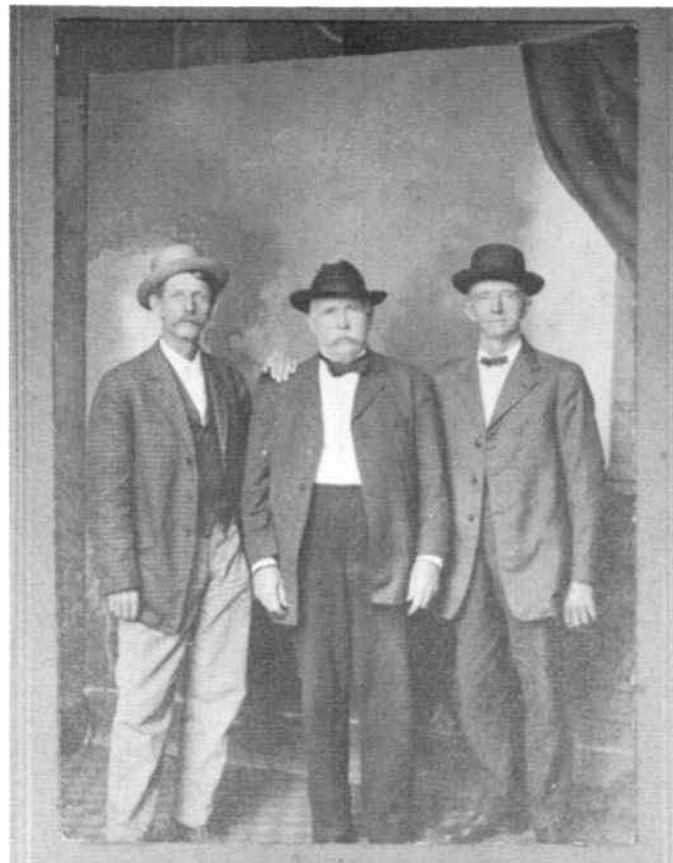
A card was signed by all those present and sent to Capt. Charles Henry Stone of Point Pleasant, who was recovering in St. Mary's Hospital at Huntington from a serious operation.

Our secretary Bee Rutter passes along a welcome letter she recently received from David E. Dewey,

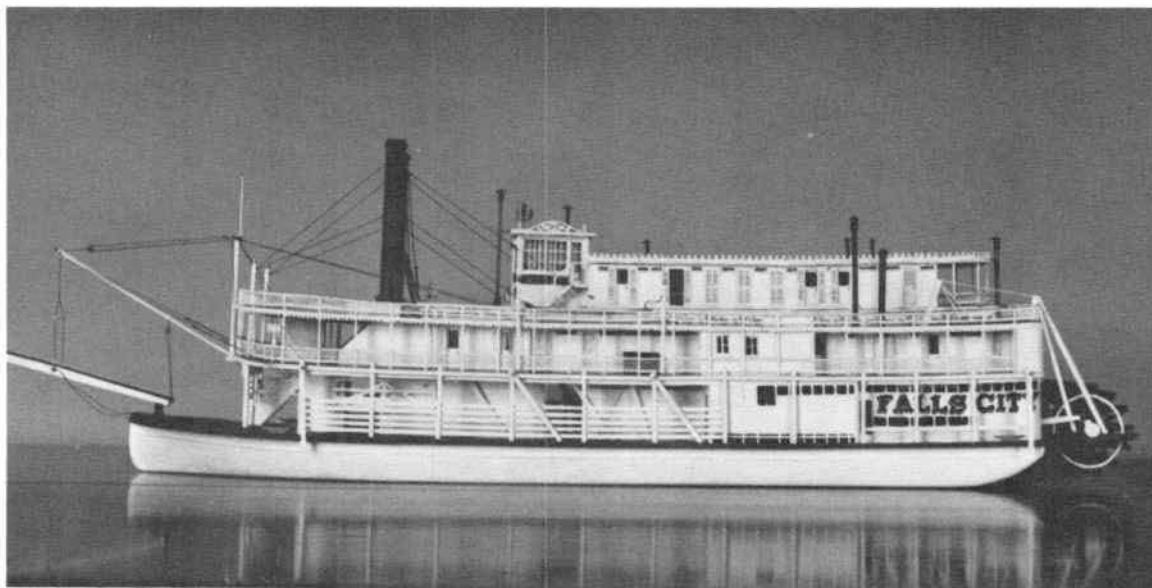
Pittsburgh port captain for Union-Mechling Corporation. Some years ago Dave, then in his teens, was an ardent S&D member located along the Illinois River. Following two years in college he went on the river, became a pilot on the Missouri---and even on the Black Warrior, Tombigbee and the Intra-coastal Canal.

"I spent a year as port captain for a towing company in Vicksburg, lived there three years, and there met my wife, a Tennessee girl who grew up on the Cumberland River," recounts Dave.

Dave has rejoined S&D and has expectations of bringing his wife and family to the September meet.



WRITTEN on the back of this picture is the following inscription: "Pilots on the CARRIE BROOKS, 1874:- Irven Travis, James Tagart and W. W. Richardson." The CARRIE BROOKS was a Muskingum River packet built in 1866 which at various times operated out of Zanesville to Marietta, Parkersburg, and later on to Pittsburgh. Granted that this picture was taken in 1874, Irven Travis (left) was 25 and William W. Richardson (right) was 27. The gentleman in the center identified as James Tagart looks to be some older than his partners. W. W. Richardson last served as master of the LORENA. His son Ben D. Richardson was the first treasurer (1939-1940) of S&D, and was S&D's president 1940-1941. Travis for 41 years was U.S. storekeeper at the McConnellsville Lock, appointed by President Grover Cleveland. Perhaps somebody can tell us something about James Tagart.



CHARLES CASON, 70 Grant St., Fort Thomas, Ky. 41075 recently completed this 1-96 scale model. "I thought for a long time of building a Kentucky River steamboat and the FALLS CITY always came to mind," he writes. The real -life FALLS CITY was built at Cincinnati in 1898 for the Louisville & Kentucky River Packet Co. on a wood hull 132 x 32.6 x 6 with 12's- 4½ ft. stroke engines powered by two boilers. Her appearance was influenced by the new QUEEN CITY; same wire railings and bracket-work, and her fore-castle signboards read LOUISVILLE - VALLEY VIEW. She was badly damaged by fire at Louisville on October

28, 1900 requiring \$7,000 for repair, about one-half her original valuation. In February 1908 Capt. Tom Morrissey bought the FALLS CITY and took her to Vicksburg as a replacement for his ROSALIE M. which had sunk. Soon she was transferred to Prince and Wilds, also of Vicksburg, who made extensive repairs to her and lifted the pilothouse to the roof of the texas. They ran her through 1915 and then tied her up at shore where she gradually fell apart. Our compliments to Mr. Cason for this life-like addition to his model boat fleet which includes the TOM GREENE, LUCIE MARMET and others.



THE AMERICAN BRIDGE COMPANY, as the name implies, was formed by the Carnegie interests in 1903 to build bridges. The plant was located along the shore of the Ohio River 16 miles below Pittsburgh on bottomlands formerly owned and cultivated by the Harmony Society, a German religious group which settled in the area in 1825, calling it Economy. A town rapidly grew around the new bridge-works named, appropriately, Ambridge. The fledgling enterprise formed a marine department. Their first order was for a railroad transfer barge, this in 1903, for Kavanaugh & Lockwood of St. Louis. The listing which follows is a record of the marine contracts handled 1903-1946. The first

steamboat hull was that of the packet S. S. BROWN in 1905. The first towboat hull was that of the SARAH EDENBORN in 1908. The wharfboat hull contracted for in 1908 went to Memphis and served the KATE ADAMS.

American Bridge built all of the sternwheel Carnegie Steel towboats, starting with the initial contract for four of them in 1918. All marine work was put together with rivets until the first experimental welded barge (F-5778 in 1929) was assembled and sold that September to Costanzo Coal Co., Warwood, West Va.

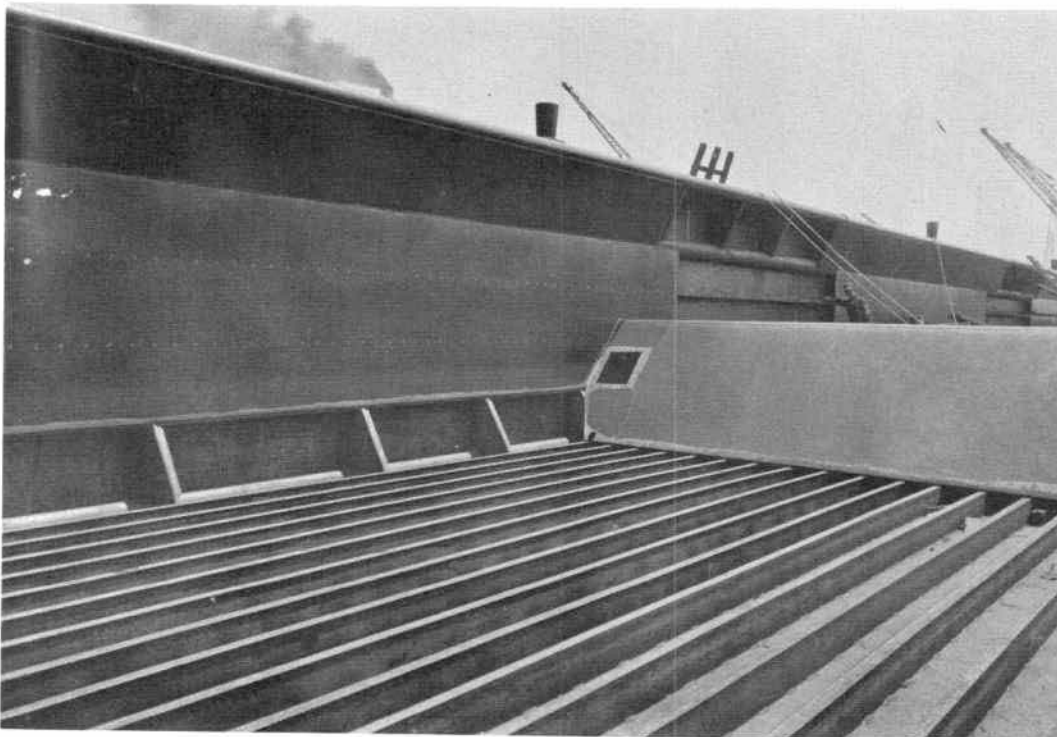
The firm continues as a leader in the river marine construction industry today at the same old stand, Ambridge, Pa.

Year	Contract #	No.	Tons	Description	Size	Customer
1903	A-3594	1	528	Carfloat	299x40x10	Kavanaugh & Lockwood
1904	B-140	3	400	Dock	130x30x7'6	Union Sand Co.
	B-1011	1	126	Fuel scow	110x34x8	Monongahela River C.C. & C. Co.
	B-1048	1	93	Coal	200x26x10	American Bridge Co.
1905	B-1452	1	79	Dredge scow	80x30x6	Sheridan Kirk Co.
	B-1665	10	510	Coal	100x24x8	American Steel & Wire Company
	B-2678	1	330	Packet hull	228x44x6'6	James Rees & Sons Co.
	B-2775	1	234	Dredge	110x38x11	Isthmian Canal Comm., Panama
	B-2776	1	234	Dredge	110x34x11	Isthmian Canal Comm., Panama
	B-3058	10	520	Coal	100x24x8	American Steel & Wire Co.
1904	B-3126	1	375	Car ferry	250x37x7	Louisiana R.R. & S.S. Co. (Angola)
	B-3289	2	135	Coal	100x24x8	Havana Coal Co.
	B-3446	1	70	Crane	90x26x8	Havana Coal Co.
1907	B-4125	2	135	Merchandise	100x24x6	W. G. Coyle & Co.
	B-4284	2	68	Barges	90x24x4	U.S. Engineers - Louisville, Ky.
	B-4285	3	158	Barges	130x30x7'6	Union Sand & Material Co.
1908	B-4364	1	82	Flat boat	110x24x5	U.S. Engineers - Cincinnati, O.
	B-4699	1	448	Carfloat	295x37x7	Louisiana R.R. & S.S. Co.) Angola
	B-4700	1	198	Towboat hull	150x32x6	Louisiana R.R. & S.S. Co.) Tfr. Co.
	B-4946	1	424	Wharfboat hull	220x48x6	James Rees & Sons Co.
1909	B-5244	2	390	Track car flats	244'6x40x7	J. W. Thompson
	B-5615	3	120	Tank	125x30x6'4	Teche Transportation & Fuel Co.
	B-5821	10	491	Coal	125x30x6'4	American Steel & Wire Co.
	B-6003	4	482	Deck	120x30x6	U.S. Engineers - Louisville, Ky.
1910	B-6200	10	3,530	Deck	200x34x10'4	American Steel & Wire Co.
	B-6355	1	374	Floating drydock	156x56'6x6'5	U.S. Engineers - Vicksburg
	C-3432	1	65	Sand	90x18x8	Rodgers Sand Co.
	C-3795	15	2,250	Barges	152x34x6	U.S. Engineers - St. Louis
	C-3796	31	589	Flat boats	55x16x3	U.S. Engineers - St. Louis
	C-3797	4	76	Flat boats	55x16x3	U.S. Engineers - St. Louis
1911	C-3987	1	354	Deck	200x34x10'6	American Steel & Wire Co.
	C-3988	3	246	Flat boats	110x24x5	U.S. Engineers - Cincinnati, O.
	C-3989	3	182	Fuel	110x24x5	U.S. Engineers - Cincinnati, O.
	C-3996	2	275	Merchandise	200x36x8	Kansas City Missouri River Nav. Co.
	C-4059	10	1,500	Barges	152x34x6	U.S. Engineers - St. Louis
	C-4060	20	380	Flat boats	55x16x33	U.S. Engineers - St. Louis
	C-4145	3	360	Barges	120x30x7	U.S. Engineers - Vicksburg, Miss.
	C-4146	4	480	Deck	120x30x7	U.S. Engineers - Memphis, Tenn.
	C-4323	9	1,000	Barges	120x30x7	U.S. Engineers - Memphis, Tenn.
	C-4324	1	120	Barge	120x30x7	U.S. Engineers - Memphis, Tenn.
	C-4325	4	480	Barges	120x30x7	U.S. Engineers - Vicksburg, Miss.
	C-4391	3	574	Sand	130x30x7'6	Union Sand & Material Co.
	C-4431	3	182	Fuel	110x24x5	U.S. Engineers - Cincinnati, O.
1912	C-4627	10	955	Sand	110x26x8'6	Rodgers Sand Co.
1913	C-4685	2	78	Barges	91'8x20x4'6	Howlett & Williams
1912	C-4691	2	136	Sand	100x20x5	U.S. Engineers - Carrollton, Ky.
	C-4910	1	95	Coal	172x26x10	Pratt Consolidated Coal Co.
	C-4910	1	72	Coal	135x26x8	Pratt Consolidated Coal Co.
	C-4915	3	609	Tank	135x34x9	Texas S.S. Co.
	C-4941	2	137	Coal	100x26x9'3	Pittsburgh Crucible Steel Co.
	C-4947	1	45	Barge	91'9x20x6	Houlett & Williams
	C-5099	6	348	File driver	88x25x6	U.S. Engineers - St. Louis, Mo.
	C-5200	10	685	Coal	100x26x9'3	American Steel & Wire Co.
	C-5210	1	158	Sand	130x30x7'6	Union Sand & Material Co.
	C-5257	1	160	Dredge hull	170x30x6	Union Sand & Material Co.
	C-5260	20	1,370	Coal	100x26x9'3	Crucible Steel Co.
	C-5276	1	45	Barge	91'8x20x6	Howlett & Williams
	C-5277	1	209	Towboat hull	145x32x6	Angola Transfer Co.
	C-5420	3	453	Merchandise	156x30x8	Kansas City Missouri River Nav. Co.
	C-5433	10	1,120	Barges	120x30x7	U.S. Engineers - Memphis
1913	C-5665	5	680	Deck	150x30x8'3	Direct Navigation Co.
	C-5844	5	356	Barges	130x30x7	U.S. Engineers - Memphis

<u>Year</u>	<u>Contract #</u>	<u>No.</u>	<u>Tons</u>	<u>Description</u>	<u>Size</u>	<u>Customer</u>
	C-5999	1	170	Towboat hull	100x32x3	John Barrett & Son
	C-6000	20	1,440	Coal	100x26x8'3	American Steel & Wire Co.
	C-6020	3	474	Sand	130x30x7	Union Sand & Material Co.
	C-6062	8	712	Barges	110x26x6'6	U.S. Engineers - Louisville, Ky.
	C-6063	2	150	Deck	100x26x6	U.S. Engineers - Louisville, Ky.
	C-6118	2	111	Coal	100x24x6	Howlett & Williams
1914	C-6125	20	254	Sets of pontoons	47'6x12x3	U.S. Engineers - Little Rock, Ark.
	C-6150	2	316	Barges	130x30x7'6	Union Sand & Material Co.
	C-6227	2	135	fueling scows	110x22x8	John Barrett & Son
	C-6228	2	331	Log	160x34x7	John Barrett & Son
	C-6309	4	157	Maneuver boats	60x22x3'4-3/4"	U.S. Engineers - Pittsburgh, Pa.
	C-6323	2	189	Dump scows	90x24x7	U.S. Engineers - Louisville, Ky.
	C-6412	10	794	Dump scows	85x22x19'4	U.S. Engineers - Cincinnati, O.
	C-6532	3	474	Sand	130x30x7'6	Union Sand & Material Co.
	C-6538	6	801	Sand	135x27x8'6	Rodgers Sand Co.
	C-6541	2	136	Barges	100x20x5	U.S. Engineers - Cincinnati, O.
	C-6563	1	102	Dredge hull	86x30x6'9	U.S. Engineers - Cincinnati, O.
1915	D-3365	2	111	Barges	100x24x6	Howlett & Williams
	D-3393	2	114	Deck	100x24x6'6	Howlett & Williams
	D-3521	2	189	Dump scows	90x24x7	U.S. Engineers - Louisville, Ky.
	D-3653	1	721	Hangar	225x65'6x6	U.S. Engineers, Louisville, Ky.
	D-3673	4	946	Deck ore	175x36x8	Aluminum Ore Co.
	D-3493	6	672	Deck	120x30x7	U.S. Engineers - Vicksburg, Miss.
	D-3727	1	58	Grain	110x17x9	Smith-Hippen Co.
	D-3728	5	691	Coal	175x27x10'3	Crucible Fuel Co.
1916	D-3990	1	185	Wharfboat	182'6x35x5	Rodgers Sand Co.
	D-3996	1	988	Carfloat	308x50x11	M. L. & T. R.R. & S.S. Co.
	D-4064	3	169	Maneuver	60x26x3'6	U.S. Engineers - Wheeling, W. Va.
	D-4119	1	47	Maneuver	60x26x3'6	U.S. Engineers - Cincinnati, O.
	D-4129	15	1,120	Barges	100x27x8'3	American Steel & Wire Co.
	D-4137	4	288	Barges	100x24x6'6	Doulett & Williams
	D-4208	6	993	Log	160x34x7	Mengel Box Company
	D-4242	2	520	Fueling	122x34x15	U.S.S.P.Co. - Panama R.R.
	D-4352	68	10,617	Coal	175x26x11	Carnegie Steel Company
	D-4353	2	312	Coal	175x26x11	Carnegie Steel Company
	D-4492	2	741	Ore	225x42'6x14'6	Aluminum Ore Co.
1917	D-5190	70	10,906	Coal	175x26x11	Carnegie Steel Company
1918	D-5317	4	965	Towboat hulls	149'6x34x5'3	Carnegie Steel Company
	D-5326	2	228	Icebreaker hulls	75x31x7'6	Carnegie Steel Company
1919	D-5779	25	10,713	Merchandise	230x45x11	U.S. Railroad Administration
	D-6232	6	1,872	Oil	220x38x8'9	Standard Oil Co. of La.
	D-6233	1	466	Oil	275x52x8'6	Standard Oil Co. of La.
	D-6376	1	289	Oil	175x38x9'6	Sinclair Navigation Co.
	D-6429	3	474	Sand	130x30x7'6	Union Sand & Cement Co.
1920	D-6563	40	4,620	Coal	140x26x10	LaBelle Iron Works
	E-3301	6	1,566	Oil	175x40x8'6	C. A. Barbour
	E-3497	25	3,900	Coal	175x26x11	Carnegie Steel Company
	E-3708	2	260	Towboat hulls	149'2x33'4x6	Carnegie Steel Company
1921	E-3909	2	261	Coal	175x26x11	DeBardelaben Coal Co.
	E-3917	15	1,680	Barges	120x30x7	U.S. Engineers - Memphis, Tenn.
	E-3946	2	335	Deck	150x32x7'6	Kosmos Portland Cement Co.
	E-3991	12	1,890	Sand	135x26x10	J. K. Davison & Bro.
1922	E-4029	2	303	Barges	130x30x7'6	N. M. Halliday Sand Co.
	E-4106	1	138	Dredge hull	110x30x5'6	N. M. Halliday Sand Co.
	E-4189	4	852	Log	180x36x8	Barrett Lines
	E-4193	1	120	Wharfboat	160x26x5	Barrett Lines
	E-4289	4	384	Sand	100x26x6'6	National Contract Co.
	E-4445	5	770	Sand	135x27x10	Rodgers Sand Co.
	E-4445-XI	5	770	Sand	135x27x10	Rodgers Sand Co.
	E-4465	3	504	Log	160x34x7	Patton-Tully Transportation Co.
	E-4532	2	308	Sand	135x27x10	Wilson Sand & Supply Co.
	E-4574	2	104	Fuel flats	90x18x4'6	Kentucky Coal Co.
	E-4583	30	4,710	Coal	175x26x11	Carnegie Steel Company
	E-4584	20	3,140	Coal	175x26x11	American Steel & Wire Co.
	E-4678	4	945	Sand	135x26x10	J. K. Davison & Bro.
	E-4765	20	3,150	Coal	175x26x11	Pittsburgh Coal Company
1923	E-4888	5	705	Barges	175x26x11	West Kentucky Coal Co.
	E-4920	8	1,260	Coal	175x26x11	Carnegie Steel Company
	E-4920-XI	2	315	Coal	175x26x11	Carnegie Steel Company
	E-4921	10	1,575	Coal	175x26x11	Carnegie Steel Company
	E-4921-XI	10	1,575	Coal	175x26x11	Carnegie Steel Company
	E-5019	1	128	Landing stage	100x52x6	Carnegie Steel Company
	E-5230	30	4,725	Coal	175x26x11	Carnegie Steel Company
	E-5254	19	2,227	Barges	110x26x6'6	U.S. Engineers - Louisville, Ky.
	E-5409	16	1,882	Barges	110x26x6'6	U.S. Engineers - Louisville, Ky.
1924	E-5221	8	963	Deck	100x26x9'5	U.S. Engineers - Florence, Ala.
	E-5562	15	1,298	Coal	100x26x9'3	American Steel & Wire Co.
	E-5616	12	1,704	Cargo	140x25x8'6	T.C.I. & R.R. Co.
	E-5841	1	353	Carfloat	225x38x9	Missouri Illinois R.R. Co.
	E-5852	2	222	Dump scows	100x26x5'10	U.S. Engineers - Pittsburgh, Pa.
	E-5912	3	678	Deck	175x32x8'9	Kosmos Portland Cement Co.
	E-6013	6	944	Sand	135x26x10	J. K. Davison & Bro.
	E-6021	1	323	Towboat hull	170x38'10x6'7	Carnegie Steel Company
	E-6080	1	240	Acid	175x26x11	Carnegie Steel Company

Year	Contract #	No.	Tons	Description	Size	Customer	
1925	E-6156	1	213	Deck	175x32x8'9	Kosmos Portland Cement Co.	
	E-6179	3	427	Deck	120x32x8	U.S. Engineers - Pittsburgh, Pa.	
	E-6221	4	630	Coal	175x26x11	American Bridge Co. - Erection	
	E-6319	4	280	Deck	80x26x5	U.S. Engineers - Pittsburgh, Pa.	
	E-6645	30	4,725	Coal	175x26x11	Ohio River Company	
	E-6455	3	502	Deck	160x34x7	Patton-Tully Transportation Co.	
	E-6471	2	1,009	Oil	275x52x9	Standard Oil Co. of La.	
	E-6530	1	234	Towboat	149'2x33'4x5'10	Carnegie Steel Co.	
	F-3317	12	1,890	Coal	175x26x11	Crucible Fuel Company	
	F-3332	12	1,866	Coal	140x25x9	Tenn. Coal & Iron R.R. Co.	
	F-3443	1	47	Fueling	90x20x6	Ohio River Company	
	F-3563	10	1,575	Coal	175x26x11	American Bridge Company	
	1926	F-3450	25	3,938	Coal	175x26x11	Carnegie Steel Company
		F-3658	6	936	Deck	135x27x7'6	Rodgers Sand Company
		F-3675	6	1,758	Deck	225x36x8	The Barrett Line, Inc.
		F-3704	2	460	Towboat hulls	149'2x33'4x6'3	Carnegie Steel Company
		F-3811	2	669	Towboat hulls	170'8x38'10x6'7	Carnegie Steel Company
F-3814		6	2,034	Barges	225x40x9	The Barrett Line Co.	
F-3826		2	100	Fueling scows	100x18x8	The Barrett Line Co.	
F-3884		10	1,575	Coal	175x26x11	Hillman Transportation Co.	
F-3884-XI		10	1,575	Coal	175x26x11	Hillman Transportation Co.	
F-3923		1	67	Deck	100x24x5	Carnegie Steel Company	
F-4015		6	1,374	Cargo	175x26x11	Carnegie Steel Company	
F-4092		5	578	Coal	140x26x10	Wheeling Steel Corporation	
F-4129		1	240	Towboat hull	149'2x33'4x6'3	Hillman Transportation Co.	
F-4132		15	2,363	Coal	175x26x11	Carnegie Steel Company	
F-4170		6	882	Deck	152x34x6	U.S. Engineers - St. Louis	
F-4173		5	578	Coal	140x26x10	LaBelle Transportation Co.	
F-4225		1	201	Derrick hull	100x50x10	T. Smith & Son, Inc.	
F-4279	30	4,725	Coal	175x26x11	Carnegie Steel Company		
1927	F-4272	10	1,575	Sand	135x27x7'6	George Vang	
	F-4436	5	788	Sand	135x27x7'6	Rodgers Sand Co.	
	F-4489	10	1,575	Coal	175x26x11	Carnegie Steel Company	
	F-4543	5	788	Sand	135x27x7'6	Rodgers Sand Co.	
	F-4562	13	1,482	Deck	120x30x7	Mississippi River Commission	
	F-4563	10	1,625	Cargo	126x33x7'6	Inland Waterways Corporation	
	F-4563-XI	5	813	Cargo	126x33x7'6	Inland Waterways Corporation	
	F-4745	2	335	Deck	160x34x7	Anderson-Tully Company	
	F-4747	12	1,548	Cargo	140x25x11	Tenn. Coal, Iron & R.R. Co.	
	F-4916	10	2,245	Cargo	175x26x11	Carnegie Steel Company	
	1928	F-4877	1	240	Towboat hull	140x25x9	Tenn. Coal, Iron & R.R. Co.
		F-5036	41	4,777	Deck	120x30x7	Mississippi River Commission
		F-5087	6	1,023	Cargo	132x35x10	Union Barge Line Corp.
		F-5092	10	2,245	Cargo	175x26x11	Carnegie Steel Company
		F-5184	5	619	Deck	120x30x7	U.S. Engineers - Memphis, Tenn.
		F-5240	1	240	Towboat hull	140x25x9	Tenn. Coal, Iron & R.R. Co.
		F-5420	9	1,364	Coal	175x26x11	Union Barge Line Corp.
F-5430		30	3,495	Deck	120x30x7	Mississippi River Commission	
F-5454		1	122	Acid	100x26x8'6	American Steel & Wire Co.	
F-5490		2	335	Deck	160x34x7	Anderson-Tully Co.	
F-5498		12	1,890	Coal	175x26x11	Crucible Fuel Company	
F-5660		2	60	Pontoons	40x18x7'6	J. K. Davison & Bro.	
1929		F-5706	8	1,224	Coal	175x26x11	West Kentucky Coal Co.
		F-5713	6	945	Sand	135x27x7'6	J. K. Davison & Bro.
		F-5752	20	1,462	Deck	108x24x5	U.S. Engineers - Rock Island, Ill.
		F-5778	1	175	Coal	175x26x11	American Bridge Co. - Erection
		F-5777	5	765	Coal	175x26x11	American Bridge Co. - Erection
	F-5865	24	13,104	Cargo	230x45x11	Inland Waterways Corp.	
	F-5893-XI-X3	1	243	Towboat hull	149'2x33'4x4'3	Carnegie Steel Company	
	F-6017	6	945	Sand	135x27x7'6	Rodgers Sand Co.	
	F-6240	5	765	Coal	175x26x11	Hillman Transportation Co.	
	F-6410	5	765	Coal	175x26x11	American Bridge Company (stock)	
	1930	F-6476	1	122	Dredge hull	110x30x6'6	LaCrosse Dredging Corp.
		F-6477	1	38	Oil	70x18x5	LaCrosse Dredging Corp.
		F-6517	1	52	Pull boat	100x18'7x6	Island Creek Coal Company
		G-3330	5	335	Maneuver	75x24x4'6	U.S. Engineers - Cincinnati, O.
		G-3478	6	1,431	Deck	196x34x8	Barrett Line, Inc.
		G-3544	1	440	Addn. to carfloat	135x50x11	Johnson Iron Works
		1931	G-3907	10	6,945	Barges	300x48x11
1932		G-4492	12	2,172	Cargo	158x35x11	American Barge Line Corp.
G-4660		1	204	Oil	150x35x10'3	Sun Oil Company	
1933		G-4907	1	111	Deck	90x40x6	Vang Construction Co.
		G-4727	6	1,461	Deck	196x34x8	The Barrett Line, Inc.
		G-4795	3	459	Coal	175x26x11	Costanzo Transportation Co.
		G-4891	2	318	Coal	150x34x9	Costanzo Transportation Co.
		G-4915	7	1,663	Deck	175x40x5	River Terminals Corp.
		G-4935	5	1,305	Cargo	175x26x11	American Barge Line Corporation
		G-4955	3	459	Coal	175x26x11	Costanzo Transportation Co.
		G-4956	5	788	Sand	135x27x7'6	McCrary-Rodgers Company
	1934	G-5606	1	152	Derrick boat hull	110x40x6'6	The Ohio River Company
	1935	G-6022	30	7,440	Cargo	132x35x10	Mississippi Valley Barge Line Co.
	1936	G-6156	6	918	Coal	175x26x11	Tri-State Transportation Co.
		G-6157	1	91	Derrick boat	90x30x5	M. N. Halliday Sand Co.

<u>Year</u>	<u>Contract #</u>	<u>No.</u>	<u>tons</u>	<u>Description</u>	<u>Size</u>	<u>Customer</u>
	G-6447	5	769	Coal	175x26x11	Carnegie-Illinois Steel Corp.
	G-6595	14	3,000	Coal	195x35x11	The Ohio River Company
	H-126	1	133	Storage barge	88x36x8'6 $\frac{1}{2}$	U. S. Steel Products Co.
	H-127	2	55	Oil	64x14x5	U. S. Steel Products Co.
	H-128	2	5	Barges	40x5x2'3	U. S. Steel Products Co.
	H-223	20	1,591	Coal	175x26x11	Carnegie-Illinois Steel Corp.
1937	H-215	3	440	Dump scows	114x26x7'9	U.S. Engineers - Louisville, Ky.
	H-260	1	217	Dredge hull	126x36'6x9	U. S. Steel Products Co.
	H-501	2	300	Cial	175x26x11	W. L. Standish
	H-614	6	1,461	Deck	196x34x8	The Barrett Line, Inc.
	H-780	1	128	Barge	145x26x7'4	The Standard Oil Company
	H-989	1	57	Landing float	200x7x3'4	National Tube Company
	H-1099	1	44	Machine shop barge	82x20x3'6	C. C. Hunley
1938	H-1451	10	2,045	Cargo	132x35x10	Campbell Transportation Co.
1939	H-1960	4	570	Coal	175x26x11	American Barge Line Co.
	H-1960-XI	6	1,185	Coal	175x26x11	American Barge Line Co.
	H-2112	15	4,035	Coal	195x35x11	Central Barge Company
	H-2194	1	281	Relay barge	104x34x8	Panama Canal
	H-2440	15	5,738	Cargo	198x35x11	Mississippi Valley Barge Line Co.
	H-2820	10	1,435	Coal	175x26x11	Carnegie-Illinois Steel Corp.
	H-2840	10	2,045	Coal	175x26x11	American Barge Line Corp.
	H-2992	6	1,369	Oil	195x35x10	Socony Vacuum Oil Company
	H-3070	20	3,110	Coal	175x26x11	Carnegie-Illinois Steel Corp.
1940	H-3284	3	408	Deck	135x26x11	J. K. Davison & Bro.
	H-3320	3	1,461	Oil	240x50x10'6	Campbell Transportation Co.
	H-3430	3	1,303	Sand	148x36x13'6	Panama Canal
	H-3620	10	1,435	Coal	175x26x11	American Bridge Company
	H-3690	5	718	Coal	175x26x11	American Bridge Company
	H03850	15	9,675	Cargo	280x48x11	Inland Waterways Corp.
	H-4265	2	206	Fuel barges	125x26x10	Carnegie-Illinois Steel Corp.
	H-4300	8	5,792	Dump scows	160x50'6x13'6	U. S. Steel Export Co.
	H-5068	3	378	Barges	125'11x24x11	USSEX Co. - U.S. Engr. - Phila. Pa.
	H-5220	12	8,160	Sand	160x50'6x13'6	USSEX Co. - Panama Canal
	H-5275	60	8,750	Coal	175x26x11	Carnegie-Illinois Steel Corp.
	H-5319	2	252	Barges	125'11x26x11	USSEX Co. - U.S. Engr. - Phila. Pa.
1943	J-89X1	1	112	Conv. Dry Cargo and gasoline	102'4x29x8	USSEX Co. - War Dept.
1945	J-1205	10	1,944	Coal	175x26x11	Mississippi Valley Barge Line
	J-1988	1	12	Work barge	45x16x3	Guy A. Thompson Trustees
1946	J-1900	75	11,625	Coal	175x26x11	Carnegie-Illinois Steel Corp.
	J-2058	8	1,000	Rock barges	120x30x6	U.S. Engineers - Omaha, Neb.
	J-2171	8	1,264	Cargo	140x25x10	Ohio Barge Line Inc.
	J-2672	10	1,580	Cargo	140x25x10	Ohio Barge Line Inc.
	J-2757	12	1,728	Coal	175x26x11	Crucible Steel Company
	J-2792	12	3,172	Oil	195x35x11'9	Mississippi Valley Barge Line
	J-2937	10	1,470	Coal	175x26x11	Pittsburgh Coal Company
	J-3036	10	2,120	Coal	195x35x11	Central Barge Company



Marked in bold red lettering on the back of the photograph from which this print was made is the statement:- "First all welded barge on Western Rivers." Inasmuch as the picture is from the office file of the American Bridge Company, who built the barge, the claim cannot be lightly dismissed. The barge was their Contract #F-5778, dated 1929. The picture was taken on June 4 of that year.



Private houseboat IDLER moored at Clinton, Iowa; see remarks col. 1, next page.

PICTURE ON THE OPPOSITE PAGE

The 120-foot houseboat IDLER, built for Lafayette Lamb in 1897 at Clinton, Iowa, and rebuilt following a fire in 1920, is shown moored in Joyce Slough prior to her transfer last December to South Haven, Mich. via the Illinois River and Lake Michigan. The details were reported in our last issue, page 21. The photograph comes to us from the files of the Clinton "Herald," courtesy of Lee F. White, editorial consultant.

"May I make a few comments?" asks Ray Samuel after seeing his ROB'T E. LEE picture splashed on the back page cover of the March S&D REFLECTOR.

"That picture of the LEE nearing the end of the 1870 race may just be the earliest action picture of a nationally important 'sporting' event, might it not be?"

It might be at that.

Ray goes on. "I was delighted to see that excellent picture of the WILD WAGONER. When one mounts the ancient staircase of the Cabildo in New Orleans, one stares dead ahead at an advertising board plus a photograph of one of those things hanging in the salon of a steamboat. The ad board belongs to me and the tag on it when I bought it from Albert Lieutaud years ago says, "Taken from the WILD WAGONER."

The WILD WAGONER wound up her days in the New Orleans-Bayou Sara trade operated by Capt. Archibald C. Goddin, was dismantled and the machinery removed in 1873. The hull, according to Lytle-Holdcamper, was reclassified as a barge in 1877.

More from Ray Samuel: "The litho of the AUTOCRAT (page 32, March issue) was done by Fishbourne of New Orleans, a popular lithographer of the period. Look closely and you will see that each bale of cotton has marked on it the initials of planters and/or factors. No doubt prints were given to good customers of the boat, an early example of good relations."

Ray's letter, dated March 5th, was typed just before he went with his wife Martha Ann aboard the DELTA QUEEN to do his annual slide lecture in the course of a National Trust tour to Natchez.

In the caption under the picture of the towboat H. E. SPILMAN on page 10, last issue, we were wondering where Spilman, W. Va. was located. Charles E. Arnold has furnished us with a stat copy of a schedule of the Ohio River Railroad dated June 27, 1897 listing stops and service between Wheeling and Kenova. Spilman is the stop between Clifton and Point Pleasant opposite Leading Creek and Hobson Station. Harry E. Spilman, for whom the towboat was named, was a coal operator in West Virginia and

was kin (probably brother) of Baldwin D. Spilman, Sr., long resident of Parkersburg whose wife Annie was daughter of Johnson N. Camden (oil, coal, railroads, Little Kanawha River navigation, financier and politician) also of Parkersburg. Spilman Sr. and Camden had coal interests in Mason County, W. Va.

Charley Arnold says that below the Pomeroy bridge along W. Va. 62 is a small church named "Spilman Memorial Church."

Sirs: Enclosed is check for membership in S&D. I joined shortly after S&D was first organized but somewhere along the way I dropped out due to being on the lower river, much to my regret. I went out striker on the ROB'T P. GILLHAM in 1917 and received engineer's license in 1920. Enjoyed the picture of Capt. Francis Wright in the last issue, knew and worked with him, and recall the accidental shooting of his father Capt. Tom Wright at Louisville.

I ran mostly on towboats, and was on DPCs from their beginnings until 1960 as chief engineer, after which I went deep sea until my retirement last year. I hold license issue #13-14 so you see I

have had them for a long time.

Here where I live there are a number of old-time rivermen and we get together frequently. You should hear it; many tows picked up, accidents happen, etc. etc.

Cecil J. Faudree,
Twin River Towers, Apt. 210,
Point Pleasant, W. Va. 25550

=Yes, Cecil Faudree is now a senior steamboat engineer. We recall him as a youngster on the GILLHAM, and through many mentions of his progress later on in conversations with engineer Ray Gill and others. -Ed.

Sirs: In the March S&D REFLECTOR you had a very nice picture of the towboat JASON (page 28). We have a yellow-and-white tomcat named after her, him or it.

James A. Haley,
33 Belle Monte Ave.,
Lakeside Park, Ky. 41017

=Jim Haley sent along a handsome photo of the HERBERT E. JONES (as the JASON later became) downbound above old Lock 35, Ohio River, which he took "on a cold, cloudy Sunday afternoon." -Ed.



CHARLES A. DANNER, 108 Lauderdale, Montgomery, Ala. 36116 sends us the above, which he took last summer at Warfield Point Park near the lower end of Lake Ferguson, Greenville, Miss. The Washington County (Miss.) Supervisors acquired the FAYETTEVILLE in 1978 (June '78 issue, page 20) to convert her into an "interpretive center" designed to display the area's agricultural and commercial relationships with the Mississippi River. She was built at Charleston, S.C. in 1924 as a sternwheel snagboat for service on the Cape Fear River. In 1938 she was converted to diesel-sternwheel at Tuscaloosa, Ala. and eventually was acquired by the Mississippi Park Commission who in 1978 turned her over to the Greenville supervisors. Apparently she has had good care but was not open to public viewing when Mr. and Mrs. Danner were there.



THESE PICTURES surfaced at Belpre, O. last September at a meeting of the local Historical Society. The original prints are owned by the Society's president, Herbert Spencer, who kindly loaned them to Capt. E. Clare Carpenter who had copies made for himself and for Capt. Charles H. Stone. The ones shown here are from Charlie Stone's set, and our thanks to all concerned.

Taken in the late spring of 1917 these shots provide graphic evidence of the demolished packet TELL CITY along the Ohio shoreline immediately below the bear traps at old Lock and Dam No. 19, at Little Hocking, O. where the boat came to grief on April 6th, that year. Mr. and Mrs. Clarence G. Bent, who resided in a home at the top of the bank at the location, procured the pilot-house and had it lifted by a floating crane from the wreck to the river shore. Later on they dragged it up the hill and made a summerhouse of it on their premises.

Several of these pictures show that the Bents already had removed the sash at the sides and rear. For some reason they did not get the pilotwheel nor the whistle. They did save the lazy bench but seem to have passed up the other interior furnishings. The original finial which graced the peak of its roof had been purposely sawed off by the boat's carpenter several weeks prior to the calamity in order to make clearance under a bridge in high water.

The boat's owners, Capts. Fred Hornbrook and Harry Donnally, did not salvage anything except the paddlewheel shaft, complete with cranks, flanges and all, and stored it at the Smith Docks, Pt. Pleasant, W. Va. Some years later the BETSY ANN, managed by D. Grover Gill, broke her shaft and used the TELL CITY's as a replacement. The tacit understanding was that Grover Gill was to pay Hornbrook and Donnally \$600 at his convenience. Grover was fresh out of convenience what with other indebtedness the BETSY piled up, so it wasn't until Ye Ed assumed management that the \$600 was unceremoniously deducted from BETSY's Wheeling wharfboat statement by wharfboat manager Harry Donnally. It was a good shaft and the price was reasonable.

We remarked early on in this tale that these pictures were made "in the early spring" of 1917. Now we've looked at an old negative we took on July 9, 1917 while passing by the TELL CITY wreck aboard the GREENLAND, and everything about it is the same shape you see in these pictures.

The boilers, engines, hogchains and other metal scrap were removed by some junk dealers at Parkersburg and some of their equipment is obvious in these scenes. They tore up a good bit of the woodwork while they were at it. The hull and rudders never were recovered and, to this day, lie buried at the site now permanently under water since the construction of the Belleville Locks and Dam downriver.

It would be sort of romantic to say that the lady and gentleman pictured in the pilothouse are Mr. and Mrs. Bent who preserved it and made possible its ultimate removal to the Ohio River Museum in Marietta. There is a good likeness of Mrs. Bent in the souvenir booklet "Oldest Pilot-house" taken in 1953 by S. Durward Hoag, but of course 36 years had intervened since this one on this page was taken in 1917---but still it could be her and her husband.



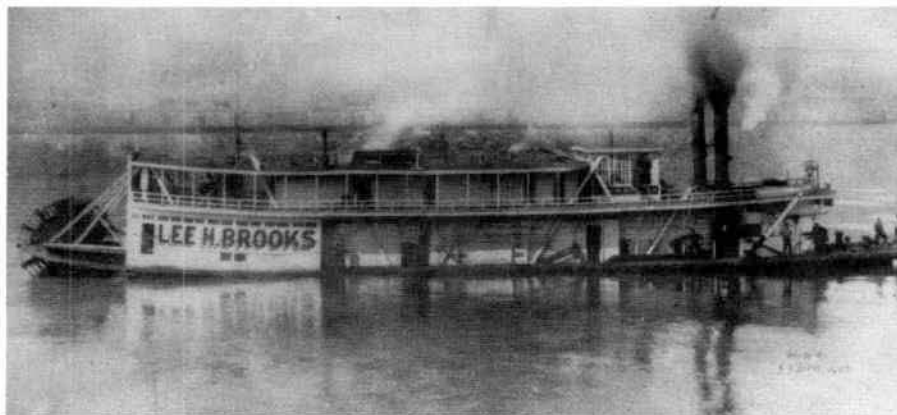
Sirs: I have delved into my vast store of erudition and have located the origin of the term 'chestnut bell.'

In the days of our genteel and considerate forefathers some men wore a chestnut bell as a watch fob. When a member of a joke-telling session essayed to tell a twice-told tale one of the assembled multitude would extract his fob and jingle it to forestall the retelling of an old 'chestnut.' The term must have ambled and rambled riverward where the smallest jingle-bell adopted the sobriquet.

In this benighted decade one cannot find a pair of trousers with a watch pocket nor does the modern man carry a pocket watch. Few outside of the Madison Avenue bunch wear a vest, the last stand of the watch pocket. And now one merely brays, "I already hear it. Where you been?" Worst of all the term 'chestnut' for a used...and used...and used joke is dead of the blight.

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

=Alan pokes back into time. My Dad remembered James T. Sample who married Hannah Way. Jim went off to the Mexican War and lost a leg. He came home to become a trustee of the Presbyterian Church and in my Dad's time had flowing white locks, wore a white silk hat, and had a jingle-bell watch fob. Jim looked not unlike Uncle Sam save for the wooden leg. On Sabbath mornings he marched down the aisle to his front row seat with military stride, thump--jingle, thump--jingle, thump--jingle, a martial spectacle of sound and deportment. Around town Jim was known as "Chapultepec" Sample, and named his son Winfield Scott Sample. Scott settled in Manchester, England, and that's where Chapultepec ultimately died, October 18, 1909, aged 92. -Ed.

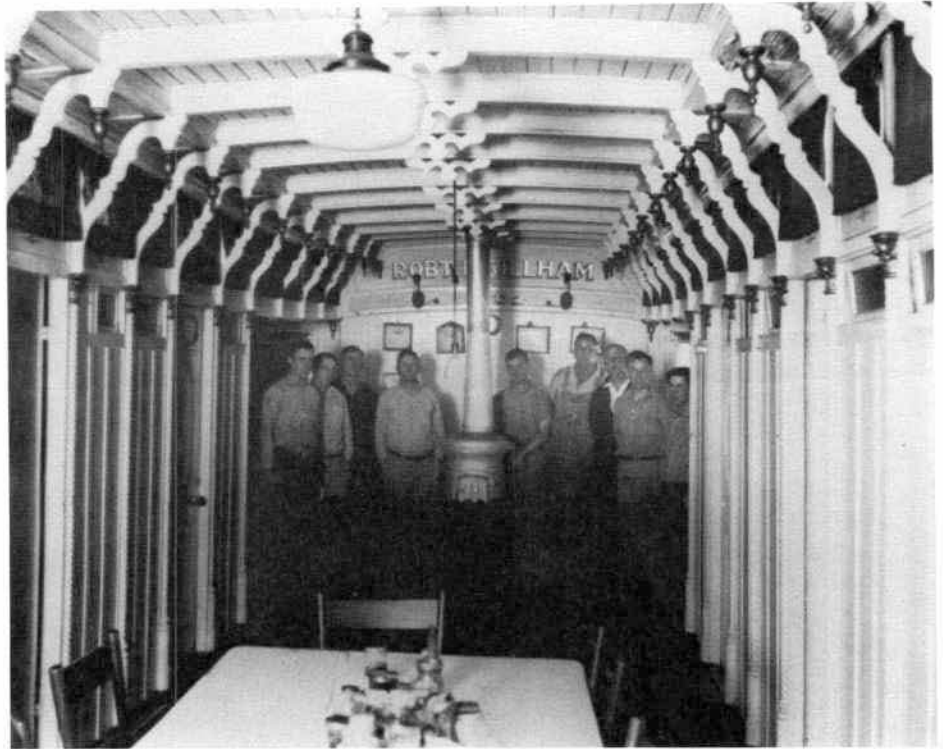


The name of the LEE H. BROOKS in the last issue, page 33, reminded Capt. Tom Kenny of a picture of her in the J. K. Davison office which he copied. J. K. and Ed Vavison bought her in 1900 to tow their Allegheny River sand and gravel. This posed picture was taken in 1913. Our thanks to Bill Reed for the above print from Tom's negative.



PICTURE ON THE OPPOSITE PAGE

During the construction of Lock No. 7 at High Bridge on the Kentucky River, the U. S. Engineers' towboat GENERAL O. M. POE was on the scene to appear in this picture taken on Saturday, June 6, 1896. We first saw the picture in Allen Hess's "Steamboat" calendar for 1981, credited to the Corps of Engineers, Louisville District, photographed by E. J. Carpenter. --Fact is this is the only picture we have ever seen of the POE, so half a POE is better than no pose at all. She was built on a wood hull at Cincinnati in 1893 with precious little room to spare in Kentucky River locks, being 145 ft. long over the wheel (the locks were the same length) and 34 ft. width. Looks like she had a steel paddlewheel otherwise remindful of the DELTA QUEEN's. Primarily she was a snagboat and seems like the Kentucky River in those days kept her pretty well occupied. In 1909 the Howards at Jeff built her successor, named KENTUCKY, at which time the POE was retired. Capt. James F. Browinski served on both.

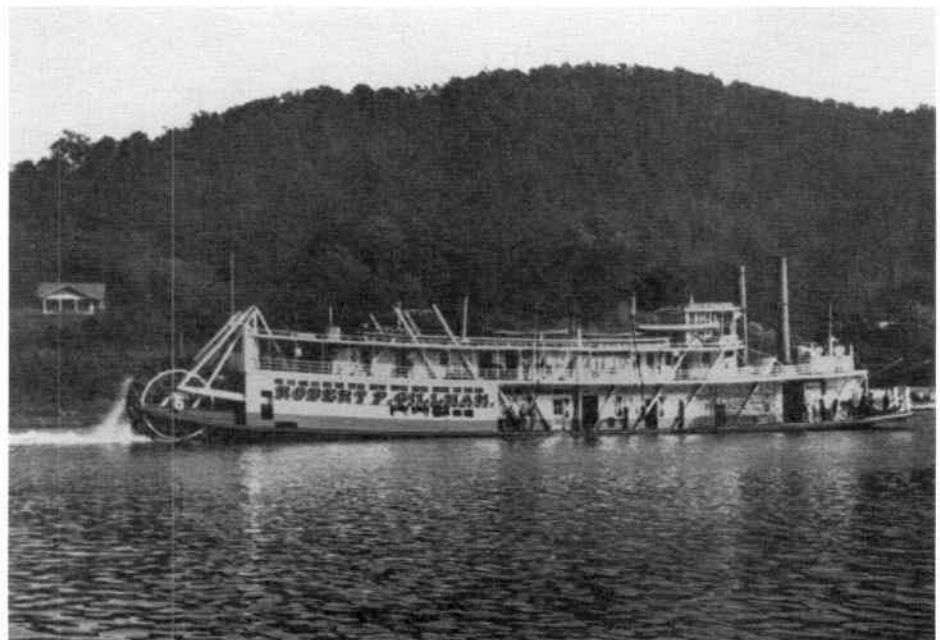


Capt. J. D. Tyner of Mt. Juliet, Tenn. confirms that Will Leek who appears in the H. W. BUTTORFF crew (see March issue, page 17) later was the superintendent of the Ayer & Lord Marine Ways at Paducah. The picture was taken in 1906 says Captain Tyner, at which time Will Leek was 24. Will was on "the job" at Ayer & Lord in 1927 when U. S. Inspectors Hunter and Fiske decreed that high roof rails must be provided on the BETSY ANN if passengers were to be allowed to wander around up there. The proposition was a sensible one, and Will designed and installed them. Captain Tyner remembers that Will Leek had a much older brother, Capt. James F. Leek who spent much of his career with the U. S. Engineers and was in charge of the Cumberland River snagboat WARIOTO at the time of his death in 1930. Capt. J. Wylie Leek was son of Captain Jim.

Referring again to the picture of the BUTTORFF's crew, Captain Tyner recalls that Ed Bell, the youngster identified in the top row, later was pilot on the steel hull WM. P. FISKE (named for one of the Inspectors mentioned above) which was built at Nashville in 1922 for Nashville Builders Supply Company. She sank at Wooddale Grove, 10 miles from Nashville, on May 18, 1925 and Ed Bell was one of the four who lost their lives.

Jeff Spear has our thanks for the loan of a post card depicting the Sandusky-Cedar Point steamer G. A. BOECKLING which has been in the news of late. The penned message reads: "We are at Cedar Point now. It is just off of Lake Erie. We were in bathing today and my neck and arms are "so red." But we are having a fine time. Write, love, Lulu and Lilah."

JEROME COLLINS sends us these scenes which were in the collection of the late Capt. Charles M. Young and now held by Capt. Ed Young, his brother. This is the first photograph we've seen taken in the cabin of the ROB'T P. GILLHAM which, for a pool-style towboat was something to behold. It is a posed picture, taken at Charleston, West Va. in 1928 by the De Luxe Studio of that city. The gentlemen grouped in the forward end are a bit hard to distinguish, but from the left they are: Cecil Faudree, chief engineer; Dexter Melton, cub pilot; Clyde Barnett, mate; Capt. Charles M. Young, master; Robert Gibson, striker; Walter Martin, striker; Capt. Tom Woodward, pilot; Ralph Horton, second engineer; Sherman Bonecutter, mate. The GILLHAM was built for the Campbell's Creek Coal Company at Parkersburg, W. Va. in 1901 and for many years was the only compound condensing towboat calling Kanawha River its home. According to those "in the know" she was completely rebuilt in 1927 at which time her original Marietta Mfg. Co. engines were replaced by new Frisbie machinery. Later she was renamed HENRY C. YEISER, JR.



PLEASE COME AND SEE ME DEPARTMENT

DURING JUNE 1914 the steamer JOE FOWLER ran a special summer excursion from Pittsburgh to St. Paul and back to Louisville with about 35 passengers, 11 of whom were named Way, of Sewickley, Pa. Such an unusual event attracted quite a stir in St. Paul. A "greeting committee" wearing appropriate badges came aboard to welcome these voyagers from the headwaters of the Ohio headed up by Capt. Walter Blair, owner-master of the side-wheel MORNING STAR which happened to be in port.

Having been on the mailing list of The Waterways Journal for about six months, and having absorbed every scrap of information in its weekly columns, including the advertisements, I was properly impressed when introduced to the famous Captain Blair. Also I was greeted by the MORNING STAR's second clerk, Mr. Wright, who said he lived in Oil City, Pa. Later that year I discovered via The Waterways Journal that this same Mr. Wright was president of the Allegheny River Boatmen's Association.

Several days before Christmas I received a greeting card from this Mr. Wright, postmarked Oil City, to which I replied:

315 Hazel St.,
Sewickley, Pa.
Dec. 28, 1914

Capt. D. T. Wright,
Oil City, Pa.

Dear Sir:

I received your greetings just recently and want to thank you very much for same. The typewriter with which I wrote this letter was given me by my mother and this is the first letter I have ever written on it. I hope you had an enjoyable Christmas as I did. We are having a spell of cold weather down here but suppose it does not compare with your country. Two below zero was registered one night.

I want space to say that your remembrance was the last thing I ever expected as I thought you would give no second thought to a boy of thirteen.

From a new made friend,
Frederick Way, Jr.

The astonishing part of this business is that here on my desk is this original letter, the first time I've seen it since writing it in 1914. When Donald T. Wright died in 1965 an examination of his effects disclosed that he had saved all of the early letters I had written to him. His wife Pearl returned them to me early in 1966, a hefty envelope covering 1914-1917. They did not appeal to me. They did not interest me. Yesterday while looking for something else the envelope emerged and by midnight last night I had read all of them.

The correspondence really start-

ed in 1915, a 14-year-old boy entranced with a young gentleman seven years his senior.

Beaver St.,
Sewickley, Pa.
April 8, 1915

Dear Capt. Wright:

I have on hand your kind invitation and advice of the 6th and wish to say that I have decided that, as you say, school first and river last, is a good rule.

As to me coming up to Oil City, don't you think that you could come here for a time before I visit you, and we could make ourselves acquainted with each other?

I remember you plain as daylight and have wanted to know you ever since. We have plenty of room and amusement for visitors.

You think this over and if you decide that it is possible for you to come here write as quick as you can.

I know very few rivermen and my father is the president of the Pittsburgh Sand & Supply Co. of Baden, Pa. which operates the dredge STAR.

You can't imagine how pleased I would be to have you come to spend a few days with us.

I would enjoy seeing your collection very much, and expect to come up someday if you will come here.

We are having beautiful spring weather now, and if possible come as soon as you can get your clothes packed, say next Friday and stay till Monday morning, or if next Friday don't suit, come on the 23rd.

Now as you have suggested that we get acquainted, don't stop until we are. I have often thought of suggesting such a thing but have thought that you probably would not care to know me and I will tell you something, now that I have found different, that I always have had the opinion that you were about 80 years old.

I remember of meeting an officer of the MORNING STAR, but I could not place just who he was until your letter arrived.

My mother and father both invite you to come and stay over Sunday sometime soon.

Please say that you will come next Friday, as I can't wait.

Yours respectfully,
Frederick Way, Jr.

This candid declaration soon met with obstacles:

Beaver St.,
Sewickley, Pa.
April 19, 1915.

Dear Mr. Wright:

My mother, father and myself talked the matter over (of your coming down here). It was decided that you were the oldest and should make a visit to me first. I pleaded to go and see you first but mother said that she was afraid that she would feel worried to have me go alone to the home of a person whom she did not know. She rapped her brains to recall you but couldn't.

We have a 22-room house on a large estate which we recently moved into and have a horse and carriage and could take you all over the country surrounding.

You mentioned in a previous letter that you would be away this summer, so come down here early or soon so I may have a chance to see you. It isn't far to here, and there are trains running every day. PLEASE arrange to come down VERY soon and spend Saturday and Sunday.

We moved to the large house because we had to and not because we really wanted to, but it is a nice place. I wore my first long pants last Saturday night.

Am 5'9" high and my brother (13 years old) is 5'11", very tall for his age. Come on down and we will show you a good time, even if we have no auto.

Your future friend,
or friend to be,
Frederick Way, Jr.

I have been "rapping" my brains to discover how this boy calculated the 22 rooms. His inventory doubtlessly included basement storerooms, an alcove where milk was formerly churned, various pantries and the like. When my Grandmother Way died in 1914, our family moved, early in 1915, into her home on the knoll, a rambling brick structure built for my great grandfather Way in 1840.

Beaver St.,
Sewickley, Pa.
May 25, 1915

Dear Sir:

You should have been here last Sunday and Monday. I saw the CHARLES BROWN, SAMUEL CLARKE, TOM DODSWORTH, JAMES MOREN, HARRY BROWN, J. B. FINLEY, FALLIE, TORNADO, CHARLIE CLARKE, T. J. WOOD, BERTHA and VOYAGER down with coal.

Many more departed during Sunday night and all Monday morning that I missed.

The J. B. FINLEY sure is some large sized boat.

The LORENA went down Monday with a good load. KANAWHA due out this afternoon.

73 packets have left Pittsburgh since Jan. 1, while during the entire year of 1914 only 67 departed. Big increase.

There is no boat for the Cincinnati trade now and I believe the JOE FOWLER is not fit for the business. She is too heavily built and draws too much water. The CITY OF PARKERSBURG don't draw as much water as she does. The OHIO is alright where she is (running Cincinnati-Memphis) as the venture seems successful, but that is not helping the upper Ohio River any.

Frederick Way, Jr.

Beaver St.,
Sewickley, Pa.
May 31, 1915

Dear Sir:

I received your postal card and wish to thank you very much for same. We are glad to learn that you are going to make your river

trip in the first week of June because the scenery around here is very pretty about that time. I am hoping to be able to make a trip to Charleston, W. Va. about that time on the KANAWHA.

Well, I graduated from 8th grade very successfully with many compliments on the fine composition on the Lake Erie and Ohio River Ship Canal which I read.

I see by the paper that the JOE FOWLER will enter the Pittsburgh and Louisville trade on June 12th. That is a very late date to enter the business and I feel that she won't stay long there before low water gets her. Capt. B. S. Pope is a nice man and has the river craze like others get and I believe that he has some brains and will succeed.

Please write and tell me when you expect to arrive here, as I am busy working these days and will arrange for a three day vacation in which to show you around.

Now don't get the idea that your coming will interfere with any of my doings because it won't and as I have often repeated we will be only too glad to have you come.

Yours truly,
Frederick Way, Jr.

The 8th grade graduate was engaged at the handle of a lawnmower trimming lawns on the Way properties in Edgeworth. The hours were 7-12, then 12:30-5:30 @ 20¢ per hour, a 10-hour day for \$2. The scheme of handing out an "allowance" to school-age boys during summer vacation was regarded by my father as the recipe for aiding the devil. If my brother Wilson and I wanted cash we worked for it; I did want money; I wanted to go to Charleston on the KANAWHA.

Beaver St.,
Sewickley, Pa.
June 3, 1915

Dear Sir:

We are going to meet and meet with a bump! It was quite accidental but I can't help that. I have just reserved Room 31 on the S.S. JOE FOWLER for a round trip to Louisville. I had no idea that you would be present, but many unexpected things occur in this world.

Are you planning a round trip or not? I am going with an old lady who stays at our home but otherwise I am free.

Saw the R. DUNBAR down last Friday. Write soon.

Frederick Way, Jr.

The "old lady who stays at our home" reflects mildly my scorching fury with my mother's decision that I must be accompanied by our elderly English cook, Margaret Smyth, who had served in the family for some ten years. Good grief! Here I was a graduate from 8th grade wearing long pants, about to meet the fabled Donald T. Wright, and must have a nursemaid tagging along. I kept a detailed log book on this epic voyage and am some surprised, rereading it, to find no mention whatever of

Donald T. Wright. On June 23rd having returned home, I wrote him to say: "Well, after all, I was very glad to meet you, and think that we both learned a whole lot, at least I know that I did, mostly from you. There is still plenty of room for improvement as you see." These 67 years later I have not the slightest idea of what I was talking about.

Old Mystic, Conn.
Aug. 27, 1915

Dear Mr. Wright:

We all enjoyed the ride on the ocean from Baltimore to Boston, but I tell you it can't beat the old Ohio! Gee, I wish I had been home to see the ENTERPRISE on her road up with the FULTON. Capt. Tony Meldahl, your friend, was on the JOE FOWLER a few weeks back. I forgot to tell you.

Yours,
Fred Way, Jr.

This was my only ocean voyage. Mother took Wilson and me aboard the HOWARD of the Merchants & Miners Line. Prior to embarkation we called on friends at their home in Baltimore whose daughter, some older than I, turned out to be the most exotic creation ever I had cast eyes upon. This vision of beauty has not dimmed in my consciousness---probably a symptom of my awakening to matters other than steamboats. Although the HOWARD creaked and rocked a good bit, we did not suffer seasickness until after the arrival in Boston where I turned green and disgraced myself while visiting the home of Paul Revere. At Old Mystic we spent a week with my mother's older sister and husband, my Aunt Clyde and Uncle Percy Stowe. Uncle Percy in his younger days had been an amateur photographer and he permitted me to examine his cameras, plate holders, chemical trays and the like. I became possessed with the ambition to do as he did, concentrating on steamboats, and could hardly wait to get home to get started.

Beaver St.,
Sewickley, Pa.
Oct. 4, 1915

Mr. Wright:

I am now learning photography. Yesterday I watched the coal fleet go down and got new views of the CRUCIBLE, W. H. MULLER, HARRY BROWN, ENTERPRISE, CHARLES BROWN, A. R. BUDD, TWILIGHT and the sand dredge MONARCH. The JOE FOWLER went down at 9 p.m. on Saturday. Mr. Fissmer, the calliope player, has returned to the boat and played a tune as the boat went by.

Fred.
Beaver St.,
Sewickley, Pa.
Oct. 27, 1915

Dear Mr. Wright:

If any of the views I sent you have brown stains on, or any other imperfections, please let me know. I ask because some of my first attempts did that.

Yours,
Fred.

I was armed with a Brownie box camera, 2½ x 4½, tray developing the film using MQ, printing on Azo 3½ x 5½ masked. The camera had cost me \$1 at P. P. Knapp Drugs.

Beaver St.,
Sewickley, Pa.
Oct. 28, 1915

Dear Mr. Wright:

Now, about photography. It is about the same to me as bicycle riding is with you. I have learned to develop film now, so it is all very cheap.

2 pkg. developer	25c
1 pkg. fix sol.	25c
2 pkg. post cards	50c

1.00 cost of
48 or 50 pictures. Please do not send money hereafter. This is the third time I have said this, so it ought to be fixed in your mind.

Yours,
Fred.

Beaver St.,
Sewickley, Pa.
Nov. 8, 1915

Dear Mr. Wright:

It has been four months since we have last seen each other, and I conclude that when six months are up we ought to hold a reunion or something, to get acquainted with one another.

I move that if you come down to see the HOMER SMITH, JOE FOWLER, and probably QUEEN CITY leave for New Orleans, and stay here a few days, that I will go to Oil City at Thanksgiving or Christmas week to see you. If you keep your end of the bargain, you can depend on me, unless something turns up which is least expected. I tell you -- you had better, as you kindly suggested once before, tell your mother to write my mother, to smooth matters a little. Mother will let me go, I am sure, if I argue a little, but I think a little assistance on your mother's part would help wonderfully.

I have saved up \$6.12 to spend on a river trip next spring.

The KANAWHA spent 20 minutes at Sewickley unloading freight last Wednesday (only six deck hands).

Fred.

By the time this was written the Sewickley youngster had become a freshman at Sewickley High School, now groping with algebra, having signed on for the four-year "scientific course." The reference to the HOMER SMITH, JOE FOWLER and QUEEN CITY was for the New Orleans Mardi Gras in early 1916. The owners of all three were said to be making such plans. Under date of Nov. 20th I fired off a bulletin to Mr. Wright that "the ST. JAMES, it is rumored, will run a Mardi Gras excursion---if she does there will be great competition." This ST. JAMES had been running excursions in the Pittsburgh area all summer of 1915, many of them to the newly organized Walnut Beach, a Sewickley pleasure park. The experiment in diplomacy worked handsomely; Mr.

Wright's mother did indeed write a note to my mother with the following result:

11/23/15

Dear Mr. Wright:

I will arrive at Oil City on Friday on the noon train which comes up by Stoneboro and Sandy Lake. Write soon as to where I get off, West or East station. If I don't get a reply will get off at West station. Train arrives at 11:53 our time. Wait a minute--- the R. DUNBAR is whistling for Lock No. 3 as I write this note--- The LORENA is due up in a few hours. It is 9 p.m. Monday. Turkeys are selling at 27c per pound at the Pittsburgh wharf tomorrow. Capt. Ben S. Pope just sent me a fine view of the JOE FOWLER.

Fred.

The correspondence contains no record of this Oil City visit. I was met and duly escorted to the Wright home at 810 West First St., a large, handsome frame with a lengthy back yard sloping down to the Allegheny River. Mr. Wright was employed as a reporter for the Oil City "Blizzard," a daily competing with the Oil City "Derrick" in this town of about 22,000. Mr. Wright, now 21, lived with his parents, Mr. and Mrs. Thomas J. Wright, their only child. His avid interest in steamboats had resulted from a trip to Pittsburgh with his father some years prior which climaxed in boarding the packet OHIO for a trip down the river. This led to other trips aboard the OHIO; he hit it off with the owners and crew, and on one occasion had persuaded Capt. Tony Meldahl on a visit to Oil City with him. In the summer of 1914 he had written to Capt. Walter Blair and spent most of the season on the MORNING STAR in the St. Paul---Stillwater---Davenport trade. He was a graduate of Oil City High and had attended Allegheny College at Meadville, Pa. briefly. His father, rather dapper and fun-loving, had dabbled in oil with some success. His mother, with these two extroverts in the home, husband and son, seemed on the quiet side but was genuine, all through, and went out of her way to make my visit a pleasant one. Oil City had street cars running hill and dale, across the Allegheny, up Oil Creek, down to Franklin, and seemed to me Mr. Wright and I were on all of them. Every so often we'd get off to go visit another relative, to and including Franklin. "My, you seem so young--and you came all the way up here by yourself!" I enjoyed being the focus of all this attraction, of course. Without any-doubt I afterwards wrote a note of appreciation to Mrs. Wright (my mother would see to that) but it does not appear in this correspondence. My return was via the Pennsylvania Railroad's line paralleling the Allegheny River to Pittsburgh, my first look at that gorgeous region.

The reader who has persevered to this conclusion possibly may share

the disappointment of the 14-year-old Sewickley youth who tried, all of 1915, to get Mr. Wright to come visit him--and failed. It is only fair to tell you that less than two months later, in mid-February 1916, an overnight visit finally did come to pass, a horror story which Donald T. Wright recounted to friends the balance of his days. In some future issue we may pursue these matters through that fateful 1916.

Wayne Reed, who's hankering to build a model working set of the J. M. WHITE's engines (March issue, pages 5,37) has never been to Marietta. So now he has written to the Hotel Lafayette inquiring for reservations for he and family (total of six) for the September 18th annual S&D meeting. Lots of luck, Wayne, and if you don't happen to make it at the Lafayette, rest assured that plenty of nearby motels are available.

THE CASE FOR GRACE

by Alan L. Bates

We can learn much from the Rees's, the Howards and the Sweeney's who, in general, did not skimp and deprive their boats of grace and beauty. The elegance of line and texture that they built into their boats was of far greater importance than for mere cosmetic effect.

Today most boats are built of flat sheets of steel with square corners set plumb, no sheer and little or no camber or 'crown'. The excuse for this denial of beauty and grace is ordinarily stated, "It costs less." Maybe so. Certainly it costs more to bend a beam than to use it as it comes from the mill. There is not much question that shearing a plate to a straight line is cheaper than burning a curve in terms of both time consumed and in wasted material. These are savings in first cost and first cost, sadly, comes at the time when most boat owners can least afford it.

Yet in the long pull curves and rounded corners probably more than pay for themselves. Decks crack less often at round hatches than at the corners of square ones. Knuckles and chines that are rounded or 'eased' give less trouble than sharp angles. Crowned roof surfaces drain with more facility than flat ones. Long, smooth convex shapes permit water to flow with less turbulence than boxy slabs.

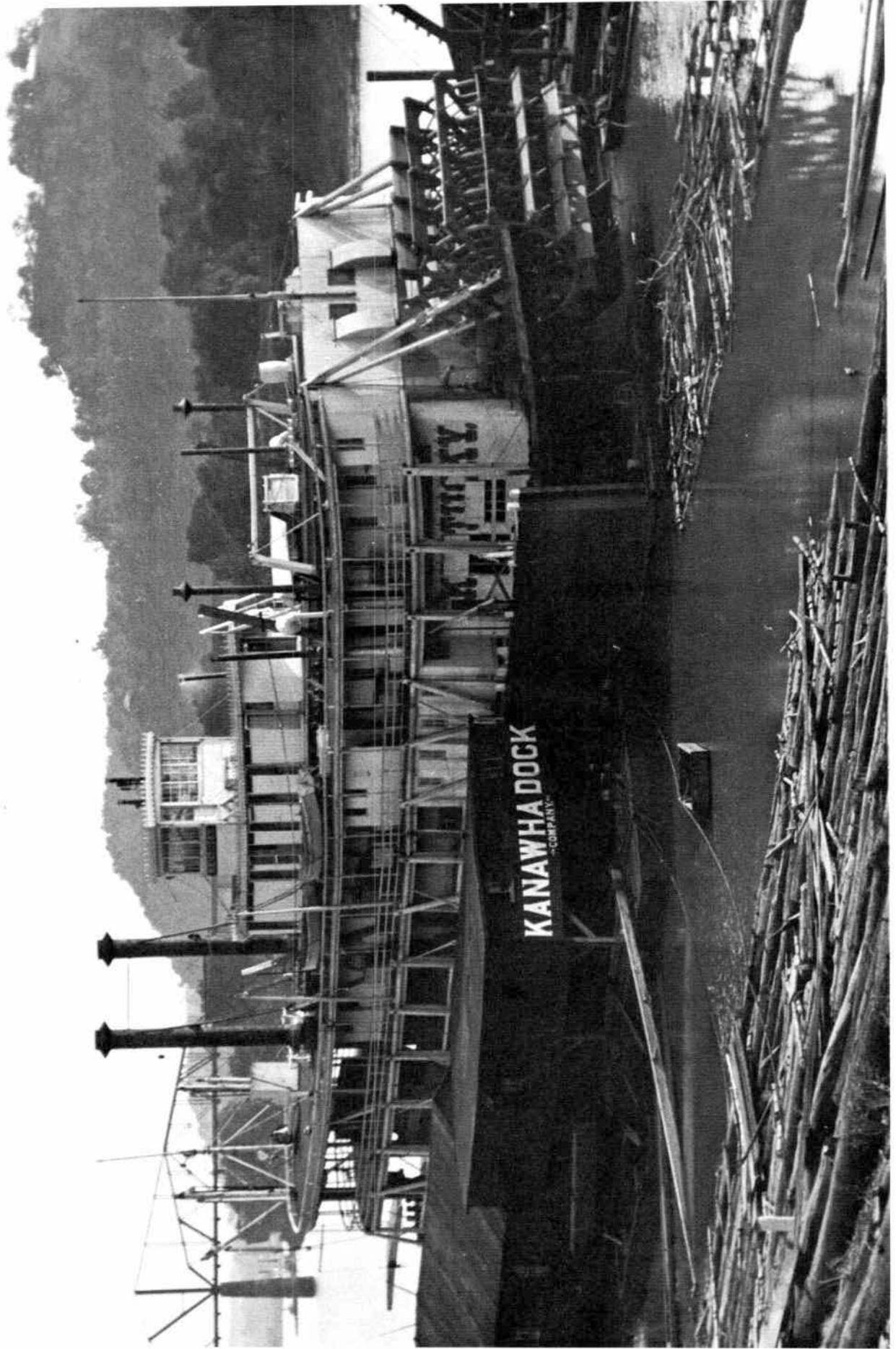
Some time compare the hull of a shark to that of a scow then imagine which is more efficient in terms of the power required to move it. The cost of making curves occurs once. The impediment of the flow of water past a hull is paid for every time the pilot eases up to a fuel dock. The ticky-tacky house corner is cheaper to build than an honest rounded marine corner and falls apart much, much sooner when called upon to resist vibration and distortions such as those inherent in boats. In short, the cheaply-built slabby boat that costs ten per cent less to build and fifteen per cent more to run and maintain is no bargain.

When today's builders return to beauty in their designs they will probably be astonished to learn that they have also built efficiency along with it, for efficiency tends to create grace.

A. J. Peluso, 710 Warburton Avenue, Yonkers, N. Y. 10701, just lately, and with great enthusiasm, has stumbled upon the river photographs taken by the late Thornton Barrette along the Ohio River at the turn of this century. "The Mississippi River frustrates me... if the Ohio could support the work of Barrette why couldn't the Mississippi have done likewise?" he ponders. Anthony Peluso will discover, when he gets acquainted with back issues of the S&D REFLECTOR, that the Mississip, both upper and lower, were blessed with

photographers of stature equal to Barrette--most of them just lately getting recognition they long have deserved.

Dr. F. Sherman Vogt, 1813 Bardstown Road, Louisville, Ky. 40205 has our thanks for some candid photography of the side-wheel steamer TICONDEROGA taken during a visit to the Shelburn Museum in Connecticut. Doctor Vogt has been an S&D member for some years, and has built models of the BELLE OF LOUISVILLE, VALLEY BELLE and ROB'T E. LEE.



Louisville & Cincinnati Packet Co.'s KENTUCKY on docks at Pt. Pleasant, W. Va. -Photo by C. C. Bowyer (date?) from an enlargement by J. W. Rutter.

UPDATE ON ALGIERS DEMOLITION

On page 2 this issue appears an obituary for the ferry ALGIERS. We now have more to add:

On April 15 we had a phone call from Patricia Wiley of Pittsburgh History and Landmarks. Pat seemed sort of breathless, just back from a safari to Sanibel Island, Florida.

"We brought home a paddlewheel," she said. "It's about 20 feet in diameter and we have it over at Station Square."

"But you folks already have a paddlewheel over there," I interrupted.

"Yes we do, and it is an enormous one, from the JASON which later was the HERBERT E. JONES. The one from Florida is smaller, but we have a nice place for it, so now we have two paddlewheels."

"I'm curious about how you got it to Pittsburgh from Florida---it has to be from the ALGIERS," said we.

"Oh you know about the ALGIERS!" exclaimed Pat. "I was hoping you could fill me in on its story. We trucked it by highway, which required taking it apart and marking the sections."

"Shaft and all?"

"Yes, and that long shaft was something of a problem---it still has the cranks on the ends---but we managed. We also brought along the fancy tops from the smokestacks, sort of ornamental rolls with iron feathers on top."

So there you have it. The paddlewheel and stack tops from the ALGIERS are over in Pittsburgh's South Side on the property of the old Pittsburgh & Lake Erie Railroad's ornate depot and the surrounding area, a tourist center de luxe already very much in business.

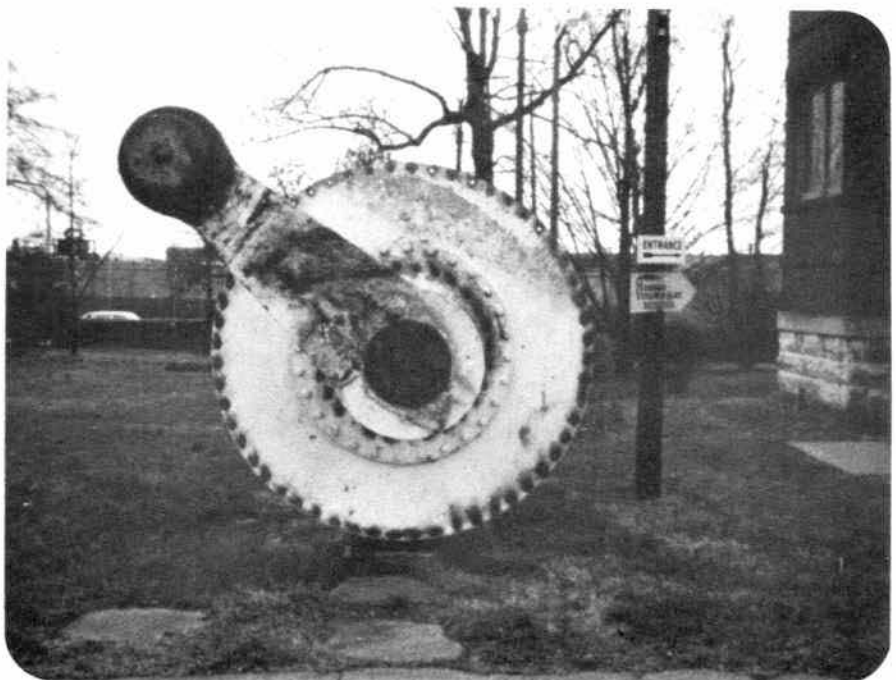
Sirs: About the symphony of the engineroom bells (last issue, page 44): I believe I knew the bells long prior to my A-B-Cs. Don't suppose I was a day over eight years old, the NATIONAL was singled down (she was running as a towboat) when most every night she would lay in our back yard. I amused myself in her pilothouse doing all that a pilot does, language included. The watchman's name was Whit, all I remember. Oh, the pink-icing cookies were in the pantry in a stone box---they had a hole in the center and were as hard as 7/8" washers. No wonder I loved boats.

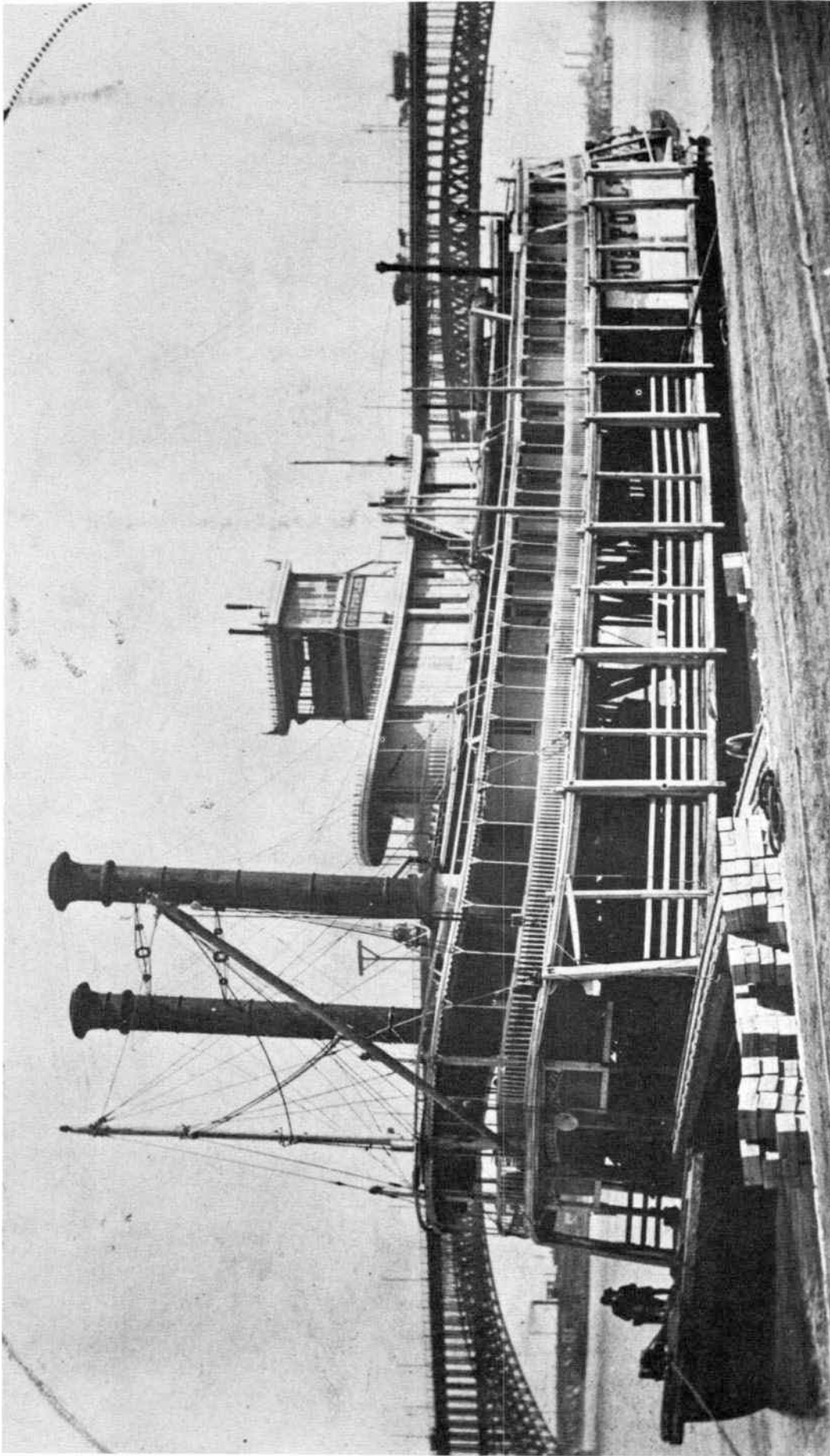
C. A. (Bill) Smith,
912 Innis St.,
Oil City, Pa. 16301

Vandals broke several panes of glass in the sashes of the TELL CITY pilothouse this past winter. Manager John Briley and his assistant Bill Reynolds had them replaced promptly.



Keith Norrington has kindly provided these three shots of a most unusual museum exhibit. This is the wheel shaft from the DELTA QUEEN, broken some while back, now on exhibit at the Howard Steamboat Museum, Jeffersonville, Ind. The center view shows the break. The replacement shaft, including cranks and all, came from the DELTA KING.





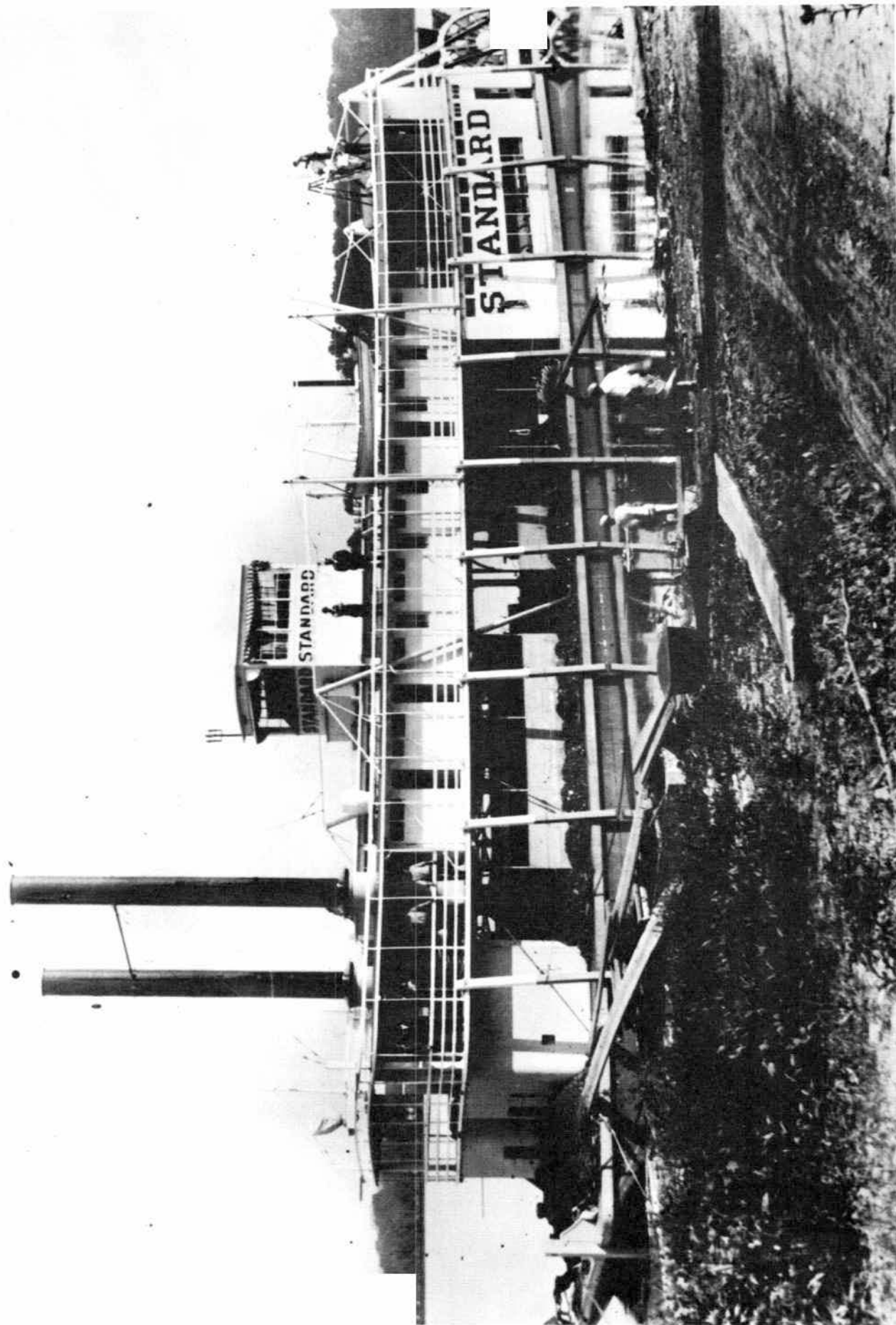
PHOTOGRAPHER Thornton Barrette copied this portrait of the packet GUS FOWLER, obviously taken at St. Louis above the Eads Bridge. The forecastle signboards read VICKSBURG--GREENWOOD; hence the picture was taken in 1890. You've probably heard of the JOE FOWLER and the DICK FOWLER, names of sternwheel packets indelibly recorded in the annals of Paducah river events. The GUS FOWLER was of the same aristocracy but earlier on; built by Howards in 1880 for the Paducah-Cairo daily trade replacing the JAMES FISK, JR., she served those ports until replaced in 1893 by the new DICK FOWLER, and for the next three or four years after that she served as an extra boat (most of the summer 1897 she ran under charter in the Memphis-Friar's Point trade.) In March 1898 the Fow-

ler family sold her to the Yazoo City Transportation Co., out of Vicksburg, so she added Yazoo City and Greenwood to her ports of call. In 1899 she went to the Missouri River for the St. Louis-Rochepport trade, Capt. Alex Lamont, and--presto --this picture was taken. Downbound at Mokane, Mo., about midway between Jefferson City and Hermann, she hooked a snag on August 22, 1899, and was lost. The similarity of details so clearly shown in this picture with those of the JOE and the DICK is almost uncanny, stack tops, spreader bar, boiler deck rails, texas styling--nothing was changed an iota from the time she was built, 1880, until she stabbed that snag, a Fowler boat from beginning to end. Well, the whistle was different; hers was blowing on the DICK FOWLER in 1899.



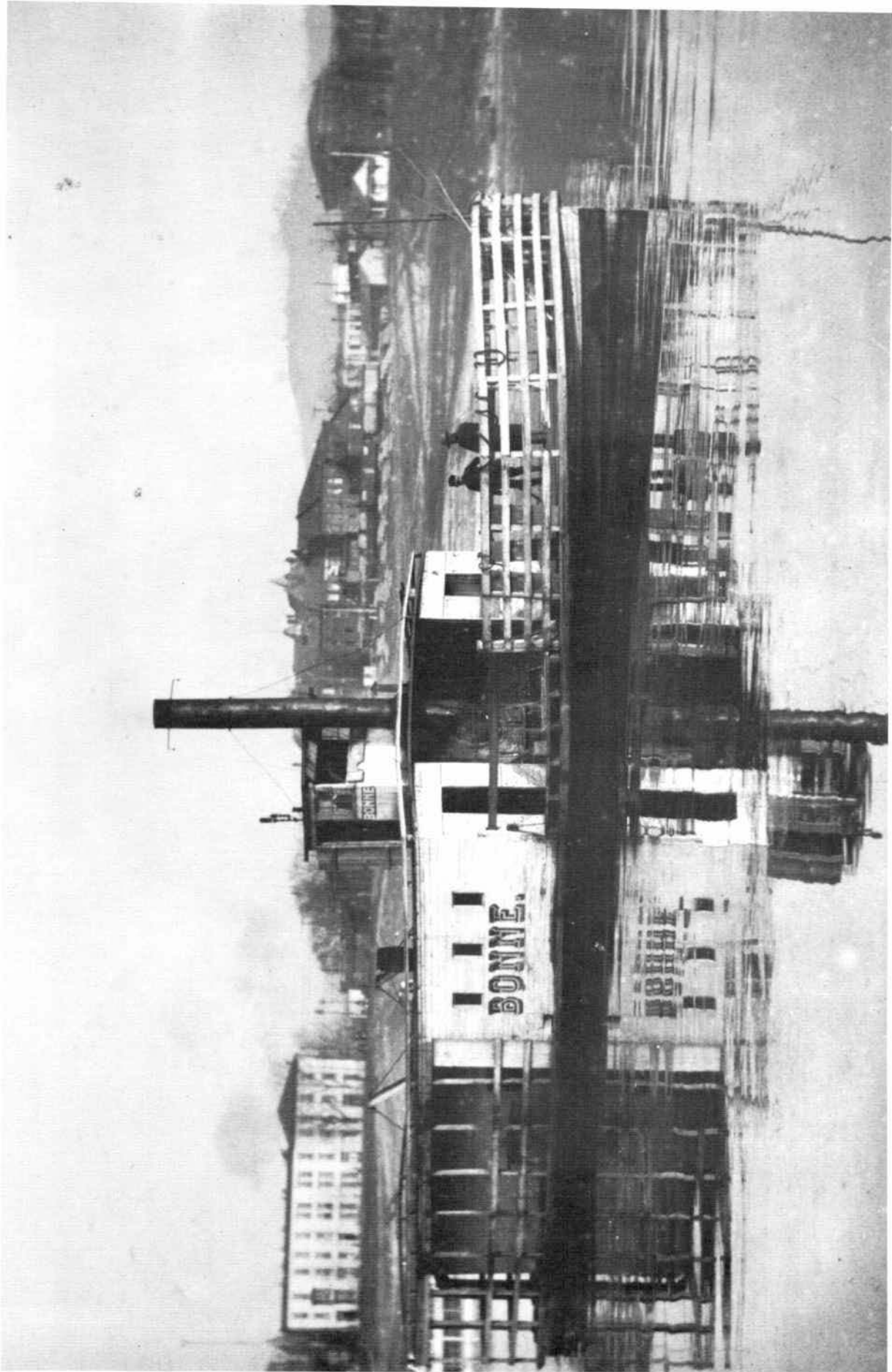
PHOTOGRAPHER J. Mack Moore captured this scene on a glass plate at Vicksburg about 1911-1912 when Capt. Tom Morrissey was running the BELLE OF THE BENDS (and hence the "M" between the stacks) in the Vicksburg-Greenville trade. She was Howard-built in 1898 on a wood hull 210 x 32.6 x 7.4, outfitted with Anchor Line pump and circumstance. This pic-

ture came to us from Ralph DuPae who found the original in New Orleans and picked it up for \$2, a bargain if ever there was one for a professional shot of salon quality. This boat and the KATE ADAMS (both built the same year by Howard) were the last of the side-wheel cotton-guard packets, the type which long predominated south of Memphis.



Howard-built STANDARD getting finishing touches at Jeffersonville, Ind. in 1915, the first towboat built by Standard Oil of Louisiana, Baton Rouge. Her steel hull was 130.2 x

30.8 x 5.6, and she had compound condensing engines. She overturned near Lake Providence in October 1932 drowning Capt. W. J. Doblner and four of the crew.



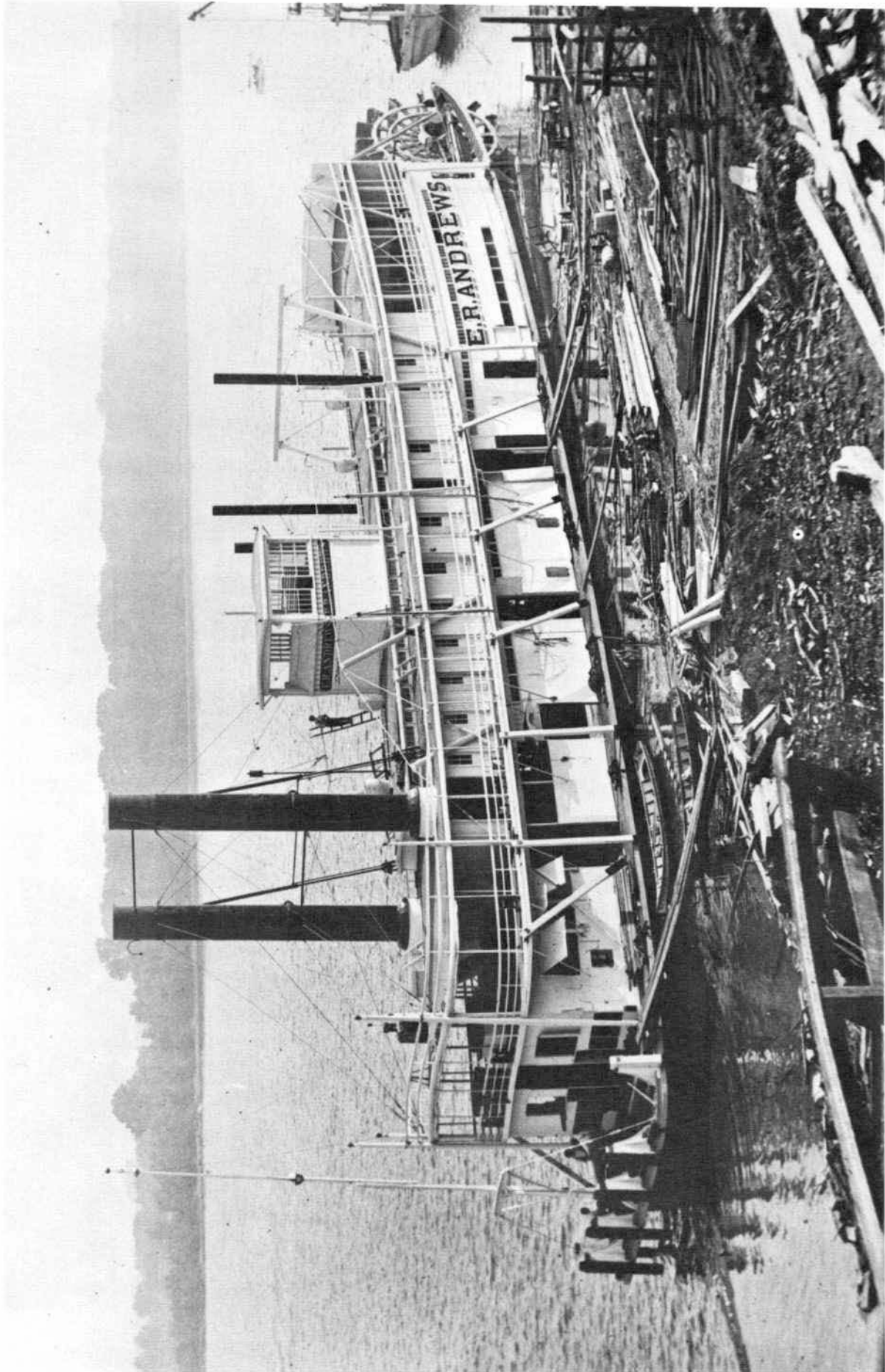
WHEN this recess-wheel ferry BONNE was built on the shore at South Point, O., in 1897 the owners, Catlettsburg Ferry Co., forked out \$2,500 for her, and please note she has a model bow. She had a 14-foot long horizontal boiler on her, which cost money, and two engines, each 7½-inch bore by 28-inch stroke, which didn't come cheap. I don't know why Thornton Barrette took a portrait of her, but he did so, may-

be because she was pinch-hitting between Ironton and Russell. Most of her back-and-forth career was between Catlettsburg, Ky. and her birthplace, South Point. In 1907 extensive alterations were made, and she was changed to become a stern-wheeler, although we've never seen a picture of her following the surgery. She was an early victim of the Big Ice in the winter of 1917-1918, lost at New Boston, O., Dec. 12, 1917.



THIS OUTSTANDING portrait of the DUBUQUE comes from the collection of William L. Talbot, Keokuk, and was taken at the Keokuk Lock in her Diamond Jo Line days. The sidewheel QUINCY, also of Diamond Jo, is downbound in the background. Both operated as packets in the St. Louis-St. Paul trade along with the SAINT PAUL. The DUBUQUE was about the same vintage as the QUEEN CITY and VIRGINIA, built in 1896 on a wood hull 256.6 x 50.7 x 6.2, three boilers, and worked en-

gines 21's - 7 ft. stroke. This picture was taken toward the end of her packet career, about 1913 or 1914, and good care and maintenance is obvious everywhere you look. In the winter 1919-1920 the Streckfus Line, which had acquired Diamond Jo, rebuilt her into the excursion steamer CAPITOL, well remembered by senior citizens along the Upper Miss, and at New Orleans where she was later based. She was dismantled at St. Louis in the summer of 1945.



PUTTING finishing touches on the new towboat E. R. ANDREWS at the Howard Yard, Jeffersonville, Ind. in 1894, photographed by Jim Howard. She had what was called a "composite" hull, steel frames and sides and a heavy oak bottom. Construction was supervised by Capt. E. A. Burnside, river manager for the owners, Campbell's Creek Coal Company, which mined and marketed Kanawha River coal to Cincinnati. Her

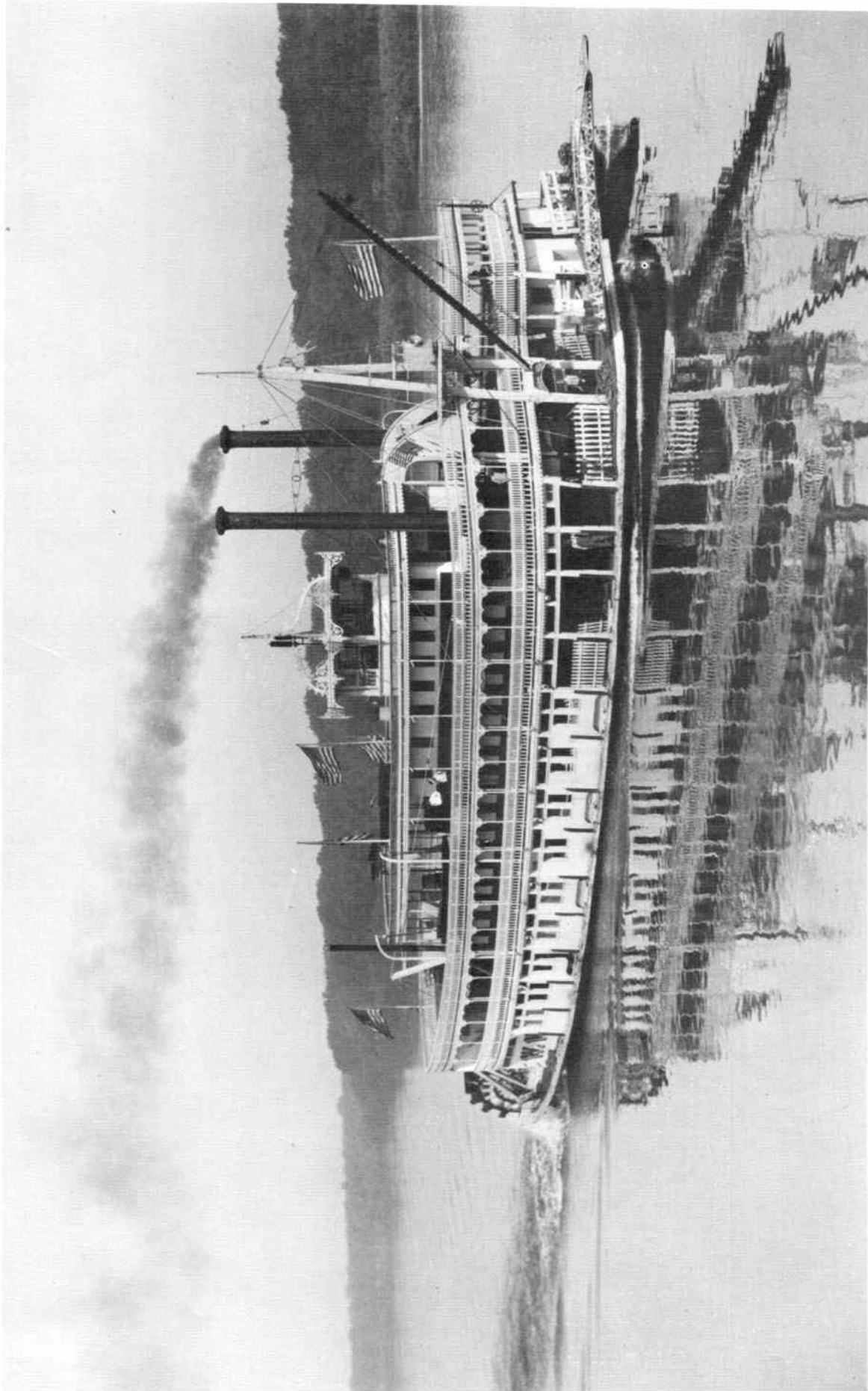
20'-8 ft. stroke engines made her the "cock of the walk" on the Kanawha. Capt. E. A. was her master, an innovative genius, who installed a telephone on board. When she tied at a landing, even in the willows, somebody shinned up the first available phone pole to clip on the wires to the "hello" girl at the Point Pleasant exchange. Also for a time she was equipped with wireless telegraphy.



THIS IS the best picture of the IRONSIDES we know about, taken by Thornton Barrette on a nice summer's day along the Ohio River at the turn of the century. He took two shots while he was about it, the second one a few moments after this, the boat positioned a little ahead of broadside, but it came out a trifle fuzzy, slightly out of focus, and--and anyhow--it omitted the attractive foreground feature, the sunbonnet'd lady resting on her oars. The IRONSIDES looks fresh as a daisy, scaping out on the roof, pungent clouds of

smoke cluttering up the pristine atmosphere, and little would a person suspect that she's about thirty years old, having made her debut in 1869 on a Pittsburgh-St. Louis go-around for Gray's Iron Line. Ye Ed recalls that she was the oldest steamboat ever he saw in action, this in 1911. Maybe you saw her too, but chances are it was after she was renamed W. K. FIELD in the fall of 1912. The Island Creek Coal Co. out of Huntington owned and operated her at the last, altered as a pool boat (pilothouse set forward in front of the cabin).

#1165



WE WERE going on in last December's issue about the excursion barge SUMMER GIRL having started out in life as the barge ACME, consort of the excursion steamer W.W. --So Ralph DuPae now comes up with the two of them lashed side by side somewhere along the Upper Miss. In addition to its other virtues this also is about the best shot of the W.W. we have seen. Capts. John Streckfus and D. Walter Wisherd in a joint venture built the W.W. at Paducah in 1905 from the older CITY OF WINONA which had been given a new and wider

hull at the Kahike Yard, Rock Island, in 1895 to measure 137 x 29.1 x 4.6. Captain Streckfus was running the sternwheel excursion boat J.S., so this one was named W.W. for Captain Wisherd. By 1917 Cap Wisherd had bigger fish to fry, running the MAJESTIC (ex-REES LEE, S. S. BROWN) and the W.W. was sold to Capt. Frank T. Rounds of Owensboro, Ky. who had lost his GOLDEN GIRL by fire. She finally wound up towing Emerson's showboat until wrecked in high wind swells at the head of Brush Creek Island, Ohio River, spring of 1922.



OUR THANKS to George P. Hogg, chief naval architect at the Ambridge, Pa. plant of USS Fabrication Division, American Bridge, for this series of pictures taken in 1946 when Ohio Barge Line's MONONGAHELA underwent a major rebuilding program. First she was hauled on the marine ways of the Dravo Corporation, Neville Island, Pa. for a new steel hull. Her coal burning furnace was replaced by oil burners. The paddlewheel was completely rebuilt.

The Carnegie Steel Co. in 1924 placed a contract with American Bridge for the construction of a large steam, sternwheel tugboat to handle bargeloads of their products down the Mississippi. Capt. A. O. Ackard, in charge of their river transportation, worked out the details. She was christened CITY OF PITTSBURGH and departed Pittsburgh on March 22, 1926 on her first trip, Capt. Calvin L. Blazier. She was sold while in the south to Standard Oil of Louisiana, who renamed her D. R. WELLER. Carnegie then ordered two duplicates from American Bridge which became the CITY OF PITTSBURGH (2nd) and MONONGAHELA. The former was commissioned in February 1927, Capt. Cal Blazier, and the MONONGAHELA came out new in May that same year, Capt. John A. Hottell.

These boats were equipped with compound condensing engines, 18's, 36's- 8.6 ft. stroke, each powered by five Western type boilers. The paddlewheels were 26½ ft. dia. working 24 ft. buckets, 16 arms to the wheel, 38" dip.

Plans were afoot to modernize the CITY OF PITTSBURGH (2nd) following the 1946 program of the MONONGAHELA, and water tube boilers were being considered. The Ohio Barge Line, which had operated them after 1941, decided against it and the CITY OF PITTSBURGH (2nd) became a landing boat at Dravosburg, Pa. in 1951. The

MONONGAHELA was sold to the McDonough Construction Co., Parkersburg, W. Va. in 1957 at which time Bernard P. McDonough donated her pilotwheel to the Sons and Daughters of Pioneer Rivermen who have it on exhibit at the Ohio River Museum, Marietta. Later it was learned that the partially dismantled boat had been sold to a South American firm. During the delivery trip she broke away from the tug and was beached on the shore of Cuba.

By way of comment, all of the accompanying pictures were taken at Ambridge, Pa.

No. 1 was taken Aug. 14, 1946 to show the new roof, ventilators, new stack lights, etc. On the pilothouse front are the initials OBL for Ohio Barge Line. One of the pilothouse nameboards today is exhibited at the home of Larry Geisler, Duffy, Ohio.

No. 2, taken the same day, shows the new oil burners installed at the forward end of the boilers.

No. 3 shows the new wheel built in 1946. Her original wheel was more orthodox, omitting the outside circles.

No. 4. Another angle of the above.

No. 5 is an interesting view of the monkey rudders added during this renovation program.

No. 6 provides a novel view of the all-steel wheel--except for the wood buckets.

No. 7. A little bird tells us that while making this lift on Aug. 5, 1946 to set the wheel in its journals all went fine until the crane had its load positioned about 10 feet above, all ready for the final lowering, when down she came. The jolt was considerable but the shaft dropped right plumb in its bearings on both sides with no damage.

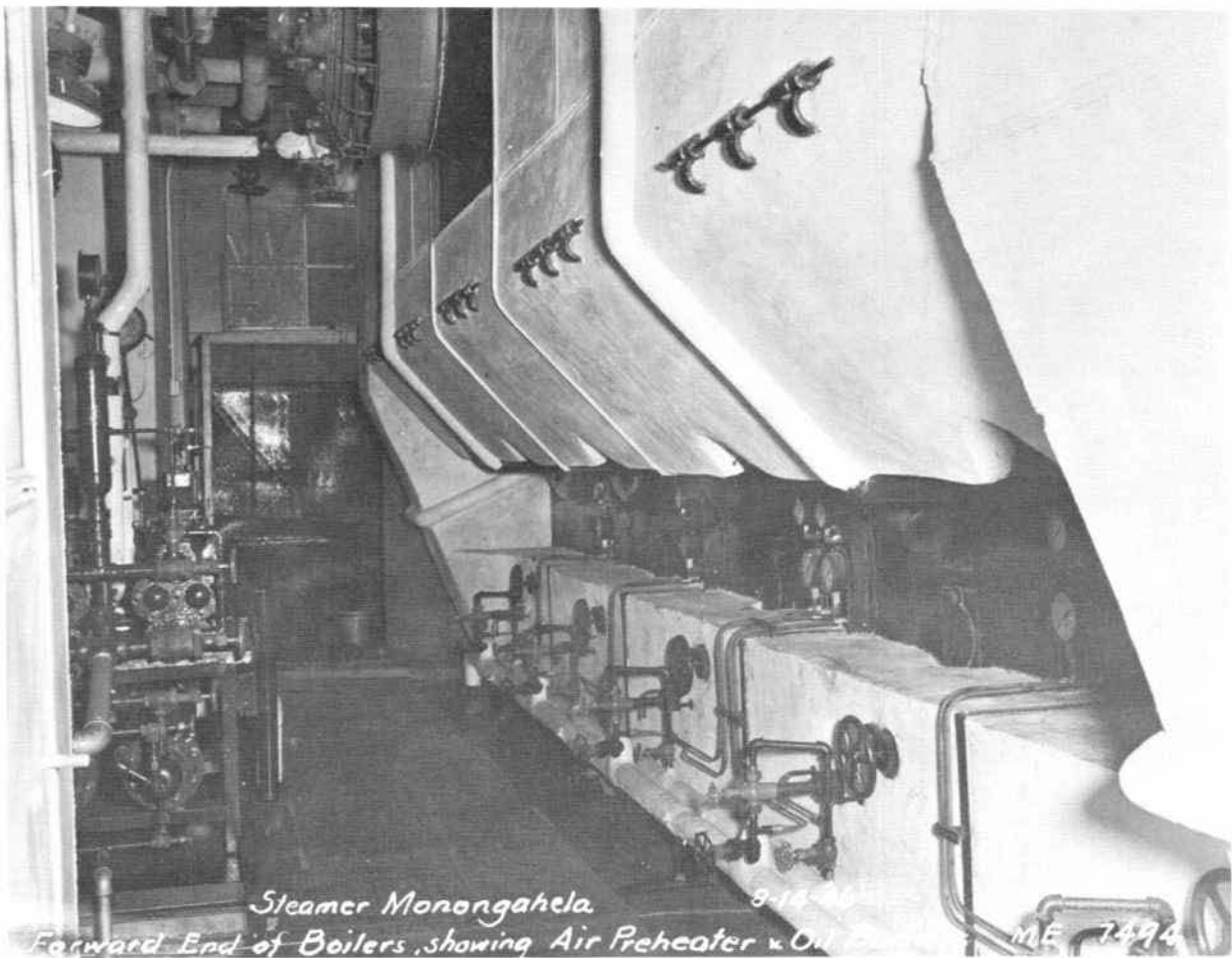
No. 8. New wheel and monkey rudders all set to go.

1



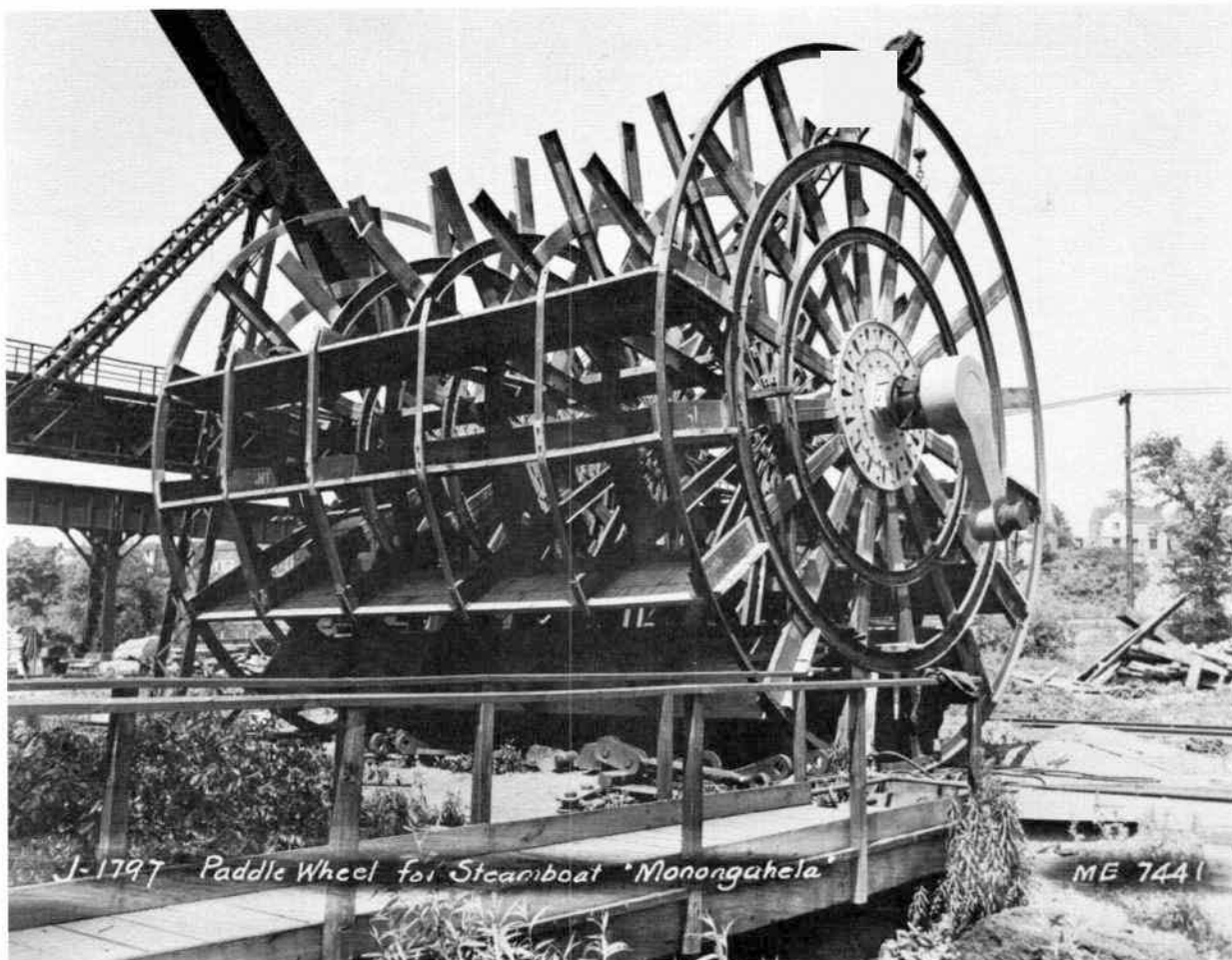
*Steamer Monongahela
 Roof, Ventilators, Running Lights & Funnel
 Sept 8-14-16*

2

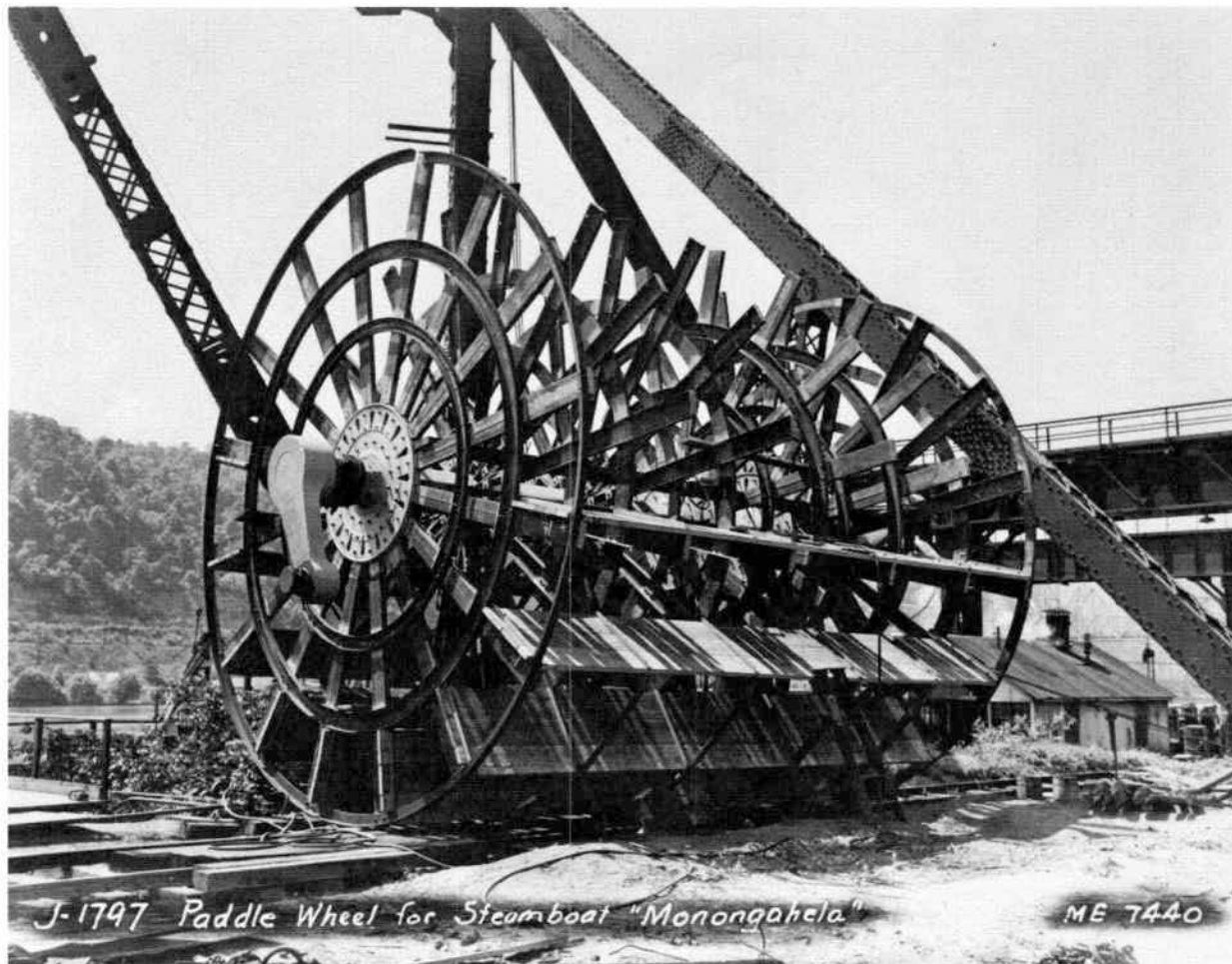


*Steamer Monongahela
 Forward End of Boilers, showing Air Preheater & Oil Pump
 ME 7494*

3



4

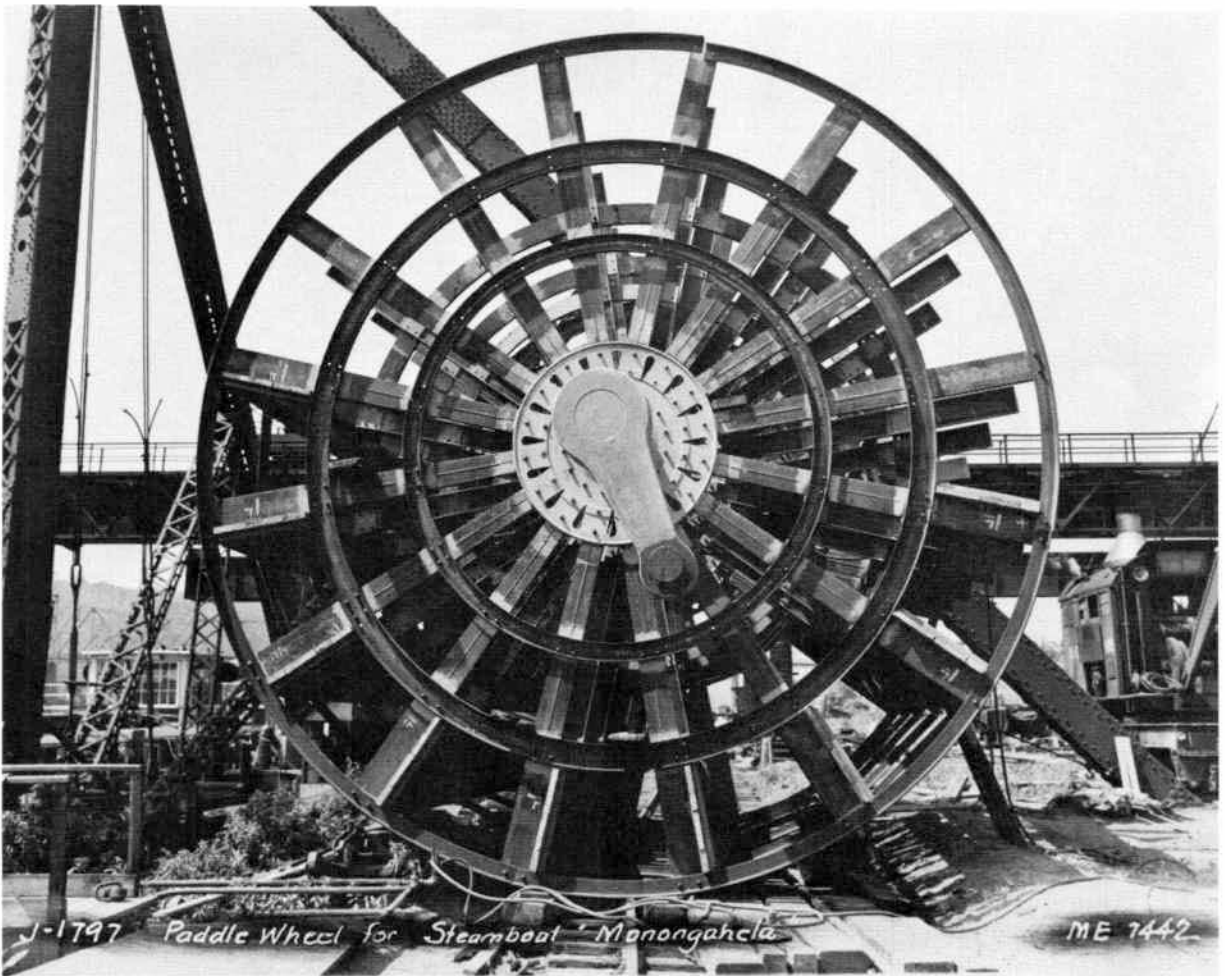


5



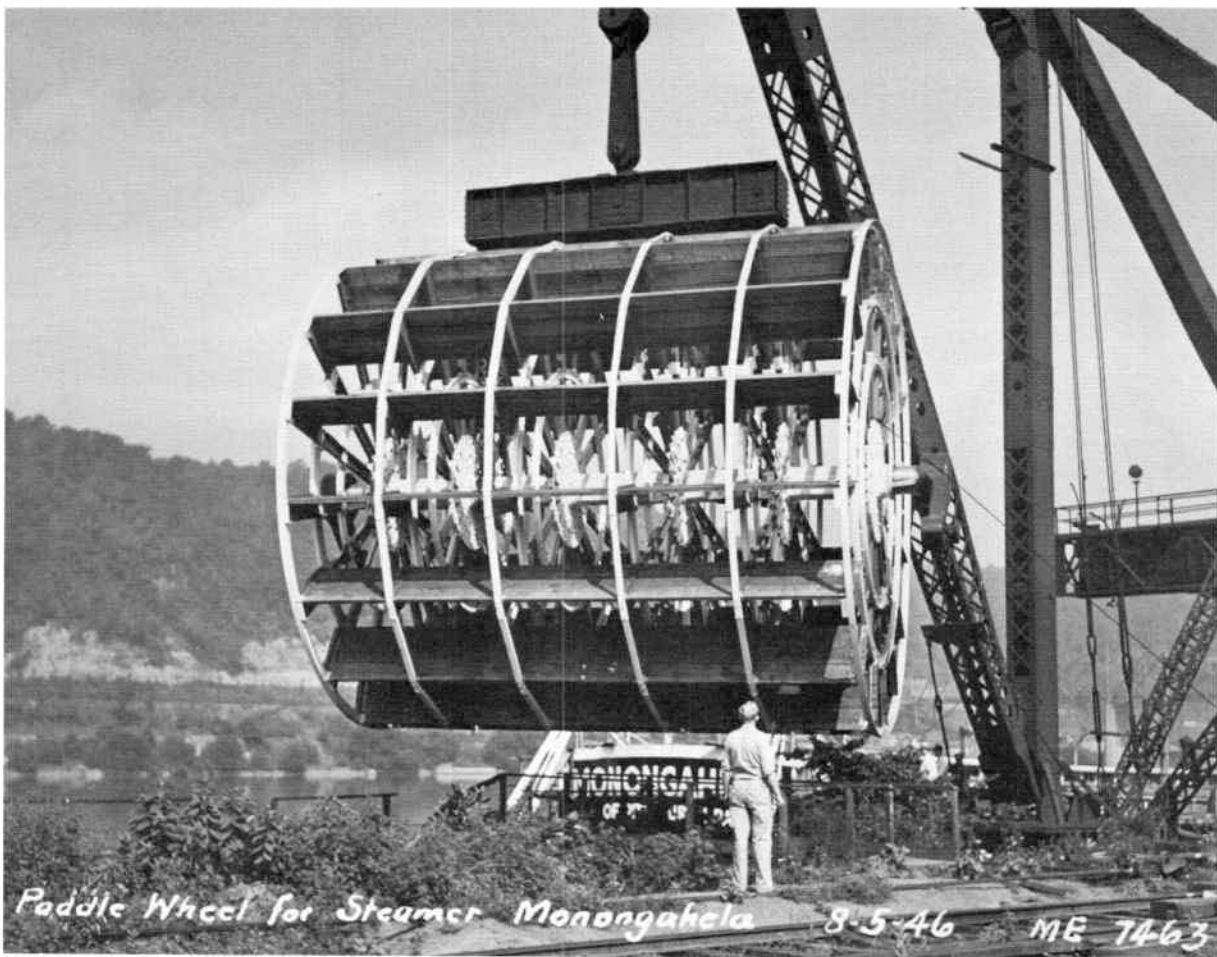
J-1797 Stern End of Steamer "Monongahela" 8-5-46 ME 7464

6

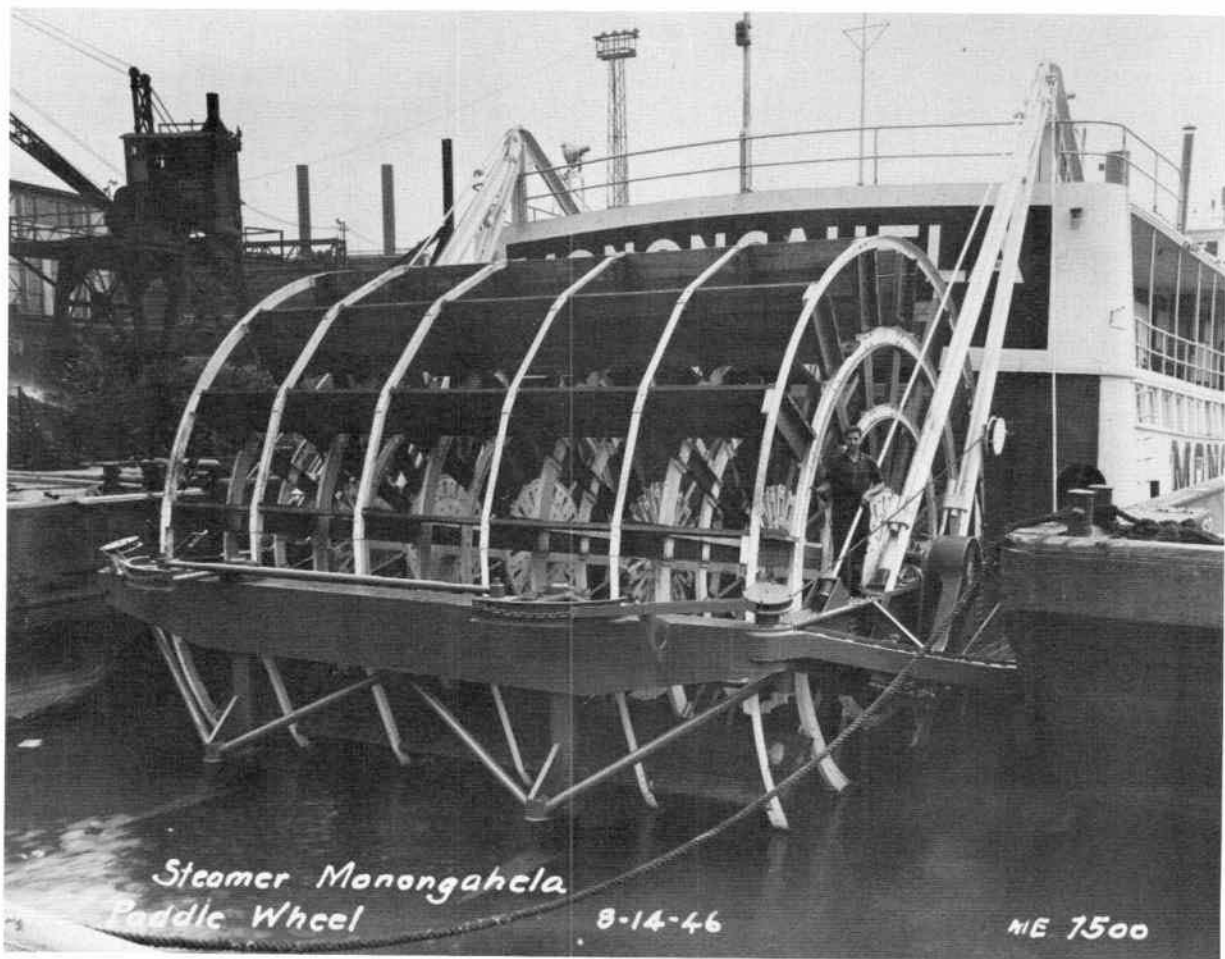


J-1797 Paddle Wheel for Steamboat "Monongahela" ME 7442

7



8



Sirs: This photo of the pilotwheel from the BETSY ANN was given to us for you by Herman Radloff who recorded with camera the moving of the dismantled wheel from the Bee Tree Park Workshop to the Golden Eagle River Museum in the Park. All openings of the building were too small to move the wheel intact.

The pilotwheel had been on display at the Old Court House in St. Louis, yes, for 30 years together with our pilotwheel from the WILLOW. These wheels had been placed in an obscure hall of late, when the management decided to keep only one wheel and return the other to the Golden Eagle organization (our choice).

This happened at a time when the pilotwheel from the GORDON C. GREENE, then on exhibit at the Museum, was recalled by the owners.

Our museum has a sun room, windows on three sides overlooking the Mississippi River, a natural pilothouse which now proudly presents your former pilotwheel accompanied by a shadow box "The Log of the Betsy Ann," a dinner plate from the boat, an old newspaper clipping with a picture of the wheel, and, attached to the hub is an excellent picture of the boat and a write-up by Jimmy Swift.

The wheel is surrounded by an anchor from the GORDON, an engine-room telegraph, and whistle and a capstan from Blaske boats. Not far is the bell from Blaske's LAURA.

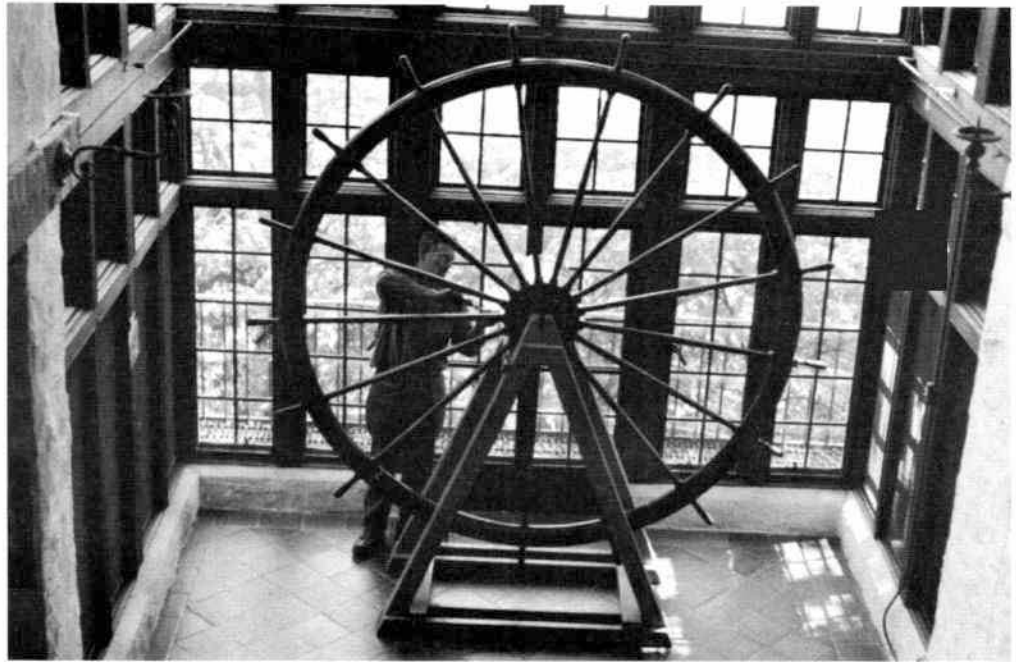
We are thankful to Margie Rhoads for these latter items, except the 500 lb. anchor which the Golden Eagle Club bought at auction from the City of St. Louis after the RIVER QUEEN Restaurant Boat had sunk in 1969.

We hope you approve of our selecting the BETSY ANN wheel for the Museum and wish you could see it. We had over 7600 visitors during 1981, many of whom were inspired by a lesson in steamboat history. Some of them became members and helping volunteers.

The S&D REFLECTOR is a real treat to any river buff. Our best wishes for a happy and healthy 1982 and apologies for not getting this picture in the mail sooner. We began a letter months ago but got sidetracked, and the clock seems to run faster all the time.

Wilbur Finger, president
Marga Finger, v.p.,
Golden Eagle River Museum,
7408 Weil Ave.,
St. Louis, Mo. 63119

=The Golden Eagle Club celebrated its 40th anniversary on Sunday, April 25th last. The speaker for the occasion was Fred H. Leyhe, president of Eagle Marine Industries, and son of the late Capt. William H. (Buck) Leyhe. Their Golden Eagle River Museum is located at Bee Tree Park along the Mississippi in South St. Louis County. -Ed.

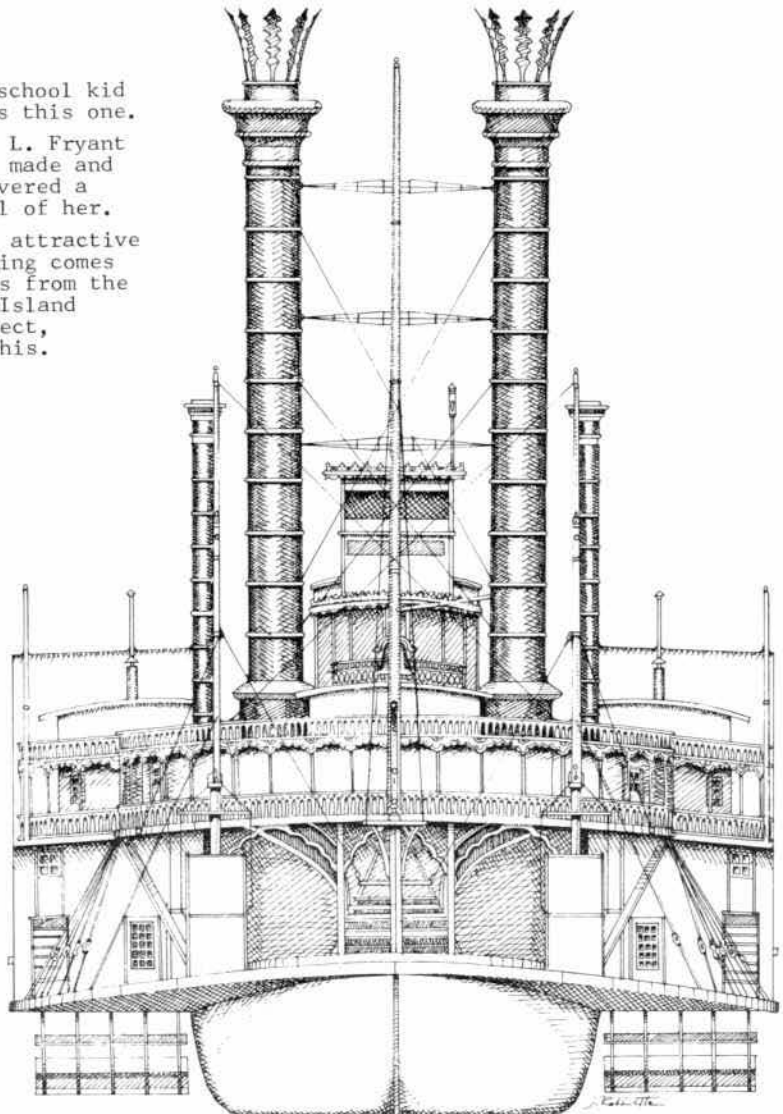


BETSY ANN Pilotwheel In a New Setting
Story in left column

Any school kid
knows this one.

John L. Fryant
just made and
delivered a
model of her.

This attractive
drawing comes
to us from the
Mud Island
Project,
Memphis.



BACK ISSUES AVAILABLE

Our secretary has in stock the following:

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

Also all copies of Vols. 12-18

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.

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 secretary Bee Rutter advises that the supply of "those beautiful red and gold" binders has been exhausted. The supplier requires large lots when Bee reorders and prudence dictates she wait a bit to determine future needs.

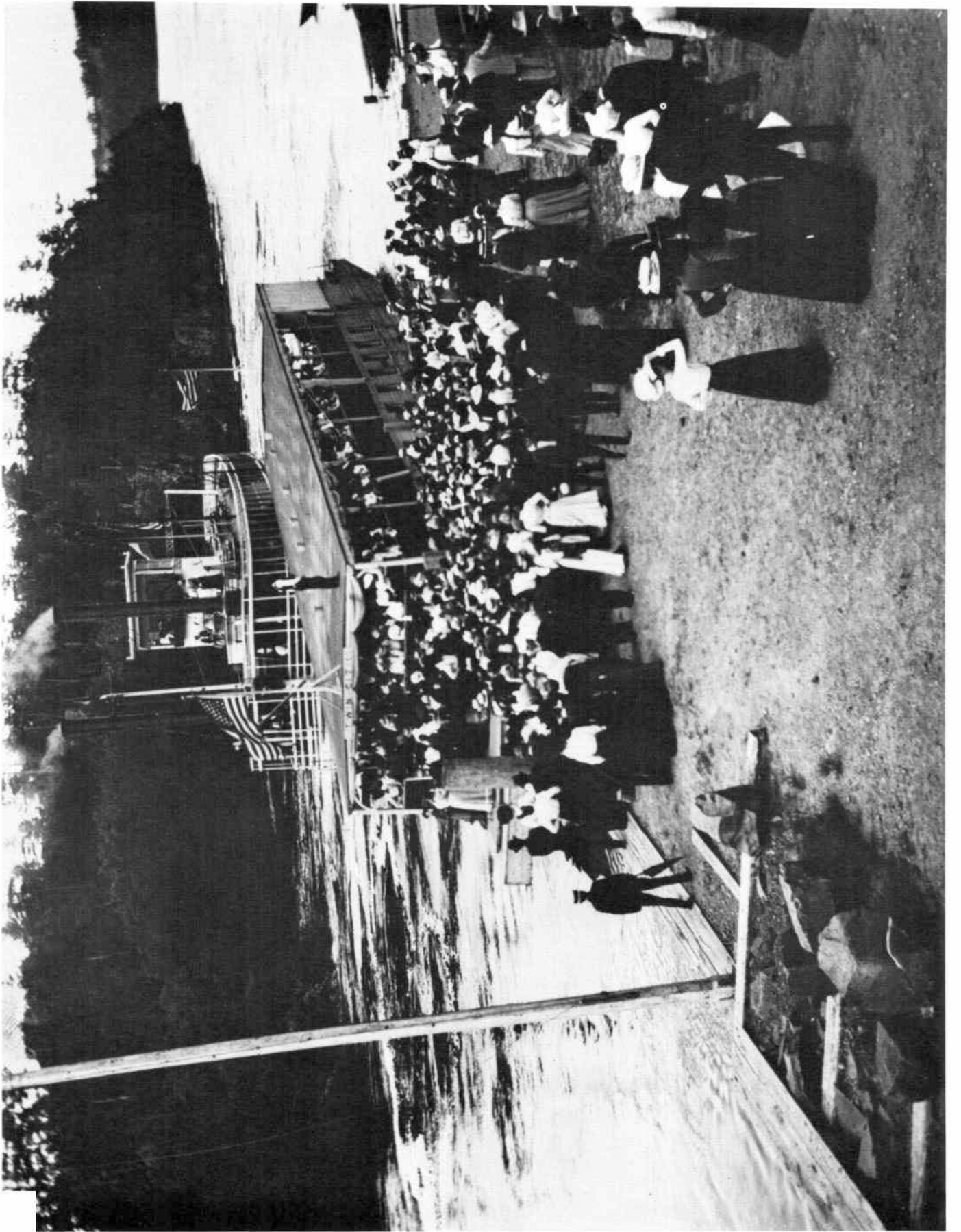
Robert L. Gray, who has been with Ashland Oil since Hector was a pup, lately was in Orlando, Fla. and stopped by to visit with Kent and Betty Booth and reports Kent "looking better now than in the last ten years." Bob and his wife have joined S&D. "Ben Tracy (also an Ashland vet) and I have been promising each other we are going to the annual meeting--and hope to make it this year," he winds up.



BOB MASTERSON, secretary of the Adams County (Ohio) Historical Society, sends us this dramatic view of the burning of the old St. Charles Hotel at Manchester, O. this last April 2nd. Since 1820 it has been a landmark fronting on the Ohio River at Front and Washington Streets. Overnight guests of yore included Andrew Jackson, Aaron Burr and Henry Clay. Bob's grandparents lived just across the street, and Bob recalls watching many showboat parades during his younger days.



GREG GOLDSTEIN sends this to us, the VALLEY BELLE in an unexpected setting. Greg built the model in 1971 and here she is docked in the attic of Alan and Rita Bates' home, Louisville, where Alan has a model train lay-out that takes up more space than you'd believe. Greg also enclosed a note enthusing about the photographs of the JACOB STRADER and "racer" NATCHEZ which appeared in recent issues. "I am probably S&D's biggest fan of big side-wheelers," he says.



PICTURE ON THE OPPOSITE PAGE

The question here is whether these excursionists at Taylor Falls, Minn. can be taken aboard the barge TWIN CITIES. Judging from the population already packed aboard they aren't going to make it. Such a situation sometimes happened, deplorable beyond measure for the girls all dressed up in their Sunday-go-meeting best. This occasion was photographed on the St. Croix River in 1902. The steamboat handling the barge is the LORA, built at Stillwater in 1900, which became the OMAHA and finally was the GENERAL PERSHING. Ralph DuPae procured the original print from the H. D. Blanding collection, St. Croix Falls, Wis.

Sirs: Can't think of a publication that is more downright fun than to read the S&D REFLECTOR, and besides that, every issue seems to come up with things that strike home to some personal interest or other of mine.

Take the picture on page 37 of the March '82 issue, for example. thought looked mighty familiar. Come to find out she was one of

For several years I've been reading shipping news for some indication of the fate of the CRISTOBAL.

Why? Because in May 1944 she hauled me and a few thousand other GI's from Newport News to Naples, and in August '45 when it came time to come home again darned if it wasn't the CRISTOBAL that showed up for the return trip! There was no luxury involved in the way we travelled aboard her; we were sandwiched in like sardines and the swimming pool was a communal latrine (with appropriate plumbing fixtures, of course).

In the late '60s my wife and kids and I were at Castine, Maine, on a genealogical ramble. At the Academy we went aboard the school ship STATE OF MAINE, which I the sister ships of the CRISTOBAL, whether ANCON or PANAMA I don't remember. We were told by some of the crew that the three often swapped parts. Seems to me I've heard that the Academy at Castine has a new school ship now--so probably the STATE OF MAINE has gone the route of the CRISTOBAL.

Jim Trott,
Box 1264,
Fort Benton, Mont. 59442

=Woody, Bee and y.t. called on the editors of Ohio University Press on April 5th. Following a lengthy and enlightening pow-wow, we came away with a conviction that the book will not appear until late in 1983. -Ed.

PICTURES ON THE BACK PAGE

These two detail shots of John Fryant's S. S. BROWN model were taken by a friend of his, Larry Franklin of Alexandria, Va. shortly before it was loaded in a van and delivered, along with John's new ROB'T E. LEE model, to the new Mud Island river museum and complex at Memphis.

The two models were supposed to have been built in about thirteen months but the project ended up being two years four months, or about 2000 hours of evenings, week-ends, and occasional vacation time.

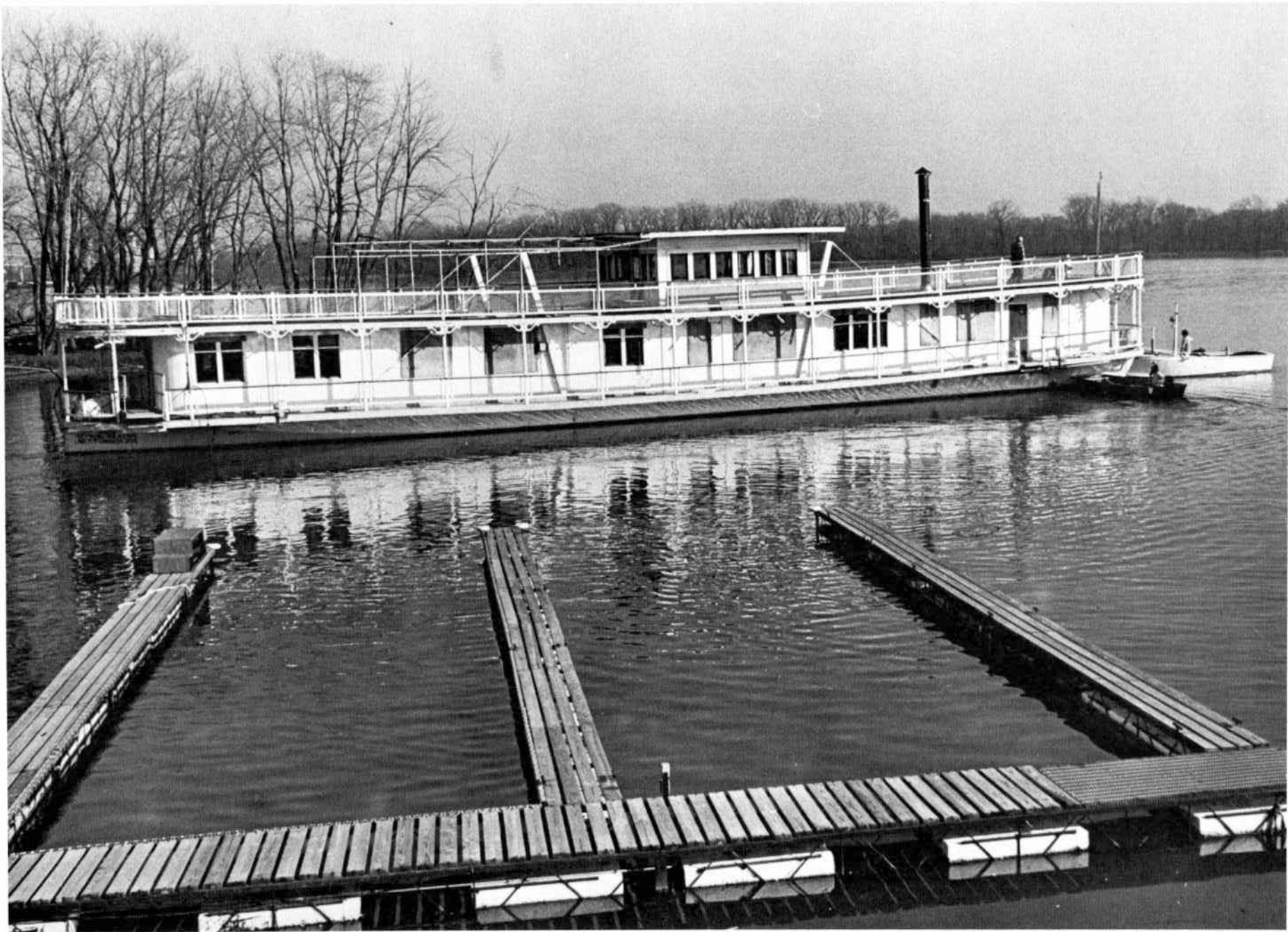
John reports that his miscalculation on timing was due "to all the research I got into, mostly on the LEE...I could write paragraphs on this, but won't now."



TABLE-TOP VIEW of John L. Fryant's new model of The S. S. BROWN in his workshop at 6508 Dorset Drive, Alexandria, Va. 22310. Michelle Kingsley took the picture. The mirror in the background produced the rather odd effect. Michelle took the picture in January this year and shortly thereafter John delivered his work of art to the Mississippi River Museum, Memphis, which is due to open its doors to the public on July 3rd and 4th. The Memphis Museum selected the S. S. BROWN for

inclusion inasmuch as the real-life boat of the name was designed for and originally operated in the Memphis-Vicksburg trade in 1906, valued at \$125,000 (the celebrated KATE ADAMS carried a value of \$70,000 that same year). The S&D REFLECTOR carried an in depth story of the BROWN in the June '72 issue with an array of photographs. John's model is scaled 1-48, one inch on the model to four feet on the real article, about six feet long, paddlewheel to the tip of the stage.



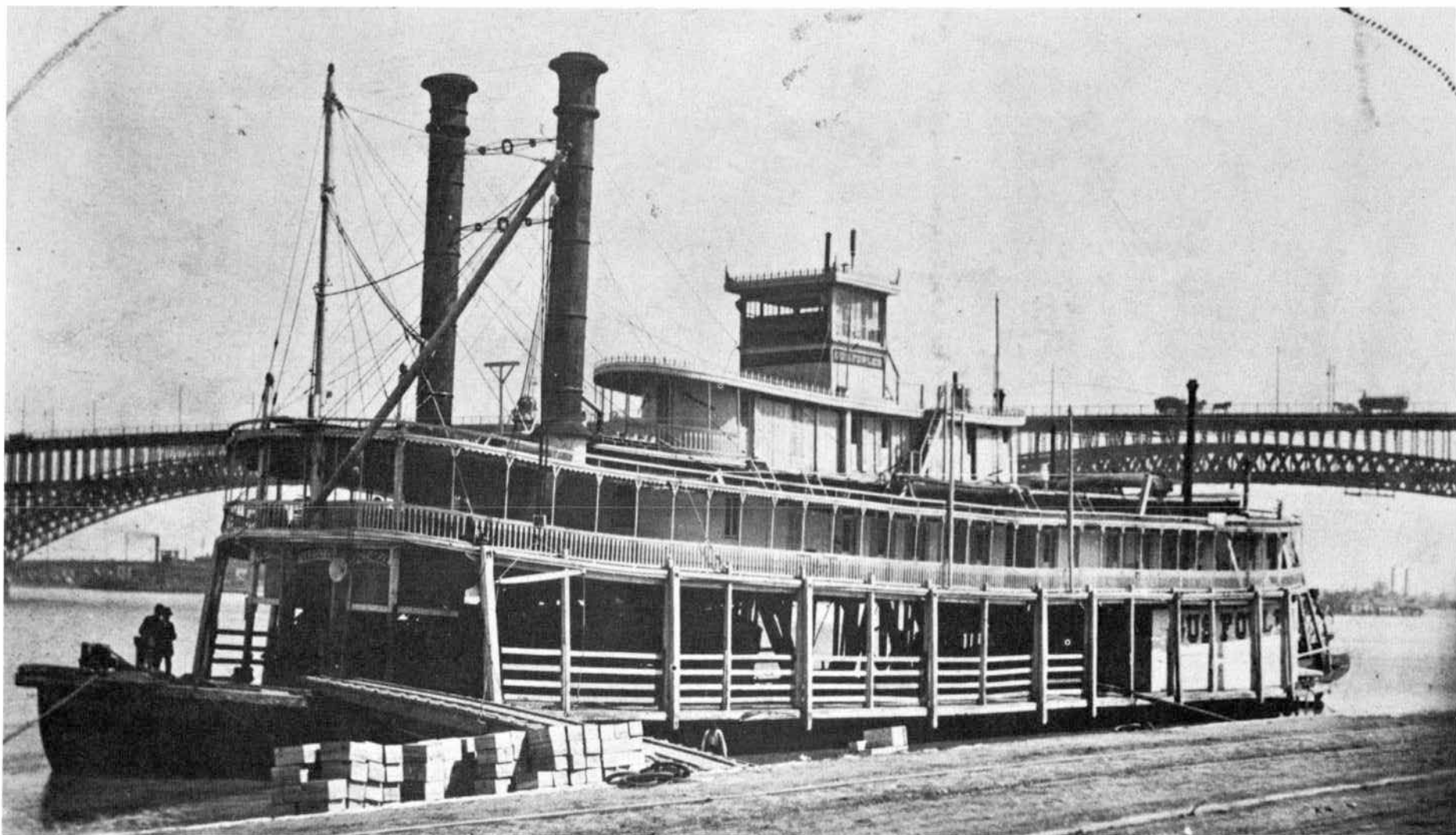


Private houseboat IDLER moored at Clinton, Iowa; see remarks col. 1, next page.





Louisville & Cincinnati Packet Co.'s KENTUCKY on docks at Pt. Pleasant, W. Va. -Photo by
C. C. Bowyer (date?) from an enlargement by J. W. Rutter.



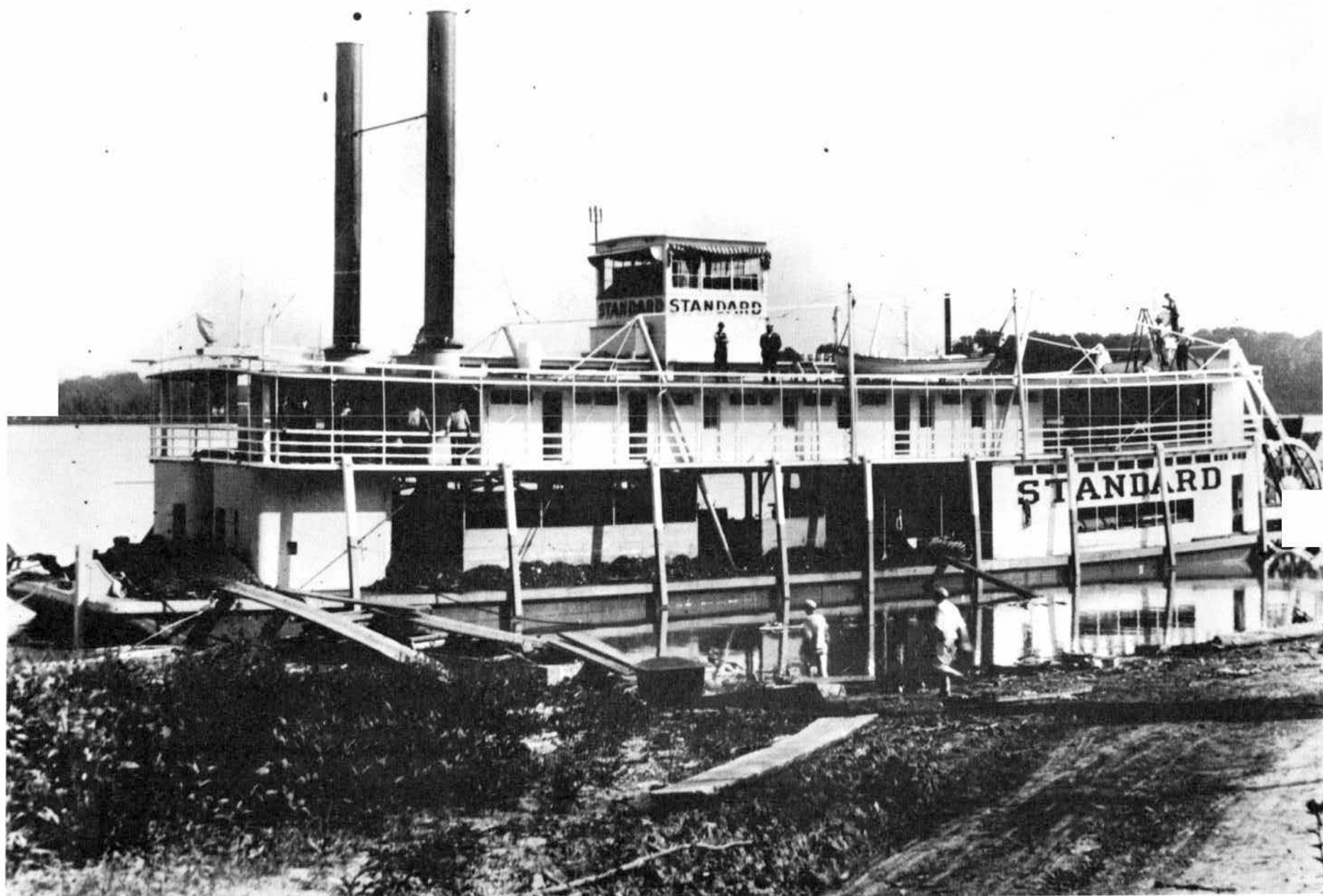
PHOTOGRAPHER Thornton Barrette copied this portrait of the packet GUS FOWLER, obviously taken at St. Louis above the Eads Bridge. The forecastle signboards read VICKSBURG--GREENWOOD; hence the picture was taken in 1899. You've probably heard of the JOE FOWLER and the DICK FOWLER, names of sternwheel packets indelibly recorded in the annals of Paducah river events. The GUS FOWLER was of the same aristocracy but earlier on; built by Howards in 1880 for the Paducah-Cairo daily trade replacing the JAMES FISK, JR., she served those ports until replaced in 1893 by the new DICK FOWLER, and for the next three or four years after that she served as an extra boat (most of the summer 1897 she ran under charter in the Memphis-Friar's Point trade.) In March 1898 the Fow-

ler family sold her to the Yazoo City Transportation Co., out of Vicksburg, so she added Yazoo City and Greenwood to her ports of call. In 1899 she went to the Missouri River for the St. Louis-Rochepport trade, Capt. Alex Lamont, and--presto--this picture was taken. Downbound at Mokane, Mo., about midway between Jefferson City and Hermann, she hooked a snag on August 22, 1899, and was lost. The similarity of details so clearly shown in this picture with those of the JOE and the DICK is almost uncanny, stack tops, spreader bar, boiler deck rails, texas styling--nothing was changed an iota from the time she was built, 1880, until she stabbed that snag, a Fowler boat from beginning to end. Well, the whistle was different; hers was blowing on the DICK FOWLER in 1899.



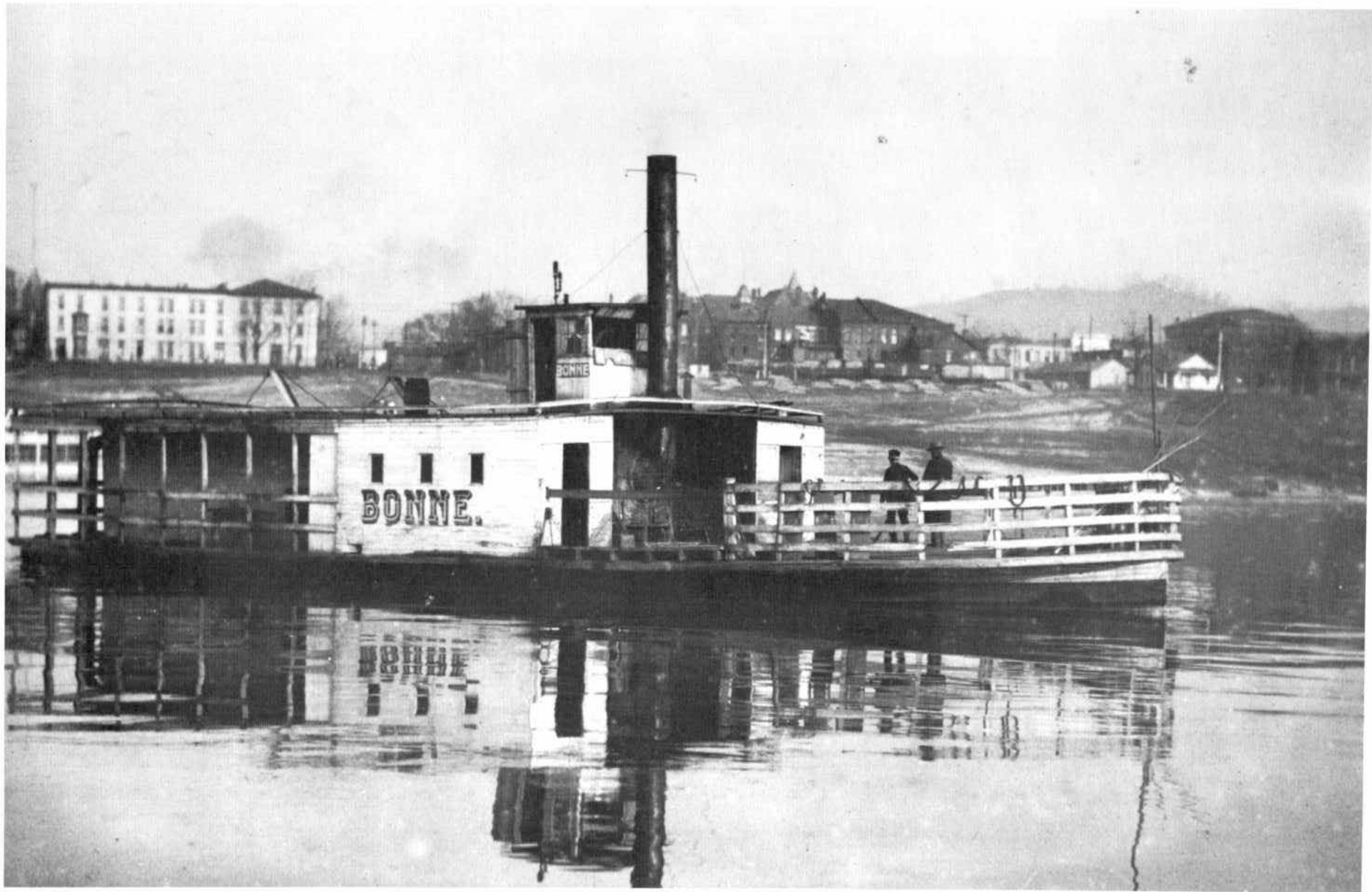
PHOTOGRAPHER J. Mack Moore captured this scene on a glass plate at Vicksburg about 1911-1912 when Capt. Tom Morrissey was running the BELLE OF THE BENDS (and hence the "M" between the stacks) in the Vicksburg-Greenville trade. She was Howard-built in 1898 on a wood hull 210 x 32.6 x 7.4, outfitted with Anchor Line pump and circumstance. This pic-

ture came to us from Ralph DuPae who found the original in New Orleans and picked it up for \$2, a bargain if ever there was one for a professional shot of salon quality. This boat and the KATE ADAMS (both built the same year by Howard) were the last of the side-wheel cotton-guard packets, the type which long predominated south of Memphis.



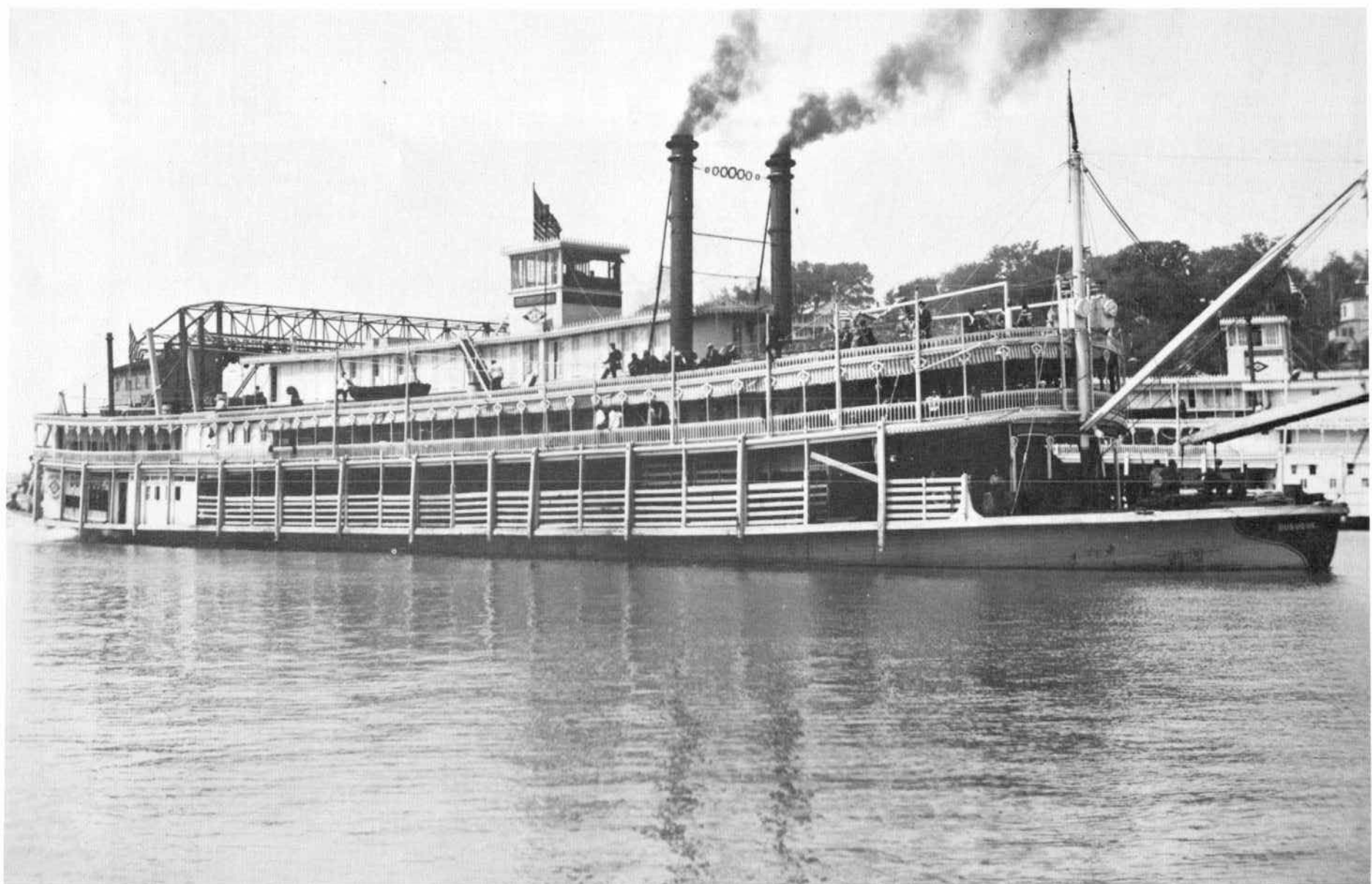
Howard-built STANDARD getting finishing touches at Jeffersonville, Ind. in 1915, the first towboat built by Standard Oil of Louisiana, Baton Rouge. Her steel hull was 130.2 x

30.8 x 5.6, and she had compound condensing engines. She overturned near Lake Providence in October 1932 drowning Capt. W. J. Dobler and four of the crew.



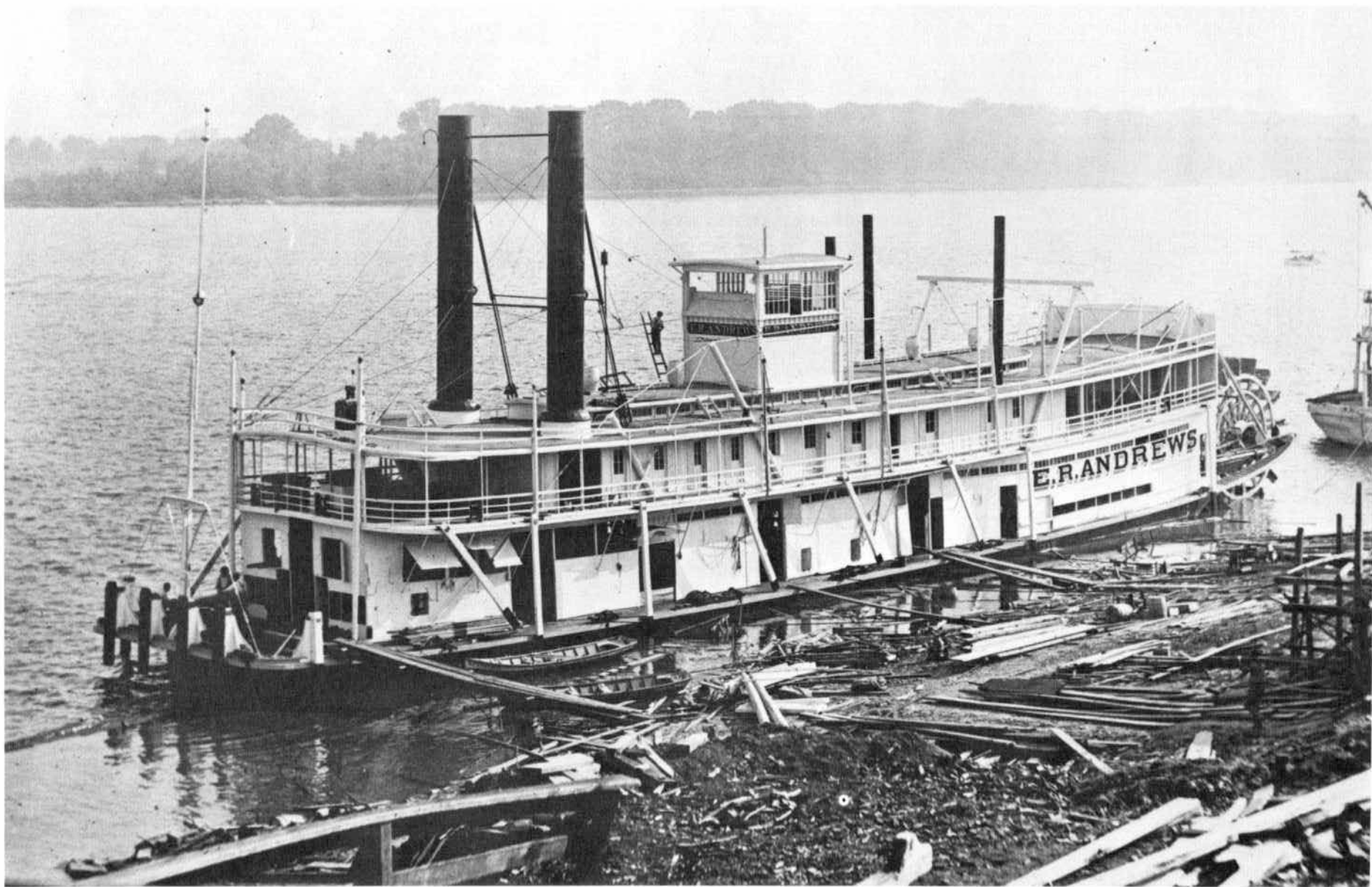
WHEN this recess-wheel ferry BONNE was built on the shore at South Point, O. in 1897 the owners, Catlettsburg Ferry Co., forked out \$2,500 for her, and please note she has a model bow. She had a 14-foot long horizontal boiler on her, which cost money, and two engines, each 7½-inch bore by 28-inch stroke, which didn't come cheap. I don't know why Thornton Barrette took a portrait of her, but he did so, may-

be because she was pinch-hitting between Ironton and Russell. Most of her back-and-forth career was between Catlettsburg, Ky. and her birthplace, South Point. In 1907 extensive alterations were made, and she was changed to become a stern-wheeler, although we've never seen a picture of her following the surgery. She was an early victim of the Big Ice in the winter of 1917-1918, lost at New Boston, O., Dec. 12, 1917.



THIS OUTSTANDING portrait of the DUBUQUE comes from the collection of William L. Talbot, Keokuk, and was taken at the Keokuk Lock in her Diamond Jo Line days. The side-wheel QUINCY, also of Diamond Jo, is downbound in the background. Both operated as packets in the St. Louis-St. Paul trade along with the SAINT PAUL. The DUBUQUE was about the same vintage as the QUEEN CITY and VIRGINIA, built in 1896 on a wood hull 256.6 x 50.7 x 6.2, three boilers, and worked en-

gines 21's- 7 ft. stroke. This picture was taken toward the end of her packet career, about 1913 or 1914, and good care and maintenance is obvious everywhere you look. In the winter 1919-1920 the Streckfus Line, which had acquired Diamond Jo, rebuilt her into the excursion steamer CAPITOL, well remembered by senior citizens along the Upper Miss, and at New Orleans where she was later based. She was dismantled at St. Louis in the summer of 1945.



PUTTING finishing touches on the new towboat E. R. ANDREWS at the Howard Yard, Jeffersonville, Ind. in 1894, photographed by Jim Howard. She had what was called a "composite" hull, steel frames and sides and a heavy oak bottom. Construction was superintended by Capt. E. A. Burnside, river manager for the owners, Campbell's Creek Coal Company, which mined and marketed Kanawha River coal to Cincinnati. Her

20's- 8 ft. stroke engines made her the "cock of the walk" on the Kanawha. Capt. E. A. was her master, an innovative genius, who installed a telephone on board. When she tied at a landing, even in the willows, somebody shinnied up the first available phone pole to clip on the wires to the "hello" girl at the Point Pleasant exchange. Also for a time she was equipped with wireless telegraphy.



THIS IS the best picture of the IRONSIDES we know about, taken by Thornton Barrette on a nice summer's day along the Ohio River at the turn of the century. He took two shots while he was about it, the second one a few moments after this, the boat positioned a little ahead of broadside, but it came out a trifle fuzzy, slightly out of focus, and--and anyhow--it omitted the attractive foreground feature, the sunbonnet'd lady resting on her oars. The IRONSIDES looks fresh as a daisy, 'scaping out on the roof, pungent clouds of

smoke cluttering up the pristine atmosphere, and little would a person suspect that she's about thirty years old, having made her debut in 1869 on a Pittsburgh-St. Louis go-around for Gray's Iron Line. Ye Ed recalls that she was the oldest steamboat ever he saw in action, this in 1911. Maybe you saw her too, but chances are it was after she was renamed W. K. FIELD in the fall of 1912. The Island Creek Coal Co. out of Huntington owned and operated her at the last, altered as a pool boat (pilothouse set forward in front of the cabin).



WE WERE going on in last December's issue about the excursion barge SUMMER GIRL having started out in life as the barge ACME, consort of the excursion steamer W.W. --So Ralph DuPae now comes up with the two of them lashed side by side somewhere along the Upper Miss. In addition to its other virtues this also is about the best shot of the W.W. we have seen. Capts. John Streckfus and D. Walter Wisherd in a joint venture built the W.W. at Paducah in 1905 from the older CITY OF WINONA which had been given a new and wider

hull at the Kahlke Yard, Rock Island, in 1895 to measure 137 x 29.1 x 4.6. Captain Streckfus was running the sternwheel excursion boat J.S., so this one was named W.W. for Captain Wisherd. By 1917 Cap Wisherd had bigger fish to fry, running the MAJESTIC (ex-REES LEE, S. S. BROWN) and the W.W. was sold to Capt. Frank T. Rounds of Owensboro, Ky. who had lost his GOLDEN GIRL by fire. She finally wound up towing Emerson's showboat until wrecked in high wind swells at the head of Brush Creek Island, Ohio River, spring of 1922.

