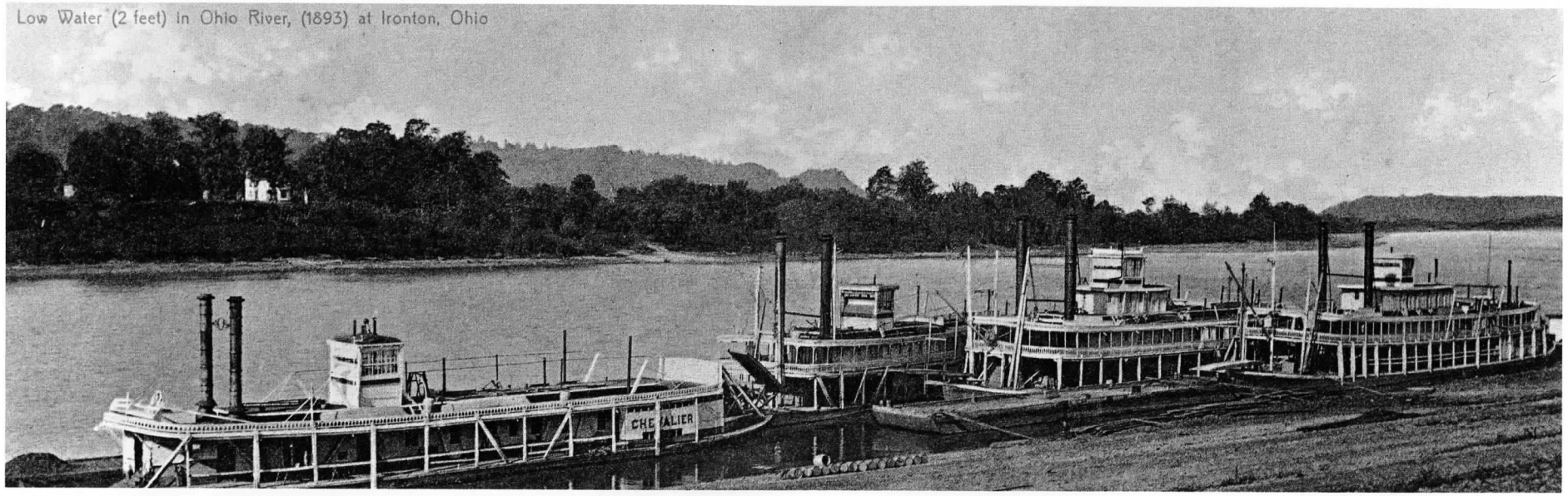
S&D REFLECTOR

Published by Sons and Daughters of Pioneer Rivermen

Vol. 19, No. 3 | Marietta, Ohio | September, 1982



RACE DAY, Wednesday, April 28th, 1982 at Louisville, Ky. with the BELLE OF LOUISVILLE, NATCHEZ and DELTA QUEEN at the landing, viewed from the belvedere of the Galt House, with the Clark Memorial Bridge, which served as the start and finish line, in the distance. --Photo by Allen Hess.



CHARLES DANNER, 108 Lauderdale, Montgomery, Alabama 36116 bought this German-made color post card at an antique sale. "I felt it should be made available to steamboat buffs and am sending it for any use you may see fit," he writes.

The caption at upper left reads "Low Water (2 feet) in Ohio River (1895) at Ironton, Ohio." The date is a trifle off kilter inasmuch as the Bay Line packets, from the left, are the CHEVALIER, B. T. ENOS, LOUISE and HENRY M. STANLEY. Two of these by 1895 were deceased. The latest summer-time scene in which these four could appear together was in 1892.

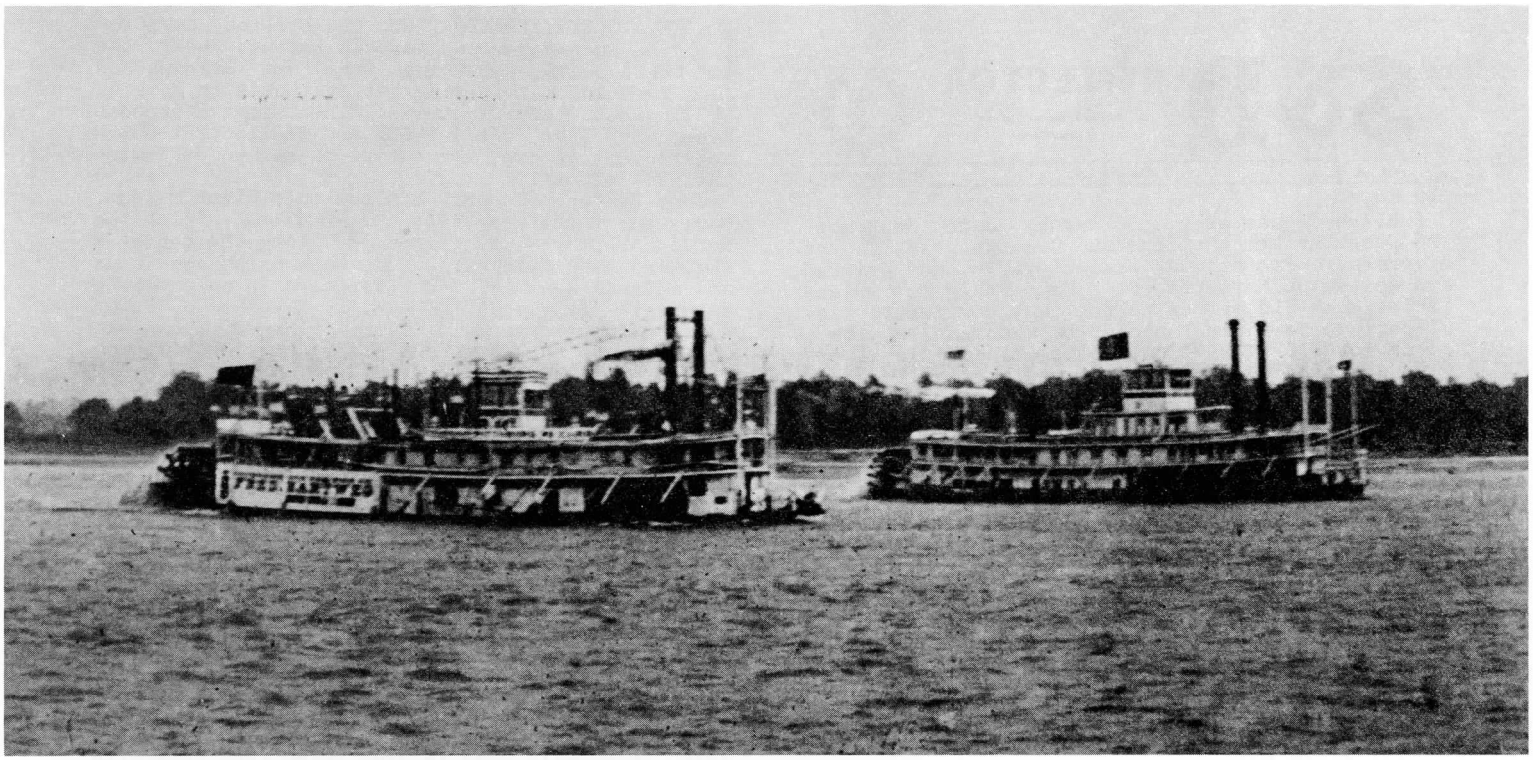
This same scene in black-and-white photography has cropped up in several collections. The indications are that it was taken by Thornton Barrette, the leading photographer in the Ironton area in the 1890s. The German-made color card was distributed by the Ironton News and directions were printed on the back-side to fold the card for mailing, with a rubber-band around it, and a 1¢ stamp attached to take it "all over the world." A virtue of Charles Danner's card is that it never in its career has been folded, thus making it ideal for presentation here.

The Bay brothers, George W. and William, based their operations at Ironton, and ran packets in various long and short trades on the Ohio River between Pittsburgh and Cincinnati, and up the Kanawha to its headwaters at Montgomery, West Va. The HENRY M. STANLEY was flagship of the fleet, named for the noted English explorer in Africa who, on behalf of the New York Herald, found David Livingstone on Lake Tanganyika in 1871. ("Mr. Livingstone, I presume" has been handed down as a familiar quote.) Stanley, a U.S. citizen 1862-1885, repatriated himself to England where he was knighted in 1899. During a U.S. lecture tour he visited Cincinnati and was invited aboard his namesake (built in 1890) but declined the visit. Old-timers used to tell of the lengthy and hard-fought competition between the HENRY M. STANLEY and the Mail Line's SHERLEY, Cincinnati-Kanawha River, which ended only when the Mail Line bought the STANLEY from the Bay brothers in 1895. Capt. Jim Rowley, Jr., who came to early S&D meetings, was a pilot on her during the fray.

Ye Ed never saw either of the Bay brothers but heard many tales concerning them from older crew menbers. "Bay Line strawberries" were dishes of prunes served for breakfast and as a dessert of the evening meal, plentiful and cheap, and "sternwheel chicken" was the identification for pork chops which frequented the menus, again plentiful and cheap.

I don't know who B. T. Enos was, but he probably hailed from Gallipolis where a firm styled Enos & Hill built and repaired steamboat engines. The Bays didn't build the boat -- they bought her while she was running Gallipolis-Huntington and kept her there for quite some time. The CHEVALIER, a single-decker, seems to have replaced the B. T. ENOS, built by the Bays in 1888, but for much of her Gallipolis-Huntington career she was owned by M. E. Brown of Gallipolis until she burned at Huntington in 1907.

The LOUISE which appears in the picture was not quite the age of the B. T. ENOS, which was new in 1881, having been built at Cincinnati in 1882. Capt. Ellis C. Mace who worked for the Bays says in his book "River Steamboats and Steamboat Men" on page 107 that the Bays built the LOUISE, but I wonder if they really did; in her early days she was run Marietta---Parkersburg--Gallipolis-Charleston by Capt. Howard Donnally. In our March '70 issue, page 31, we ran "cards" from the LOUISE which make no mention of the Bays. Whether or no, the Bays certainly did run her later on, with a texas added. The date of her demise was January 27, 1893 when she burned and sank at Coal Grove, O., which fact serves as partial proof that the above post card was not taken in 1895.



WHEN the DELTA QUEEN "jumped the gun" at the start of the Louisville boat race this past April 28th (see details elsewhere in this issue) she was immediately "disqualified" over the air waves, the voice belonging to (presumably) one of the officials handling the arrangements. Nobody paid even the slightest attention. The most famous of gun-jumpers was the towboat FRED HARTWEG which, during a river parade down the Mississippi, overtook and passed the U.S. steamer MISSISSIPPI instead of remaining behind in her assigned position. Nobody knows precisely what sort of notion prompted Capt. Clarence Nichols to do the stunt, especially in full view of U.S. President Theodore Roosevelt--who had boarded the MISSISSIPPI at Keokuk and was enroute to Memphis--but the consequence was unmistakable. President Roosevelt fired off a telegram to Gen. George Uhler, Supervising Inspector of Steamboats, Washington, D. C. The text: I DIRECT THAT THE LICENSE OF THE MASTER, OR WHOEVER IS RESPONSIBLE FOR THE FRED HARTWEG DURING THE PRESENT VOYAGE, BE SUSPENDED AT ONCE FOR 90 DAYS. I WISH THIS DONE BY TELEGRAPH WHEREEVER THE BOAT MAY BE, IF SUCH PROCEDURE IS POSSIBLE. CO. SEARS CAN GIVE YOU THE DETAILS OF HIS CONDUCT, WHICH HAS BEEN OF A SERIOUS NATURE AND MIGHT HAVE AT ANY TIME CAUSED AN ACCIDENT TO THIS BOAT AS WELL AS OTHER BOATS. At the time of this incident the HARTWEG was owned by the "Combine" at Pittsburgh (lingo for Monongahela River Consolidated Coal & Coke Company) and had aboard officials of the company and invited guests, among them Capt. William B. Rodgers, Capt. James A. Henderson, W. L. Hirsch, Thomas M. Rees, John E. Shaw, Capt. John A. Wood, J. H. McCreery, George W. Theiss, O. H. Allerton, John Eichleay, Jr., Capt. John Moren, and Thomas B. McFarland. A trial was called by the Memphis U.S. Steamboat Inspectors, Capt. H. C. Waltz presiding, and despite attests in behalf of the capability of Capt. Clarence Nichols by the above-named, the suspension was ordered. This become the sole instance of a river pilot being suspended by direct presidential order. The accompanying picture, taken during October 1907 was snapped about 30 miles above Memphis just as the HARTWEG (left) was about to overtake the MISSISSIPPI, and comes from the collection of Capt. Bill Tippitt, Hernando, Miss. who kindly loaned it to Ralph DuPae for inclusion in the University of Wisconsin's steamboat picture project at La Crosse.

Jim Sutton of Metairie, La. has high hopes of graduating from the Calhoon M. E. B. A. Engineering School, Baltimore, by year's end, with a third assistant's steam and motor Engineer's license unlimited. He was looking at the picture of the towboat INDIANA in our March '82 issue, page 45, and noticed the peculiar whistle on the starboard stack. "It bears an uncanny resemblance to the Leslie Tyfon type in use by most of our steam-powered merchant ships," he says. He's right on the button; all four of those Valley Line 'state' boats had 'em.

"Another thing," he continues, "I notice that the WM. EDENBORN shown on page 36, same issue, was oil-fired (in 1913 no less) and I wonder if any S&D REFLECTOR reader knows of any steamboat (MISSISSIPPI QUEEN excepted) that had automatic combustion control?"

The June 1, 1982 issue of Maritime Reporter/Engineering News advertises the celebrated prints of artist John Stobart. Signed prints start at $200 and remarqued prints from $600 up. A new color catalogue illustrating the 22 available prints goes for $5. He runs his own shop, Maritime Heritage Prints, at 1055 Thomas Jefferson St., N.W., Washington, D.C. 20007. The full color cover on our June '77 issue was made from Stobart's original oil painting of the J. M. WHITE under way at New Orleans.

Sirs: As you say, the picture on page 23 of the June issue may have been Mr. and Mrs. Clarence Bent. If you had not suggested this id. I would have sworn they were President and Mrs. Calvin Coolidge.

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

O B I T U A R I E S

"Cap" Wm. C. Beatty, page 17
Robert H. McCann, 43
Carrie Edna Pancake, 42
Roy Thistle, 17
Capt. Harris D. Underwood, 43

S&D REFLECTOR
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Mrs. J. W. Rutter, secretary,
964 Worthington,
Birmingham, Mich. 48009

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

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

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

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William Barr

DELTA QUEEN STEAMBOAT CO. has offered to provide accommodations for two persons aboard the DELTA QUEEN, departing from New Orleans on June 23rd and terminating at St. Louis on July 4, 1983. The trip features "The Great Steamboat Race" with the DELTA QUEEN and MISSISSIPPI QUEEN hot-footing it over the entire course to determine the 1983 winner.

John Briley, manager of the Ohio River Museum, Marietta, furnishes these instructions. Print the words SAVE THE W. P. SNYDER JR. along the top of a standard 3x5" file card, and then print your name and address beneath. Enclose card in an envelope and mail it to SAVE THE W. P. SNYDER JR., P. O. Box 736, Marietta, Ohio 45750. The DQ Steamboat Co. has made this generous offer to S&D as token assistance in preserving the W. P. SNYDER JR. All donations sent with entries will be used exclusivly for the continual work required to keep our historic steamboat SNYDER in repair.

Entrants are not limited to members of the Sons and Daughters of Pioneer Rivermen. Only one entry to an envelope, please. Encourage your friends and neighbors to take a chancy chance (checks may be made out to SAVE THE W. P. SNYDER JR.) on taking a cruise which, for two, would cost something over $2,000 at a minimum.

The initial announcement released July 16th gave August 31 as the closing date. By mutual consent of all parties this has been extended to allow wider participation. The closing date and arrangements for drawing the name of the lucky winner will be placed in the hands of S&D's Board of Governors at their annual meeting on September 18th. Meanwhile send in your entry (and hopefully check) and watch the December issue for announcements.

HIGHLIGHTS OF S&D'S MARIETTA WEEK-END

A get-together reception has been arranged for Friday evening, Sept. 17th, in the Riverview Room at the Lafayette. No charge and all are welcome.

S&D's Board of Governors will be called to order in the Sternwheel Room at 9:30 a.m., Saturday, September 18. Members of the Board are listed in the left column, this page. Members in good standing are invited to attend and participate in the proceedings.

A noon buffet luncheon will be held on the premises of the Marietta Boat Club. Tickets may be purchased upon arrival and name tags will be available. The Boat Club is along the Muskingum River not far above the steamer W. P. SNYDER JR. A brief membership get-together follows the luncheon, same location. Members are invited to display models, pictures, paintings and boat artifacts.

Tickets for the Saturday evening banquet will be on sale at the lobby desk, Hotel Lafayette. Tickets reserved in advance by mail or phone must be picked up prior to 4:30 p.m.

Capt. Harry C. Allendorfer, Jr., USN (Ret.), director of Maritime Preservation, National Trust for Historic Preservation, will highlight the S&D meeting with an illustrated talk following the 6:30 evening banquet. He was a leader in "Operation Sail" staged in the New York harbor in 1976, s veteran of thirty years of Navy service.

The Delly Robertson conclave will take over the Sternwheel Room following the conclusion of the Saturday evening program. Bring movies, slides, pictures.



JAMES V. SWIFT, present-day business manager of The Waterways Journal (so carried in the masthead although now semi-retired) in this portrait taken by Dick Lemen over forty years ago, was then, and still is, lighting up the past, present and future of our waterways. He is perched on the ladder of Light #74.8 (mileage computed upstream from Cairo) along the Miss. River on the Missouri side, below Grand Tower Island at the mouth of Apple Creek. The light has been discontinued but Jimmy shines on. --Our thanks to Dick Lemen for taking the picture, and to Ralph DuPae and the Murphy Library crew for the print.

COVERING THE WATERFRONTS

Keith E. Norrington of New Albany, Ind. sends us the following Log:

Judy Patsch and I have had another river safari, although not as long as last year's. Here's what we did: Judy arrived from her home at Rock Island, Ill. on June 22nd and that evening we visited with Paul and Ruth Seabrook here in New Albany, complete with pictures, slides, scrapbooks, etc.

Next day we headed for Marietta, with stops in Covington at the MIKE FINK and at New Richmond, O. to see the monument to Capt. Ernie Wagner. Came down the Muskingum from Zanesville to Marietta where we landed at the home of Jeff Spear. The three of us proceeded to the Riverview Antique Shop across from the Lafayette Hotel. Recently the Showboat Drama group sold surplus equipment from the BECKY THATCHER to the Shop, including artifacts remaining from Ruth Ferris's Midship Museum which she assembled aboard the MISSISSIPPI at St. Louis. Our haul included cabin arches, steam gauges, photographs, signs, showboat relics, gingerbread trim, and filled the car trunk and the back seat. A cabin door from the GORDON C. GREENE was a bit too large to fit, but we got it stowed in the trunk by tying down the lid. All three of us got so dirty we looked like a minstrel show.

Also we visited in the Ohio River Museum to see the pilotwheel from the DQ, recently put on display along with the pilot's chair and a DQ nameboard. Of course we had to roam over the W. P. SNYDER JR. for the umpteenth time, and we sat in the TELL CITY pilothouse and also visited the BECKY. Had an evening of slides and river talk at the Spears.

Thence next day back to New Albany to unload my loot and clean up some of our antiques before carting them into the house.

Then Friday 25th left for Rock Island. Lunch in Peoria where we visited on board the CITY OF BATON ROUGE wharfboat and took pictures of the JBS leaving on her first afternoon trip. We didn't go on the boat due to the car trunk still being open, and then, too, we wanted to make it to Rock Island before a predicted thunderstorm arrived. Luck was with us because it let loose with a downpour just as we pulled into the garage at Judy's house.

Next morning departed bright and early for Hannibal, Mo. for the meeting of the Midwest Riverboat Buffs, stopping enroute at Keokuk for a tour of the towboat GEORGE M. VERITY. Henry Sweets, curator of the Mark Twain Museum and Home, spoke at the MRB meeting, relating tales of old Hannibal. This was followed by a dinner cruise on the MARK TWAIN, the boat immaculate, the crew courteous, and the dinner delicious.

Sunday 27th we spent a morning on the riverfront at St. Louis and had lunch on the McDONALD' sidewheeler. Judy headed home to prepare for her DQ trips, Cincy to Pittsburgh, and Pittsburgh to New Orleans. I headed home for New Albany. Talked with Ruth Ferris by phone yesterday (July 5th) and she is doing very well following three weeks in a hospital for right hip joint replacement.

Referring to the photograph of the U.S. Engineer's Kentucky River towboat GENERAL O. M. POE (last issue, page 24), C. W. Stoll's eagle eyes noted a full-page picture of a Great Lakes freighter named GENERAL ORLAND M. POE in the Spring '82 issue of "Inland Seas," the quarterly issued by the Great Lakes Historical Society. Obvious question: were these two craft named for the same gentleman? The freighter on the Lakes was built at Cleveland in 1900 of steel, 470 x 50 x 29, owned 1925 by Pittsburgh Steamship Company based at Duluth.



CAPT. VOLNEY E. (STOGIE) WHITE, corncob pipe in one hand and a paint brush in the other, helping refurbish Capt. Tom Greene's latest purchase, the CAPE GIRARDEAU (application to rename her GORDON C. GREENE had just been granted) in Alton Slough, March 1935. Stogie was 33 at the time. Mention is made in our last issue of his hobby of making toy railroad freight trains for youngsters, resulting in comments from at least a half-dozen S&Drs whose kids shoved White rolling stock over floors and under furniture. --Photo by Dick Lemen and print courtesy of University of Wisconsin collection, La Crosse.

Ken Watson has a bad case of wanderlust. Next year he dreams of exploring the Mississippi from Lake Itasca to New Orleans by road, rail, air and river. He almost attended S&D in 1979, he and his wife arriving in Marietta too late for the festivities. Then he went home to England and built a huge model of the excursion steamer IDLEWILD. "My 1983 visit will most likely be in September, so's I can take in S&D and the Sternwheeler meetings," he says.

Sirs: Back late in WW2 I was aboard the Liberty ship WILLIAM PEFFER and got to read the Armed Forces edition of "Pilotin' Comes Natural." Later, some 20 years or more later, still seafaring, I picked up a bound copy of same, complete with dust jacket. While slowly re-reading it I notice you took the rap because a female secretary meddled with the boss's correspondence file. Did the boss ever wise up to the fact that you weren't the culprit? I'm referring to Capt. E.A.

Jerry Heermans,
13925 S.W. River Ln.,
Tigard, Oregon 97223

=Yes, he wrote us not long after the incident to say she had departed by his invitation. Capt. E. A. Burnside and I corresponded until shortly before he was drowned while piloting the HELPER in the Cincinnati harbor, March 16, 1922. -Ed.

Charles J. Bogman, who headed up the American Bridge's barge department until his 1978 retirement, writes a note from his new home, 9723 Alabama Ave., Sun City, Ariz. 85321. "Cleopatra's barge is the only barge people out here ever heard about," he says.

Pauline Bays, who hails from Ripley, West Va., advises us there is a road marker in W. Va.'s Calhoun County pointing to the graves of Mike Fink and an Indian he is reputed to have shot. Being a writer-journalist, Pauline figured this to be the Mike Fink of keelboat days. Hoping to do a story, she did some researching. "It took me a while to realize something was wrong with the death and birth dates of our West Virginia Mike Fink and those of the real article," she writes. The real article Fink wound up his days in a shooting scrape near the mouth of the Yellowstone River in 1822.

The DELTA QUEEN has five trips scheduled out of Pittsburgh in '83. The first one departs May 25 one-way to Cincinnati. Then on Aug. 3 she leaves on another one-way to Cincinnati. A third such trip leaves Sept. 9. A round trip with two nights aboard departs on Oct. 8. On Oct. 10 she departs Pittsburgh direct to New Orleans.

ALAN L. BATES TELLS HOW HE GOT THAT WAY

In the course of preparing the 1964-1968 Index we did some wondering on page 55 about the boyhood ambitions of the compiler, Alan L. Bates. Having posed the question, we got an answer. We now quote:

"Much of what I am is owing to a proper choice of fathers. Pop was a free spirit who was nominally an electrician but who also was a professional airplane pilot and owner (1928-1930), a gas station owner, a vacuum cleaner salesman, a taxi driver, a builder and farmer. He even sold Mom's Oatmeal Cookies during the depression. He was resourceful, adaptable, intelligent, and was something of a slave-driver. No one in his household slept after six in the morning (winter schedule) or later than five in summer. He inculcated his brood with his energy, persistence and ingenuity together with a challenge to match him if they could. None has.

"My reputation of being a curmudgeon complete with oak leaves and clusters is perhaps deserved. Along with this irascibility (a product of persistence---most people quit too soon) I tend to be cheerful and optimistic. I have absorbed some of my father's resourcefulness and drive and I share his ability to express anger, disgust and frustration by swearing great oaths.

"My civil engineering ambition, dating back to school days, was to build a mighty bridge. It has never been attained. But Ah! we have so few choices and so many responsibilities. After three years and four hours in the Army I came home with a wife and a daughter and, to feed us, took a job as a cartographer. Then I built a house. Then I became an architectural draftsman and building cost estimator. I became an architect by studying library books.

"My life has been very consistent, I think, for I have remained a technician during all of it. My approach is more engineering than art to this day. Hobby and career (I play the trumpet and go for railroads and boats) came to a junction in 1963 when I was elected to spruce up the AVALON to make of her the BELLE OF LOUISVILLE.

"Schools? Yes, I attended a technical high school and two universities and even graduated from the high school. Even the Army cooperated by trying to make an engineer of me but they dissolved the program before anyone finished it. There was a time when my ambition was to pitch for the Dodgers, but I never was worth a tinker's dam with a baseball."

=Just in case there may be a reader who hasn't heard of it, this is the same Alan L. Bates who was the marine architect for the construction of the steamer NATCHEZ based at New Orleans. -Ed.



CAPT. TOM R. GREENE, corncob pipe clenched and paint brush in hand, transforming the CAPE GIRARDEAU into the GORDON C. GREENE at Alton Slough, March 1935, photo by Dick Lemen. Ralph DuPae raised a mild eyebrow when he sent us these portraits of Tom, Stogie and Jesse P. Hughes, remarking "I didn't know captains spent their spare time painting." The gentleman at the rear is unidentified.

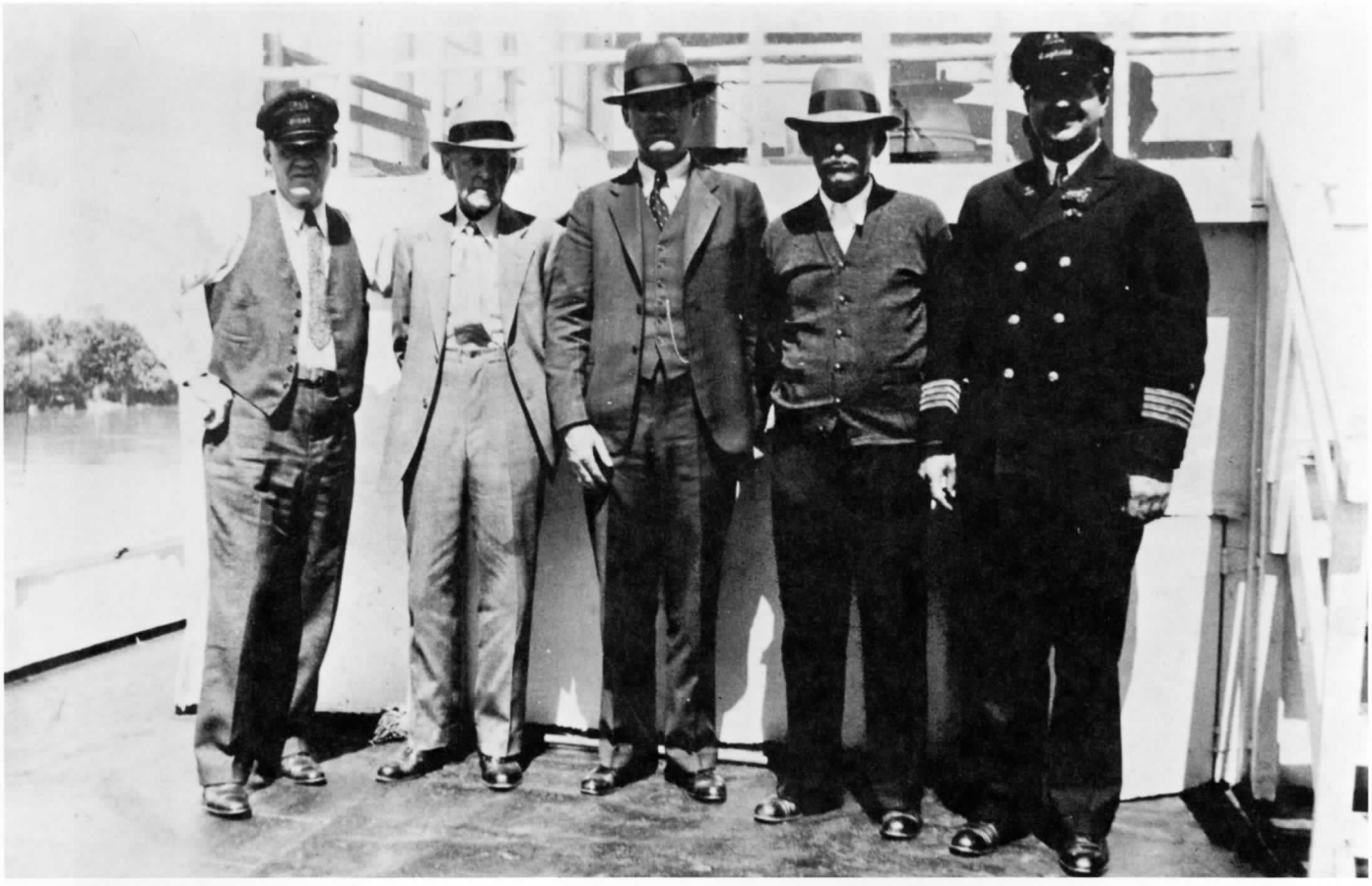


DICK LEMEN took this study of Capt. Jesse P. Hughes after the GORDON C. GREENE was placed in service. Although Jesse had served with the Greene Line for nigh 40 years, this was his first wearing of a brass braid and button uniform. He was hitting 60 and times were changing.

Mention was made in our last issue that A. J. Peluso of Yonkers, N.Y. had "discovered" the most famed of Ohio River photographers Thornton Barrette. Since then he has visited the Inland Rivers Library, Cincinnati, where curator Andy Anderson guided him to the extensive photography of Richard L. Hunster, the colored man who took pictures of steamboats and packet interiors roughly 1897-1925 using for the most part a 6½x 8½ plate camera. Mr. Peluso asked us on the phone for additional information about Dick Hunster's career and we had very little to offer other than we once visited him at his home on Gilbert Avenue in Cincinnati (1917) and learned later that he was a porter in the Palace Hotel, that city. The disposition of his glass plates is unknown.



CAPT. JESSE P. HUGHES was probably caught unaware as Dick Lemen snapped him applying white paint to the texas rail at Alton Slough, March 1935. Although officially the Chief Navigation Officer when the GORDON C. GREENE was commissioned in 1935, Jesse was engrossed in painting from boyhood, and once briefly attended art classes at the University of Cincinnati.



AFTER Cap'ns Tom, Stogie and Jesse spruced up the GORDON C. GREENE at Alton Slough during March 1935, they made the inaugural tourist trip from St. Louis to Tennessee River, and this picture was snapped at that time. From the left: Capt. Lawrence (Bo) Allen, Junius Greenwood of Newport, O., Capt. Harley E. Robinett of Paducah, George W. (Country) Smith of Paducah, pilot, and Capt. Tom R. Greene fancied up in befitting regalia. --Our thanks to C. W. Stoll for the print and identifications, and he dates it April 1935.

DELTA KING RAISED

A salvage crew headed by the old boat's owner, Robert Taylor, succeeded in surfacing the DELTA KING about 8:30 a. m. on Thursday, June 24, 1982. She had been sunk at a dock in Richmond, Calif. near Cutting Boulevard and Second Street since last year.

Divers plugged port holes in the sides of the hull. Pumps were set to work at an early hour on Monday, June 21st. The first effort failed when a port hole became unplugged. When it was resealed the DK came to the top.

The port holes were the cause of the sinking last year when the boat listed, caught on a pier on a falling tide. The hull is intact.

Owner Robert Taylor cracked a bottle of champagne on the bow and then headed for the airport to catch a plane for Vancouver. The salvage crew went to bed.

Future plans for the DK are uncertain. Taylor wants to restore her and berth her at Aquatic Park in San Francisco near the National Maritime Museum.

Our thanks to Richard E. Brown, Bakersfield, Calif. for clippings from the West County Times, Richmond. Calif.

(see page 21 for more details.)

Mrs. Charles H. (Mary Robbins) Worheide, 521 Newport, Webster Groves, Mo. 63119, seeks information concerning her grandfather George Farnsworth, a pilot on the Mississippi, Ohio and Illinois for 49 years. He was a Civil War vet (Confed) and died Feb. 1905 aged 75. When he went to war he had a wife and two small girls and a lovely home; when he returned he had nothing and no family. He is buried in Calvary Cemetery, St. Louis.

Sirs: My grandfather was a riverman, Capt. S. J. Preston, as was his son John Abraham Preston, named for Capt. Newt Abraham.

Capt. S. J. Preston died in 1920 so I don't recall him. An aunt of mine who died two years ago at the age of 102 said he was on the following boats: KENTUCKY, FALLS CITY, CITY OF CLARKSVILLE, ORIOLE, BURNSIDE, PAVONIA, GRACE MORRIS, GAZETTE and INGOMAR.

My mother (daughter of Capt. S. J. Preston) will be 88 this October.

I will appreciate hearing from anyone who may recall Capt. S. J. Preston.

Mrs. Thelma Wygal,
106 Victory Ave.,
Lexington, Ky. 40502

=Mrs. Wygal says her mother says the old homestead was called Preston's Landing, Ky. Such a location appears on Chart No. 36, 1922 edition of "The Ohio River" by R. R. Jones. Not far below Payne Hollow, Ky. -Ed.

Sirs: Yes indeed. My grandfather Joseph R. Campbell owned and operated the ferry MARY C. CAMPBELL which plied between Monaca and Rochester, Pa. on the Ohio. As my Aunt Elizabeth McCoy told the story to me, my grandmother (for whom the ferry was named) became weary of living alone in Rochester for months at a time with only the children for company while her husband ran the Mississippi and Ohio as engineer and captain. Hence, the ferryboat.

Virginia Campbell Webster,
(Mrs. Arthur D.)
241 Murry Hill Drive,
Lancaster, Pa. 17601

=A letter from Mrs. Webster's brother, Joseph R. Campbell, appears on another page. -Ed.



The Race Horse of Western Waters upbound on the Mississippi, destination Louisville.
-Allen Hess, photo.

THE LONG DISTANCE EXPERIMENT

DRIVING a car from Sewickley to Louisville is no Big Deal over modern interstates except when you start too late, have a deadline to meet, a black dog in the back seat, and unexpected mechanical complications. Michelle and Wrecks and I were bound for the April 28th Great Steamboat Race via Marietta where the June issue of the S&D REFLECTOR must be handed to the printer. So fine. We left Sewickley the Sunday of the time change (spring ahead, fall behind) for a supper date with John and Margaret Briley in Marietta. The clocks in Bellaire and Powhatan Point, as it turns out, had not been adjusted, and black dog Wrecks scampered down the river bank below Fly, O. to consort with a half-dozen wild geese who attacked him every time he tried to get his feet wet. So at Marietta it was 8 p.m. plus by the battery of clocks over the elevator, the Gun Room was closed (austerity) and the BECKY THATCHER was cooled down. Margaret Briley had engaged a sitter for David, Chris, Karen and Eric. John did some telephoning and we wound up at the local Holiday Inn which, for some strange reason, had its diningroom fired up and we fared well.

Next noon at Huntington the car's radiator suddenly drained itself, and at a propitious moment I must say, allowing us to drift into an Exxon station before matters became more technical. I was reaching for a phone book to call Jerry and Lenore Sutphin, knowing they were Louisville-bound even as we were, when the mechanic said the situation wasn't all that bad, and a dose of gunk would mend matters. Sure enough the leakage stopped but we took along two gallon jugs of water just in case.

About 25 miles out on US 64 the dash red light came on. The radiator had degunked itself and was dry as the Sahara. Big problem getting the radiator cap off and Michelle broke a fingernail. More water at the next rest stop. Ten more miles and the red light again on the dash. This time wheeled into one of those weigh stations, marked CLOSED. Two trucks with oversized loads parked just ahead. The drivers were killing time; didn't have to deliver in Lexington, Ky. until 10 next morning. Their loads were enormous industrial fans. Both going the same place. They had noticed us with the hood up back along the road. One look at me and eight at Michelle and they volunteered to assist. The hole was too big for a metal screw. Verdict: get to the nearest garage with a mechanic, which meant Mount Sterling, Ky. They would provide the chaperonage; one behind, one ahead, us in the middle. We bailed dry every rivulet, tadpole pond and damp spot by the roadside for the next forty miles--and made it, thanks to Ron Luchs, Greencastle, Pa. and Larry Hill, Chambersburg, Pa.

At Mt. Sterling Larry said, "If you don't mind a personal question, how old are you, sir?" I said, "Larry, I'm so damn old I honestly remember seeing General John McCausland, the man who burned your Chambersburg during the Civil War--and I saw him more than once, riding a horse, even."

They steered us to the local Ashland Oil service station, now going on 7 p.m. The boss said the radiator could be soldered and he would get right on it. Michelle and I lingered over a very fine supper, then back to the Ashland station. Soldering was out of the question; must have a replacement. They would transfer us and baggage and black dog Wrecks to a motel. The motel had a sign in the office window, NO PETS ALLOWED. Michelle said, "Let me do the talking." In less than two minutes the rule was changed and black dog Wrecks was scampering up the back steps to



Lexie Palmore stood pilot watches on the NATCHEZ from New Orleans to Louisville. That round thing upper center is a new-fangled windshield wiper. --Allen Hess, photo.

forbidden territory.

About ten next morning a bleary-eyed Ashland mechanic arrived at the motel in a pick-up to take us back to the car. Yes, it was fixed; he had scrounged three junk yards and had found a second-hand radiator replacement which would hold water. Which it did do, and continues to do these two months later. Michelle did the driving and landed us in downtown Louisville, and there was the NATCHEZ, and there was the BELLE OF LOUISVILLE, and the DELTA QUEEN was due in any moment. And so up the mountain to Rock Hill which was to be headquarters, guests of C.W. and Lucy Stoll.

JACK CUSTER wrote up the Louisville Steamboat Race for The Waterways Journal (their May 15th issue) in sufficient detail to spread over five pages including a perfectly wonderful 3-column cut of the NATCHEZ passing Paducah taken by Jeff L. Yates. Jack rode the NATCHEZ, the winner; dutifully reporting that the DELTA QUEEN had been disqualified right at the beginning by jumping the gun with a running start, and how the BELLE OF LOUISVILLE (the only one of the three with no bow thruster) received tug aid in making her turn at the Six Mile Island buoys.

All three were supposed to line up at the Clark Memorial Bridge for a dead start at the firing of a cannon. The other two did so, and the DQ didn't; she high-tailed it right on up the Ohio. Clear violation of rules. There wasn't any agreed rule about tug help at the turn-around; it had been done before; not strictly Hoyle I'd suppose. Nor was it strictly Hoyle that the NATCHEZ wandered into the path of the overtaken B/L on the upbound leg and threw water in her face. So all in all it was a steamboat race and everybody had fun. The outcome was entirely expected; the NATCHEZ won handily; the DQ placed (no more was said about the disqualification) and the B/L, oldest and smallest, made it like a caboose.

Well, to be factual, the B/L was not the smallest steamboat along the Louisville waterfront that glorious Wednesday, April 28th. There was a tiny steam one-stacker tug cruising back and forth along the rialto, known to more Americans than the ROB'T E. LEE. She was the AFRICAN QUEEN, blowing the same little peanutty whistle she had in the movie but equipped with a new boiler replacing the old one Humphrey Bogart beat to death with a wrench. She had been trucked up from Florida for the event, and when reloaded on the truck she was the hit of a Derby street parade there in Louisville.

This was a turn-around race as you may have gathered; up the Ohio from the Clark bridge to buoys set in Six Mile Island; around the buoys and back down to the bridge, the finish line. At the turn-around the wind was blowing downstream about 15-20 mph, hardly any current, and a balmy (at least to us northerners) 65° with sunshine. The DQ surely surprised me; she wheeled around using up less than 1/3 of the river's width, and I think she surprised her pilot as well when she ran over one of the buoys. The NATCHEZ's turn buoy was set plunk in the middle of the river with close tolerance in bringing her about, with the further complication of scores of yachts and motorboats too close for comfort. Roddy Hammett, doing the circular work, repeatedly blew danger signals on the whistle to shoo them away (and with some success) as his boss Wilbur Dow urged him to make a "Williamson turn," whatever that is. The favoring wind and the bow thruster did the trick. The DQ was already around, billowing smoke, bound back for Louisville, but the NATCHEZ soon overtook and passed her.

Wilbur Dow said he never had seen so many spectators lined along river shores in his lifetime; fact is, this probably was a record turn-out. People beyond count dotted the Indiana and Kentucky sides for the full six miles. He repeatedly grabbed the brass ring activating the whistle cord and



At Memphis Lexie rejoined the DELTA QUEEN and C. W. Stoll stood pilot watches on the NATCHEZ from there to Louisville. This was taken at Memphis where they traded boats, a conference in progress. --Allen Hess, photo.



The NATCHEZ at Memphis, April 23, 1982, enroute to Louisville. --Allen Hess, photo.

blew salutes, long blasts and short blasts, sort of a salad, which he described as "ocean style." Each time he was rewarded with answering auto horns, boat whistles and human whistling. Wilbur Dow was having the time of his life. "This is the best steam whistle on the river," he shouted.

IMAGINE a continuous river house party spread out over four days, morning, noon, and night, loaded with interlocking events, staged aboard three steamboats, the nerve center always in the Stoll hilltop mansion no matter what, and then you won't be so surprised when I tell you that once during those four days I found myself in a cemetery. The car was being driven by Lucy Stoll, and Mom Tooker was smiling and exclaiming about swans paddling around in a lake.

As Dale Flick remarked later, it would likely be easier to list who wasn't at the Stoll party than who was. Best I can manage is a random sampling, in no particular sequence, strictly hop-skip-jump. Among the house guests were Chuck and Catherine Remley, Homer and Grace Hawley, Dorothy Frye, Larry and Ethel Walker, Jerry and Lenore Sutphin, Frank and Elsie Miller and y.t. Michelle was next door, guest of Judith Burk.

And there was Fred Martin, and Capt. Jim Blum, George Lee, Alan and Rita Bates, Capt. and Mrs. Charles Larkin, Capt. Gilbert Manson, Jack and Dorothy Garden, Jeff Spear and parents, Jim Reed and wife from Raleigh, N.C., John Fryant, Cori Reade, Ann Zeiger, Cathy Lake, Bill and Marj Smith from Springfield, O., (their first visit to Rock Hill),

And Travis Vasconcelos (plays calliope on the B/L), Rodney Richardson, Capt. Doc Hawley, Capt. Roddy Hammett, John and Marie Hartford (John wearing a cap with WATCHMAN on it, Greg Goldstein, Jack Custer, Sandie Miller, Bert Fenn (take it back, Bert had to get back to Tell City), Charlie and Elaine Pratt, Capt. Lexie Palmore, Neil and Eleanor Ruth Whitehead, Jimmy Reising (also met son Greg aged 6), Fred Rutter, Nelson Jones, Tom Cook, Ralph DuPae, Eddie Allen, Kenny and Ginger Howe, Delly Robertson and daughter Donna and Keith Norrington,

And C.W.'s sister Martha who was wearing a pin presented to her years ago aboard the WASHINGTON by Capt. Bill Pollock, and Lynn Webster, Mom and Vic Tooker, Ron and Gail Rieken,

And of course Flossie, Boots and Wrecks looking for hand-outs.

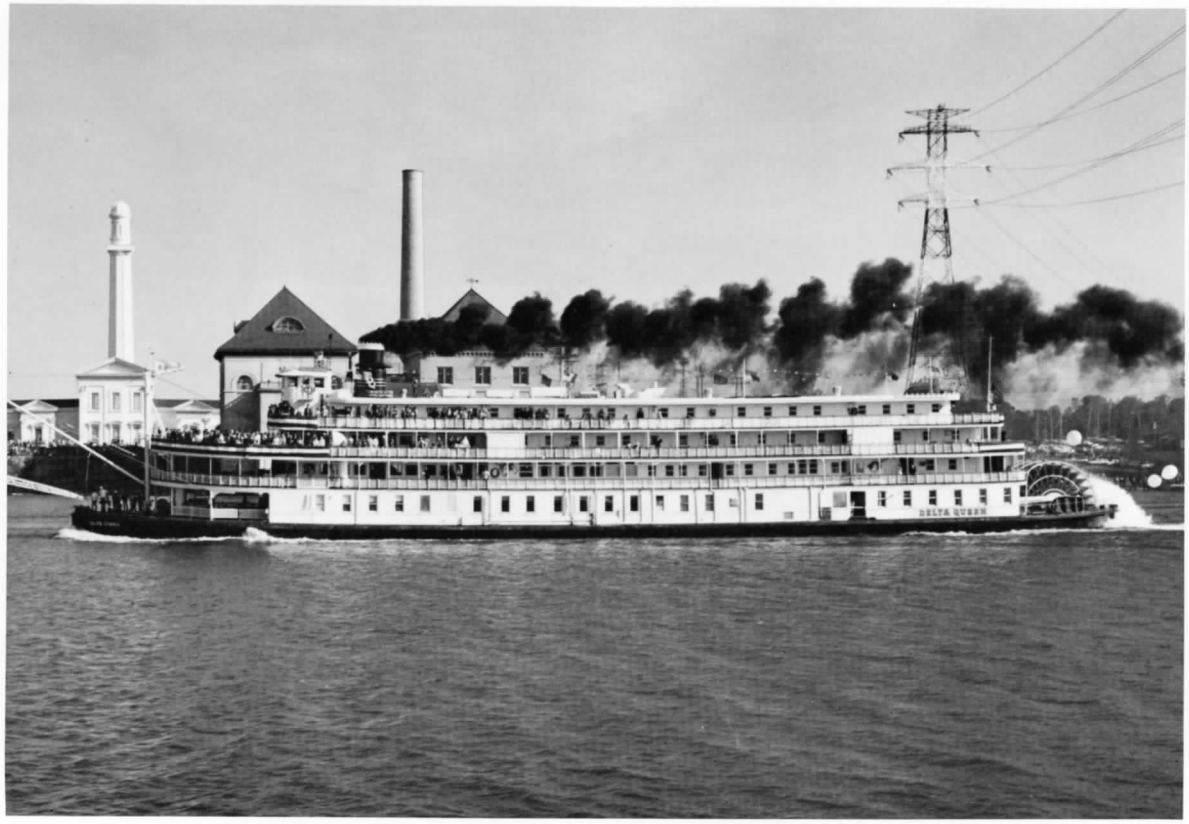
One special guest who rode the NATCHEZ from New Orleans to Louisville was Ward Sinclair, national staff writer with The Washington (D.C.) Post. His story appeared in the Post's "Outlook" section on Sunday, May 30th illustrated with pictures taken by Allen Hess (and there you are--we neglected to mention Allen and his wife at the Stoll party). Ward Sinclair's story filled two pages with his easy-style tale of Capt. Doc Hawley and his crew coming up the Mississippi and the Ohio, and tells about the 1,500 cases of Dixie beer aboard, and about John Hartford being the watchman, and Roddy Hammett is quoted, and Lexie Palmore, Joe Van Gale and C. W. Stoll are in the pilothouse, and Eddie Bayard and his Bourbon Street Five play "hot and hard." Rodney Richardson, the young mate, was looking at his first hills, never having ventured before from New Orleans. C.W., pilot on watch as the boat approached Ohio River Lock 52, blew the whistle. "That sounds pretty," came back the lockman over the radio, "Been a



A sunny Sunday at Paducah on April 25th brought out multitudes with the line extending up the first block in the distance. --Elaine O'Neil, photo, from the NATCHEZ.



The two queens on the Ohio River at Louisville, April 28th; above is the AFRICAN QUEEN made famous by Katharine Hepburn and Humphrey Bogart, and below is the DELTA QUEEN upbound in the race at the Louisville Water Works as viewed from the NATCHEZ. --Photos by Allen Hass.



long time since I heard a steam whistle." "Thank you, sir," C.W. answered. "We did it just for you."

It's been a long time since a steamboat has splashed so dramatically in the columns of the leading Washington, D.C. newspaper, just minding its own business, not trying to prove anything, not asking for a congressional hand-out or dispensation. It's a miraculous job of reporting.

Eddie Bayard (of DELTA QUEEN fame) and his band on the NATCHEZ was suggested by Betty Blake. And what a band it proved to be! John Hartford sat in with them at different times to the thrill of unsuspecting passengers and a two-step piece, "Chufflin' On the NATCHEZ," was written by the trombonist, Jim Duggan. Jim used to perform with the American Symphony under Leopold Stokowski. Bass was played by Henry (Hank) Greve and he would often practice out on the texas deck, letting notes from the Overture to Die Meistersinger float upward and slip in through the open pilothouse windows while C.W. piloted the lower Ohio. At one time Hank conducted the Boston Civic Orchestra. The band was complete with Syl LaFata playing clarinet, Kenneth Hall on drums (sometimes on the DQ), and Amy Sharpe, banjo.

This long distance tramp trip of the NATCHEZ admittedly was an experimental venture. She did a big business at most places. The Tell City High School Band gave a wel-





ABOVE:
A mighty victory blast from the whistle, blown by Wilbur Dow, as the NATCHEZ passes under Clark Memorial Bridge at race's conclusion.
-Elaine O'Neil, photo.

TO THE LEFT:
"Rise and shine for the NATCHEZ Line!" calls the Skipper as he rouses out his sleepy crew from the make-shift air mattress beds for this is excursion boating. -Allen Hess, photo.

come concert at the landing and over 2,000 people rode there. Bert Fenn was on hand at 9:30 a.m. and that evening the Fenns hosted a reception at their home. Paducan set a new record for the boat by producing 2,700 passengers for two trips. The folks at Greenville waited by the hundreds for a tardy NATCHEZ to finally get there and run two very successful excursions. At Natchez 300 people braved tornado warnings and waded through ankle-deep water to sit aboard a boat being washed down by a cloudburst. Capt. and Mrs. Gabe Chengery delivered a big box of straight-out-of-the-oven chocolate chip cookies to the NATCHEZ, under the hill. Frequently at these towns disembarking passengers would actually thank the boat's crew for coming to their town.

Reporters frequently asked Wilbur Dow at Louisville whether the NATCHEZ would repeat her Mississippi-Ohio tour in '83? He hedged his answers. As of this writing we'd judge the chances of such a repeat as about 60-40 in favor.

Thanks to Lucy Stoll we had a good visit at New Albany with Paul and Mary Seabrook, and one other day Charlie and Claudia Dietz were aboard the B/L. Somehow we missed seeing Virginia Bennett, which reminds us we did shake hands with Capt. Harry Louden there on the Louisville wharf.

Clyde Glass dubbed me a judge of the race contest, not what you'd call an arduous task, especially when he produced the Derby Festival's gorgeous queen, Mia Todd, while photographs were taken. Ye gods this judge business got me in the pilothouse of the NATCHEZ for the race in company with Lt. Bill Wheeler of the USCG and his wife Wanda while 1,137 passengers wandered about on the decks below, most of them having paid $25 for the privilege. Being an octogenarian is kind of fun sometimes.

Lucy and C.W. Stoll regretfully announce the termination of their annual Steamboat Race parties at Rock Hill. The 1982 reception attracted some 300 guests, all of them friends of the family, and most of them associated with the steamboats involved. The affair--actually a celebration--started as an informal gathering and ever has remained so. Although this latest one, and the last, was professionally catered, the party had become a bit too much.

Sirs: I think that is really Mrs. Bent in the picture of the TELL CITY pilothouse (June issue, page 23). We took pictures of her when we visited at Little Hocking, O. in the late '50s or early '60s and she held her head like the lady in the picture.

Dorothy Frye,
520 Probasco,
Cincinnati, Ohio 45220



This picture graced the Sunday "Outlook" section of The Washington (D.C.) Post in the May 30th edition, Capts. Roddy Hammett (left) and Doc Hawlwy, taken during the Louisville race on April 28th by Allen Hess.



Capt. Joseph Van Gale stood pilot watches on the NATCHEZ for the round trip New Orleans-Louisville. His pilot partner, both ways, New Orleans-Memphis, was Lexie Palmore, and Memphis-Louisville, both ways, was C. W. Stoll. -Allen Hess, photo.

The American Merchant Marine Museum at Kings Point, N.Y. was the focus of an unusual celebration on Saturday, May 22nd last. Curator Frank O. Braynard announced the selection of four U.S. ships and four distinguished maritime persons for permanent recognition in the newly formed National Maritime Hall of Fame.

The guideline rules require that candidates must be chosen from history; ships that have passed from the scene, and persons who have belonged to the ages for at least five years. The objective, says Curator Braynard, is the inclusion of all types of vessels; steamers of the Great Lakes, river boats on the Ohio and the Mississippi, stern wheelers on the Columbia and inter-island boats from Hawaii as examples. Persons who are nominated must have had some real importance in the maritime world.

Frank Braynard and his Selection Committee (presently composing 46 persons) are confident that the Museum's Hall of Fame will be augmented annually with the names of four more historical persons and four more worthy ships.

The initial winners announced on May 22nd were selected from a list of 38 eligible persons and 39 eligible ships.

Persons nominated:

Jack Binns (who sent first SOS from liner REPUBLIC); Nathaniel Bowditch (famed navigator, father of nagigation methods); Dana Thomas Bowen (noted Great Lakes historian); DeWitt Clinton (creator of the Erie Canal); Edward K. Collins (founder of the Collins Line); Elias Derby (owner of GRAND TURK which opened China trade); Capt. Thomas Fenton (oil tanker master); John Fitch (inventor, early steamboat pioneer); Capt. George Fried (famous "rescue skipper," U. S. Lines); Robert Fulton (inventor of the first successful steamboat CLERMONT); Andrew Furuseth (West Coast labor leader, advocate of seamen's rights); William Francis Gibbs (great naval architect, designer of SS US); Robert Grey (captain of COLUMBIA, first ship to China); John W. Griffith (designer of the clipper ship); Joe Harris (San Francisco seamen's outfitter); Capt. Herbert Hartley (master of the LEVIATHAN); Capt. Nettie Johnson (woman master-pilot on Mississippi River); Henry J. Kaiser (industrialist, mass produced Liberty ships); Frank E. Kirby (noted naval architect and marine engineer); Capt. Joseph LaBarge (pioneer Missouri River pilot); Thomas P. Leathers,(Mississippi River boat builder and captain of 7 steamers named NATCHEZ); Clifford D. Mallory (founder of Mallory Line); Radm. Harry H. Manning (master of the UNITED STATES); Capt. Alexander McDougall (inventor of the whaleback design); Donald McKay (noted clipper ship designer and builder); Capt. George P. McKay (pioneer in Great Lakes commercial development, maritime activity); William McLintock (outstanding American chief engineer, SS TITANIC); Charles Morgan (established Morgan Line, New York to New Orleans); Mary Patten (brought clipper ship around Cape Horn herself after husband became ill); Thomas H. Perkins (merchant prince of Boston); Capt. Andrew Robinson (Gloucester shipbuilder; builder of first schooner, the MAYFLOWER); Capt. John Roen (prominent marine figure, shipowner); Capt. Moses Rogers (superb leadership/seamanship, master of the SAVANNAH of 1819); Nicholas J. Roosevelt (builder of NEW ORLEANS, first Mississippi River steamboat); Henry M. Shreve (man who made Mississippi navigation feasible): William Webb (naval architect, founder of Webb Institute); Joseph Shields Wilson (noted Delaware River designer/marine engineer); Phillip Zimmerman (engineer on the CALIFORNIA, which was the first steamer of enter the Golden Gate, 1849).

Vessels nominated:

ADMIRAL DEWEY, ex-naval gunboat, converted to United Fruit banana carrier.
ANN McKIM, prototype of the clipper ship.
CHRISTOPHER COLUMBUS, the early whaleback passenger steamship.
CITY OF CHESTER, first triple expansion liner on Chesapeake Bay.
CITY OF NEW YORK, early American diesel passenger liner.
CLERMONT, first steamboat.
CRISTOBAL, last of traditional liners still working.
DONALD McKAY, first of the C-2s.
ELSIE, historic three-masted saillng ship.
GREAT NORTHERN, the famous West Coast passenger liner.
GREAT REPUBLIC, largest of all the clippers.
GREATER BUFFALO, fast overnight boat, war service as carrier.
J. T. MORSE, passenger vessel from Maine waters.
SS JOE HARRIS, Liberty ship.
JOSEPH G. BUTLER, JR., long-lived ore boat.
LEVIATHAN, largest U. S. passenger liner ever.
MALOLO, long-lived and illustrious liner.
MANCHURIA, liner famous on four oceans.
MAVERICK, historic tug, saw service in war and peace.
NEW ORLEANS, first steamboat on the Mississippi.
OCTORARA, 20th century passenger ship, trooper in World War II.
OHIO, tanker with outstanding war service.
PATRICK HENRY, first of the Liberty ships.
PRESIDENT WARFIELD, old Bay Line boat, became EXODUS 1947.
PRISCILLA, beautiful Fall River steamer.
RAINBOW, famous clipper ship.
ROBERT E. PEARY, Liberty ship.
ROCK ISLAND, long-lived ferry.
SAVANNAH, of 1819, first steamship to cross Atlantic Ocean.
SEEANDBEE, historic four-stacker
STANDARD, first American tanker.
STATE OF PENNSYLVANIA, excursion liner famous on Delaware River
TEXACO OHIO, American tanker with famous World War II record.
VICTORIA, the ex-trans-Atlantic, Alaskan waters liner.
VIRGINIA, "Smoky Joe," Hampton Roads ferry.
WESTERN WORLD, the famous Great Lakes passenger steamer.
WALK-IN-THE-WATER, first steamer on Lake Erie.
WYOMING, the six-masted coastal schooner.
YALE, passenger ship.

The Selection Committee of 46 persons who selected the four-and-four 1982 winners included Capt. Fontain M. Johnson of Mississippi, and James V. Swift of The Waterways Journal.

The winnahs sah!

Clifford D. Mallory (1881-1941)
Capt. Alexander McDougall (1845-1923)
Robert Fulton (1765-1815)
Nathaniel Bowditch (1773-1838)

CLERMONT
SAVANNAH
PRISCILLA
WALK-IN-THE-WATER

Curator Braynard has made it clear that the remainder of the candidates may be re-nominated for future selections.

Roy Thistle of 509 Riverside Drive, Sistersville, West Va., died following a heart attack on Friday, May 28, 1982. He was 87. Although he never followed the river as a profession, Roy took great interest in its boats and assembled a creditable collection of photographs, many of them taken with his own camera. He was a member of S&D dating back to its inception. One of his best friends was the late Walter W. McCoy, also of Sistersville, who shared with Roy a passion for Tyler County history, both having forebears dating back to the early days of the region.

Sirs: Looking at old photos, I came across a picture of Dick Simonton, Jay Quinby and Betty Blake seated around a table in the then new Texas Lounge Bar on the DELTA QUEEN. Fond memories will remain with many of us the rest of our lives. Surely, if there are steamboats in Heaven, these dear, fun-loving friends are already planning a race, with Capt. Ernie Wagner at the helm.

Delly Robertson,
844 Old Route 52,
New Richmond, Ohio 45157

=According to Frank Mayfield, Jr. in the Cincinnati "Post," June 4, 1982--and we quote--"Betty shared something very special with me shortly before she died. She said, 'Franko, I'm going to get my Big Exemption after all,' and I said, 'How so, Betty?' And she replied, 'I peeked and there's a whole bunch of little steamboats on the other side.'"

Thanks to some newspaper notoriety we've had a nice letter from Mrs. Susan I. Dennis, 702 Cross Lanes Dr., Nitro, West Va. 25143. Her father was Frank G. Valentine, Jr. who passed away four years ago (May 28, 1978) and her grandpa was of course Capt. Frank G. Valentine who lived in a handsome home at Blawnox on the Allegheny River and operated towboats. One of them was the SUSAN, named for Mrs. Dennis, and another was the SARA, still running, and now based, by some strange play of Fate, there at Nitro. Mrs. Dennis has a model of the SARA built years ago by the late Elmer W. Easter, Coraopolis, Pa., for her grandfather.

Sirs: Thirty eight years ago today, June 6th, I was dropping bombs on the coast of France. Prior to that time, 1941-1943 I was on the river, working with the Streckfus Line on the CAPITOL and PRESIDENT. Tramped it all the way to St. Paul.

Intended going back on the river but never did, but I have never forgotten the experience afloat, or the beauty of the river just at dawn.

Burrell M. Ellison,
P.O. Box 116,

Lancaster, S.C. 29720

=Burrell and his wife Carolyn breed Boxer dogs as a hobby. -Ed.

Sirs: I was born in 1909 in Monaca, Pa. (on the yon side of the Ohio from Rochester, Pa.) My grandfather was Joseph Richardson Campbell, a river engineer dating back to Civil War times who, in 1879, built the ferry MARY C. CAMPBELL, named for his wife, and operated it between Rochester and Monaca until the bridge was built in 1897.

I well remember the BETSY ANN, and as a kid I swam in the river and paddled a canoe.

Joseph R. Campbell,
5023 Bond Ave.,
Drexel Hill, Pa. 19026

=The MARY C. CAMPBELL was prior to our recollection, but after leaving the Rochester-Monaca run, she briefly tried it between St. Marys and Newport, O., did no good, and then went to P. Q. Shrake, New Matamoras, O., who ran her between Grandview, O. and Friendly, W. Va. The late Capt. Charles H. Ellsworth, raised in Grandview, recalled her in conversations. -Ed.

Sirs: On or about May 22, 1892 a river boat exploded and caught fire. My husband's grandfather George L. Tingstrom was on board, aged 16. Also aboard were Edward and Nola Tingstrom with their infant son Jesse. The parents were killed, but George grabbed Jesse, clenched the youngster's dress in his teeth, and swam for it until rescued eight hours later.

Do you know of an account of this accident, the name of the boat, location, etc.?

Mrs. William E. Bates, Jr.,
18803 Santa Mariana,
Fountain Valley, Calif.
92708

=If this event rings bells with any one, please answer Mrs. Bates direct, and be sure to send us a copy of your reply. -Ed.

Sirs: My father Capt. A. L. McMurray was pilot on the JACK RATHBONE and others for Standard Oil of Louisiana and I was named for the old packet BETSY ANN. I have a colorful poster of the BETSY that my husband John procured some while back at Marietta, O.; it is framed and hangs on my wall in the den. Also have a soup bowl with the boat's name on it.

My maternal grandfather was Capt. Pierre Trudell, a Mississippi pilot, as was his son Pierre Jr.

Ann M. (Mrs. John) Murphey,
12462 Woodthorpe,
Houston, Texas 77024

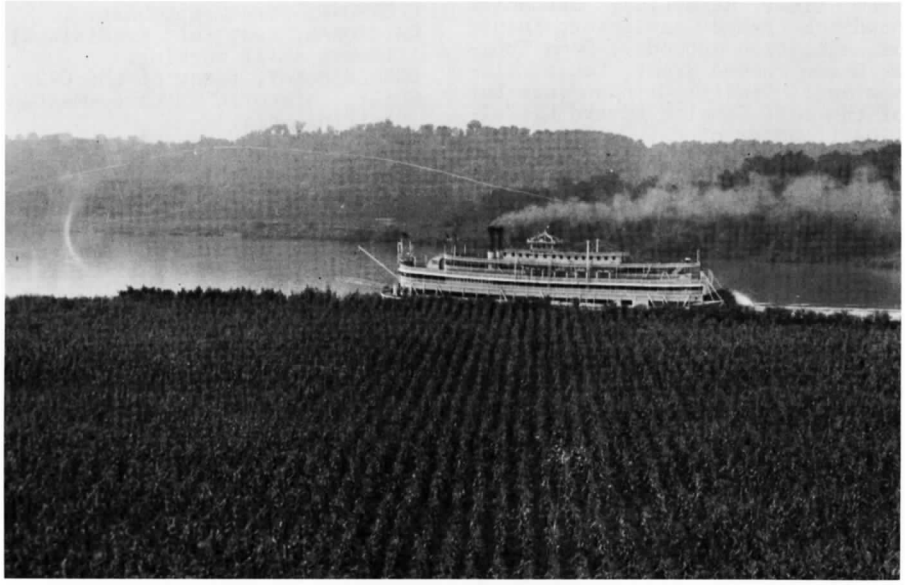
The last steam driven, double-decked, double-ended side-wheeler on the Great Lakes, the G. A. BOECKLING, is back at Sandusky, O. after an absence of some thirty years. She was towed there by tug from Sturgeon Bay, Wis. and will be restored, minus her steam propulsion, by a group of enthusiasts calling themselves Friends of the Boeckling.

Built at Ecorse, Mich. in 1909 on a steel hull 155.2 x 30 x 9.1, she plied from her beginnings until 1951 between Sandusky and a pleasure park at Cedar Point, O., owned by Bay Transportation Company.

Peterson Builders, Inc., the Sturgeon Bay firm which has owned the boat for the past three decades, is reported to have knocked $10,000 from the asking price of $50,000 inasmuch as the vessel was going to a civic-minded, local history group. Friends of the Boeckling raised enough cash to pay for a drydock inspection, the tow bill, insurance, the $1,000 purchase option, and the first of three annual $13,000 payments.

The group has been receiving offers to help, and donations of paint, varnish, running lights and other gear from all over the U.S., as the story has become known. Complete restoration will cost $300,000 to $500,000 during a two-year program.

Our thanks to George Strickling for clippings from the Toledo Blade.



NORRIS E. SCHNEIDER of Zanesville, O. took this shot from Route 7 as he saw the excursion steamer WASHINGTON passing upbound for Parkersburg at the head of Blennerhassett Island in 1934. The bottomlands in the foreground "were rich with corn on that cool September morn" and the landing-place on the island which once led to the fabled Blennerhassett mansion is at the far right over the paddlewheel's wake. During the past half-century many of these Ohio River cornfield bottomlands (this one included) have become the sites of specialized industrial plants, the air blue with chemical stench, the shorelines by night a continual city of lights, hallmark of modern progress. The WASHINGTON of course is no more and never again shall be; the U.S. Coast Guard would leg-iron and handcuff Alan Bates or any other marine architect if he submitted drawings for such a successful boat.

WESTERN RIVER STEAMBOATS AND BARGES

Mrs. Wendell S. (Mary Burnside) Reynolds, daughter of the late Capt. E. A. Burnside, has furnished us with a technical paper her father prepared in 1915 and which appeared in the November 1915 issue of INTERNATIONAL MARINE ENGINEERING. Captain Burnside was manager of marine transportation for the Campbell's Creek Coal Company engaged in transpporting coal from Kanawha River mines to Cincinnati and Louisville. He also was a member of the Society of Naval Architects and Marine Engineers and a member of the National Board of Steam Navigation. He was widely regarded as one of the more progressive practical rivermen of his era. It is interesting to read of his viewpoints projected almost 70 years ago when prop towboats were highly experimental, before backing rudders for prop towboats had been adopted, and at a time when internal combustion engines were in infancy. -Ed.

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by Capt. E. A. Burnside

IN AN ARTICLE published in the November 1913 issue of INTERNATIONAL MARINE ENGINEERING attention was called to the prevailing types of sternwheel towboats and the smaller packet boats used on the Western and Southern rivers of the United States, and also to the satisfactory operation and use of this class of boats. Such vessels have been designed and built to meet the exceptional conditions found on the Western rivers of the United States where the stages of water vary from 12 inches to 70 feet, and where the low water periods range from three to five months a year. An important requirement for these boats has been low first cost, and for this reason they have hitherto generally been constructed of wood. In the article referred to the statement was made that for downstream towing in the natural current, or "running water" as it is termed, of such rivers as the Ohio and Mississippi and their navigable tributaries, where the widely varying and oftentimes difficult operations of flanking, backing, drifting and quick handling in backing are required, no type of steamer surpasses the prevailing types of the sternwheel towboats.

These sternwheel towboats are being built along the same general lines and after the same models that were used forty years ago. Three or four rudders are placed forward of the paddlewheel, which in backing give tremendous twisting power, the immersed part of the rudders having an area of from 115 to 150 square feet and sometimes up to 175 square feet. These boats are the only types that can successfully navigate these rivers and maneuver and handle the large tows in running water.

Of course there have been improvements consisting of refinements in the construction of hulls, engines and boilers, and in the use of new labor-saving machinery. Tandem compound condensing and non-condensing engines have been used in place of the simple high-pressure engines. Refrigeration plants and steam steering apparatus have been introduced. Sanitary drinking fountains, providing cold water for the crews, filters for the drinking water, electric lights and searchlights have been provided. Improved furnaces have been made and several types of both watertube and firetube boilers have been designed, but, nevertheless, the same general lines of design that were in vogue forty years ago still prevail to a great extent, and many of the older boats built thirty-five years ago are doing splendid service today at a comparatively low operating cost, using the old-style high pressure engine.

For packet service also these sternwheel boats leave little room for improvement in their handling qualities in getting in and out of difficult and shallow landings. A friend of the writer, recently manager of a steamboat company operating a line of about fifty steamers on the Amazon River in Brazil, has had an opportunity to observe the performance of this class of steamers, principally sternwheelers bullt in various countries----some in Holland, some in France, some in England, and some in the United States. The sternwheelers which this company had in service were the most satisfactory and most efficient of all the vessels they owned, and the manager of the company is responsible for the statement that the American-built boats were superior to any of the others of these packet-class steamers. The same can be said of the American-built sternwheel towboat. In the writer's opinion nothing better can be designed for towing on any rivers where shallow draft hulls are used and where the conditions of service are similar to those on the American Western rivers---that is, for handling large tows downstream in running water.

There are two general types of sternwheel towboats in use on the Western waters. The general classification applies, mainly, however, to their structural appearance. The smaller type is made with the pilothouse down on the boiler deck in front of the cabin, and is known as the "pool boat" type. This construction is adopted so that the boat can go under low bridges as contrasted with the regular type of towboat with full roof, with the pilothouse on top of the hurricane deck, from which the pilot can have a clear view both forward and aft. The higher elevation of the pilothouse on the regular towboats is also an added advantage to the pilot in that he can pick out the channel more easily, note the changes in sand reefs more quickly, and at the same time have a better view of his tow and the shores of the river, etc. Probably the most efficient and powerful of the smaller class of full-roof towboats. is the sternwheel, steel hull steamer SLACK BARRETT, completed in 1914 and fully illustrated and described in the November 1914 issue of INTERNATIONAL MARINE ENGINEERING. This steamer has a scow bow in place of the usual model bow, and was designed for her owner, Capt. Oscar F. Barrett, for special work. This boat more than fulfills all the expectations of the owner and builders.

MANY PEOPLE are under the impression that the ordinary paddlewheel used on the Western river towboats and sternwheelers generally revolves or turns in a very sluggish manner. A photograph recently taken shows a typical sternwheel towboat going down the river with her wheel turning at about 22 revolutions per minute with a tow ahead of 16 barges of 550 tons each. The wheel of this boat is 22 feet long, 19 feet in diameter, with buckets 31 inches wide. The wheel shaft is a Bethlehem nickel steel hollow forging with cast steel cranks, flanges, etc. The weight of the wheel shaft with fittings is 16,000 pounds, while the weight of the wheel complete is 36,000 pounds. The center of the wheel shaft bearings is 13 feet from the hull.

Until a few years ago the cost of wooden boat construction was the principal reason for building nearly all river tow and packet boats of wood, but at the present time the increasing cost and scarcity of wood boat timber is causing a change, and probably one-third, or at least 25 percent, of the recent boats are built of steel. Formerly but few boat-building plants along the rivers could turn out iron or steel boats and there were but few men who could build or design anything except a wooden boat. Now, however, there is a number of large ship-building plants located on the Western rivers where vessels of any ordinary size can be built of steel. Prominent among these firms are the James Rees & Sons Company, Pittsburgh; the American Bridge Company, Ambridge, Pa.; E. J. Howard, Jeffersonville, Ind.; the Charles Ward Engineering Works at Charleston, W. Va.; Charles Barnes Company, Cincinnati; the Dubuque Iron Company, Dubuque, Iowa, and others. Now that the rivermen are realizing the increased value and the greater length of service with greater safety of steel boats when built with compartments, the former first cost is discounted and the greater life of the boat makes the

cost in the end much cheaper.

Another great advantage of the steel boat is that it never becomes waterlogged--that is it does not get heavier with age, as is the case with wooden hulls, and the draft of the steel boat when first built is her draft ten years later, whereas the draft of a wooden boat in ten years would increase approximately 15 to 20 percent. Moreover, the steel boat will keep its shape and sheer with little or no hog-chaining and will stand more severe shocks and collisions with rock and snags with much less damage than is the case with a wooden boat. These advantages all make the steel boat far cheaper than a wooden boat, and the cheaper first cost of the wooden boat is eliminated in two or three years, the steel boat then showing its value and stability.

WOODEN TOWBOATS equipped with boilers and engines ready for steam, but not including cabin and deck equipment, lines, syphons, syphon rigging, chains, wires, etc., cost at the present time about $200 (41/13/4) to $250 (52/1/8) per net registered ton. Wooden passenger and freight boats cost from $150 (31/5/0) to $225 (46/17/6) per net ton. The greater cost for the towboat construction is accounted for in the heavy timbers used and the greater strength required, as well as much heavier power plants which are necessary on towboats. Some very light wooden packet boats have been built as low as $125 (26/0/-10) per net ton.

Steel hull construction will not cost much more than wood when consideration is given to the greater safety and strength of the steel hull. As previously stated, the higher first cost is eliminated in a few years. The life of a wooden boat rebuilt once or twice is about twenty years. On the other hand, the steel hull with proper care and painting and with no disasterous accidents will last forty years or more. The cost of the best class of steel towboat construction, equipped with tandem compound condensing engines, cylindrical two-flue boilers, electric lights, steam steering gear, wooden cabin and upper works, but without cabin or deck outfit, will run from $300 (62/10/0) to $350 (72/18/4), while steel passenger boat construction, with tandem compound engines, non-condensing, with wood cabins and upper works, electric lights, steam steering gear and small refrigerating plant, but with no outfit, will run from $250 (52/1/8) to $300 (62/10/0) per net ton. With steel towboats with improved tandem compound condensing engines, horizontal two-flue boilers, steam steering gear, electric lights, filters, refrigerating plant, etc., the machinery cost is about one-half the entire cost of the vessel, unless the boat is of more than the ordinary size of hull. In the ordinary wooden towboats the machinery costs, including boilers, steering gear, electric lights, etc., will run about two-fifths of the cost of the vessel. The difference in cost between the wood and steel hull construction will run about 33 to 60 percent more for the steel, owing to the general construction problems, weights of material, etc. The tonnage given above is the United States Custom House tonnage and not the deadweight or displacement tonnage of the boats.

While in the opinion of the writer the regular sternwheel type of towboats will never be surpassed for downstream handling of large tows in running water, or in a current on shoal water, where flanking and other operations are required, nevertheless conditions are changing at the present time with the complete canalization of the upper Ohio from Pittsburgh to Louisville. In a few years the whole of the upper Ohio and all its main tributraies will be improved with locks and dams and we will then have slackwater navigation in the late spring, summer and fall months. Under these conditions it is possible that boat owners and coal shippers will find another type of towboat especially designed for use in "pool" water--that is, rivers where the water is dammed and use is made of the locks. When this is brought about, there will be a good stage of water in the rivers between the dams with little or no current, so that the peculiar advantages of the sternwheel type of towboats for running water navigation will not be required. Flanking and other qualities peculiar to the sternwheel boats will not be essential in slack water, nor will the tows be as large as at present, as they will be limited to the capacity of the locks. On the other hand, more ahead steerage power will be required, and this cannot be supplied by the sternwheel boat without frequent stops to back and twist, and with little or no current flanking will not be required.

The probable partial successor to the sternwheel boat for slackwater tow navigation will undoubtedly be the twin screw tunnel type of towboat, and during the next few years it is very probable that improvements will be made in the design of both hulls and machinery for the tunnel type of boats, especially fitting them for this class of towing and other special work. They will be much cheaper in operating costs, both in the wages of the crew and comsumption of fuel. Greater ahead steerage power will be supplied by these twin screw tunnel towboats with part of their rudders aft of the wheels to get the full force of the stream of water from the wheels. The builders of this class of boats are making decided and rapid progress in their designs and important results can undoubtedly be looked for in the future.

The engines to be used on the twin screw tunnel towboats will be of the vertical or other type of compound and triple expansion engines of high speed and specially designed boilers with the horsepower running from 700 to 900. In spite of this, however, let it be said that the old type of sternwheel tow and packet boats will be used for many, many years, and those of us of the old school of towboat men cannot see how any vessel can be designed to surpass the old sternwheel towboat for handling large tows downstream in running water. The tows of the larger towboats vary from eighteen to thirty barges, and as these towboats navigate in heavy ice and drift, the big wheels of these towboats break up the smaller drift logs and also break up large ice floes as they can back through them with remarkable effectiveness. This is done usually with but little damage, and even if the wheels are broken, material is carried on the boats to make immediate and speedy repairs. This is frequently done while the boat is floating or drifting with the current.

THE QUESTION of boilers is a serious one for Western river boat owners. The old-style horizontal flue boiler generally used, while remarkably effective as a steamer and cheap in first cost, is by no means the ideal boiler, or has a satisfactory boiler as yet been produced for this service that will be reasonable in first cost and effective under all the various severe conditions which prevail. There are, however, two or three types of watertube boilers that are far in advance and much more effective than the older types of watertube boilers, and it is very probable that the builders, constantly gaining by experience, will devise a watertube boiler that will successfully meet the conditions imposed on river boilers. Some of these boilers, notably the Ward and Kidney, have shown some remarkable performances and are in constant use, but so far the typical Western riverman sticks to his old horizontal flue boiler.

The greatest trouble with the externally fired river boat boiler, especially those used on the upper Ohio, where the water is especially bad and strongly acid, is the fire cracking on the edges of the overlapping shell plates, and the corrosion of the plates by the acids and other deteriorating substances in the water during low water season. The boiler-plate maker who can produce boiler plates of such qualities as will greatly reduce the fire cracking and corrosion will have gained the gratitude as well as the business of all river boat owners. One of the master mechanics in a big company owning a number of towboats had numerous experiments made at one of the big plate mills, using a copper alloy in the manufacture

of the plates with such satisfactory results that finally he has given the mill a large order for plates of this material.

On account of the height of the elevation at which the river boat boilers must be placed above the deck, no satisfactory mechanical stoker fully adapted for use on steamers has as yet been designed. The varying and exacting conditions under which river boilers are used apparently will make it difficult to design such a stoker that will do its work in a satisfactory manner.

The wooden coal barges generally used for transporting coal and other heavy bulk material on the Ohio and Mississippi and their tributaries, principally the Monongahela and Kanawha, were formerly constructed of white pine from the Allegheny River pine forests, but owing to the scarcity of good, long-length pine and its increasing cost, these barges are now for the most part built of Oregon and Washington fir brought by rail to the builders' yards from the Pacific coast, and at a remarkably low cost, too. The firm with which the writer is connected is building these coal barges of an approximate carrying capacity of 550 tons of this Oregon and Washington fir at about the same cost as was paid for the white pine barges some ten to twenty years ago. A 550-ton barge costs approximately $20 (4/3/4) pernet ton empty displacement, although they can be built with a little lighter timbers and less iron and calking for from $17.50 (3/12/11) to $18 (3/15/0) per net displacement ton. Many of the 750-ton barges are now being built of fir with the bottom gunwales of full length 125 feet in one piece at a cost of approximately $19 (3/19/2) to $20 (4/3/4) per net displacement ton empty. The 550-ton barges are 135 feet long, 26 feet wide, 8 feet deep and displace when light about 100 tons. The 750-ton barges are the same size overall but 9 feet deep and displace about 110 tons. In a wood barge, when the material is at hand, about six days are required to construct and launch one of these barges, although they have been built and launched in less than five days. In the 550-ton barges there are about 43,000 feet of lumber, board measure, about 350 pounds of oakum, 150 pounds of cotton and several tons of spikes, bolts and bands. The average life of these barges is from twelve to fourteen years.

Steel barges will later come into more general use. The cost of wood and steel barges of the same size as the wooden ones described above runs from $45 (9/7/6) to $55 (11/9/2) per net displacement ton. Steel freight barges with cargo house on the deck cost from $65 (13/10/10) to $75 (15/12/6) per net displacement ton and carry from 1,000 to 1,200 tons of freight. With the exception of the freight barges, these steel barges are all of the open type, with no decks and with no compartments except at each end.

ONE OF THE largest and finest passenger and excursion steamers yet built on the Western rivers is the HOMER SMITH. She is owned by the Security Steamboat Company of Point Pleasant, W. Va. and is 272 extreme length over the wheel, 50 feet beam over guards, 7 feet depth of hold, about 760 tonnage, 1,100 horsepower, and is capable of speed upstream in the Ohio of 13 miles per hour. Her carrying capacity is 2,800 passengers. She is built of white oak and is propelled by two sets of tandem compound non-condensing engines 16 and 28 inches diameter by 96 inches stroke, with variable cutoff poppet valves, steam ram and inside cam gear, all of Marietta make. The wheel shaft is of forged iron of hexagon shape, 12 inches diameter at the center, 11½ inches diameter at the journals and 32 feet long. Steam is supplied at 221 pounds gage pressure by five horizontal two-flue boilers 40 inches inside diameter and 30 feet long. The boat is equipped to carry passengers on long trips and is provided with removable as well as stationary staterooms. A large refrigerating plant, cold storage room and duplicate electric lighting plants are installed. The cost of the boat completely equipped was $115,000 (f23-600).

Sirs: David J. Seymour prepared the salvage plan to raise the DELTA KING (see page 9). First plan was to lift her entirely with lifting bags, which seemed most economical. Tests showed that the bags did not hold air pressure very well, and using them inside the hull was given up. The salvage contractor, Podesta Divers and Construction, Inc., proposed to seal the main deck and pump out the hull. External air bags were still required to steady the hull due to the fact that the KING no longer has watertight bulkheads and would have been unstable during the pumping.

Salvage was first tried on June 8, but the pumps could not make headway against the leaks in the deck. More pumps were rented, more leaks were plugged and another try was made on June 21 and 22. Finally, after installing yet more pumps and plugging more leaks, she was practically raised on June 23, and completely refloated on June 24. The strange floating attitudes she took on during salvage were due to the need to ride out two intervening high tides between the lows of June 23 and 24, whereas the plan was to complete the whole operation on one low tide. I was not there on the last two days, but I understand that the unexpected leaks were essentially all in the wooden main deck, not in the hull.

Miklos M. Kossa,
Berkeley, Calif. 94707



NATCHEZ upbound for Louisville on April 27th last, pictured as she was in the McAlpine Lock, that city. Much interest was focused on the shortened smokestacks installed at New Orleans in case she met with high water (which she didn't) to assure passage under bridges. River fans expressed sharply divergent opinions ("makes her look horrid") to mild approbation ("the original stacks were too, too high") but the alteration made her appear to "belong" on the Ohio River. We are indebted to Keith Norrington for the picture.



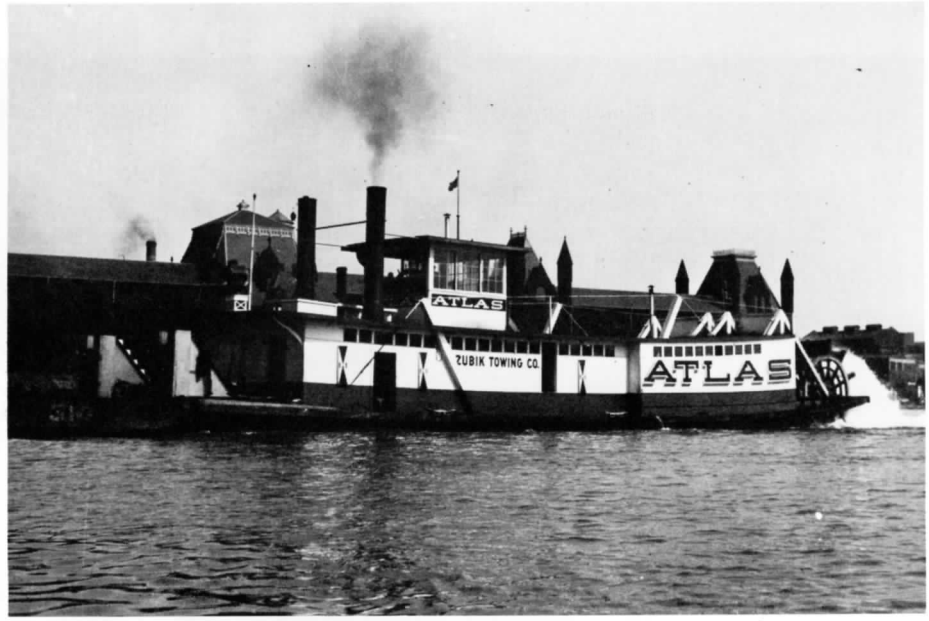
Monongahela Wharf, Pittsburgh, in 1934. (See first column next page).

PICTURE ON THE OPPOSITE PAGE

DICK LEMEN took this entrancing picture in the summer of 1934, standing on the Smithfield Street bridge, Pittsburgh, looking down the Monongahela River with the Wabash Railroad bridge in the background. In the immediate foreground is the old QUEEN CITY, serving as a wharfboat. Moored outside of her is the OUACHITA (originally GEORGE PRINCE) which in the summer of 1934 ran Pittsburgh-Cincinnati, Capt. Fred Hornbrook. Nosed up under the QUEEN CITY is the Streckfus excursion steamer WASHINGTON, and below her we detect a set of stacks which can belong to none other than the SENATOR CORDILL, although we had forgotten she was moored there prior to her dismantling around in the Allegheny River. The Monongahela wharf (far right) still had its cobblestone grading, utilized in 1934 for parking cars. The QUEEN CITY had been retired from the Pittsburgh-Cincinnati trade in the fall of 1933 and, despite the removal of stacks and pilothouse, still looked fairly presentable. The LIBERTY, running Pittsburgh-Charleston, was using the QUEEN CITY wharfboat as well as the OUACHITA. The GORDON C. GREENE used it also, starting the next year, 1935. Our thanks to the University of Wisconsin crew at La Crosse for the Dick Lemen print.

We've seen a few books on the subject of Yukon River steamboats in our time, but the best one yet is here in front of us, fresh off the press, same page size as the S&D REFLECTOR (8½x11") with full color front and back slickstock covers. It contains 118 pages of photographs---and I mean good ones ---the text and captions by Stan Cohen. It's called YUKON RIVER STEAMBOATS. Bill Hanable sent it to us as a gift, but we notice on the back page it is priced $8.95, handled by Pictorial Histories Publishing Co., 713 South Third West, Missoula, Montana 59801.

Currently in the works at the Richardson Printing Corp. in Marietta is a three-fold leaflet designed to spread the good word about S&D and all the organization stands for, the pitch designed to attract new members. The art work, design, picture lay-outs and text is the work of Jerry Sutphin. The overall size is the same as leaflets stocked in hotel and motel lobbies, also convenient for mailing in standard business-size envelopes. This past summer has seen a rash of such inquiries mailed from all states of the Union, precipitated by an AP story on the merits of S&D written by Robert J. Dvorchak, Pittsburgh's AP writer. As a direct result of Bob's story Ye Ed in one day had three phone calls from California: "How do I join S&D?"



BUD DAILY of Toronto, O. recalls the ATLAS as "a pretty a single deck diesel boat as there ever was," a compliment to Charles Zubik of Pittsburgh who built her in 1935 on a wood hull 94.7 x 24. She came out with a Cooper-Bessemer direct-reversing diesel. "The drive shaft ran back from the engine all the way to a gear box between her split sternwheels," Bud writes. "Charlie Zubik had three other boats with this same drive system, the HELEN Z, HARRY Z and the CHARLES Z JR., and all three ended up with C.O. type Fairbanks Morse engines, and one of these still drives the prop towboat BEAVER." What got Bud Daily going on this subject was an item in The Waterways Journal recalling that the steam towboat MIAMI was towing slag out of Weirton, West Va. in 1942. Bud says the MIAMI was the only steam towboat he remembers in that slag trade but just about all of the Zubik boats did it, and Jack Grimm had his RAINBOW towing two loaded standards of slag when she collided with the Ohio pier of the P.R.R.'s Panhandle bridge there at Steubenville. Lock 10, Ohio River, was just below Weirton, and when both traps were running at the dam there was a big set toward the Ohio pier of the Panhandle bridge immediately below the lock. "My Dad always pointed the tow toward the West Virginia shore when leaving that lock downbound and drove hell out of the barges," says Bud. The above picture of the ATLAS shows her in her earlier days, taken not far below Pittsburgh as she was passing the Western Pennsylvania Penitentiary with its original gables and towers. The lower picture shows her later on, owned by the Atlas Towing Co., Parkersburg, W. Va. when she was rebuilt and her horsepower upped from 350 to 600 with new GM diesels. The Riverside Steel Company in the distance is at Martins Ferry, O.





Mud Island, Memphis, in 1890s - Story right column next page.

MUD ISLAND (SEE PICTURE OPPOSITE)

MUD ISLAND at Memphis occupied considerable territory when this photograph was taken long ago. The picture showed up in the Donald Wright collection at Tulane University, New Orleans, and Ralph DuPae had this copy made for the University of Wisconsin collection at La Crosse. The original had been saved by Capt. C. Elmer Patton of Memphis. On the reverse side of the original print the sternwheel one-stack towboat in the foreground is identified as the JOY PATTON. Moored above her, the stern paddlewheel lifted off (it rests on the levee just above the boat) is the ferry ALICE. If you look sharp, away upriver in the island's curve, digging her way into a cut, is the U.S. Engineer's side-wheel dredge JOHN GASTON. The picture is not dated, but when you consider that the JOY PATTON was built in 1891, and that the ferry ALICE had disappeared from the scene ere 1895 and that the JOHN GASTON was in the Memphis area 1886-1898, the photograph was taken in the 1891-1894 period.

Recently the Memphis Commercial Appeal decided to investigate the history of Mud Island. The task was assigned to their feature writer William Thomas. The findings were published in the June 27th issue. Mud Island, so writer Thomas disclosed, has been an on-again-off-again Mississippi River real estate adventure since the days of early river traders. In the 1830s it appeared as a large bar, so solid that the U.S. Engineers built on it a Navy Yard. In the 1860s the bar cut away to a mere fraction and its usefulness was at an end.

Then, as this picture shows, it staged a come-back that threatened to cut Memphis off the river. But it subsided. Then one day in 1912 the tug VANGUARD ran aground directly in front of the city, first news that Mud Island again was on the make. The flood of 1913 cut through Hen and Chickens Islands to the north, causing alterations in currents. When the flood subsided, Mud Island was back at the Memphis waterfront. It grew with rapidity and by 1918 the U.S. Engineers built a series of dikes and revetments in an attempt to cause the island to move away. The dikes failed. Dynamite charges were set off to blow up the island. This also failed. By 1920 Mud Island was inhabited by squatters.

In the late 1950s the Downtown Airport was built on the island with a single north-south runway and facilities for small private planes. A ferry shuttled back and forth.

In 1966 the Airport was ordered closed due to the construction of the oncoming Hernando DeSoto bridge. By now all lingering doubts that Mud Island was a temporary addition to the Memphis landscape had been dispelled. It was there to stay.



PHOTOGRAPHED by C. C. Bowyer of Point Pleasant, West Va. in the spring of 1916, the packet GRAND is moored, presumably, at Memphis. She and a duplicate named RAPIDS were built in 1905 at Grand Rapids, Mich. The story of the construction and operation on the Grand River is detailed in our March '75 issue, pages 6 and 7. Both were taken across Lake Michigan and via the Fox River improvement to the Mississippi for service on the Arkansas River. The GRAND later ran Memphis-St. Francis River. Capt. Jos. Chotin bought her at Memphis in July 1920 to take rice into Morgan City, La. She burned at Bayou Teche, La. on May 17, 1921. At the time this picture was taken C. C. Bowyer was a passenger aboard the HOMER SMITH on a Pittsburgh-New Orleans Easter Cruise. Our thanks to Woody Rutter for the print.

Welcome aboard to Rudolph V. (Rudy) Gerber and his wife Isabel, who at long last have joined S&D through the persuasions of C.W. and Lucy Stoll. They recently made a trip on the BELLE OF LOUISVILLE and were guests at Rock Hill. Rudy apologizes by saying "I had access to copies of the S&D REFLECTOR through Ruth Ferris whom I have known all my life and just never got around to joining S&D." The Gerbers live at 418 D, North Clay Ave., Kirkwood, Mo. 63122.

Sirs: I have long had an interest in the river since my grandmother, Josie Sivley, was the first woman to receive her pilot's license on the Illinois River. She was the wife of Capt. Garland Sivley and they made their home in Peoria.

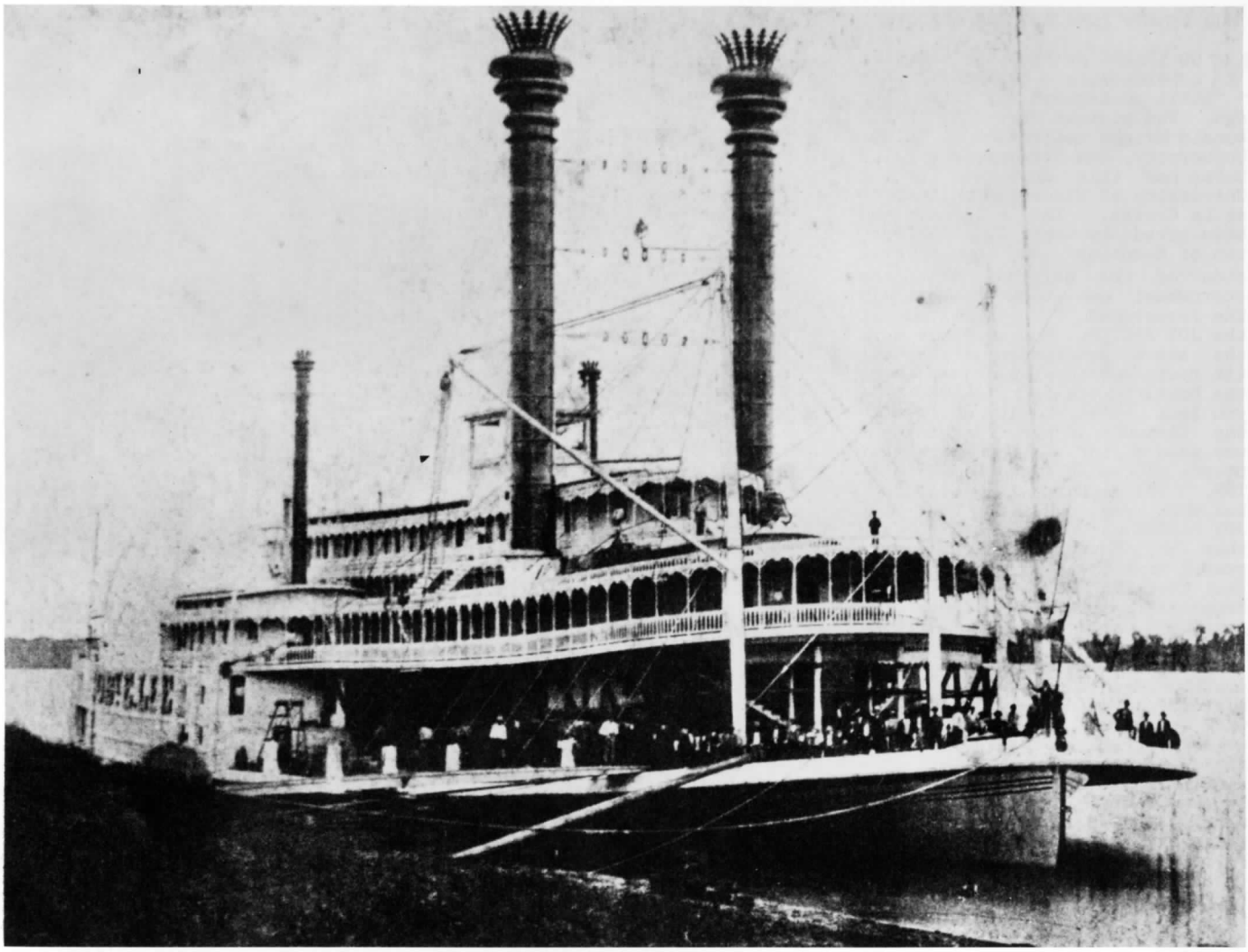
Nancy Loeschner,
(Mrs. Ray B.)
940 San Jose, S.E.,
Grand Rapids, Mich. 49506

=Mrs. Loeschner recently joined S&D. Her mother was one of the five beautiful daughters of Josie Sivley. -Ed.

One of the oldest structures along the Ohio River is a one-story brick with a wing addition overlooking the stream at Carrollton, Ky. It was built in 1790 and is locally known as the Masterson House. Richard Masterson built it with locally kilned brick using Flemish bond. The locality then was known as Fort William, not becoming Carrollton until 1838. The ancient landmark is utilized as a meeting place for civic groups and was placed on the National Register in 1974. Wedding ceremonies are often performed there. S&D's member Bob Masterson of Cincinnati is a distant kin to the pioneer who built the home.

Mrs. George D. Delich, 6525 East Indian School Road, Scottsdale, Ariz. 85251 is the former Virginia Koontz, born 1915 at New Martinsville, W. Va. "One of my best friends was Frances Salmon, daughter of Pat Salmon who was the lockmaster at Lock 15; Frances and I swam off of the upper guide wall and that was a privilege," she writes.

Sharp eyed observers may have noticed an unusual detail on the front cover view of the NATCHEZ: her U.S. flag on the stern staff is half-masted, a mark of respect in the memory of Betty Blake which all three of the race contestants observed that day.



CHALK ONE UP for Ralph DuPae. He bought the original of this at an antique show, a little locket-size photo 1"x1½" and then took it to La Crosse, Wis. where the photo lab crew went to work on it to produce this rather astonishing enlargement. This is the 1876 ROB'T E. LEE, successor to the "racer." If she reminds you of the J. M. WHITE it's because her physical dimensions were almost identical to those of the WHITE. We've been studying the name on the wheelhouse, having suspected from other pictures that the lettering was applied on gold-leafed raised blocks. This shot seems to confirm that idea. Also we have been ogling a picture of her cabin interior with a conclusion that it is fully equal to that of the WHITE in charm and decor. This picture makes clear that her five-tone whistle was piped up through the port stack and was centered over the middle one of her three spreaders. Another picture of her shows the whistle over the pilothouse but in this particular one we're looking at it is obvious that a retouching artist put it there. No retouching has marred the above shot. It's an excellent candidate for a future oil painting, don't you think? What was the color of those three stripes which band the upper part of the hull? Red, I'd suppose. The stem band is also some dark color. Obviously this picture was posed; every soul in sight is looking toward the camera. Who took it, where and when? All pretty exciting for a 1"x1½" photograph.

The search for the remains of the SULTANA may have hit pay dirt. Every once in a while somebody thinks he's found her bones. Latest explorers are a Memphis attorney and his wife, Mr. and Mrs. Jerry Potter, acting on news that an Arkansas farmer had unearthed a piece of old metal while clearing a soybean field with a bulldozer. The location, roughly, is northwest of Mound City, Ark. about a mile in from the present course of the Mississippi, near old Hen and Chickens islands. The channel in the area made a big switcheroo some years back, and much of the terra firma now Mud Island at Memphis is thought by some experts to have come down from old Hen and Chickens where the SULTANA exploded with great life-loss to Union soldiers, April 27, 1865. The exact location of this latest "find" is being held in confidence to prevent curiosity seekers from trampling the farmer's soybeans.

A gentleman wandered in at the Ohio River Museum some while back, and now writes to identify himself as Rod Leathers, great-great-great grandson of Capt. Thomas P. Leathers. He's living at 1788 N. Geyus Chapel Road, Wooster, Ohio 44691. His ambition: to write the story of his illustrious forebear.

Sirs: I enjoyed the MONONGAHELA photographs in the June issue. Such pictures as these showing construction details are not very common.

Miklos M. Kossa,
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Berkeley, Calif. 94707

On Friday, July 9th the DELTA QUEEN paid a call to the headwaters of the Ohio, her first appearance at Pittsburgh in quite some time. We were greeted by Capt. Harold DeMarrero who recently took command, the personable Memphis skipper with much barge line service on the Mississippi as background. Harry Loudon and Tom Kenny were in the pilothouse. Fred Martin, senior v.p. operations, came up from Cincinnati on her. Among the S&D tourists making the trip were Judy Patsch of Rock Island, Ill., Ann Zeiger of Cincinnati and Jeff Spear, Marietta.

Coming as a complete surprise to us, a cocktail party, hosted by the Delta Queen Steamboat Company, was staged in the upstairs lounge for some fifty guests--many of them my Sewickley friends--followed by a gala noon luncheon in the Orleans Room which had been tastefully bedecked with flowers for the occasion. The luncheon had been arranged well in advance by Mary Louise Johnson, Sewickley, and Perry Moran, DQ's Cincinnati representative, with great help from Capt. Ross Rogers, Jr. The affair was the best kept secret of the year, the guest of honor (me) totally unaware that any of the fifty-plus friends would be there. Mary Louise introduced Alie Thompson, Sewickley, who read greetings from Pennsylvania's Governor Dick Thornburg and wife Ginny; Bill Stinson provided towboat humor; then Captain DeMarrero presented Ye Ed with a beautiful hand-cratted model of the DQ done in natural woods in a natural wood-bound case with brass trim. Out-of-town friends, other than those from the immediate Sewickley area, included Mrs. H. C. (Peg) Putnam, Warren, Pa., and Jim and Katherine Paisley, Wheeling.

Home folks of the Sewickley environs included Mrs. Alfred H. (Mary Louise) Johnson, Frank and Ginny Schroeder, David L. and Anne Genter, Judge William H. and Berry Colbert, Margaret Holdship, Mrs. Donald C. (Lena) Burnham, Newton Jr. and Mariana Chapin, Verner Purnell, Fredericka Holdship, Mrs. B. F. (Betty) Jones III, Mrs. Alexander L. (Martha) Robinson, Ed and Pussy Brooks Campbell, Hay and Helen Walker IV, Leroy and Alie Thompson, Hartley and Ann Walker, Leet and Beegee Shields, Dorothy M. Moore, Tim W. and Nancy Merrill Jr., Bart B. and Aggie Smyth, Mrs. J. Judson (Lottie) Brooks, Robert M. Smith, Capt. Ross and Dorit Rogers and Glenn Crain.

From the Pittsburgh area: William and Anne Mallinson, C. V. and Agnes Starrett, William E. Reed, Arthur Brosius, Bill and Marian Stinson and Dick Edwards.

Charles E. Arnold and wife Jean are moving from Parkersburg to a new home they are completing at 5706 Hampton Drive, Vienna, West Va. 26105. They hope to be installed before S&D time.



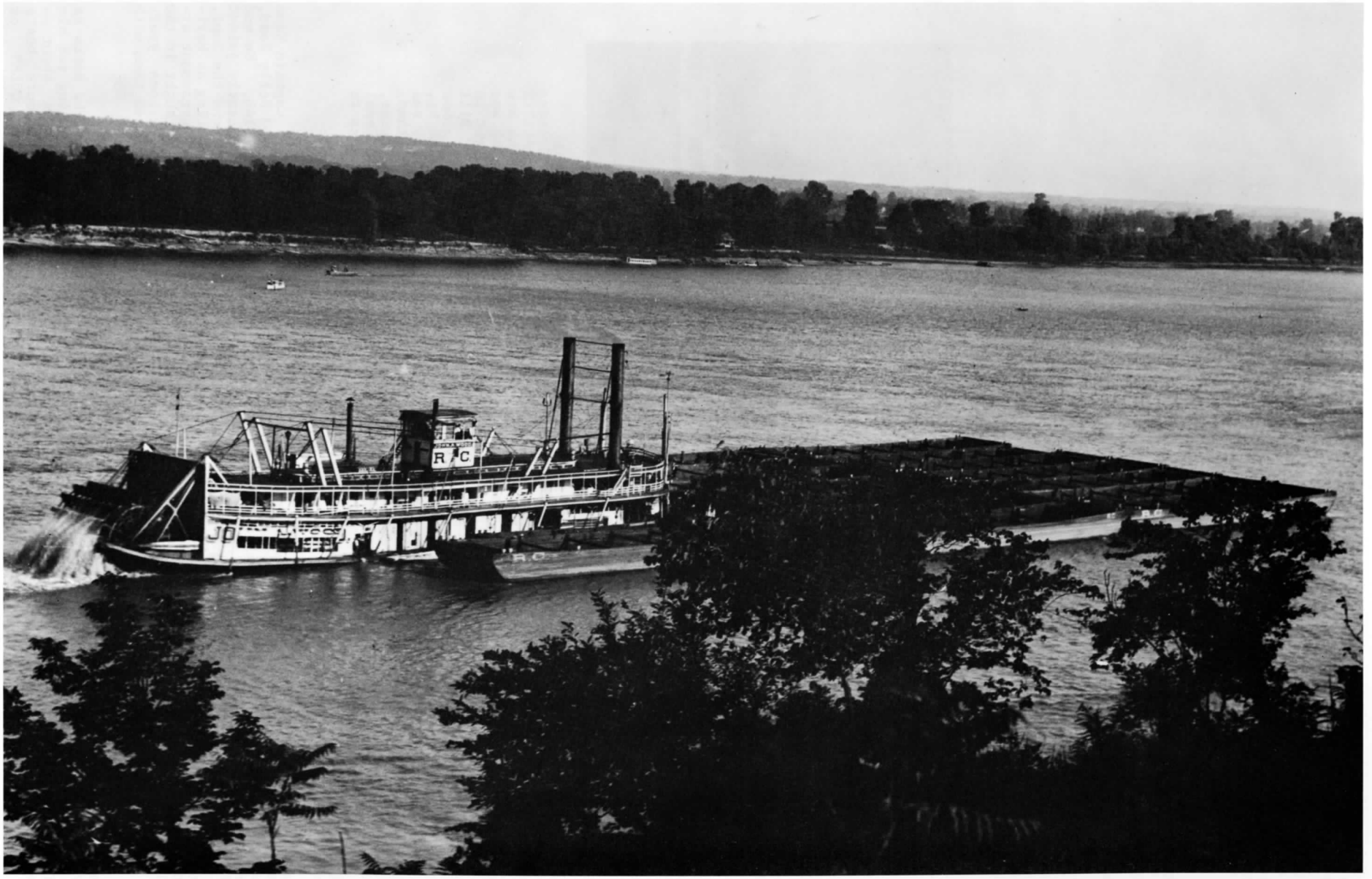


LATEST addition to the fleet of the New Orleans Steamboat Company is the BAYOU JEAN LAFITTE pronounced "By-u Zhawn LaFeet" now in the New Orleans-Bayou trade, Capt. Steve Villier. She was built at Warren, Rhode Island, and was brought to New Orleans under her own power by Wilbur and Bill Dow and crew. She measures 124 x 32, 98 gross tons, powered by twin prop diesels, total 730 hp. The forward windows were boarded up for the sea voyage, most of which was out of sight of land. The COTTON BLOSSOM, formerly in the Bayou trade, now plies shuttle trips between the foot of Canal Street and the New Orleans Zoo. Our thanks to Capt. Roddy Hammett for the above pictures.

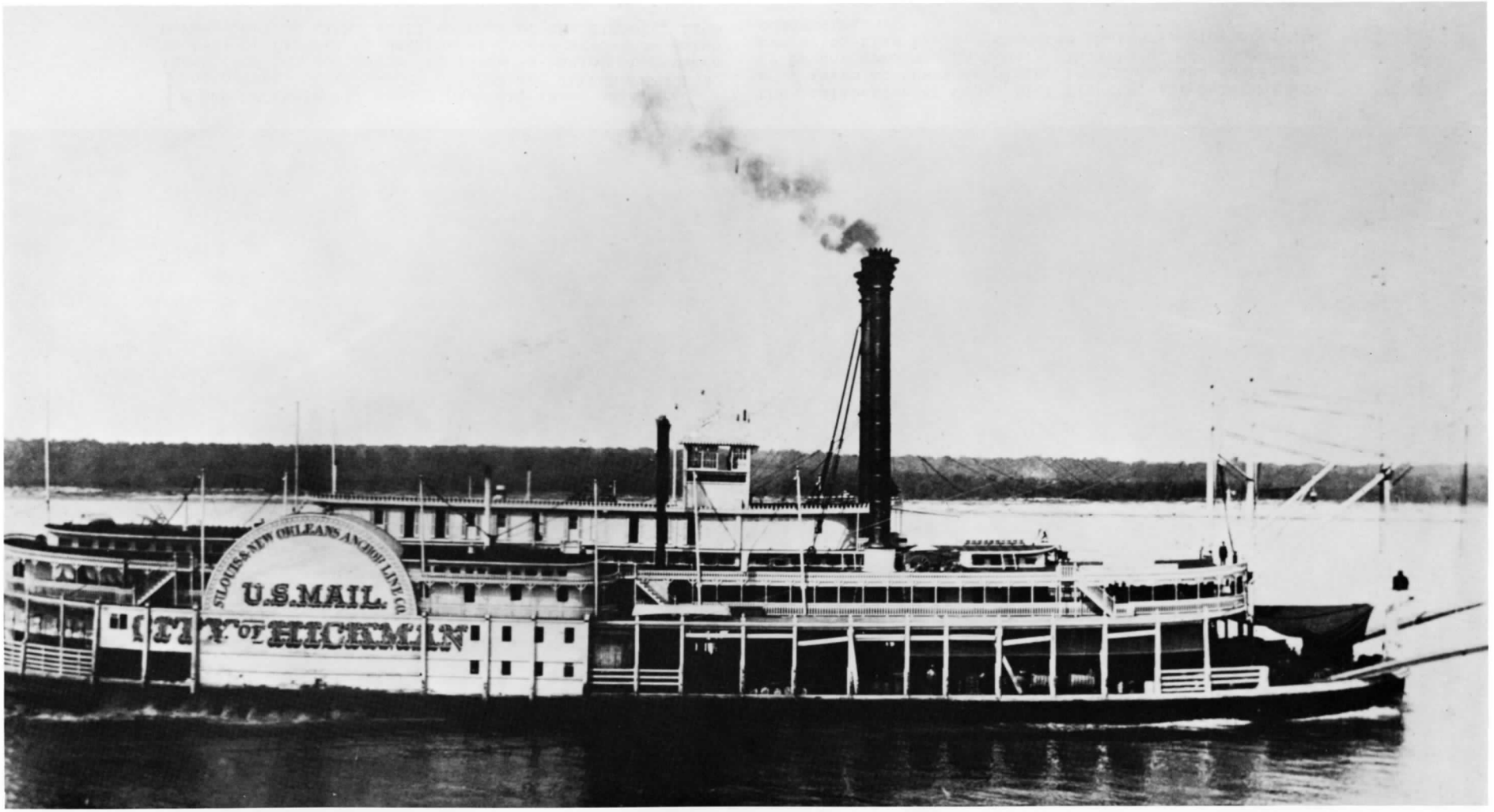
The first skipper and part owner of the side-wheel BUCKEYE STATE was Capt. Samuel Jackson Reno of Pittsburgh. She entered the Pittsburgh-Cincinnati trade departing from Pittsburgh on February 17th 1850. Captain Reno became ill and died in a Cincinnati hotel on March 28, 1850. His remains were taken back to Pittsburgh for burial aboard his late command. Capt. Samuel Dean was his successor, and under Dean's command the BUCKEYE STATE in May that year ran a "fast trip" from Cincinnati to Pittsburgh, coming up in 43 hours, the all-time speed record.

Great grandson of Captain Reno is Edward M. Reno, 503 Holly Road, Monroeville, Pa. 15146. He and his wife Elizabeth recently joined S&D and plan to attend the Sept. 18th week-end S&D meeting at Marietta. Mrs. Reno and steamboat artist William E. Reed taught in the Dormont High School some years ago, and Bill acquainted them with S&D.

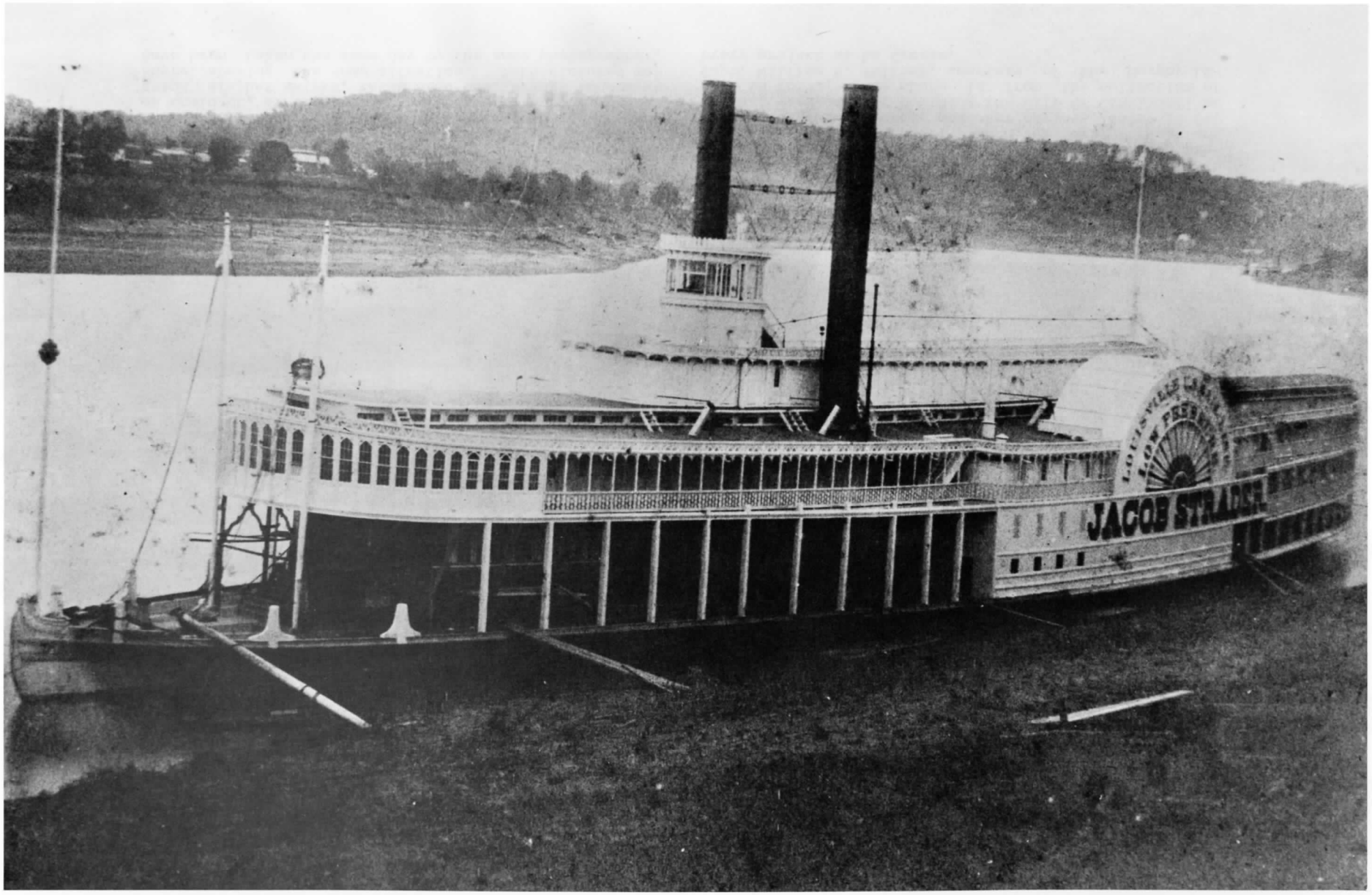
A letter from Alan L. Bates as we go to press. Something set him off to having kittens about so many paddlewheel pleasure boats having names including QUEEN or BELLE. Maybe he has a point.



THIS PICTURE of the towboat JOHN A. WOOD is a bit unique in that she is downbound on the Mississippi with empties. Her owners, the Monongahela River Consolidated Coal & Coke Company (Combine for short) were delivering Pittsburgh coal to St. Louis where it was heated in retorts and became illuminating gas. The 180-mile shove from Cairo to St. Louis required the services of the more powerful towboats. In this scene the JOHN A. WOOD is downbound from St. Louis to Cairo with empties, one of the very few photographs taken of this special operation. The original photograph is in the Tulane University collection, and was copied by the Murphy Library crew at La Crosse, Wis. The date, location and name of the photographer are not recorded on the original, but taken about 1904-1912.



LAST-BUILT of the Anchor Line side-wheelers was the CITY OF HICKMAN, turned out by the Howard Yard at Jeff in 1890. She was the only one of the fleet, we do believe, which had her stacks equipped with chimney hoists for lowering. In this profile you can see, forward of the stacks, a gap in the skylight forward of the texas porch, which seems to indicate there had been an accident, or fire, still unrepaired. Another photograph of her exists, taken head-quartering, landed at shore, showing the same situation. Both pictures may have been taken the same day by the same photographer, although who he may have been, and the date, and the location, have eluded us. She was lost in the chute of Island 40, 12 miles above Memphis, August 23, 1896 on a falling river. Later on the aft 2/3 was exposed high and dry on a sand bar and the forward 1/3 sagged precariously into deep water. Much of her freight and equipment was removed, and her engines, 26's- 10 ft. stroke, were used in building the CITY OF CINCINNATI at Jeff in 1899. This photo is from the collection of Capt. William S. Pollock, courtesy of the Murphy Library project at La Crosse.



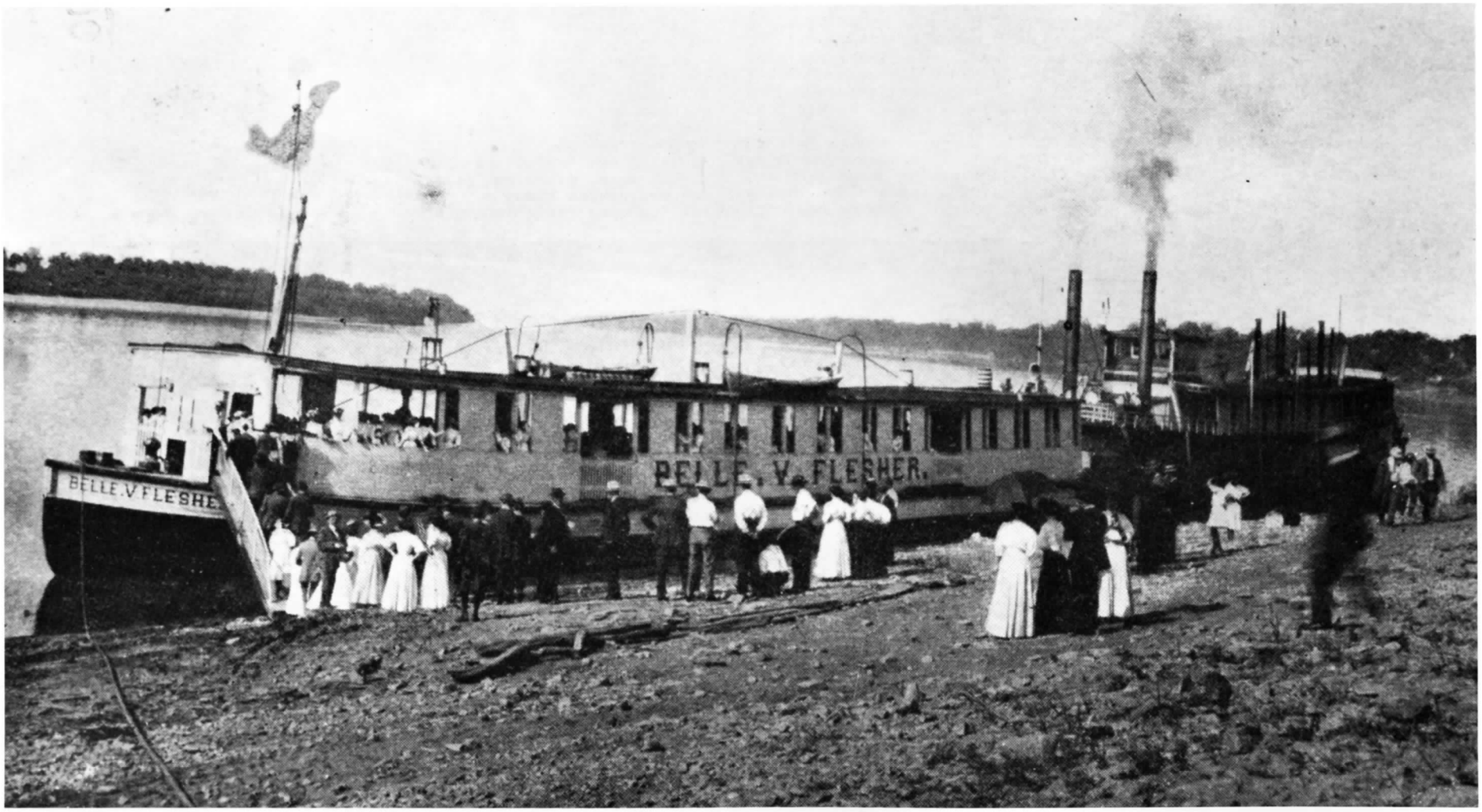
IN OUR DECEMBER '81 issue, page 31, there appeared a photograph of the JACOB STRADER and TELEGRAPH NO. 3, identified in our March '82 issue as having been taken in 1854 by Ezekiel C. Hawkins of Cincinnati. Now Ralph DuPae comes up with still another of the STRADER, from the collection of Capt. Bill Tippitt, slightly different, taken at the same place, same time, and doubtlessly by the same Mr. Hawkins. This large odd-looker had two multi-flue 11-ft. diameter boilers, low pressure condensing.



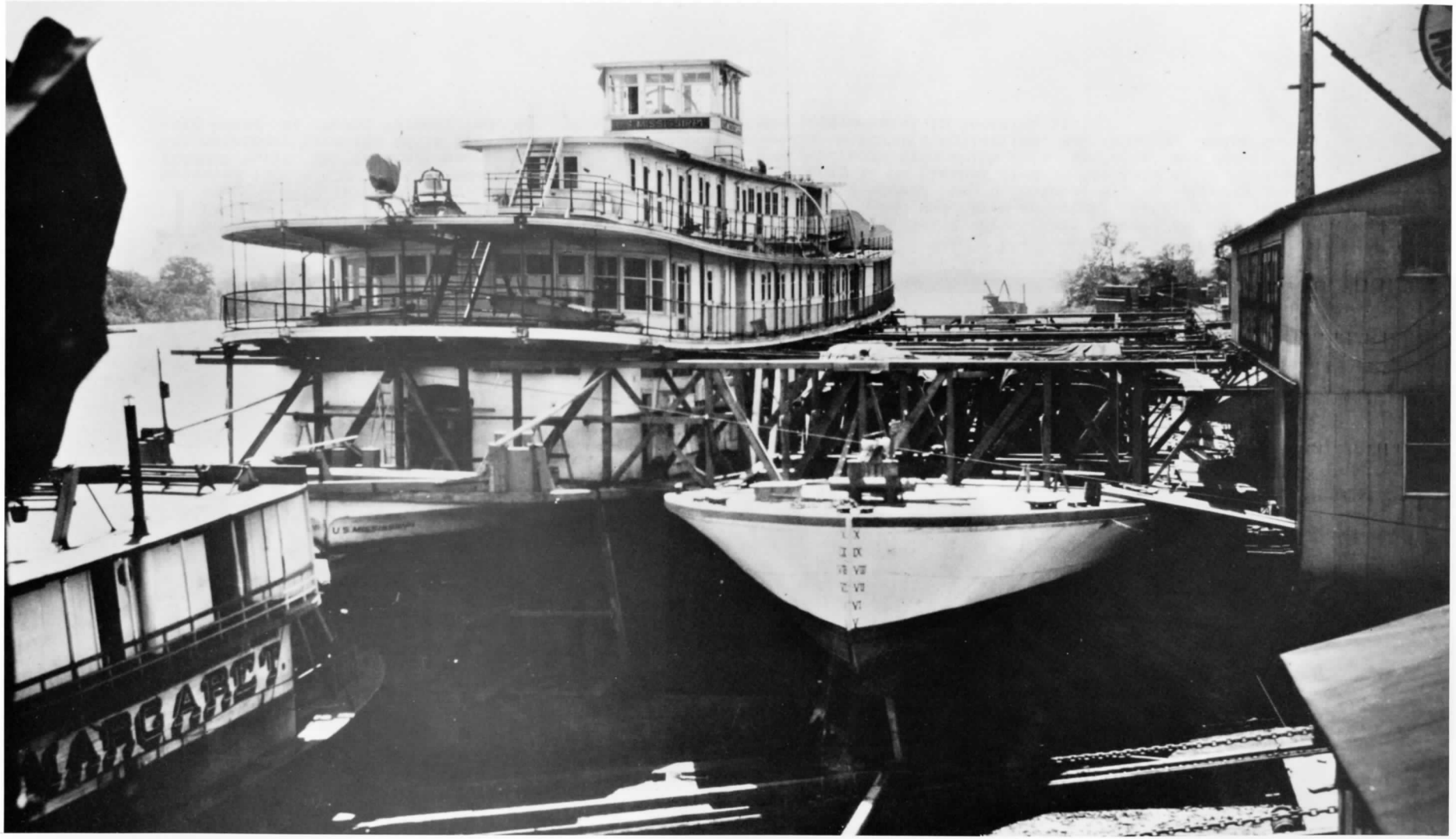
AN UNUSUAL LINE-UP at New Orleans, taken in the early spring of 1926 when the KATE ADAMS (center) made a Pittsburgh-New Orleans Mardi Gras trip, Capt. Jerry McDavid. The CINCINNATI (left) was down for Mardi Gras from Cincinnati, and the OUACHITA (originally the GEORGE PRINCE) was in from the Ouachita River, Capt. L. V. Cooley. The appearance of the KATE ADAMS had been modified the year before at Paducah by the extension of her boiler deck guards, the addition of main deck stationaries and bull rails, and at this same time her stacks were hinged for counter-balance lowering. She ran Pittsburgh-Cincinnati summers of 1925-1926. Our thanks to the Murphy Library collection for the print.



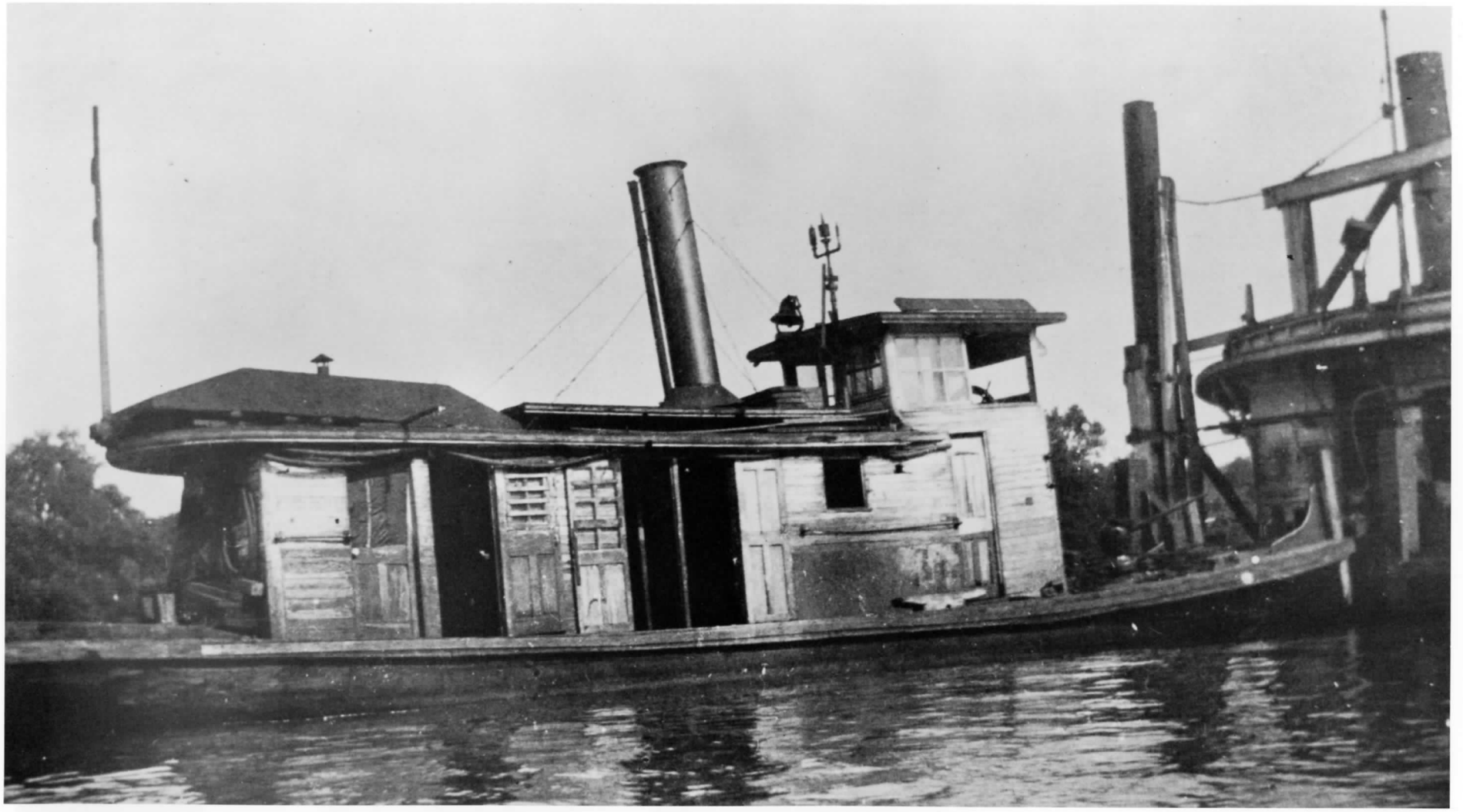
CAPT. RAY PRICHARD took this shot in the early spring of 1927 while the ferry OHIO NO. 2 was engaged in transferring livestock from the flooded Illinois lowlands to Paducah. This is the only picture of OHIO NO. 2 we have come upon. She started out as the EMILY, built by Howard at Jeff in 1891 for service at Kenova, West Va. She served at several Ohio River locations, including Wellsville-Congo, Bellaire-Benwood, and at one time (1901) carried excursionists from Wheeling to the Sisters Islands where Fourpaw-Sells Bros. Circus was showing. Capt. John Davis later ran her Fullerton-Portsmouth. Then she became the DIXIE BEE LINE operated at Henderson, Ky., and was partially burned there in August 1926. The Paducah-Ohio River Bridge Co. rebuilt her at Paducah shortly before this picture was taken. She went to Memphis after that, rebuilt into a short trade packet and renamed JOE CURTIS. In March 1936 the Lee Line sold her to Wolf River Transportation Co., ending the famed Lee Line. Capt. Russell Warner ran her Memphis-Gayoso Bend. She was lost in ice at Memphis on January 25, 1940, last used as a towboat. The ROSEBUD in the foreground was a gasboat built at Golconda, Ill. in 1922, owned by J. W. Wright of that place. The packet in rear center might be the BAY QUEEN, a guess.



THE excursion barge BELLE V. FLESHER was built at Levanna, O. (on the Ohio River between Ripley and Higginsport) in 1905 for Capt. I. N. Flesher and measured 150 x 33 x 6. She's in tow of the I. N. FLESHER built at Point Pleasant, W. Va. in 1908 using the machinery from the ANNIE L. The Flesher operations were based at Mount Vernon, Ind. and they towed corn out of the Wabash River. This picture is made from a color post card made from an actual photograph. The I. N. FLESHER burned at Uniontown, Ky. in January 1913, and Capt. I. N. Flesher died in May 1915 at Mt. Vernon. The post card from which this is made resides in the Tulane University collection, New Orleans. Ralph DuPae was instrumental in locating it.



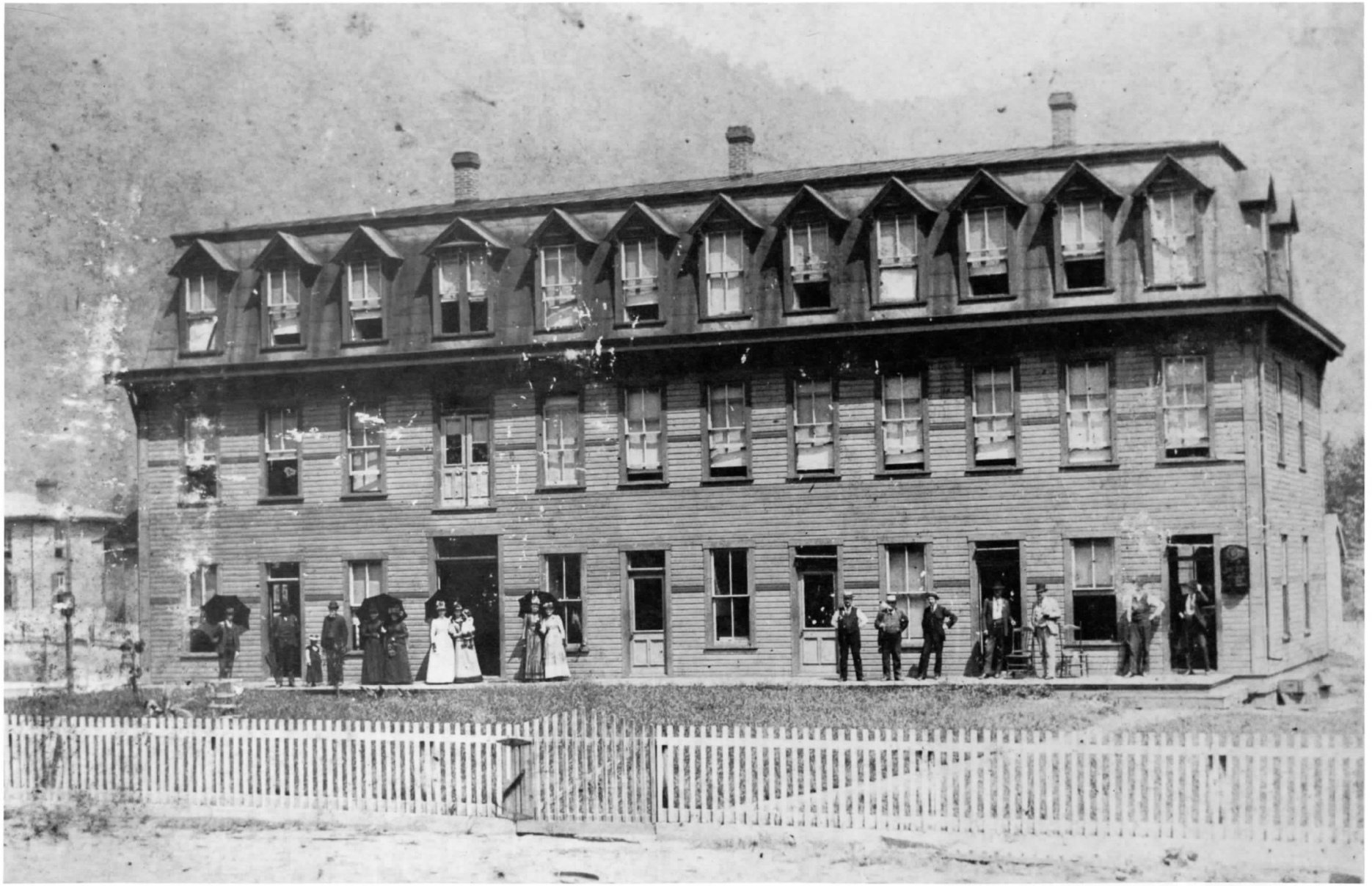
TAKEN AT the Ayer & Lord Marine Ways, Paducah, Ky. in the spring of 1927 when the upper works from the old U.S. steamer MISSISSIPPI was moved over on a new hull. The new hull, painted white, was built by the Howard Yard, Jeffersonville, Ind., and was towed to Paducah for the transfer. The older boat, left, was built at Dubuque in 1899 as the LEOTA which was rebuilt and renamed MISSISSIPPI at New Orleans in the early 1920s. After this picture was taken, the original "upper works," consisting of cabin, texas and pilothouse, was slipped over to the new boiler deck framing. The resulting composite became the "new" MISSISSIPPI which today is the restaurant boat BECKY THATCHER serving at Marietta, O. in the Muskingum River. On October 15, 1980 we went aboard the BECKY along with Alan L. Bates, Capt. Roddy Hammett and Jeff Spear and measured the hull which turned out to be 185 x 38 x 7.3. The width measurement is clear across, as she has no overhanging guards. Also we checked the paddlewheel to learn it has a 12" hex shaft, six flanges, and 16 arms to a flange. The steel cylinder beams are set 25'10" apart, center to center. The towboat MARGARET, left foreground in the picture, was at the marine ways for a complete rebuilding, and was renamed INLAND at that time. We are indebted to the late Capt. Ray Prichard for this photograph, the copy made by the University of Wisconsin photo lab at La Crosse.



THE steam tug HATTIE pictured about 1915 as she was tending one of the Rodgers' sand-and-gravel dredges in the Pittsburgh area. The Rodgers Sand Company bought her from the Monongahela River Consolidated Coal & Coke Co. in December 1912, still bearing her original name THOMAS HEIDEL, and renamed her HATTIE in January 1913. She dated back to 1887, built at Paducah on a wood hull 51 x 10 x 3.8; single prop, powered by an upright 12"x12" engine, getting her steam from one boiler 44" dia. by 8 1/3 ft. long. From whom the "Combine" bought her we know not but when she still was the HEIDEL they rebuilt her at Greenville, Miss. in 1906. The Rodgers Sand Company put a new hull under her in 1917 and changed her name to EARLY BIRD, now measuring 48.8 x 11 x 4.2. The owning firm became McCrady-Rodgers Company in the 1920s, and they still claimed her as one of their fleet in 1931. By then she was 44 years old but probably had little or nothing left on her that was original, like the old family axe which over the years had had two new blades and three new handles.



ACTIVITY at the Paducah wharfboat in 1920, the Paducah-Nashville packet H. G. HILL taking coal. She was built at Paducah in 1920 for Capts. W. L. Berry and Fred McCandless using the machinery from the RAPIDS. The big spring flood of 1927 beached her across a highway above Nashville where she was wrecked. --Capt. Bill Tippitt collection.



THIS PICTURE has been bothering us. It was taken by Thornton Barrette and was included in a number of pictures he took while aboard the HENRY M. STANLEY on a trip up the Kanawha River to Montgomery (or Coal Valley, the old name) possibly in the 1890s. We have a hankering notion that this hotel might have been at Montgomery because of the high hills in the background. --And so our inquiry is directed to S&D members of that region who, by chance, may know something about it. --Meanwhile thanks to Ralph DuPae and crew for the copy photograph.



We've had several inquiries lately as to the identity of the boats in the background of this picture taken February 9th 1908 in the mouth of the Muskingum River. The three packets from the left are the H. K. BEDFORD, BESSIE SMITH and BEN HUR. Behind the sunken JEWEL is the sawmill boat RAY. The JEWEL tipped over when the river fell rapidly but was soon raised and back in business. Harry Fischer, Marietta photographer, took the picture.

Not so long ago we reported in these columns the rebirth of the Peabody Hotel, Memphis, and now we are pleased to notice the grand renovation and reopening of the Seelbach Hotel in Louisville, Ky., with prestige dating back to 1905.

Great emphasis has been placed on restoring and preserving the original patina which includes, as example, a Rathskeller decorated with colorful tiles made by the Rookwood Pottery in Cincinnati. The new owner, Roger Davis, removed old wiring and plumbing and replaced it. He installed new heating, cooling and fire safety systems and built new kitchens. He added two public elevators, and one service one.

The first 'blow-out' in 1905 at the Seelbach was river oriented. The national Rivers and Harbors Committee, headed by Theodore E. Burton, Cleveland, toured the Ohio River from Pittsburgh to Cairo aboard the QUEEN CITY, with visits and speech-making at most cities enroute. As their steamer neared Louisville they were met several miles upriver by the side-wheel COLUMBIA bearing a reception committee headed by city mayor Charles F. Grainger, president of the Louisville Jockey Club, and by Benjamin Hirsch, whose pickles and condiments rivaled the output of H. J. Heinz of Pittsburgh. The COLUMBIA took them down over the Falls (44 feet on the marks) and returned them in time for luncheon at the new Seelbach. The date was Monday, May 15, 1905.

The Sheraton hotel people had "modernized" the Seelbach in the 1950s. Davis, the TV actor, with wooden panels, marble pilasters, wall and floor panels and plaster moldings, has made it look old again. He talks of "style and a taste and a feel for quality and elegance."

Those who have visited the Seelbach since its recent reopening say it is really something.

"Cap" William Campbell Beatty died at his Hyde Park home, Cincinnati, on Wednesday night, May 19, 1982. He was 95. He was a native of Ironton, O., born there in 1886. During his early years he rafted logs and lumber from Parkersburg to Ironton. One of his towboats was the COLONEL built at Ironton in 1918 which was sold in 1922 to Great Eastern Refining Corp., forerunner of Ashland Oil, and became the first boat of their fleet. In 1929 "Cap" moved to Cincinnati where he was associated with the Cincinnati Sheet Metal & Roofing Co. which carried on extensive river operations. First he was a crane operator and then ran the river end of it until his retirement in 1968. Also he operated his own harbor fleeting service and was involved in river salvage. In 1976 he was the grand marshal of Cincinnati's parade for the Nation's bicentennial.

He is survived by a brother, John S. Beatty of Charleston, West Va.; by a son, Capt. John L. Beatty of Warsaw, Ky.; two daughters, Emma Sue Baker and Alica Rickey; by nine grandchildren, 11 great grandchildren and three great-great grandchildren.

Funeral services were held at the Knox Presbyterian Church in Hyde Park, Cincinnati, and burial was in Woodland Cemetery, Ironton, Ohio.

The picture of Union Barge Line officials and captains in the March issue, page 6, brings us a letter from Capt. Frank W. (Sam) Springer, who appears in the group.

"I never thought I would be a riverboat captain," he writes. "I was born in the hills of Pennsylvania alongside the Youghiogheny River. After finishing High School in Uniontown I ventured forth to further my education at the University of Pittsburgh where I spent 2½ years until, caught up in the Great Depression, it was back to the hills.

"Thanks to my father's good friend Frank Lochart of the Hillman Coal Company, I went to Dravosburg, Pa. with instructions to look up Capt. John L. Howder, their river transportation manager. That meeting in itself would fill a book, and the upshot was that I shipped up on the J. H. HILLMAN (the cock-of-the-walk of towboats those days) as boiler deck man.

"After weeks of scrubbing down bulkheads I began to wonder why I had gone 2½ years to college, but the pay was $95 a month, plus free meals and board of course, and that was a fortune. Elmer Culp was captain of the J. H. HILLMAN, and he decided I was going to be a pilot, and he urged me to stick with him, which I did, with the result that he became the greatest influence on my river career. He became master-pilot of the new Union Barge Line towboat PEACE and I went along as deckhand.

"Got my license Pittsburgh to Cairo, and up the Monon and Allegheny, and on the Kanawha. At Paducah I found a beautiful southern girl, and Margaret and I were married in 1938. The first boat I rang bells on was the A. I. BAKER and the engineer had to come to the pilothouse to set me straight. I was ten bells ahead of him.

"Served on the PEACE for 15 years; took the SAM CRAIG and C. W. TALBOT out on their last trips; took the JASON out on her maiden trip; was test pilot for Dravo during WW2 when they were building LSTs and even was on the KATIE LYONS the week before she wrecked on the B&O bridge pier at Bellaire on March 16, 1942.

"It all seems so long ago now, but sometimes I still have nightmares of some close calls, but more often pleasant dreams of the wonderful fellowships on the river. Am now 71, busy mowing five acres of grass. Margaret and I often go into Charlotte, N.C. to visit with our daughter and the two granddaughters.

"My apologies if I bore you, but the truth is I've been itching to talk river with somebody. Maybe we can get to Marietta this September for the S&D meeting."

Frank "Sam" Springer,
Route 2, Box 285,
Campobello, S.C. 29322

IT CERTAINLY IS GREAT TO LISTEN TO THE MUSIC AND TO KNOW IT IS COMING FROM THE RIVER

IN THE LAST ISSUE there appeared some letters written by a youth suffering with riveritis. The response, via flattering letters and phone calls, has caused us to make bold to run some more of them as sort of a curtain call.

Beaver St.,
Sewickley, Pa.,
January 8, 1916

Dear Mr. Wright:

The KANAWHA disaster came very suddenly and I can hardly yet realize what has happened. I can still hear her whistle echoing down the valley. What's more, I sat straight up in bed at 5 this morning, 10 above zero, when a mill whistle blew. I thought it was the KANAWHA and it certainly startled me. I heard her whistle Tuesday night at 6:35 p.m. going down on her fateful trip, and have probably the last picture taken of her.

I went to Pittsburgh especially to take that picture of the F. M. WALLACE I sent you, and gee whiz! she went out the next day and yesterday sank 10 barges of coal and drowned a man. I'm almost afraid to take pictures any more.

Fred.

The budding photographer had acquired a 3¼x5½ (post card size) Eastman folding camera and during Christmas week had snapped pictures of the towboat ENTERPRISE and the packet KANAWHA. The loss of the latter occurred January 5th 1916 when she overturned after striking a fabricated signal-light standard at Lock 19, Ohio River.

Jan. 11, 1916

Dear Mr. Wright:

You like the OHIO best, but naturally I am attracted to the JOE FOWLER, so between us, Capt. Ben Pope has profited. Gee! I wish you could spend the time you do in Chautauqua right here in Sewickley. Last summer my brother Wilson, a neighbor boy, Ralph Book, and I kept Saturdays open to go and watch for the JOE FOWLER. They would get bored about noon but I usually stuck it out til 8 p.m. We paddled in our canoe and went swimming at Deadman's Island. One night I waited until 8 o'clock and, as the moon came out, waited until 9. I was right under the Sewickley bridge when I listened hard and very faint, but sure, I heard the notes of the FOWLER's whistle about five miles down the river. Well, you can imagine how I felt after waiting all day for her. I got myself up to Lock #3 as fast as I could, and there in the moonlight came the JOE FOWLER, blowing her whistle for the lock, under Sewickley bridge. Capt. Elmer Pope recognized me, and Gus Fissmer went back on the roof to the calliope and played "The Old Oaken Bucket."

The last time I heard the FOWLER last fall was at 10 p.m., going down on her last trip in the Pittsburgh-Louisville trade. I was home, in bed, wide awake as her whistle blew, and then Gus Fissmer played "I Want to Come Back" on the calliope, which was very true. Now you see how I like the JOE FOWLER, and why.

Fred.

Beaver St.,
Sewickley, Pa.,
Jan. 15, 1916

Dear Mr. Wright:

Mr. F. L. Wooldridge has offered to send me his collection of old-time steamboat pictures to copy. I declined inasmuch as I have done no copy work and don't know how to properly go about it. Then, too, I might be tempted to swipe some of the originals.

The first shock of the KANAWHA disaster is over and I'm feeling better. Mr. C. C. Bowyer writes to say he is trying to figure out some way to get to the KANAWHA wreck to take photographs, and hope he succeeds.

I am striking up an acquaintance with William S. Pollock who lives at Beaver, Pa., and who has lately become the "12-year-old subscriber to The Wateraays Journal." I hope he has some pictures to swap.

Fred.

Beaver St.,
Sewickley, Pa.,
Feb. 14, 1916

Dear Mr. Wright:

I have had no reply from you, so far, and cannot imagine what has got into you. -4° this morning, and pecks of snow.

Fred.

What had "got into" Mr. Wright was a bad case of the blues precipitated by the loss, by fire, of the packets OHIO and LORENA on Groundhog Day (Feb. 2) 1916. To add to his miseries he had been accepted as clerk on the HOMER SMITH for her up-coming Mardi Gras trip which resulted in a heated veto from his father, who told him he could keep his job as reporter on the "Blizzard" or else. It must have been quite a scene. A hint appears in the form of an unfinished letter, never mailed, but filed in with this correspondence, which Mr. Wright wrote to me at the time. "Right now I don't feel like writing--I would rather go to bed but I have to go out to see a girl who don't know anything about steamboats and I have nobody to talk to--I feel so mad I can hardly write and tonight I can do nothing but think about the OHIO. I feel kind as of though it was no use to take any interest in the boats for I can't even see them go by--I wouldn't part with my memory of my 11,440 miles on the OHIO for anything in this world."

Nevertheless the frustrated Mr. Wright showed up in Pittsburgh on February 25th, suitcase in hand, prepared to ride the HOMER SMITH to Cincinnati and thence to return to Oil City, a truce agreeable with his father. The 25th was on a Friday and the HOMER SMITH was scheduled to depart the next day, Saturday, so the upshot was that my fondest hopes were about to be realized--he agreed to spend the night at the Way homestead in Sewickley, at long last.

Supper was no problem (the three daily meals at the Ways were breakfast, lunch and supper--dinner came Sundays at 1 p.m.) inasmuch as I had rubbed elbows enough to know Mr. Wright existed on chicken, mashed potatoes and ice cream, what my mother called "preacher fare." We raised our own chickens, stored potatoes (grown on the place) in what was called the "cold cellar," and ice cream came from a hand-cranked freezer packed with crushed ice and rock salt. Whoever cranked the handle got to lick the dasher. Further, the supper table was rather splendid, adorned with the best napery, flowers and candles, for this was my mother's birthday, and Mr. Wright had thoughtfully brought to her a box of Reymer's chocolates.

What Mr. Wright did not know, and was to discover, following a genial evening around the warm coal fire in our livingroom, was that he was to spend the night out of doors. The 22 rooms in the Way mansion included an upstairs sleeping porch, four single beds lined up dormitory-style, its six enormous windows wide open to the great out-of-doors, provided only with screening to keep out the worst of the roughness and some of the snow. My mother was going through a phase of mens sana in corpore sano, sound minds in sound bodies, dedicated to the proposition that fresh air sleeping was just the ticket for adolescents.

My brother Wilson, the athlete in the family, had more corpore sano in his system than I did; rolled up in blankets he slept the sleep of the just in this iceberg climate. This was fortunate, for we had but one family dog, an English bull by the name of Tug, and with Tug under the covers at my feet for a bed warmer, I got along tolerably well on frigid nights, save for the numerous interruptions when Tug was obliged to emerge for a gasp of air.

Mr. Wright was not used to dogs, never having had a pet animal of any sort, and when I offered him the loan of Tug he stood there in his nightshirt (I don't think he ever wore pajamas in his lifetime) and simply said "no thank you." His loss, my gain.

At some unearthly hour that cold night I sat bolt upright in bed to the deep soft notes of a steamboat whistle. Mr. Wright also was awake, his nose poking from under his blankets. "It's the ST. JAMES going to Mardi Gras," we both said. She was blowing a farewell salute to the Mullers in Shousetown, downriver several miles.

Mr. Wright didn't catch cold, a

wonder to the jay birds, but to hear him tell it he didn't do much sleeping, either. He had turned down the offer of a steam-heated stateroom on the HOMER SMITH to about chatter his teeth out in 'the high society of a Sewickley mansion' (his words as he retold the tale the length and breadth of America's inland waterways).

I went to Pittsburgh with him Saturday morning to see him off on the HOMER SMITH.

Beaver St.,
Sewickley, Pa.,
Feb. 28, 1916

Dear D.T.W.:

After you backed out on the HOMER SMITH I took several pictures of the event from the Monongahela wharf, and then went, or rather ran, to the Union Station and took the Cleveland Express to Sewickley, passing the SMITH at Glen Osborne. I ran out on Sewickley bridge just in time to catch the enclosed views of the R. DUNBAR, which was delivering freight at the foot of Chestnut Street, and these of the SMITH taken before and after she passed under the bridge. I hope you enjoyed yourself on the way to Cincinnati and from there home. My brother Wilson and Ralph Book both saw the SMITH pass Edgeworth.

Yours,
Fred.

Beaver St.,
Sewickley, Pa.,
March 2, 1916

Dear Mr. D.T.W.:

Please excuse this intermission in writing, but was having my eyes treated before getting fitted for glasses. Yours truly is now wearing specs. Saw the RUTH go up this morning and don't think she is so bad. Bill Pollock in Beaver has sent me a view of his home and a stack of information about boats I was glad to get.

Well, so long,
Fred.

Capt. Fred Hornbrook had brought the RUTH up from Evansville as a temporary replacement for the lost KANAWHA, and Dame Rumor had it that he was angling for the TELL CITY.

March 5, 1916

Dear Mr. Wright:

The showboat COTTON BLOSSOM was at Shousetown last Friday and her calliope played all evening. Wilson and I sat on the porch and listened to "In the Blue Ridge Mountains of Virginia" and others. On Saturday night she showed at Coraopolis and we listened again. It certainly is great to listen to the music and to know it is coming from the river. The ECLIPSE is towing the COTTON BLOSSOM.

As to summer plans:- Subject to low water in the last weeks of June or early in July, if the JOE FOWLER runs Pittsburgh-Louisville I'll be aboard for a trip; and if the TELL CITY goes to Charleston, so do I. I plan to take along my photo equipment and develop the film and make prints aboard.

Yours very truly,
Fred.

"Last Friday" would have been on March 3rd, certainly an early start for showboats in this area. Shousetown was the old name for Glenwillard, Pa.

Beaver St.,
Sewickley, Pa.,
March 27, 1916

Dear Mr. Wright:

Mother wanted to see the HOMER SMITH. We went to town Saturday and Jimmy O'Brien showed us around and he is quite enthusiastic about the success of the Mardi Gras trip. Mother agreed she would like to make the Easter Trip they are advertising to New Orleans and back, but is doubtful about the safety of river boats what with the losses of the KANAWHA, OHIO, LORENA, etc.

The news that the TELL CITY is actually coming to Pittsburgh to replace the KANAWHA is great! The R. DUNBAR is too small. How can it be that we lose our best boats like the KANAWHA, OHIO, LORENA and ST. JAMES instead of the rickety-looking ones?

My Dad went to Pittsburgh to go aboard the HOMER SMITH after mother and I did. There is a big sign up on front of the texas saying EASTER EXCURSION, then some more printing and then BOAT OPEN FOR INSPECTION.

Yours very truly,
Fred.

Beaver St.,
Sewickley, Pa.,
April 12, 1916

Dear Mr. Wright:

I am in high hopes of getting a picture of the TELL CITY from the Sewickley bridge this noon. Bill Pollock and I are going to town on Saturday to see the HOMER SMITH leave on her Easter Trip. I now can strike chords on the piano to sound the whistles of the ST. JAMES, MARGARET, ALIQUIPPA, LORENA and HOMER SMITH.

Yours,
Fred.

April 13, 1916

Dear D.T.W.:

Enclosed is something which will gladden your heart. I can just hear you saying, Gosh! It's the TELL CITY! I was 15 minutes late for school in getting it. I waited on the bridge knowing she was due and--well--here you are. If I do say it myself it's a peach. She is some fine boat, I'll tell you. All fixed up, like the JOE FOWLER last June. You will note three autos on the forecastle--some hint as to her size. "The maiden trip down, Str. TELL CITY."

Yours,
Fred.

Beaver St.,
Sewickley, Pa.
April 16, 1916

Dear Mr. Wright:

It's all over now and I tell you Bill Pollock and I had a good time. I may as well start at the beginning and go right on through.

Bill came up from Beaver to Sewickley on the 8:08 morning train, getting off at Quaker Valley. We came up to our home where Bill looked at pictures and I finished up my work.

We went to town and got off at the Union Station and, as Bill was anxious to see the R. DUNBAR, we went to the Monongahela wharf and looked her over. Then we went on the HOMER SMITH where we talked with Mr. Theodore C. Poe, Jimmy O'Brien, Capt. W. C. Lepper, Mr. Homer Smith, Capt. Tony Meldahl and Capt. Dayton Randolph. Also met Mr. Gibb who lives at Quaker Valley.

Then we walked down to the Point where the towboat JAMES MOREN is tied up. There was nobody around, so we went aboard of her and went on every deck. This is the first "big" towboat either of us had ever visited, and say! she is some boat. Upstairs, the front cabin ls styled like a packet with fancy wood trimmings. On each side of the forward bulkhead is an oil portrait, two men (Morens I suppose), and a large framed photograph of the ENTERPRISE. Each of the stateroom doors has an Ohio River scene painted on it. The staterooms are large and roomy, with running water. Aft of these "officer" rooms are the kitchen and a screened-in pantry, and the kitchen is better than those on most of the packets. The deckhands occupy a cabin aft of this.

Being down at the Point we decided to walk across the new Manchester bridge spanning the Allegheny, just to say we did. Then we visited the James Rees & Sons shop on Duquesne Way and saw the B. F. JONES, JR. and W. T. SMOOT. Had lunch on Liberty Ave. and then back to HOMER SMITH. Also paid another visit aboard the R. DUNBAR and talked with one of her pilots who said he knows you, and that you had steered for him; I didn't catch his name but he is young and tall and quiet-like. As the SMITH backed out we photographed her and Captain Lepper waved his megaphone at us as a goodbye. I have forgotten to mention that Capts. Meldahl and Randolph showed me telegrams they had just received from you saying goodbye.

Well, we went back to the Union Station and no train was scheduled for a whole hour, but in 37 minutes one was to leave from the Allegheny station. So we walked over the 9th Street bridge and took a picture of a sternwheel gas boat named JOHN DOUGLASS, and also the VOLCANO upbound.

That evening we developed the film and went to bed early. Next morning (Sunday) we got up at 6:30 and finished making the pictures, and then took a walk down by the river. Talked with Mr. Gibb and looked at the dredge MONARCH. Up and across Sewickley bridge and back, and there was a little gas boat at Sewickley named ECHO, and

Bill went aboard. I put Bill on a street car at Leetsdale about 4 that afternoon, and oh gee was I tired.

Yours very truly,
Fred.

Fifteen-year-old F. Way, Jr. had surely met his match. Bill Pollock was a spare-built kid about 12½, gung-ho about steamboats and gas boats (I was very luke warm about gas boats, low as they were on the river social scale) and Bill was the one who had the nerve to walk aboard the JAMES MOREN without first seeking permission. He was the only child of William P. Pollock who ran a typewriter and stationery shop there in Beaver, Pa. and his mother had Boston background. The pilot we talked to on the R. DUNBAR was Capt. William I. Weldon, so I later learned. The HOMER SMITH, at the time of these Mardi Gras and Easter trips had staterooms to the rear of her dancefloor and was licensed to carry 104 first-cabin overnight passengers.

Beaver St.,
Sewickley, Pa.,
May 11, 1916

Dear Don:

Thanks for the clipping and information about the burning of the INDIANA, the first I had heard of it. The HOMER SMITH came up Sunday morning at 11 and passed down at 7 p.m. I saw her both ways. The RUTH came up at 8 p.m. Sunday and left Pittsburgh Monday noon for Parkersburg. You should hear her whistle. It is honestly deeper than the HOMER SMITH's. I never heard such a deep low tone. The R. DUNBAR on her last trip up landed at the foot of Chestnut Street in Sewickley and put off 25 barrels of Pomeroy salt, a dynamo, and a box of carpenter's tools. Took about 20 minutes as she had but 8 or 9 deckhands.

I went to Pittsburgh on Sunday and was aboard the HOMER SMITH. Missed seeing Mr. C. C. Bowyer. The 50 photo post cards of her I made and sent to Cincinnati with the idea Capt. Lepper could sell them to the passengers at 5¢ each didn't sell at all--not one.

Yours,
Fred.

The INDIANA, big side-wheeler of the Louisville & Cincinnati Packet Co., was badly damaged by fire at Cincinnati on May 1st. The RUTH's whistle chorded the last three notes of Asleep In the Deep with much preliminary discord before dropping into the final snore. It had been on the JOE FOWLER during her Evansville-Paducah days, and Captain Hornbrook acquired it for the RUTH while she ran that trade. I was crushed when Captain Lepper handed back to me the 50 post cards, my first fling in commercial photography; 100% failure. I think I mailed them out as Christmas cards later.

Beaver St.,
Sewickley, Pa.,
May 18, 1916

Dear D.T.W.:

Bill Pollock took an excursion on the HOMER SMITH Thursday last from Rochester to Rock Springs Park near East Liverpool and back. The fare was 75¢ and they played the calliope. He says the ST. JAMES ran the same trip last summer for 25¢ and inluded a roller coaster ride, but Bill says he liked the SMITH best.

I have made $5 in the past two weeks mowing grass and am thinking of buying a photo enlarger to make 8x10's. It costs $3.75. You don't like enlargements but I do.

Am writing this in study hall at school. The TWILIGHT just whistled and all the kids look at me. I look at the clock and get out my notebook and jot down TWILIGHT up at 2:30 p.m. They all think I'm daffy I suppose.

Yours,
Fred.

Ralph Book and I made a round trip to Charleston on the TELL CITY soon as school was out. In several letters to Mr. Wright I pled with him to join us, to no avail. Bill Pollock was in high hopes of going along but his parents decided against it; Bill rode with us from Pittsburgh to Rochester. Ralph and I were the focus of much attention as we developed film and made prints at night in our stateroom. Capt. Charles Ellsworth and pilots Dan Patchell and Mike Davis took turns sitting in with us to observe the processing. We were allowed in the pilothouse and were elevated to eat meals at the crew's table. The round trip fare, six days and six nights, was $12, the best $12 I ever spent.

Beaver St.,
Sewickley, Pa.,
June 28, 1916

Dear Don:

You surely must have enjoyed the post card pictures I sent you taken during our TELL CITY trip to send a telegram of your appreciation. I am very glad you liked them.

I went to Pittsburgh yesterday and rode down to Rochester on the TELL CITY for the third time. Capt. Charles Ellsworth let me steer the boat from the railroad bridge at Woods Run almost to Davis Island Dam. The distance is just a few miles but it was the first time I ever tried piloting. Did I enjoy it? Great! It was Capt. Mike Davis who beckoned me up into the pilothouse at Pittsburgh and he told me I could stay there all the way to Rochester if I wanted to, so I did. At Rochester I went to the office to pay my fare and Ed Dunaway put up his hand and said, "Not at all, Mr. Way, not at all." Then I turned around and here was Bill Pollock who had just come aboard. He invited me over to his home in Beaver so I went. His parents are very nice. I am still reeling about getting to steer a steamboat, and a real one, the best one up here, the TELL CITY!

Yours,
Fred.

--And so, largely within a year, this 15-year-old had firmed up a friendship with the future owner-editor of The Waterways Journal, Donald T. Wright, who paved the way for my first book, "The Log of the Betsy Ann" by encouraging me to write "pieces" for publication in the Journal which, strung together, formed various of the book's chapters. Bill Pollock and I married sisters, ran packets together, piloted excursion boats as partners, and the friendship has endured undiminished. Capt. Charles Ellsworth, who first provided me with the thrill of piloting, became master-pilot of the BETSY ANN when I managed the boat, and he and I celebrated our friendship by round-tripping to New Orleans on the GORDON C. GREENE not long before he died.

Sirs: David Augustus Heiner, Sr. and his son by the same name (Gus, for short) joined the Naval Forces of the Western Waters in 1863. The father piloted the U.S. gunboat TYLER on the Ohio River and in an engagement was severely wounded by splinters of a cannon piercing his kidneys. He recovered from the injuries, was honorably discharged from duty on July 1, 1867 at Mound City, Ill. and applied for an invalid pension on March 14, 1868. He spent the remainder of his life with his daughter, Mrs. Thomas Groves, then a resident of Cairo, Ill. They wintered in Pensacola, Fla. where he died in 1878.

He was not buried there. He owned a burial plot in Spring Grove Cemetery in Cincinnati where his first wife, Parthenia Hulbert, and a son Edward (by a second marriage) were buried. The gravestone is still there with the names inscribed on it.

I believe David Heiner, Sr. to be the brother of my great-great-grandfather John Heiner, but I lack proof. I called at the Inland Rivers Library section in the Cincinnati Public Library and there read many interesting and beautiful items about him, but no clue as to the names of his parents, nor place and date of his birth.

Laura E. Rosnagle,
1410-A Springfield Pike,
Cincinnati, Ohio 45215

=Capt. D. A. Hiner (or Heiner?) was master and pilot on the towboat S. H. H. CLARK, towing grain down the Mississippi 1894-1900. Could this be the son mentioned above? On Sept. 28, 1918 the NOKOMIS left St. Louis southbound with the first tow handled by Federal Barge Line, and she was in charge of Capt. Gus Heiner. Same tribe? -Ed.

Conrad Milster, chief engineer of the Pratt Institute in Brooklyn, and whose contributions often enliven the columns of S&D REFLECTOR, made national news in the December 7, 1981 issue of TIME Magazine.

The front cover of TIME was given to a cat's face, a gorgeous green eyed monster named Rubaiyat Jiggs, and the issue's lead story was about cats. Not all cats in the U.S. find homes. An estimated 15 million "public" cats fend for themselves. Occasionally some of these have the luck to find safe haven in the homes of cat lovers.

Conrad Milster, 45, and his wife Phyllis care for, they believe, 40 orphan cats. Says TIME:

"The number keeps changing, but always the house seethes with prowling felines. They have taken over couches, chairs, beds, sinks and tubs. They perch on the stairway, roost on the bookcase, snooze in the laundry basket. Also they occupy the diningroom table, and the childless Milsters no longer eat there. Litter pans crowd the walls, the halls and the corners. Food and water bowls are set out in odd places. Cats suffering from infectious diseases inhabit the kitchen. A dozen of the menagerie are cripples, three are one-eyed, one is a dwarf, and one has been classified as a homosexual. Many of the stragglers are brought in by neighborhood youngsters who have heard about the Milsters' cat colony. The cats names are chosen eclectically: Nanki-Po, Twiggy, Dick Deadeye, Pigpen, Anastasia, Violetta, Wilfred Shadbolt, Don Alhambra del Bolero and Mad Ludwig.

"'We're not exactly the all-American couple,' says Conrad, but they may be the all-American cat lovers. Phyllis' entire salary as a Pratt purchasing agent--$350 a week, goes for vet bills and supplies. The weekly delivery of 24 cases of cat food and 140 lbs. of litter alone costs $300. Says Phyllis: 'We've had to give up a lot of privileges. It's like a trust or a duty.'"

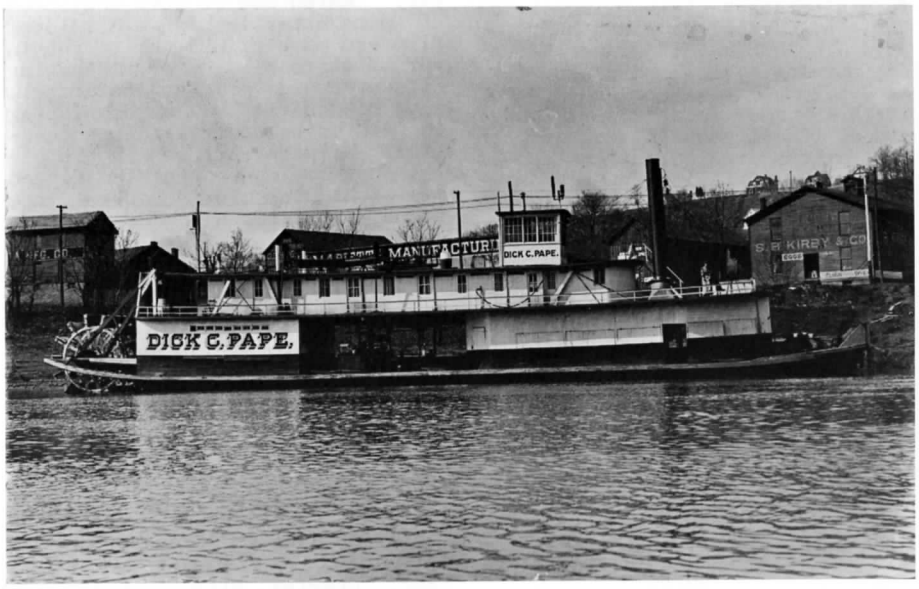
A harkback to former river days came with the passing of 92-year-old Carrie Edna Pancake at Huntington, West Va. on Wednesday, May 26, 1982. Mrs. Pancake was born December 27, 1889 at Vanceburg, Ky., daughter of Alex and Anna Kimble Meldahl. Alex and Capt. Anthony (Tony) Meldahl were brothers and Anna Kimble was directly related to S&D member Garland W. Kimble.

Sirs: The June issue is most interesting, and I am spending a lot of time with those Jesse Hughes pictures. What a remarkable person he was!

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

The recent mishap to the DELTA QUEEN at Lock and Dam 22 on the Upper Miss at Saverton, Mo., below Hannibal, caused something of a national sensation on TV and radio. The story was picked up and aired from Washington, D.C. to San Francisco. On the evening of Saturday, May 15th the DQ was returning to St. Louis, downbound on a St. Louis-Hannibal go-around, the river at an abnormally high stage, when she was caught in an outdraft while entering Lock 22. Lexie Palmore was pilot on watch, and Jim Blum was skipper. After striking the outside wall the DQ topped around and landed, rather successfully, broadside against piers of the dam, her bow almost against the outside wall. In the course of the adventure her hull received a gash above the water line, the metal stage boom was bent around at a 90, not much physical damage otherwise. One of the kitchen crew broke a collar bone when he fell. No injuries were reported amongst the some 187 passengers, many of whom were in the diningroom. Inasmuch as the damage to the DQ was superficial, there was no danger of sinking, nor was there possibility that she would "go over the dam" inasmuch as the river's current held her snug against the piers. Life jackets were issued to the passengers nevertheless, not only as a routine precaution, but because they must walk over the lock premises to go ashore. All did, with no trouble save they were having regrets of the interrupted dinner.

After the passengers had been attended to, transported by bus to point of embarkation, St. Louis, the next job was to get Her Ladyship off the dam. The current was stiff and she was broadside to it, and no way could she be moved without assistance. The towboat MAGNOLIA gave it a try, snapped several lines in the process, causing a broken leg to one DQ deckhand and bruises to one of the MAGNOLIA crew. The DQ changed her position, now broadside away out on the dam. There she stayed until Monday 17th when two large American Commercial towboats, J. W. HERSHEY and DEL BUTCHER, with back-up from two small fry, SIRENE and SIR RANDALL of Canton Towing Co., pulled her free. Thence she deadheaded to New Orleans under her own steam for hull surgery and minor repairs.



ON THE BACK of the photo from which this is made is a penned notation: "Capt. Wm. Duffy owned this boat when this picture was taken at Port Harmar, Muskingum River." The handwriting looks to be that of Ben Richardson, Malta, O. Yes, she's in the pool above old Lock 1, moored at the Marietta Manufacturing Co.'s original plant. Capt. W. J. Duffy bought her at Evansville on March 24, 1909, and the renaming was done on April 10, 1909. The MARY LACY was built at Madison, Ind. in 1897, wood hull, 118 x 22.8 x 4.3 and had engines 13's- 4½ ft. stroke, powered by two boilers. She had been owned by the Evansville & Green River Transportation Co. Captain Duffy and Dick C. Pape both were Marietta persons. Oddly enough, Captain Duffy did not keep the boat very long, and she was returned to the lower Ohio. The only time we ever saw her was at Paducah in June 1914, then towing logs from the Tennessee River to Metropolis, Ill. She was victim of the Big Ice, winter 1917-1918, lost at Tenemo Landing, Tenn., although we've never learned where that is.

She's too sweet for words, but here are a few facts: Jennifer Marie Chengery was born on May 20, 1982, six pounds 8½ ounces. The proud parents are Capt. Gabe and Cindy Chengery, 200 Mansfield Drive, Natchez, Mississippi 39120.

Robert H. (Bob) McCann died following surgery in Bethesda Hospital, Cincinnati, on Tuesday, June 8, 1982. Had he lived until June 15th he would have celebrated his 74th birthday, having been born on June 15, 1908.

Bob was known to thousands of tourists when for many years he served as purser on the GORDON C. GREENE and DELTA QUEEN. He was a native of Sewickley, Pa., son of the late William J. and Ida Belle Jackson McCann, named for his grandfather R. H. McCann who long resided at Zanesville, Ohio.

During his youth Bob developed a fascination for the river and for a time ran a "River News" column in the weekly Sewickley Herald. Upon graduation from the Sewickley High School we went aboard the BETSY ANN as third clerk and later was clerk on the LIBERTY, GENERAL WOOD, SENATOR CORDILL and QUEEN CITY.

He attracted the attention of the late Capt. Tom R. Greene and spent most of his active river career with Greene Line Steamers. Bob never married and lived at the Fountain Square Hotel, Cincinnati, until the building was torn down, causing his removal in 1972 to the Dennison Hotel, 716 Main St., that city. He was a great fancier of old clocks, kept a dozen or more of them running (most of which struck the hour) in his hotel quarters, and kept them in repair.

He had the singular ability of total recall, and could recognize and call by name legions of passengers who rode the boats, the names and ages of their children, relationships, individual preferences and idiosyncrasies. He knew more about the Greene family than even they, as individuals, did, and regarded such knowledge as a sacred trust.

Survivors include one brother, John H. McCann, of Danbury, Conn.; two nieces, Nancy Marcus, also of Danbury, and Jacquelyn Radcliffe, of Cambridge, Maryland, and six grand nephews.

Services were held in Cincinnati on June 11th, liberally attended by local friends, and he was buried in the Sewickley Cemetery the following noon with graveside services.



Robert H. McCann

Bob became an unofficial member of the Greene family, pictured here by Dick Lemen when he started as clerk on the GORDON C. GREENE. His obituary appears in the left column, this page.

Betty Blake & Co., Cincinnati, is very much in business, handling public relations. When Betty died (see last issue) she left Bonnie Baker in charge of the p.r. firm, a young lady who had been serving as purser on the MISSISSIPPI QUEEN and now Bonnie is president of the fledgling business located at 322 East Fourth St., Cincinnati, O. 45202. She is 27.

Capt. Harris D. Underwood died on Monday, June 7, 1982 at Chattanooga, Tenn. He was 84. He and the late Capt. Paul H. Underwood who died November 29, 1974 were brothers, sons of Capt. Ambrose Burnside Underwood who was a pilot and master on the Tennessee River and principal tribs dating to 1890. Harris was a licensed chief engineer of steamboats as well as master and pilot. He was born at Knoxville, Tenn. on April 10, 1898 and was a high school graduate and attended a private school two years. When the GORDON C. GREENE, largest steamer ever to ascend the Tennessee to Knoxville, made her debut there in Sept. 1949, all three of the abovementioned Underwoods were aboard, father and two sons. Later on, Capts. Paul and Harris were associated with the DELTA QUEEN and BELLE OF LOUISVILLE.

A deckhand on the COTTON BLOSSOM answers to the name of Wells Huber and he's grandson of Leonard V. Huber. Two other grandsons, Beau and Brian Huber, worked in previous summers on the NATCHEZ. Grandpa, 79 last May, is completing his 25th published book.

R. E. Wood & Sons is in the business of making castings at Lima, Pa. 19037. One of the sons is Jim who lately discovered on an old Pittsburgh harbor scene post card the towboat JIM WOOD. We sent him a copy of the recent S&D REFLECTOR featuring the series of JIM WOOD photographs. "I haven't felt so excited since Christmas morning as a kid," he responded. "I know of no direct relationship with the Pittsburgh coal shippers of yore, but my son, another Jim, has a 6' wheel from an old schooner in his office."

Among those who kindly sent us the Washington Post feature "On and On the Mississippi" by Ward Sinclair are Mr. and Mrs. Henry L. Nicholls of Falls Church, Va. "It tickles us in view of its timeliness and the fact that never in our recollection has the Post done anything like that...once in a while Washington shows an interest in something other than how to extract more money out of everything and everybody," says their accompanying note. They hope to attend S&D at Marietta September 18th.

MORE ON THE CLARA SCOTT

Herschel Burford, St. Albans, W. Va., has several freight bills reflecting the CLARA SCOTT's Kanawha River operations. Jerome Collins has made some notes from them:

March 12, 1875: Capt. John Thornburg, master, and J. B. Dudding, clerk.

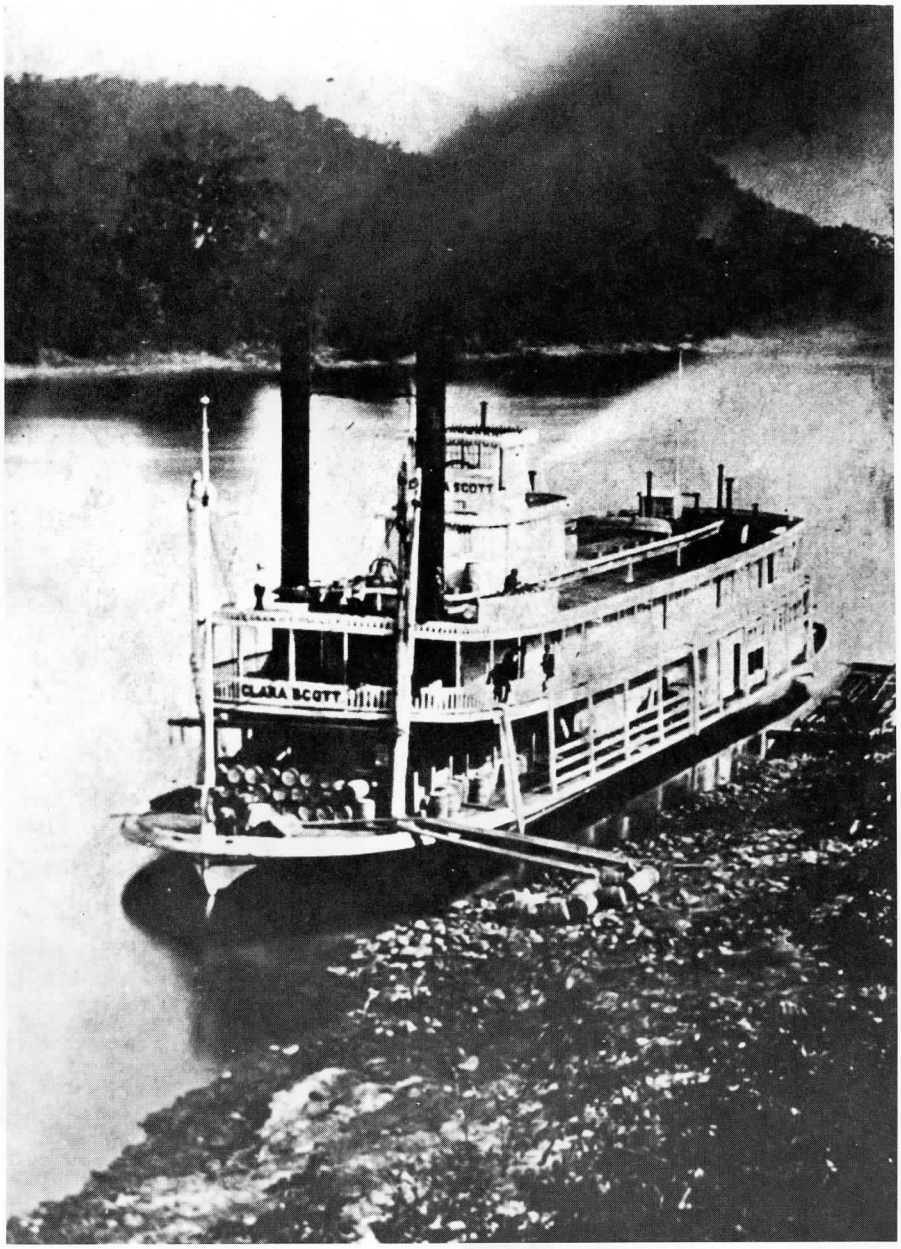
July 15, 1875: The FLEETWING was using CLARA SCOTT freight bills, Capt. John Thornburg, master, and J. B. Dudding, clerk.

August 24, 1875: The WEST VIRGINIA was using CLARA SCOTT bills, Capt. John Thornburg, master, and J. B. Dudding, clerk.

Jerome surmises that the CLARA SCOTT was lost between March 12 and July 15, 1875. Capt. Ed Young figures she must have missed the dug chute through Two Mile Shoals, near Blaine's Island. Jerome asked Capt's Harry White and Francis Wright if they remembered the CLARA SCOTT wreck in that area. Neither did.

Capt. John Thornburg was 32 when he was on the CLARA SCOTT in 1875. He had a large farm along the Kanawha River and spent his latter days in Point Pleasant. During his 30 years of boating he owned in various packets, one of the best being the sternwheel PITTSBURGH which he brought out in 1879 in the Pittsburgh-Cincinnati-St. Louis trade. The PITTSBURGH's hull was used in building the DUBUQUE of the Diamond Jo Line. He was proud of his master's license and as late as 1919 he expressed a wish that it be buried with him. He died at Gallipolis in 1921, aged 78.

Peter Voll, director of travel programs, Stanford Alumni Association, called at 121 River recently in company with secretary Kathleen Farrington. The SAA has the DELTA QUEEN chartered for a Pittsburgh-New Orleans cruise which will be under way as this is read, having departed Pittsburgh on Sept. 3rd. They plied Ye Ed with an invitation to accompany the group for the whole of the journey and at this date (July 31) we're about convinced that, delicious as the idea sounds, it's too close on to S&D. See you at S&D!



THE ELUSIVE CLARA SCOTT EMERGES

SOME WHILE BACK a rash of old-time Kanawha River packet pictures appeared in these columns unearthed by Jerome Collins and Herschel Burford, the R. W. SKILLINGER, KANAWHA BELLE, ACTIVE, MOUNTAIN BOY and ANNIE LAURIE. Our lament at the time was that the CLARA SCOTT was conspicuous by her absence. So, at long last, here she is. The above came to us from Ralph DuPae who, in the course of his sleuthing, obtained it from Capt. Bill Tippitt, Hernando, Miss. This was taken on the Kanawha River, quite possibly by the noted photographer Dr. Claudius M. Pitrat of Buffalo, West Va., whose lens preserved most of the others mentioned here. She was built by Capt. Henry Scott and others. First mention of her in our files was in June 1869 when Captain Scott ran her Evansville-Wabash River, and later that year dropped her into the Evansville-Paducah trade during the low water season. On Sept. 15, 1869 she was racing with the sternwheel packet PHANTOM at Cumberland Island when the latter exploded with life loss and injuries. Most of her career was in the Parkersburg-Charleston trade, Capt. Sam Christy. On May 19, 1875 she brought to Charleston a distinguished group headed by Chief of U.S. Engineers, A. A. Humphrey, culminating in a gala dinner at the Hale House, which resulted in congressional appropriations for upper Kanawha locks and dams. On her way back down the Kanawha, shed of her illustrious cargo, she sank in 7 feet. Her wreck lay in Island Chute, below Charleston, and as late as 1921 parts of it were said to be still visible.

THEATRICAL LIFE ON THE RIVERS

Bill Smith Entertains O-K Group

by Jim Wallen

A sprightly presentation on showboating by William R. (Bill) Smith of Springfield, O. was enjoyed by the 47 who attended the spring meeting of the Ohio-Kanawha Branch of S&D, held at 2 p.m., Sunday, June 13th, in the Mason County Library at Point Pleasant, West Va. Bill's extensive view of theatrical life on the rivers was entitled "Showboats and the People--Real Troupers."

Using scores of interesting slides, Bill's presentation was enlivened by his continuing informative comment, including some unexpected observations on personalities and a number of humorous incidents. The scope of the presentation and the amount of surprising detail indicated a great amount of research. Also notable were the many excellent portraits and group pictures of showboat people.

It began with the 100-foot showboat of the William Chapman family at Pittsburgh in 1831, and came right up to the present with the MAJESTIC showboat at the Cincinnati landing and Betty Bryant doing an act aboard the restaurant boat MIKE FINK at Newport, Ky., just across the river.

Jerry Sutphin did his usual professional job as projectionist.

Present for the meeting were two who were well acquainted with showboat life, Capt. Ernest Pinkerman of Proctorville, O. who, as a youngster, worked aboard the WATER QUEEN, and Capt. Tom Reynolds of Point Pleasant, of the well known Reynolds showboat family.

The program was concluded with the showing of a ten-minute Fox Movietone feature made in the late 1920s, starring the showboat HOLLYWOOD. It was a lively and fast-moving film, with sound, concluding with a rousing production of "Dixie" sung by a blackface chorus. One scene of a river landing crowd included a partial view of the BETSY ANN landed at New Richmond, O. after its 1928 race with the CHRIS GREENE.

A remarkable aspect of the meeting was the wide area represented by those attending. There were members present from the upper Kanawha valley to Columbus, O., and along the Ohio valley from Belpre, O. to Ashland, Ky.

They arrived amid sounds of the deep, brash whistle and the roof bell of today's NATCHEZ, a recording interspersed with calliope music.

Jerome Collins opened the meeting by introducing guests and new members, after which the invocation was by Jim Bupp. Business included the entering of a subscription to the S&D REFLECTOR for the Mason County Library, and the election of Capt. Charles Henry Stone to the office of chief engineer which had been left vacant by the death of Bob Barr.

The afternoon was concluded with the serving of coffee and lemonade along with cookies baked in the shape of a showboat by Bill Smith, himself. There was some suggestion that maybe an important hand in this part was that of Bill's wife, Marj, who was a helpful assistant throughout the whole afternoon's proceedings.

Charles A. (Bill) Smith writes to advise Capt. Tom Kenny and Bill Reed, in case they may wonder where the original framed picture of the LEE H. BROOKS got to (last issue, page 23), it hangs today on the family room wall of Bill's son Pete. Ed Davison gave it to Bill Smith, and Bill split his boat picture collection with son Pete.

"Did enjoy the photos of the MONONGAHELA," adds Bill in his letter. "She was a pretty boat---remember her laying at the Pittsburgh wharf one Sunday afternoon, steam up and ready to leave to pick up her tow---she was big--she even acted big."

Mrs. Christine Gallant, 4544 Genessee, Kansas City, Mo. 64111, writes to say she was 14 months old when her father, Capt. William D. Young, Jr., died in 1954. She now has two sons, one of them named for her father. She recalls being told that her Dad was pilot on Ashland Oil's JIM MARTIN, and she would like to hear from S&D members who may recall more details of his river activities.

The U. S. Coast Guard, Louisville, Ky., has issued an all tonnage master's license for steam and motor vessels to C. W. Stoll. He also holds first class pilot's license from Ironton, O. to Memphis, Tenn. and on the lower section of Wolf River, Tenn.

John Arthur and Susan Dian Way are the parents of a daughter, Christi Ann Way, born on Wednesday, June 23, 1982. They live in 29 Palms, Calif. The young lady has two brothers, William and Michael, born in 1973 and 1975. The paternal grandparents are Jim and Terry Way.

Capt. James Andrew (Andy) Pate was master of the U.S. snagboat ARKANSAS (the first one) in 1934 when he died at Pine Bluff, Ark. on January 30th. He and family (his wife and eight children) had moved to Pine Bluff in 1930 inasmuch as the ARKANSAS wintered there. Born in 1866 in Arkansas, Andy Pate had been a pioneer in the Alaskan gold rush and had run U.S. mail to Nome via boat and dog sled. He boated on the Yukon. He was an uncle to Capt. Russell V. Warner of Memphis.

All the more reason we were a mite surprised to receive in the mail a letter from Mrs. Eugene D. Bowman, 9415 Primrose, Shreveport, La. 71118, daughter of Capt. Andy Pate. "How do I go about joining S&D?" she inquires, and we have told her.



PILOTHOUSE NAMEBOARD from the U.S. steamer MISSISSIPPI (presently the BECKY THATCHER moored in the Muskingum River at Marietta) displayed at the Spear residence, 613 Washington St., Marietta. River buff Jeffrey L. Spear procured it. Keith Norrington took the picture on June 23rd last.

The Clarion Register-Jackson Daily News, Jackson, Miss., ran a photograph in its May 9th issue of a floating photograph boat moored at shore along the Mississippi. It is a large, single deck affair, built on a barge. An owner's card also is reproduced:

RANKIN & WETZEL
Photographers
Floating Palace of Fine Arts
Mississippi River.
PORTRAITS
Of every style and size
Residences, Steamboats and
Plantations Taken
COPIES FROM OLD PICTURES
The Celebrated
IMPERIAL PICTURE

No date is supplied, but our guess is it's prior 1900. Ideas about this, anyone? Our thanks to Earl A. Jaquith, P. O. Box 574, Natchez, Miss. 39120 for bringing the above to our attention.

A letter here from Mrs. William A. Harris, Jr., 106 St. Croix Club, 3483 Gulf Shore Blvd., N., Naples, Fla. 33940. She is granddaughter of Capt. John Porter who lived and operated brick yards in West Virginia opposite Wellsville, O. and whose towboat, JOHN PORTER, brought yellow fever to Gallipolis, O. in 1878. "I know very little of him, and would like to know more," she says.

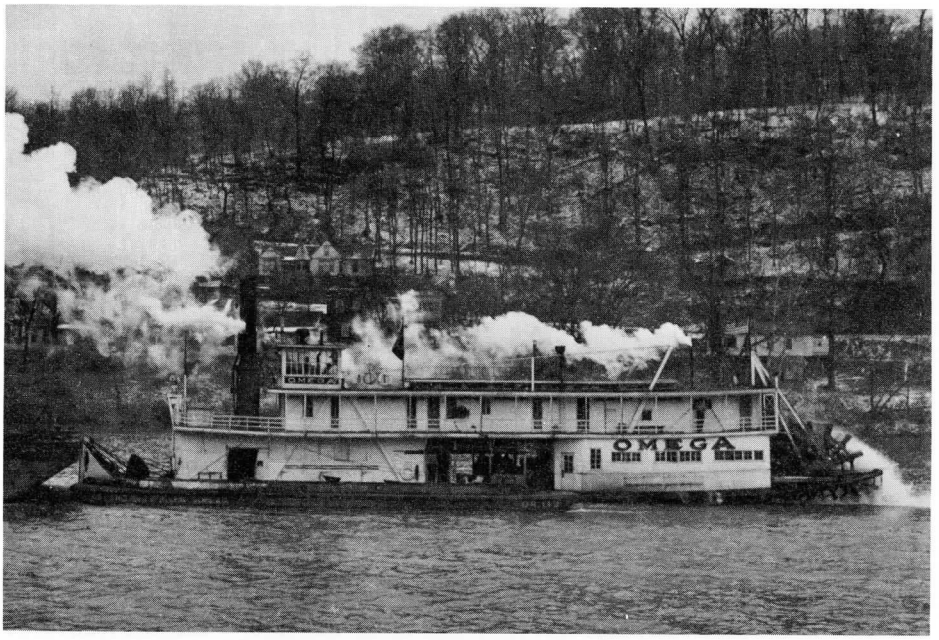
Sirs: In the June issue, page 14, that man, James Tagart (properly Taggart), was born at Stockport, O. on July 15, 1847, son of Arthur and Cornyn Taggart. The father was the largest land owner in Morgan County and was involved in Muskingum River improvement; he built the locks and dams at Devol, Waterford, Stockport, Bald Eagle, and part of the Taylorsville Canal.

James Arthur Taggart, subject of the REFLECTOR picture, "in early manhood was a pilot on the Muskingum." I never knew what boats. In 1873 they moved to Hamilton County, Nebraska, and to Omaha in 1880, where he was an undertaker 1886-1926 when he died November 22nd.

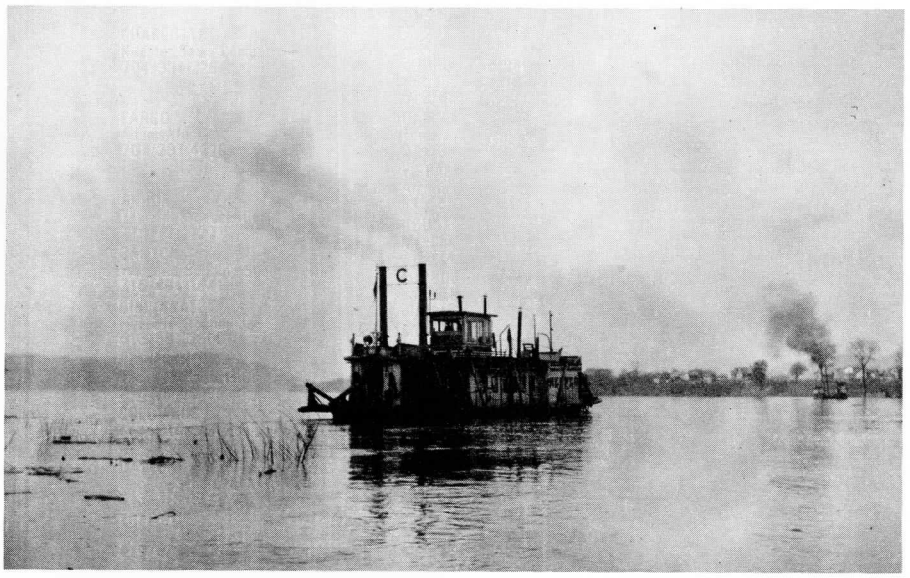
Judging from the REFLECTOR picture it would appear that James Taggart was a pilot on the CARRIE BROOKS in the 1866-1873 period. It must have been taken when he came back to Stockport on a visit.

Clyde K. Swift,
274 Newton Ave.,
Glen Ellyn, Ill. 60137

The usual listing of back issues available, etc. has been omitted in this issue. Truth is that so many news items popped up that we forgot about the "usuals" until too late. One thing members will wish to know: our Secretary has not ordered a new supply of S&D REFLECTOR binders as yet, awaiting sufficient demands to justify getting a batch of them.



THE OHIO RIVER COMPANY, Huntington, W. Va. in 1940 bought the U. S. Engineer (Kansas City District) towboat E. M. BALDWIN and brought her out later that year with her name changed to OMEGA. Meanwhile ORC's towboat A. C. INGERSOLL, JR. burned at Tietzville Light, Ohio River, so OMEGA replaced her, doing most of their Kanawha River towing. The E. M. BALDWIN (documented ERWIN M. BALDWIN) had been built with a steel hull at the Engineer's yard, Gasconade, Mo. in 1917. Capt. Ed Young, who had been on the INGERSOLL, was master of the OMEGA for a time, then Capt. Tom Woodward. Pilots were Harry Woomer, Homer Varian, Bert Clore and maybe others. The OMEGA was listed in the first edition of Inland River Record (1945) and was noted in the 1946 edition as having been dismantled at Huntington. We happened on this picture while searching for something else (which we didn't find) and must confess we have forgotten who took it, or who presented us with the print. Thanks, anyhow.



WOODY RUTTER has unearthed this picture of the HELPER, taken in the Ohio River at Point Pleasant, W. Va. in 1917 by C. C. Bowyer. The Campbell's Creek Coal Co. bought the W. H. MULLER (earlier OHIO, LOMA) from boat broker John F. Klein that June, put a red "C" between her stacks and renamed her HELPER. This is the only picture we ever have seen of her. In 1919-1920 C.C.C. built a new HELPER with compound 9", 15"- 4 ft. stroke engines which overturned at Cincinnati March 16, 1922 drowning Capt. E. A. Burnside and others. She was recovered and went on to become ED MOORE, SOUTHPORT and CAPT. BREAUX, dismantled in 1945.

"The Three Rivers" is the apt title of a recent 80-page book authored by Walter C. Kidney dealing with the Monongahela, Allegheny and the Ohio at Pittsburgh. Part of the funding was provided by the Dravo Corporation, Ohio Barge Line, W. W. Patterson Co. and River Terminal Operators Association. Many of the pictures are historical in nature. Early in his researchings Mr. Kidney was attracted to the S&D REFLECTOR. "It has a staggering amount of photos," he remarked to one interviewer, and added, "and someday I hope to see a really good picture book on Western Rivers--a neglected subject."

Louise King Ferguson worked with Mr. Kidney during the book's preparation. She is director of education and public affairs with the Pittsburgh History and Landmarks Foundation, the book's publisher. Mr. Kidney is a native of Johnstown, Pa. and recalls having made excursions at Pittsburgh on the Streckfus side-wheel SENATOR.

The book is priced $7.95 at the Old Post Office Museum, One Landmarks Square, Pittsburgh, Pa. 15212.

After leaving Louisville, on her return to New Orleans, the NATCHEZ paused at Tell City, Ind. to take out an excursion. An editor of the Tell City "News" went along for the ride, then went back to his office and pecked out the following account:

"It was almost like being at home!

"The crowd of over 1,400 persons that cruised the Ohio River on board the NATCHEZ Sunday was the largest single group to visit the boat out of her home port of New Orleans.

"And the hospitality of the captain and crew was returned, measure for measure, in compliments from those on board the cruise.

"The glory did not belong to Tell City alone, but to all the surrounding areas where various individuals contributed their time and talents to make the cruise a success. It took a lot of people pushing together to roll out the red carpet.

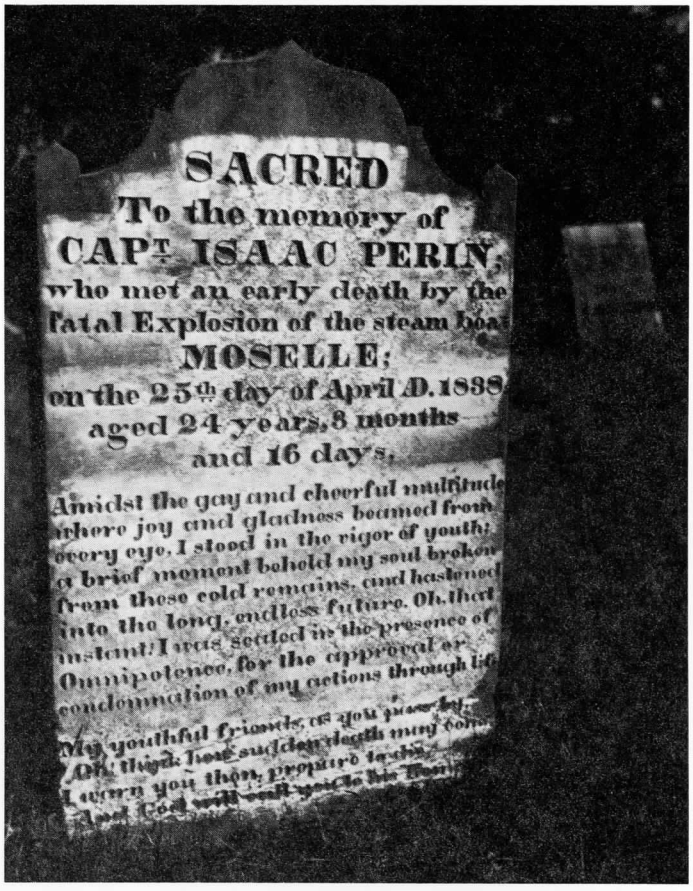
"Some of those who helped were members of the Tell City Area Chamber of Commerce, representatives of both local and out-of-town banks who helped sell tickets and spread the word; Tell City Band Boosters, sponsors of the cruise; the owner and crew of a local marina who provided the tugboat and docking facilities and numerous individuals who worked behind the scenes to make the river queen's appearance here a success.

"Rolling out the red carpet was a lot of work, but it was worth it.

"There's something about a steamboat that makes people happy and brings out the best in them.

"Fare-thee-well, NATCHEZ!"

SACRED
To the memory of
CAPT. ISAAC PERIN;
who met an early death by the
fatal explosion of the steam boat
MOSELLE
on the 25th day of April AD, 1838
aged 24 years, 8 months
and 16 days.

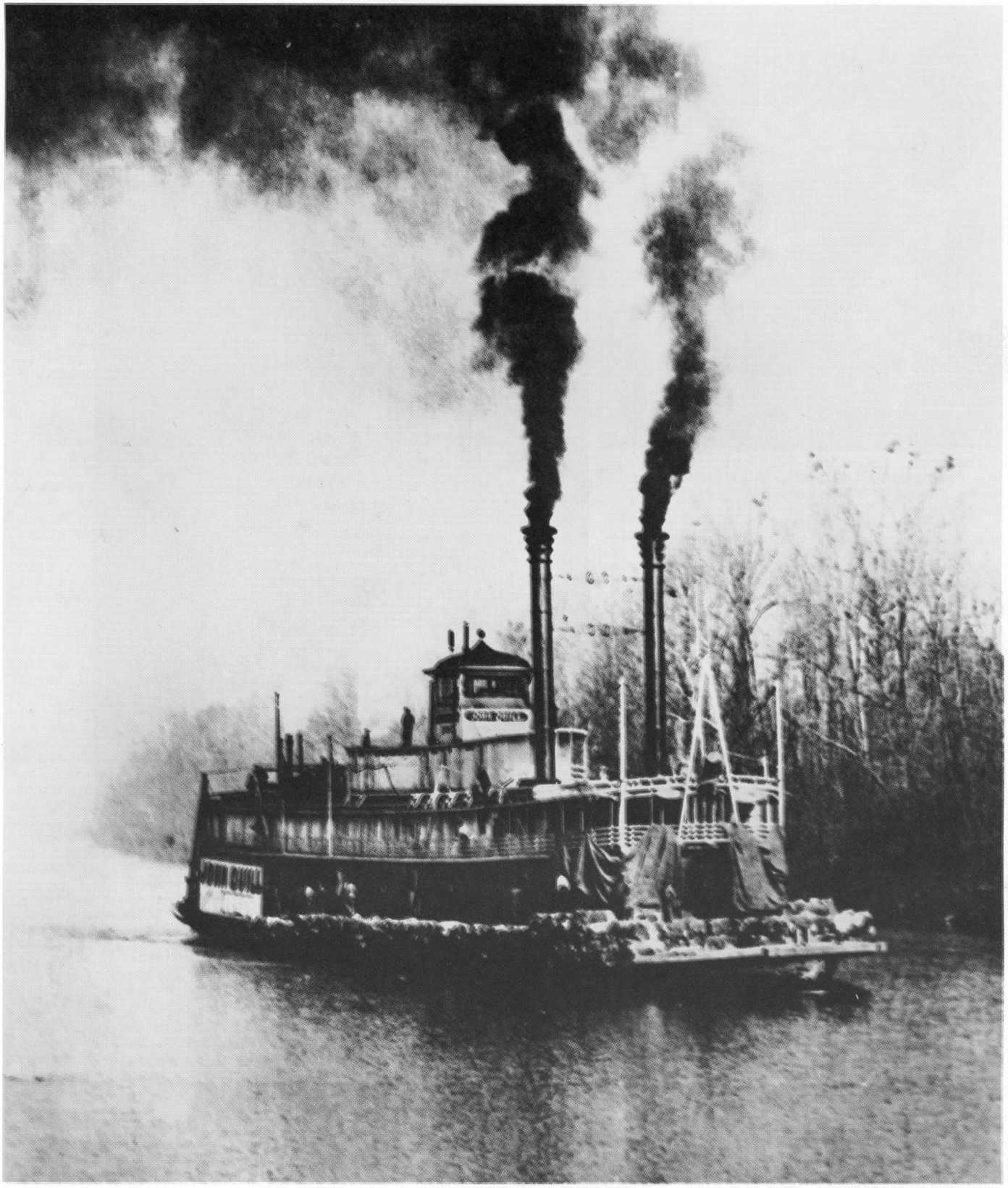


Three of the four boilers of the side-wheel packet MOSELLE exploded while emigrants were being loaded at Fulton, a suburb of Cincinnati. Score: 81 killed, 13 badly wounded, 55 missing, 117 saved. The body of Capt. Isaac Perin, the youthful part owner and commander, was found in the river to the stern of the wrecked boat, caught on the bow of an adjoining steamboat hull. He was a native of Perintown, O., a hamlet in Clermont County on Route 50, four miles south-east of Milford.

The above photo was taken by J. W. Rutter in the Perintown cemetery some while back. We ran it in our Sept. '64 issue, page 4, and now repeat it as an exceptional river-related epitaph.

Amidst the gay and cheerful multitude
where joy and gladness beamed from
every eye, I stood in the vigor of youth;
a brief moment beheld my soul broken
from these cold remains, and hastened
into the long, endless future. Oh, that
instant! I was settled in the presence of
Omnipotence, for the approval or
Condemnation of my actions through life.

My youthful friends, as you pass by
Oh! think how sudden death may come.
I warn you then, prepare to die,
And God will call you to His home.



PICTURED on Tombigbee River, the JOHN QUILL is gathering cotton bales for delivery to Mobile. She usually carried a swinging stage, unaccountably absent in this portrait which showed up amongst the Donald T. Wright collection at Tulane University. She was built at the Howard Yard, Jeffersonville, Ind. in 1907 on a wood hull 168 x 35 x 4.9 and literally wore out in Alabama, Tombigbee and Warrior River service by 1928. In the 1907-1915 period her partner was the older NETTIE QUILL, both owned by Capt. John Quill and others.